

SANTA ROSA



CYCLING CLUB

MAY 2008 NEWSLETTER

Wine Country Century: Showtime!

With only three days between publication of the May newsletter and the Wine Country Century on Saturday, May 3, there isn't much point in beating the drum for yet more volunteers to assist at the club's big event. And in fact WCC Chair Joe Morgan is fairly comfortable that we have all our ducks in a row; that we have most volunteer tasks covered. (*See the Minute Mix for a final note on a few areas that have yet to be fully staffed.*)

At this late date, Joe asks that we use this front page space to extend a heartfelt "Thank you!" to all of the members who have stepped up to the plate and signed on for a tour of duty at the event. You're the best, sez Joe. We agree.

There is one piece of late-breaking news: Joe and club President Craig Gaevert recently met with Sgt Mota of the California Highway Patrol and came to an agreement to have three officers work the event. They will not be closing intersections. All normal traffic laws will still be in effect. They will be assisting with standard enforcement to ensure that riders and motorists share the roads safely and cooperatively. Joe and Craig (and the Board) have considered this step for some time and feel the moment has come to make it happen. They were pleased to find the CHP willing to work within our game plan in handling the traffic flow efficiently.

Next, please! The Terrible Two awaits

There is a big, ugly monster waiting for you, just up the road, around the next bend. It's a bad-tempered bully, and if you're not careful, it will smack you upside the head, swipe your lunch, and hand you back an empty sack.

It's The Terrible Two Double Century, the baddest bad boy on the block. In spite of some other doubles having more elevation gain and perhaps taking longer, on average, to complete, most experienced veterans will tell you this is the biggest challenge on the California Triple Crown circuit. It is also the most prestigious event of its kind: the one the participants are proudest to finish... if they manage to finish.

Counterbalancing all that dreadful hype, however, is the fact that it is also the best supported and—by our subjective assessment—the most scenic and entertaining of all the doubles, which is why it has been voted #1 in terms of rider satisfaction for several years in a row by those who participate in the CTC series. That shameless plug allows us to segue smoothly into the question of where all

that great support comes from: it comes from all of the assembled members of the host club...our club, the SRCC.

This year's installment of the legendary TT is scheduled for Saturday, June 21, smack bang on the Solstice. Event Chair Craig Gaevert assures us that no news is good news on the TT front this year: everything is expected to be much as it was last year, except for a few small items.

In particular, we are in need of a new person to manage the Fort Ross rest stop. This is a prime spot for plugging into the excitement that animates the event. You get to see (and assist) the riders at a crucial point: after 165 grueling miles, with the fearsome Fort Ross climb staring them in the face, but also where they can just barely begin to smell the barn and to—maybe—anticipate the glorious finish. If you're interested, talk to Craig about what the assignment entails.

That one job is of course just the tiny tip of the proverbial iceberg when it comes to the support required in order to keep the event running in the style to which our riders have become accustomed. We need all the usual volunteer efforts, from rest stop crews to sags to staff for the after-ride festivities (at Analy HS) to clean-up crews on the following day. Although the field is only one-tenth the size of that for the Wine Country Century—250 participants instead of 2500—the riders are working so much harder and covering so much more territory, and taking so much longer to do so, that the amount of support we need to provide is almost as substantial as what we lay on for our other big event.

Because the TT is so epic and larger-than-life, it really is exciting to be involved with it as part of our support team. The fact that we are only soliciting for one new chairperson this year is a testament to the fact that most of those who have worked on the event in the past return and sign up for the same jobs, year after year. (The only reason we need a new Fort Ross chair is because the old one is planning to ride the TT this year.) All of those old hands take this on as a labor of love. They have a great time out there, helping the riders toward their lofty goal.

If you've been there and done that, now is the time to plug into the TT network and lock in your favorite assignment for this year. If you haven't been involved in the TT before, give it a try: check in with event management and find an opening where you can witness first-hand what all the hoopla and hype are about.

TT Chair: Craig Gaevert, 545-4133, cgarch@sonic.net

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for April

1. Call to Order: President Craig Gaevert called the general meeting to order at the Round Table on Occidental Road on Wednesday, April 9. 38 members and guests were in attendance.

2. Treasurer's Report: Treasurer Donna Emery announced that, as of March 31, the assorted bank balances were as follows: PayPal: \$116,896.05; money market: \$29,793.02; checking: \$20,205.44.

3. WCC: Event Chair Joe Morgan reported on the preparations for the upcoming event. (*See note on page 1.*) He spoke at length about the plans for the Workers's Ride and Picnic on May 10. (*See article on page 7.*) Joe and Craig met with a representative of the CHP to arrange for support on the event. It was noted that we can still use more people on the clean-up crew on the afternoon of the WCC and—as always—we can use more sags. There is also a need for riding Course Marshals. Bill Oetinger displayed the new jersey to the members. (The shipment had just arrived.)

4. Membership: Gordon Stewart reported current membership at over 600.

5. Board: Former Board member John Miklaucic volunteered to fill the vacant seat on the Board left by Charlie Rowell's resignation. This was approved by voice vote at the Board meeting.

6. TT: Bill Oetinger reported that registration for the TT was consistent with past years. We are looking for a chair for the Fort Ross rest stop crew. Jon Dick has taken over the Camp Gualala rest stop. (*See article on page 1.*)

7. Volunteerism: President Craig Gaevert made a speech to the Board about how the burden of volunteer tasks in the club falls on too few shoulders; how there are many more members who could be doing a little more to help out so that a few hard workers don't end up with a case of burnout. This is a chronic problem for our club and for all organizations that rely primarily on volunteer energy to keep things moving. In our club, with over 600 members, at least 80% of all the responsibilities and projects end up being handled by no more than a couple of dozen people. We get tired of asking for volunteer help, but the fact is, we really do need it, and we especially need new people to become involved. The future of the club is in the hands of new members...

8. Programs: JoAnne Cohn agreed to act as coordinator for speakers and films and so forth at the general meeting. If you have a topic relating to cycling that you think would be of interest to the members, get in touch with JoAnne. No infomercials please!

9. Clean-up: Craig Gaevert noted that we still need folks to sign up for the litter pick-up project on April 19.

10. Picnic. Members rehashed what went right and what went wrong at the April Spring Picnic. (*See item in B&B.*)

11. BLB: Bill Oetinger noted that an order for 100 units of the Bad Little Brother jersey had been confirmed. Rich Fuglewicz passed along word that Greg Durbin has agreed to take over leadership on the BLB beginning in 2009.

12. Brevets: Donn King announced that the 300-K Brevet had been cancelled because of low registration.

13. Speaker: Craig Gaevert used the new club projector to show a film on the history of six-day racing in the United States.

Richard Stout 1953-2008

Passed away in his sleep on Monday, March 24 in Santa Rosa. Brother of Ron Stout and brother-in-law of Julie Stout of Santa Rosa. Age 55 years. A native of Berkeley, California, Richard grew up in Terra Linda, moving to Santa Rosa for high school, graduating from Montgomery High School in 1971 and Santa Rosa Junior College in 1973. He worked in retail for TeeVax and ShutterBug, and as a mortgage broker. Richard loved to sail and was a long-time member of Santa Rosa Sailing Club. When his brother Ron got into cycling, Richard followed as a bike race official, a member of Santa Rosa Cycling Club, and a frequent helper for his brother's Bike Elves program. Rich was a fixture for many years at the local races, working as a race steward, and he was a regular on many of our club tours in the capacity of sag driver. Lately, Richard was a 15-year member of the Pacific Coast Air Museum, volunteering as Crew Chief on the restoration of several planes.



The March Magic mileage challenge has run its course for another year. At least we assume it has. Without checking with each participant, it's impossible to tell if every one of them has finalized their data in the on-line log for the month. One has to wonder when seeing five people who signed on for the challenge and then recorded zero miles for the month. Did all five of those cyclists really not ride one single mile for the entire month? It seems highly unlikely.

With that disclaimer in mind, we can look at the results that are posted and consider them for what they do tell us. There were 77 people signed up—including those five zeros—and that represents a new record for this program. Of the 77, 53 met their goals, and some exceeded them by impressive margins. Nine riders logged over 1000 miles for the month, including three who signed up for only 750 miles and one who pledged to do only 500. Many who failed to reach their stated goals may have "failed," and yet they still rode substantial miles. Their only failure was in setting the bar too high for themselves. For example, Doug McKenzie recorded the most miles of anyone—1362—but fell short because he had selected 1500 as his target! That's an honorable failure.

The March Magic challenge is all about encouraging riders to get on their bikes and roll out the miles, in that first flush of springtime. And then, by listing the totals on the club site, for all to see, those involved stand as inspirations to their friends and club mates: if we can do it, so can you! Our April Alpina monthly challenge and our yearly Century Challenge and Commute Miles logs work in the same way. Sign up, log your entries, and get in on the fun. It's part of what makes it entertaining to be in a bike club.

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: srcride@sonic.net.

Timing is everything. I had originally listed my Apple Cider Century on March 15, but when I realized the club's 200-K brevet was set for that date, I moved the ACC to March 22. On the 15th, the randonneurs on the brevet were pelted with hail and rain, as we reported last month. It didn't rain everywhere, all day long, but it rained enough that it certainly would have nailed a ride that was out and about for as long as a full century. The next weekend however was just about as nice as it could possibly be, and the 15th Annual Apple Cider ride was conducted under blue skies and over dry roads for all of its miles.

I would guess there were around 60 riders at the start, divided more-or-less equally between those doing the 100-K and those committed to the full century. We have noted in the past that the many hills on this route do a ruthlessly efficient job of sorting the riders out. Many an ACC has devolved quickly from a mass start into a long, straggling line of riders. For some reason, this year was different. There may have been a few stragglers and lonely solos out there, but for most of the day, most of the group—on the century route at least—stayed together pretty well. There were still a couple of dozen riders working in the same paceline, steaming down the hill between Occidental and Freestone, well into the second half of the ride. And most of them were still comfortably together at the final rest stop at the Tomales Bakery. It took one last little pitch—Carmody, at mile 90—to finally fracture the group for good, but even then most folks rolled in with half a dozen friends for company.

So...another nearly perfect ACC. They haven't all been this nice. We've had our share of rain and hail. But in recent years we've lucked out. A good crowd, fantastic weather, and lively group dynamics. Plus that incredible scenery: I was cruising along on Meyers Grade, looking down those green canyons to the blue Pacific—clear all the way to the horizon—and I was thinking that this has got to be one of the most beautiful centuries around. Hope you were out there to enjoy it.

But perhaps you didn't want such a big ride on this weekend. If so, you had some alternatives available to you. On the same day as the century, Ken Russeff had a 50-mile A-ride out of Cotati, which did some of the same roads the century did, including the rest stop in Tomales. (I guess they were in and out of there before we arrived.) Ken sent in a note about it: "We had a mixed group of 14 riders leaving out of Cotati. Highlights were visiting with cows enroute to the Tomales Bakery, enjoying the green hills and wildflowers through Chileno Valley, soaking up the UV rays, and returning to the parking lot with only one missing rider. I'm happy to report the MIA was eventually located. Another great spring ride."

The next day, Alan Bloom listed a ride running from the Youth Park on Fulton all the way to Cloverdale and back. I inadvertently left his name off the listing in the newsletter, but that didn't stop folks from showing up, as Al reports. "The fog was just clearing as we arrived at 'Skateboard' Park at 9 AM. We had 10 at the start plus several more who started late. I think there were about 13-14 total. The temperature was in the low 40's as we left, but it wasn't long before the tights, windbreakers, and arm warmers came off.

Besides the unseasonably warm, sunny weather, we had light traffic almost all day due to the wineries being closed for the Easter Sunday holiday. The only exception was Hwy 128: apparently the casino was still open. Sue and I were riding at the back so we didn't see the others after the first few miles, but I have received no reports of any untoward incidents."

The last Saturday of the month offered up one final opportunity to pad those March Magic log books: Martin Clinton and Steve Drucker had once again listed their Double County Double Metric ride, which, as the name implies, visits both Sonoma and Napa Counties on its way to a total of 126 miles. Steve sent in this report: "We started at Howarth Park with about 12 riders. The streets were still a bit damp and we had cloud cover. This kept the temperatures up in the high 40's and avoided the near freezing temps of previous days. The ride split up into B and C packs but reassembled when a rider flatted on Willowside. We picked up a few more riders en route. We split up again and rejoined at the park before Healdsburg. After that, the B and C groups were separate. Several riders turned off and returned via Chalk Hill. Doug McKenzie and Don Graham led Jeff Burton, Del Bogart, and me to Calistoga. We had a regroup of C riders with Vern Weirich, Janice Oakley, Firouzeh Attwood, and John Russell joining us. After a fast run on Highway 128, we ended up with a group of Doug, Don, Jeff, Del, and me. Doug and Don led us along Silverado Trail. We had only mild wind but could just hold onto their pace. Vern and Janice rejoined us in Browns Valley and yo-yoed on and off our group on the way back. Doug went off on his own for more hills. We finished mostly individually, as riders began to tire or split off to ride home. At the end, there was less wind than usual. I finished in my best riding time for this ride in the last six years."

Rose Mello capped off the month with a ride out of the Rouge & Noir Cheese Factory, going north to Tomales by way of the Marshall Wall and Hwy 1, and back south on Chileno Valley and up and over Wilson Hill...an ambitious 50-miler at B tempo. "Fifteen riders came out for a clear, chilly headwind ride, where we were sharing the road with lots of motorcycles. Some were nice; some were not. The testosterone was running high that whole day: after leaving Tomales Bakery, while we were on Fallon-Two Rock Road, two trucks came flying by. Tom was ahead of us. Some jerk threw an open Pepsi can, hitting him in the back. Further up the road, Alan was hit with an unopened beer can that exploded on him."

You don't have to be a cyclist for very long before you encounter some of these sub-human boneheads who get a charge out of tormenting defenceless cyclists. Everyone has their own dark anecdotes to share, including two club members who were actually shot at on the Geysers recently. (In that case, the cyclists were able to ID the perps and immediately put a call in to county law enforcement. A short time later, the shooters were arrested at a road block.) Most of the time, there isn't a damn thing we can do about it because we can't get an ID on the car or its occupants, so we are left to nurse our wounds—superficial or serious—and fume in frustration. This cowardly, sociopathic behavior has been the subject of countless discussions on cycling chat lists and forums for as long as most of us have been involved in the sport. We don't have the space here to adequately revisit the issue once again. It's just the way it is in our world.

But enough of that! Let's get back to our favorite topic: club rides. First up in April—launching the April Alpina climbing

— *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, tube(s), 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

PDF route slips available at www.srcc.com...go to Calendar of Rides

SATURDAY • MAY 3

WINE COUNTRY CENTURY The main event!

See elsewhere in newsletter or visit srcc.com for more information.

SUNDAY • MAY 4

SRCC Welcome Wagon Ride 1/A/10 10:00 AM • Ragle Ranch Park

An introductory ride for novice cyclists (but veteran riders are welcome too). Easy, social pace. Plenty of opportunities for learning bike skills with supportive, experienced mentors. Instruction on working on bikes, on request.

Mike & Janice Eunice—575-9439

Pope Valley Loop 3/B/35

10:00 AM • St Helena Safeway

Church > L on Pope > R on Silverado Trail > L on Sage Canyon (Hwy 128) > L on Chiles & Pope Valley > Pope Valley > L on Ink Grade > R on White Cottage > Howell Mtn > Pope, etc
Wayne Kellam—523-1878

SATURDAY • MAY 10

WCC Workers' Rides & Picnic 2-3/ABCD/12-35-63-100

Join with fellow WCC workers for your own day on the famous Wine Country Century course. See article on page 7 for more information.

SATURDAY • MAY 17

Cavedale, Spring Mtn, & More 9:00 AM • 5/C/100 Howarth Park

Thru parks > Channel > Thru Oakmont > Pythian > R on Hwy 12 > R on Warm Springs > R on Arnold > L on Madrone > R on Hwy 12 > L on Cavedale > R on Trinity > Dry Creek > R on Dry Creek > L on Orchard > L on Solano > R on Oak Knoll > L on Silverado Trail > R on Sage Canyon (Hwy 128) > L on Chiles & Pope Valley > Pope Valley > L on Ink Grade > R on White Cottage > R on Deer Park > L on Sil Trail > R on Pratt > L on Hwy 29 > R on Elmhurst > R on Spring Mtn > St Helena > L on Calistoga > R on Montecito > L on Mission > R on Montgomery > L on Summerfield to park. *Plenty of shortcuts.*

Wes Hoffschilt—545-3240

Novato-Pt Reyes Loop

3-4/B/60

8:00 AM • Miwok Park, Novato
(2220 Novato Blvd)

R on Novato Blvd > R on Pet-Pt Reyes > L on Hicks Valley > L on Marshall-Pet > L on Hwy 1 > R on Mesa > R on Hwy 1 (*Rest stop at Bovine Bakery in PRS*) > Retrace Hwy 1 north > R on Pet-Pt Reyes > R on Nicasio Valley > L on Lucas Valley > L on Miller Creek > L on bike path next to 101 > R on Alameda del Prado > L on S. Ignacio Blvd > R on Sunset > L on Cambridge > L on Arthur > L on Indian Valley > R on Wilson > L on Novato Blvd to park.

Robin Abramson—569-0620

SUNDAY • MAY 18

SRCC Welcome Wagon Ride 1/A/10 10:00 AM • Ragle Ranch Park

See listing on May 4 for more info.

Mike & Janice Eunice—575-9439

Sweetwater Springs

3-4/B/36

10:00 AM • Mirabel Park & Ride

East on Mirabel > L on Trenton > R on River > R on Trenton > L on Trenton-H'burg > L on Eastside > R on Wohler > R on Westside > L on Sweetwater Springs > L on Armstrong Woods (*Rest stop at coffee shop*) > Cross old bridge > R on Hwy 116 > R on Mays Canyon > R on Hwy 116 > L on Martinelli > R on Old River > River to Mirabel Park-&-Ride.

David Batt—546-5301

SATURDAY • MAY 24

13th Annual Bad Little Brother 5/CD/133 • 14,000'

8:00 AM • Lk Sonoma Visitor Cntr

Dry Creek > L on Dutcher Creek > Cloverdale Ave > L on Hwy 128 (*Rest stop in Boonville*) > L on Mountainview > L on Hwy 1 (*Rest stop in Pt Arena*) > L on Annapolis > L on Skagg Springs (*Rest stop at Camp Gualala*) to finish. *An extremely challenging ride for fit cyclists.*

Rich Fuglewicz—575-0678

SUNDAY • MAY 25

Mid-County Meandering 2/AB/35

9:00 AM • Esposti Park

R on Shiloh > L on Skylane > Laughlin > R on W. Laughlin > R on Slusser > L on Mark West Station > R on Trenton-H'burg > L on Eastside > R on Wohler > R on Westside > Mill > L on Center (Coffee at Oakville Grocery) > R on Matheson > R on 1st > L on Front > L on Healdsburg Ave > Old Red > L on Pleasant > Faught > R on Shiloh to park.

Rose Mello—543-5889

SATURDAY • MAY 31

Gears, Grapes, & Grounds 3/AB/42

9:00 AM • Healdsburg City Hall

R on Grove > R on Mill > Westside > R on W. Dry Creek > R on Yoakim Bridge > L on Dry Creek > R on Dutcher Creek > Cloverdale Blvd (*Rest stop at Grapes and Grounds*) > L on Cloverdale Blvd > L on First > Crocker > R on Asti > Geyserville > L on Hwy 128 > L on Geysers > R on Red Winery > R on Alexander Valley > R on Lytton Station > R on Lytton Springs > L on Dry Creek > R on Kinley > L on Mill > L on Grove to City Hall.

Ken Russeff—953-1804

SUNDAY • JUNE 1

Marshall Wall-Spring Hill 3/C/62

9:00 AM • Ragle Ranch Park

R on Ragle > R on Bodega > L on Watertrough > R on Pleasant Hill > R on Bloomfield > R on Pet-VF > L on Ghericke > R on Fallon-Two Rock > L on Hwy 1 (*Regroup at Tomales Bakery*) > South on Hwy 1 > L on Marshall-Petaluma > L on Wilson Hill > Straight on Chileno Valley (*Regroup at Helen Putnam Park*) > L on Spring Hill > L on Pet-VF > R on Roblar > L on Canfield > R on Bloomfield > L on Pleasant Hill (into Sebastopol) > L on Covert to park.

Michael Leach—849-1949

MAY 25-31

Century Challenge Week

For the final week of May, Bill Ellis will be doing a century a day. He invites you to join him on any or all of the rides.

Bill Ellis—415-898-2998
red_tandem@yahoo.com

SATURDAY • JUNE 7

Krusing with the King 5/C/102

8:45 AM • Analy HS
5/C/71

10:00 AM • Monte Rio

R on High School > L on Occidental > R on bike path > L on Gray > R on RR > L on

Graton > R on Boho > R on Old Boho > Over bridge in MR (*Regroup & pickup short-course riders*) > L on River > R on Austin Creek > R on Caz Hwy > King Ridge > R on Tin Barn > L on Stewarts Pt > L on Hwy 1 > L on Kruse Ranch (2+ miles unpaved) > R on Seaview > Fort Ross > R on Meyers Grade > L on Hwy 1 > L on River > R on Moscow > R on Boho (*end of short course*) > L on Graton > R on Mill Station > L on Occi > R on High School.

Bill Oetinger—823-9807

SATURDAY • JUNE 21

THE TERRIBLE TWO

5/CD/200 • 16,500'

5:30 AM • Analy HS
(Pre-reg only)

If you're not up to doing the TT this year, consider working in support of the riders. It's an epic day, whichever way you're involved. See article on page 1 or visit srcc.com for more information.



REGULAR RIDES

Wednesday Wanna-B's

B or C • 30-50 miles • 9:00 AM

First Wednesday: Howarth Park, Santa Rosa

B: Beth Anderson—584-3685

Vin Hoagland—584-8707

Second Wednesday: Healdsburg City Hall

C: Eric Peterson—433-7737

Third Wednesday: Ragle Park, Sebastopol

C: Jeff Burton—217-2756

Fourth Wednesday: Ragle Park, Sebastopol

B: Alfred Masy—546-0898

Ed Steiger—538-7395

C: Johann Heinzl—539-7991

Fifth Wednesday: Howarth Park, SR

B: Bob Briner—799-7146

Friendly Fridays

B or C • 30-50 • 9:00 AM

First Friday: Cotati Dog Park

B: Greg Stone—527-6116

Second Friday: Howarth Park, Santa Rosa

B: Martin Clinton—569-0126

Third Friday: Ragle Park, Sebastopol

B: Doug Newberg—579-0925

Fourth Friday: City Hall lot, H'burg

C: Warren Watkins—433-4403

Fifth Friday (B group only): Esposti Park

B: Buck Hall—537-1946

2-3/A/25-30 • 9:00 AM

Same schedule as other Friday rides

Janice Eunice—575-9439

Fourth Friday: George Gallegos—544-3178

& Carole Kolnes—838-3988

Tuesday Twilight Crits

April 17 to August 28

Corporate Center

Races for Cats 4-5, 3-4, 1-2-3-Pro.

Lars Norlund—527-8646

Friday Night Time Trial

2/11/ABC

6:00 PM • Kinley & Dry Creek

Healdsburg

Randall Ray—433-2555

• FOR SALE •

DT Swiss Rims, new & used

1450's (1450 grams a set) • 28 spokes, bladed, front, rear • Radial front, 2x rear

Used • Retail: \$750 a set; asking \$275

340's (1685 grams a set)

28 front, 32 rear

New • Retail: \$600; asking \$400

Wes—545-3240

Trek 520 Touring Bike

Double-butted chrome moly frame

Chainrings: 50-44-28 • Cogs: 14-32

Size: 21" • Shimano Deore DX • \$150

Gary—538-9262

Saddle & pedals

Specialized Alias 143 saddle • \$70

Speedplay X pedals • Stainless spindle

Pedals good, cleats rather worn • \$75

Bob Hasenick—573-1426

Shimano Components

Brand new Ultegra Crankset (53-39)

Never used...still in box • \$150

Long-cage Deore XT derailleur • \$65

Ultegra derailleur • \$50

Kipp—570-1242

Brooks Saddle

Brooks B17 Champion saddle • Very

lightly used • Tan. • \$50

"Old School" Cycling Shoes

For toe-cage type pedals (not clipless)

Sidi • Black • Men's 47 • \$25

Debra—415-641-9147

extravaganza—was Doug McKenzie's Pine Flat Challenge, wherein riders ride to the base of Pine Flat, then charge to the top after a mass start. Doug reports: "Saturday it was cool, perfect for the climb, but a bit too cool to hang too long at the top. We had 15 at the start at Piner. We were running a bit late with a couple of mechanicals. Deanna called from the base of Pine Flat to check on our status. There were about 15 more at the start with her, waiting! Riders were smart and did not drive to the start but rode from their north county locations. We had about 30 starters who wanted to do the Challenge, plus quite a few who just started up the road, not interested in being timed. We finally got the group started a bit after 11. Miguel Crawford took the early lead and I tried to follow. He gapped me on the first slight climb! Uh oh! But Brian Anderson bridged up to him. We got a good group of five or so following. Someone asked: should we try to catch them? I say no, the hill will sort it out. So here's the lowdown: Ted Simpkins wins it with his personal best of 50:54. Brian gets second, showing us why he wins the TT. Giampaolo Pesce gets a personal best in third. Other notables: Hillary Bartels gets a personal best and a new Women's record of 59:02! Matt Wilson, John Ellis, Charlie Geselle, and a few others set personal bests, knocking a few minutes off their times." Doug doesn't say it, but Miguel did come back to the group, finishing fifth, less than a minute ahead of Doug.

More silly hilliness was on the card on Sunday in the form of the Nifty Ten Fifty, down on the steep streets of Berkeley. Usually we get a report on this one from Doug's big brother Paul, but no news this year. If you know the course—ridiculously steep pitches all day long—you can imagine what fun they had.

That ride was somewhat overshadowed by our Spring Fling Picnic and rides on the same day. This event evolved from our former March Magic wrap-up picnics. Last year, someone got the bright idea that we open the affair up to all members, not just MM maniacs. Last year the rides were almost rained out. Many riders who had planned to start did not. Some did, and rode through the sprinkles to a damp and rather dreary picnic. This year, the weather was much nicer. A bit chilly but sunny and bright. I led the longest ride, starting from Analy HS. We had a nice group, including some new members and some old ones who had not been seen in awhile. We were supposed to hook up with the intermediate group at Piner HS, but when we got there, we found they had started without us, the dogs. So we chased them and caught most of them, going up Westside Road. But then a small group of hardcore riders peeled off to do the optional out-&-back on Mill Creek, and at that point, the bulk of the group—A's, B's, and C's all intermingled—headed for the picnic at Riverfront Park on Eastside Road. Meanwhile, the hardcore corps headed up Mill Creek. Only we weren't really all that hardcore: we stopped at the base of the steepest pitch, eight miles in, and turned around, making a belated bee-line for the picnic, hoping to get there before all the food was gone. We needn't have worried on that score. Those in charge of planning this day—including yours truly—had seriously botched the calculations on estimated time of arrival for the various groups. Riders began rolling into the park at least an hour ahead of the time the food prep people were expecting them, with the result that many folks were hanging around with not much to eat for quite awhile. (This is most definitely not meant as criticism of the food crew, led by Greg Durbin. They did a great job, with loads of energy and

good cheer. It's just that our faulty timeline put them at a real disadvantage.) Even with our hilly out-&-back, which made us the last group on the road, we still arrived just five minutes after the official start time of the picnic, and by then, some people were already leaving, having been there for an hour or more already. So the bad news is we stumbled a bit on our planning for this party. The good news is we had something like 75 riders out on the roads on a lovely spring day, all having a good time. And we did eventually get fed. One good thing about the rides being over sooner than we expected: if you cared about it, you were able to get home in time to watch the Tour of Flanders on TV!

We're going to go back to the drawing board regarding this Spring Picnic. We're either going to fix the problems or dump the whole thing. We have our Free Lunch Ride in March and our WCC Workers' Ride and Picnic in May. It may be we really don't need another club picnic in between.

There was only one event scheduled for the following Saturday, and that was the club's 300-K Brevet for 2008. This being the year after Paris-Brest-Paris, attendance at brevets really drops off. These serve as qualifiers for PBP, and as the big event only happens every four years, there is a lull in the cycle at this point. Registration was so slow for this notoriously hard ride that our two RUSA coordinators, Donn King and Robert Redmond, decided to cancel the event.

And then, suddenly, it was summer. Amazing really: for a few weeks, we had been experiencing temperatures that were several degrees below average for the dates. You'll note the words "cool" and "chilly" in many recent ride reports. But on April 13, when we gathered in Calistoga for the start of my Napa-Knights-Pope Century, there was hardly an arm warmer to be seen, nor any other evidence of cold-weather protection. The prediction was for a day in the mid-80's, and that would have been perfect. But in fact the mercury climbed through the mid-80's and topped out in the mid-90's (on Pope Canyon at mile 70). My personal "real feel" thermometer was reading a lot hotter than that! The heat and the accumulated hills and a lot of headwind made it a little harder than I anticipated. (I had told someone ahead of time that it would be just slightly harder than a WCC. In retrospect, it seemed quite a lot harder, but maybe that just reflects my own struggles out there.) We logged about 6500' of gain.

There were 20 riders on the course...18 at the start and a couple more we picked up along the way. We hit our first and steepest climb of the day right at the start: up Lawley out of Calistoga. This immediately broke the group in two, with a front bunch of about ten, a second tier of about five, and then a few stragglers. The groups overlapped at a couple of regroupings—on Lake Berryessa and at the Pope Valley store—but we were essentially out of contact for the entire day. Great chunks of the ride were done on remote back roads with nary a car to be seen. These were in contrast to the miles in Napa Valley—on Hwy 29 or Silverado Trail—where the traffic never stopped (but where there are always big shoulders). What with the heat, the beaches at Berryessa were packed. The parking lots were filled to capacity, but for some reason, that didn't translate to chaos on the roads. There were a few trucks hauling ski boats around, but overall, it was not as hectic as we feared it might be. There were swarms of sport motos out there though. Tons of them, buzzing along like big, metallic bees. There were also many exotic sports cars sharing the roads with us on this lovely, sunny day. Ferrari, Lamborghini, Calloway, Viper; Porsches

and 'Vettes of all sorts and vintages...all that splashy Napa Valley money on ostentatious display. (What recession?) Aside from the heat and the headwind, it was a great ride, with a lot of the lovely little roads being new to a lot of the riders.

Oh, and what about the famous spring wildflowers? They were there, not quite in the extravagant profusion of a really good year, but pretty darn close. The peas and poppies and lupine were doing everything expected of them, and the little white and yellow meadow confetti were not far off their peak. Overall, it was a superb day, if somewhat harder than we expected it to be.

This was not the only ride on the day. Mike and Janice Eunice had another of their entry-level Welcome Wagon rides and Rose Mello had a hilly little scamper out of Ragle, west of Sebastopol.

Janice checks in about her ride: "We had 11 riders participate on this ride, and we went 12+ miles total. Frances and Max are new members to the club and wanted to meet and ride with other members. They might come out on the Friendly Friday rides. Missy used to ride with us on Fridays many years ago and is getting back into cycling. Missy brought with her Michelle from Novato, who is looking into getting a road bike of her own. Tim and Laurie are members who were on my Welcome Wagon rides last year. Julia is a commuter, but the most she ever rode before was 20 miles and that was a stretch. Mike and I appreciate that Alan Bloom and Sue Bennett rode with us, giving new members a chance to meet other members of SRCC. We had a great time. There is always the lure of doing more miles, but I am glad we stayed the course because some of the riders were not ready for more miles."

Rose also sent in a report about her ride: "I was surprised at how many riders showed up. I was expecting a handful. A total of 26 riders, mainly C's with couple of A & B riders. One rider bonked riding up to Occidental, then started up Coleman valley but decided to ride back to his car. The weather was clear and warm and a lot of surfers were out on the coast. The Fishermen's Festival was going on in Bodega Bay, so we stopped to watch the boats head over to the marina side to be blessed."

Meanwhile, other club members were further afield on this balmy weekend. If we thought it was hot, hilly, and hard on our century over in Napa, what can we say about the Mulholland Double that ran on the previous day down in SoCal? We had reports from several clubsters who took park and it sounds nasty: a high of 103° on some seriously sun-baked, steep climbs. Add in plenty of headwind and lousy support and you have a brutal day. Although our boys complained about all this and detailed all their physical maladies and meltdowns, we note that they didn't do all that badly: Robert Choi finished first, Tony Lee finished third and Doug McKenzie fourth. Scott McEldowney and Matt Wilson were right in there as well, inside the top 20. Stout work, lads, on a challenging day when almost half the field DNF'd.

While we're passing out props for Mulholland, let's also go back and check on things at the Solvang Spring Double, run on March 29. This year, for whatever reason, there weren't all that many SRCC members in the field. A quick scan of the results turns up only Craig Robertson, Dave Batt, Michael Leach, and Bill and Debbie Albers. I haven't heard a thing from anyone who did it, but considering that the leaders' finishing times were three hours quicker than those at Mulholland, I think we can assume a fairly easy day, if any double can be described as easy. Congratulations to all the hard-working warriors who take on these daunting rides.

WCC Workers' Ride & Picnic: May 10

Used to be, we had the WCC Workers' Ride the day after the WCC. Last year, to avoid a scheduling conflict with another event, we moved it to the following Saturday. This year, we set it up that way from the start; it seems we liked the way it worked last year so well that we never really considered any other option.

The event will be the same in almost all particulars as last year's edition. Close observation will reveal some small refinements, but it is essentially unchanged. Which is good, because last year things went very well, both for the workers doing the ride and enjoying the picnic and for those in charge of putting it all together.

Joe and Joe are in charge this year. That's Joe Morgan, WCC Chair and Joe Conway, Picnic boss. They claim to have things well in hand and are confident the rest of us will have a wonderful day.

(Do we need to explain the general premise of this event? It's payback time, when the club gives a big shout of thanks to all of the hundreds of volunteers who have put in their tours of duty on the real WCC the week before. Now the workers get to enjoy the same scenic routes our guests enjoyed, and to sample a little of that excellent support for which the event is so famous.)

The picnic will once again be held in Shiloh Park (corner of Shiloh and Faught, right on the WCC course). The rides will start and end there, and route slips will be provided at the start. As always, if you can figure out how to do it, we encourage you to "commute" to the ride by bike, which might mean not starting at the park but joining the course somewhere in the early miles. There are no ride leaders, and the rides are—intentionally—loose and unstructured. However, to assist you in hooking up with others riding at your tempo or on your chosen route, the following schedule of start windows is suggested:

100-mile: 7:00—9:00

100-K: 9:00—11:00

35-mile: 11:00—11:30

12-mile: 12:30—1:00

The wide range within those windows is intended to account for different speeds: the faster you ride, the later you can start and still arrive at the picnic on time. This applies as well with respect to the times during which the various rest stops will be open:

Monte Rio: 8:15—10:45

Wohler Bridge: 9:30—12:30

Warm Springs: 11:00—2:15

Alexander Valley: 12:30—4:00

The picnic itself is scheduled for 1:30 to 5:30.

We are employing caterer Matt Parks to manage the menu at the picnic this year. Matt is well known to anyone who has participated in one of our recent club tours. He has been our food boss on the tours for a couple of years now, and we have all come to appreciate his enthusiasm and competence. We'll be in good hands in that department.

We hope to see you there, both on the bikes on the road and on the lawn at the picnic. This is your last task as a WCC worker: to join with your club mates in wrapping up the WCC for another year by sharing in a day of festive community spirit with your extended SRCC family.

RSVP with your committee chair.

SANTA ROSA CYCLING CLUB
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- Webmaster: Gordon Stewart823-0941
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- Meeting program coordinator: JoAnne Cohn.....566-9169

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

srccride@sonic.net (Bill Oetinger, e-wrangler)

To join the club or renew membership please go to
www.srcc.com



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, May 14 • 6:30 PM
 Round Table Pizza
 (Occidental Road, west of Stony Point)
No speakers arranged at press time.

Wednesday, June 11

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, May 8 • 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, June 5

Local emergency contact numbers

Now that cell phones are becoming commonplace on bike rides, it seems like a good time to talk about using the phones in the event of an emergency. Following up on a recent discussion on the club's chat list, here are some important numbers you should have stored in your cell phone when riding in Sonoma County. You'll notice that each is preceded with a number. This is so that they will be at the top of your address book list for quick access.

- 01 REDCOM 7075761371
- 02 SonCnty Sheriff 7075652121
- 03 SRPD 7075285222

REDCOM is the emergency dispatch for medical and fire services in Sonoma County. All agencies (except Petaluma) use REDCOM for dispatch. If you call 911 from a cell phone in Sonoma County, it is rerouted through the CHP dispatch center in Vallejo. Calling REDCOM direct saves you some time and possibly a wait on hold. For other than medical and fire emergencies, call the Sheriff. This is their dispatch line. And of course SRPD is good for within the city limits. Always the reminder: if you have an emergency on the road, call for emergency services first and then begin to administer whatever aid you can. Once you start life-saving actions, it becomes very hard to stop and make that emergency call. If you discover you don't really need an emergency response after all, you can always call back and cancel the call. When making an emergency call, always provide the most precise location you can: reference a nearby mailbox or intersection.