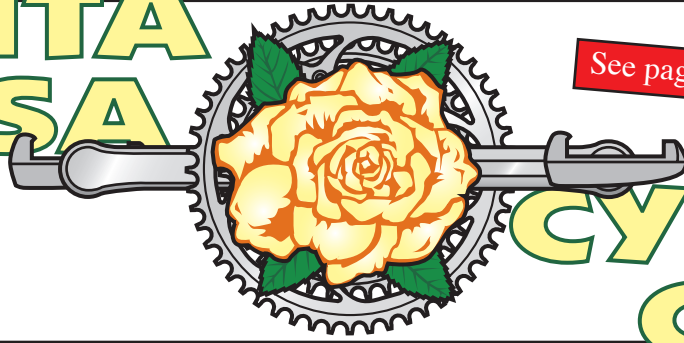


SANTA ROSA



See page 8 for details



CYCLING CLUB

JUNE 2008 NEWSLETTER

WCC 2008: the nearly perfect century

On Saturday, May 3, 2500 cyclists paid us a visit. With a little help from the Santa Rosa Cycling Club, they all rode their bikes around the lovely back roads of Sonoma County. Collectively, they rode more than 200,000 miles, and judging by what we saw out there, almost all of them had a great time over almost all of those many miles.

Quite simply, WCC 2008 was the nearly perfect century: as good as any we have ever put on. Everything went as smoothly as it could possibly go. There were only a couple of relatively minor accidents; there were no serious hassles with motorists, with both riders and drivers appearing to share the roads quite courteously; and all of our organizational efforts—from registration to rest stops to drop bags to dinner—ran efficiently.

This is no accident: great weather and a great course went a long way toward making the riders happy, but the real key was the support the club provided, making the ride as easy and as enjoyable as it could be for our 2500 guests. Our crew was stellar, as usual, from those in leadership roles right on down through every registrar and fruit slicer and sag driver and dishwasher. You, all of you, are the best!

Event Chair Joe Morgan offers these comments on the event...

"I would like to thank everyone who volunteered to make the 2008 Wine Country Century a successful event. We have received numerous thank-yous and compliments from the riders. There have been no complaints and only a few suggestions for improvements. I would especially like to thank past WCC Chairs Doug Simon and John Miklaucic: they answered all my questions and supported me every step of the way.

"I was very pleased with some of the changes we made this year: the water truck at Wohler Bridge rest stop; check-in under the big tent on Friday night and Saturday morning; Gordon Stewart's new registration system, which worked perfectly and generated no errors at all; the new club warehouse, which made a huge difference in set-up and clean-up; recruiting the CHP presence.

"Best of all was seeing over 300 volunteers—over half of the club's entire membership—involved in the event. Thank you, and I will see you all again next year."

Dry Creek Litter Clean-Up

Saturday, April 19 was the date for our semi-annual litter pick-up party. This edition of our Adopt-a-Backroad program was unlike any that had preceded it because this time we were coordinating our efforts with those of the Dry Creek Valley Association. In the past, the club has operated independently and has split its twice-a-year efforts between West Dry Creek Road and Chalk Hill Road. Over the past few months, it had come to our attention that the DCVA was also organizing litter pick-up days in the valley, and that the two groups were working at cross purposes, more or less cleaning the same roads twice in short succession.

It took a little work, but we finally managed to establish some good lines of communication with the folks in the valley, with the result being this joint effort. Our club had around 25 volunteers at Passalacqua Winery on that cold and breezy morning, where we met with a group of local volunteers. They organize these projects a little bit differently than we do, but this was their party, and we were there to cooperate in whatever way made sense to them. In the end, it worked very well: we all intermingled and set out to cover roads all over the valley (not just West Dry Creek). We found the usual quantities of litter and filled many a bag to the bursting point. Along the way, we made friends with many of the residents along the routes, both those on the crews with us and others we met near their homes and wineries.

In the end, we think it was a very positive experience. We scoured most of the main roads in the valley clean of litter. We received thanks, in person, from our fellow workers; we received a very nice thank-you note from the head of their association; and the club was mentioned in flattering terms in their on-line newsletter that goes out to all their members in Dry Creek Valley. We look forward to working with the residents in the valley in future. Thanks to all of you who showed up to help.

After we bid our new friends adieu for the day, most of the SRCC members traveled to Healdsburg to tackle another clean-up job: cleaning our plates at El Farolito Taqueria.

Joe's last comment is a reference to the fact that he has agreed to return next year to act as Chair of the event one more time. That is great news for the club, but what would make it even better is finding someone to work with Joe next year, to learn the job from him the way he learned it from Doug and John, so that they can take over the following year. Could this be you?

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for May

1. Call to Order: President Craig Gaevert called the general meeting to order at the Round Table on Occidental Road on Wednesday, May 14. 33 members and guests were in attendance.

2. Treasurer's Report: Greg Durbin announced that, as of April 30, the assorted bank balances were as follows: PayPal: \$81,600.12; money market: \$30,068.71; checking: \$35,475.29.

3. WCC: Event Chair Joe Morgan reported on the event and thanked all of the members who helped make the event such a success. (See article on page 1.) One item of note not mentioned in the article: we sold out all of our jerseys and t-shirts.

4. Membership: Gordon Stewart reported current membership as 383 individual memberships, 214 family memberships.

5. Insurance: Former Board member Adrienne Ruggles has been handling communications with our insurance carrier for the past few years. Adrienne is moving to Portland, so we need someone to take over the task of our insurance "broker." (This means securing assorted documents from the insurer to cover our events each year and a few other fairly minor tasks.) If you have a little time to spare and would like to take on this small but important responsibility for the club, talk to club President, Craig Gaevert.

6. TT: Bill Oetinger reported that registration for the TT was consistent with past years. Craig Gaevert reported that all rest stops have been reserved and all other prep tasks are proceeding on schedule. Mark Sedgwick has volunteered as crew chief for the Fort Ross rest stop. (See article on page 8.)

7. Picnics: The Board discussed at considerable length the question of when to have a picnic to honor the workers from the TT and the Brevet series. After much discussion, the question became not when to have the picnic, but whether to have the picnic at all. Volunteer/picnic burnout was cited in the decision to dispense with this picnic, for 2008 at least, and honor those workers at the end-of-summer picnic (scheduled for Saturday, August 30 at Ragle Park). Sharron Bates and René Goncalves have agreed to act as coordinators for that picnic. They have also agreed to coordinate the Holiday Dinner Party in December.

8. Call for volunteers: JoAnne Cohn (566-9169) noted the YWCA ride on Saturday, August 23. This ride raises funds to assist programs dealing with domestic violence. She says they could use some volunteer workers. René Goncalves (544-1918) also needs some helpers with a race day she is organizing for Sunday, July 13. This will be a series of circuit races on the classic Spring Hill-Chileno Valley course. Call if you can help.

9. Clean-up: Craig Gaevert reported on the litter pick-up project on April 19. (See article on page 1.)

10. Rodeos. Pursuant to a request from Jim Keene of NorCal, the Board agreed to increase funding for bike repairs and equipment at elementary school bike rodeos. These funds were already allocated in the club's budget for the next year.

11. Warehouse: Doug Simon requested \$800 to cover cost of improvements at the warehouse. Approved by Board.

12. Speaker: Carlos Perez, leader of Bike Monkey, spoke on his organization's current projects and future plans.

• WINE COUNTRY LETTERS •

Dear SRCC members,

Thank you for another wonderful ride (my second ever 100-mile ride). Special thanks to Vin, who had the necessary wrench to reattach my pedal after it fell off (!) at about mile 2 on River Road. Due to the pedal delay, we were rather late getting in to each rest stop, but even though thousands of riders had already been through before us, your club members remained cheerful, helpful and enthusiastic. It was also reassuring to see significant police / CHP presence throughout the day. I will continue to recommend this ride to other cyclists!

—Laurie Kunit, Oakland Yellowjackets

Once again, you guys did a superb job on the ride yesterday. Everyone was in good spirits and very helpful. It was a joy to ride and I cannot think of a way in which the ride could have been improved. Thanks.

— George Triest

Thanks again for a fabulous ride! Never a disappointment and always the best rest stops (food, drink, organization) in northern California.

— Kevin Thieben

I just wanted to thank the SRCC for a fantastic WCC this year. This was my first century ride and you all made it such a great experience. I started with a flat tire at the parking lot and Fritz in the fix-it tent saved the day in five minutes! The people at the first rest stop made us warm PB&J's as we were all freezing. Yum! But my hat is off to the folks at the last rest stop who were so totally encouraging me to finish when all I really wanted to do was lie down and take a nap! They were great. You made it such an enjoyable adventure. I think you have created an addict! Watch out...I will be back!

Thank you and everyone at SRCC! Well done!

— Susie Hills...1st time 100 miler!

I'd just like to take this opportunity to give you and the rest of the SRCC folks who planned, directed, volunteered, and worked the 2008 Wine Country Century a big thanks and compliment for yet another excellent event! I've been doing the WCC for many years now and it just seems to keep getting better! Your food is the best and your volunteers all were so friendly.

This year, there appeared to be several new things (or let's say ones I've never noticed before):

- the availability of sun-screen at the Lake Sonoma (Dry Creek Dam) lunch break.
- the pre-made sandwich service at the Lake Sonoma lunch.
- the CHP patrolling West Dry Creek Road for errant cyclists or drivers (kudos to the CHP).
- the enthusiastic volunteers at the Wells Fargo Center finish with the cow bells...that was the best!
- the ice at the Alexander Valley Valley School rest stop (perfect time - it's normally warm by then).
- the coffee at the Wohler Bridge rest stop.

Also, a special thanks to one of your sag wagon drivers - Tara I think was her name. My sister-in-law's thighs were cramping up just after Geyserville. She flagged Tara down and asked if she

— 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 Oettinger @ 823-9807 or send e-mail to: srcride@sonic.net.

We have some longer-than-usual ride reports this month, so this column is going to go on longer than it usually does, or as long as space allows.

First up is Tony Lee's report on the Fearsome Five ride from April 19: "Twenty riders showed up for the Fearsome Five ride. Temperatures were cool and a strong breeze was already stirring by 8 am. Fifteen minutes later we were heading up Geysers—peak number one. Steam rising from the thermal plants greeted us as we descended the back side after the first summit. The descent to Pine Mountain was thrilling as always, dodging potholes while zipping along the narrow, shady, winding road. We had a small headwind to Pine Mountain but it wasn't bad. Wild sweet pea and lupine were scattered along the hillsides.

"I told the riders at the start that there would be water available from a spigot at the bottom of Pine Mountain. Scott McEldowney had told me about it and the last time I was up there I tested it. I sent a letter to the address next to the spigot about a month ago and told them about our ride and requested permission to use the water. I never heard anything back, so worried the owners may have shut the water off. When we got to the spigot it wasn't shut off. In fact, it was on and flowing, and sitting next to it waiting for us was a lady (Jane Ellen) holding a sign that said 'Welcome SRCC riders!' She had even weed-whacked around the spigot to make it easier for us. What a sweet woman. Water bottles refilled, we headed for the top. Georg captured peak two. Chris Wilson was one of the first to descend. While rounding one of the tightest and steepest curves he caught some gravel and went down. Both he and bike slid off the road and into a barbed wire fence. Chris went through the fence and ended up ten yards down the bank. His bike and half his shorts stayed behind, hung up in the wire. Amazingly, Chris and his bike came through the crash with little sign of injury or damage. His helmet and his now exposed left cheek took the worst of it. We put his chain back on and continued the descent, passing other riders still going uphill. When we arrived back at the spigot, Jane Ellen was pulling up in her car from a trip to the market. She brought over two grocery bags full of apples, raisins and cookies. One of the riders commented 'Wow, there really are nice people in the world!' Rich Anderson headed back to Healdsburg and the rest of us headed back over the Geysers (peak number three) with a tailwind, made easier with the cool temperatures. The descent was harrowing with the winds whipping up the hillside. Then back to the parking lot to either call it a day or to refuel for the next climb.

"Eight riders headed out for peak four, Ida Clayton (Georg, Bob, Charles, Ray, Don, Richard, Sky, and I). Charles led the 7-mile trek to the base of the mountain. The climb was tough. The descent was cold. No one was looking forward to facing the cold headwinds back to the parking lot, but we worked together, staying close to each other's wheels and taking turns at the front. Before we knew it, we were back. After another refueling there were six riders able and willing to take on the final peak. I looked at my watch (it was after 5 pm) and noticed that the wind had not subsided at all, so I suggested that we not do the final peak. It took a little convincing—

these are some tough guys—but everyone agreed. Susan Noble also gets credit for four peaks: after returning from the Geysers-Pine Mtn-Geysers loop, she climbed Pine Flat! Good job Susan! Good job everyone. That was some great climbing out there!"

Mike Eunice sent in a report on a ride far from home on the same day: "On April 19, seven SRCC members participated in a diabetics fund-raising ride called Ride Around the Buttes from Sutter. There were Janice and I, George Gallegos, John and Carole Kolnes, Dave Thornes, and Ken Russeff.

"It was out in the Sacramento Valley and pretty flat—only 750' of climb—but the wind made up for the lack of climbing. Mike and Janice took Tom Helm's class in pace lining and George had taken a class in pace lining, but we never had a chance to practice together. Here was our opportunity. We seldom had any cars, so we could take the whole lane for miles and miles. We took turns in the lead for one mile each. At the beginning, with a tail wind, we did 15 mph, but then dropped it to 13 with a side wind or a head wind. We used the technique of echelon for a side wind.

"They laid out the course in a figure eight with the start and finish at a school. The first loop was 60 miles and the second was 40 miles. At first, only George was committed to doing the whole century. After the 60-mile loop, more members of our group decided to try the whole century. We now started to explain to the new riders the fine art of pace lining. When John took his turn in the lead, he took off like a bat out of hell, followed by Dave, obviously unclear on the concept. About a quarter-mile gap emerged before they stopped to wait. Mike explained that they were not supposed to leave gaps in the pace line. Dave said that the job of the leader is to set the pace. Mike replied, 'No, the job of the leader is to keep the group together and go at the pace of the slowest rider. Everybody benefits from the efforts of the other riders.' One of the most important tips we got from Tom's class was that we had to communicate and to work as a team.

"At the last rest stop, which was only about seven miles from the finish, George and Mike decided to trade off taking the lead and bring the group in. This worked well because we had mostly head winds and the rest of the group was very tired. Within a few hundred yards of the 100-mile mark, John took off in a sprint to be the first to do 100 miles. George took off after him and passed him only to be beaten at the end. When the rest of the group reached the 100-mile mark, a great cheer arose. We only had two more miles to finish the ride.

"Four of us wore Santa Rosa Cycling Club jerseys and the other two wore WCC jerseys, so everybody knew who we were, and we did look very impressive in our pace line. We had a great time and realized how much the pace line technique can help make the ride more interesting and fun."

On Sunday, Rose Mello took the lead on an AB ride from Coffey Park up to a coffee stop on the Village Green in Windsor. Rose saves us some precious column inches by keeping her report brief: 22 riders on hand, a nice day, and a good ride. Short and to the point! Janice Oakley also had a ride on this day—over Cavedale—but we never received a report from her about the ride, so that one won't take up much space either.

One week later, we had another big ride on our hands: the Clear Lake Double Metric, a club tradition for over ten years now. This was also the day of the Devil Mountain Double, so we figured most

— 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

SUNDAY • JUNE 1

Marshall Wall-Spring Hill 3/C/62

9:00 AM • Ragle Ranch Park

Ron Ragle > Ron 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

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

River Ratz to Coffee Catz 2.5/A/30

9:00 AM • Piner Youth Park

L on Fulton > L on Piner > R on Olivet > L on West Olivet > R on Oakwild > L on Woolsey > R on River > L on Slusser > L on Mark West Station > R on Trenton/H'burg > L on Eastside > R on Wohler > L on Westside > L on River > R on Forest Hills > L on Old River > R on River > R on Mirabel > L on Hwy 116 > W. County Reg. Trail > L on Occidental > R on Hwy 116 > L on bike trail > L on High School > Around north side Analy HS > Morris (break at Coffee Catz) > Rodota Trail > L on Wright > Fulton > L on Hall > R on Willowside > R on Piner > R on Fulton to Park.

Ken Russeff—953-1804

SUNDAY • JUNE 8

Carneros y Mayacamas 2-4+/BC/55

9:00 AM • Depot Park, Sonoma
(270 1st Street West, one block north of Sonoma Plaza)

East on Sonoma Bike Path > Lovall Valley > R on 7th > L on Denmark > Burndale > L on Dale > R on Ramal > R on Las Amigas > L on Cuttings Wharf > L on Hwy 121 > R on Old Sonoma Hwy > R on Old Sonoma Rd > L on Buhman > R on Browns Valley (Stop at Browns Valley Market) > Return west on Browns Valley > R on Westview > R on Redwood > L on Dry Creek > R on Trinity > R on Dunbar > L on Henno > L on Warm Springs > R on Arnold (Stop at Glen Ellen Market) > South on Arnold > L on Watmaugh > L on 5th St East > L on East Napa (do not turn at Napa Road) > R on 4th St East > L on Sonoma Bike Path to Depot Park.

Rick Sawyer—933-0760

SRCC Welcome Wagon Ride 1/A/10

10:00 AM • Keiser Park, Windsor

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

SATURDAY • JUNE 14

SECOND SATURDAY Wine Country Revisited

2/A/35 • 2/B/40 • 2/C/45

9:00 AM • Healdsburg City Hall

A route: North on Grove > L on Chiquita > L on Lytton Springs > R on Dry Creek > R on Dutcher Creek > R on Theresa > R on Asti > Geyserville > L on Hwy 128 > L on Geysers > R on Red Winery > R on Pine Flat > R on Hwy 128 > Alexander Valley > R on Lytton Station > R on Lytton Springs > L on Chiquita > R on Grove to finish. *B route:* South on Grove > R on Mill > Westside > R on W. Dry Creek > R on Yoakim Bridge > L on Dry Creek (join A route). *C route:* Same as B thru Theresa, then L on Asti > R on Crocker > R on River (summer crossing) > Washington School > L on Asti (rejoin B route).

A: Carole Kolnes—838-3988

Barbara Drucker—538-5256
B: Rose Mello—543-5889
C: Looking for a leader

SUNDAY • JUNE 15

Tomaes Bakery Run

2/B/35

10:00 AM • Cotati Dog Park

R on Myrtle > L on Old Red > R on W Railroad > L on Stony Point > R on Jewett > R on Pepper > R on Bodega > L on Tomaes-Petaluma > R on Hwy 1 (*Rest stop at Tomaes Bakery*) > L on Hwy 1 > L on Tom-Pet > L on Twin Bridge > R on Fallon-Two Rock > L on Carmody > L on Petaluma-Valley Ford > R on Roblar > L on Stony Point > R on W. Sierra > R on Valparaiso > Myrtle to park.

Wayne Kellam—523-1878

SATURDAY • JUNE 21

THE TERRIBLE TWO

5/CD/200 • 16,5000'

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 8 or visit srcc.com for more information.

SUNDAY • JUNE 22

Terrible Two Detox Ride

2/BC/12

11:00 AM • Analy HS

Meet at the scene of the crime and ride with your friends up to Ace in the Hole pub for lunch and sharing memories of the day before. R on High School > L on Occi > R on Mill Station > R on Dyer > R on Graton. Back to Analy after lunch. *Come early and work on Analy clean-up crew before the ride/lunch.*

Matt Wilson—539-1499

SRCC Welcome Wagon Ride

1/A/10

10:00 AM • Keiser Park, Windsor

See listing on June 8 for more information.

Mike & Janice Eunice—575-9439

SATURDAY • JUNE 28

Bikeways and Byways

1/A/30

9:00 AM • SR City Hall

This ride will show riders how to connect the various sections of Class 1 bike trails between downtown SR and Forestville.

Mike & Janice Eunice—575-9439

SUNDAY • JUNE 29

Coast Ride

4/C/62

9:00 AM • Piner HS

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 (*Regroup in Valley Ford*) > Petaluma-VF > 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.

Doug McKenzie 523-3493

FRIDAY • JULY 4

Bicycle Santa Rosa

3/BC/35

8:30 AM • Julliard Park

Sonoma Ave > Thru Spring Lake Park > Channel Dr > Thru Oakmont > Pythian > R on Hwy 12 > R on Lawndale > R on Schultz > L on Bristol > Lawndale > R on Warm Springs > L on Henno > R on Dunbar > L on Arnold > R on Hwy 12 > R into Sonoma Valley Regional Park > Bike trail > R on Arnold to Glen Ellen (*rest stop at Glen Ellen Market*) > R on Arnold > L on Warm Springs > L on Sonoma Mtn > L on Pressley > Roberts > R on Petaluma Hill > R on Santa Rosa Ave to Julliard Park for the SCBC/SRCC 4th of July celebration. This ride takes the place of the Friendly Friday ride for this week.

Bill Oetinger—823-9807

SATURDAY • JULY 5

Napa Out-&-Backs

4-5/C/65

9:00 AM • Silverado Middle School (Coombsville Road, Napa)

R on Coombsville > R on Green Valley (out & back) > R on Coombsville > Wild Horse Valley (out & back) > R on 3rd > L on Hagen > R on Vichey > L on Monticello (Hwy 121) > R on Atlas Peak > R on Hillcrest > L on Westgate > R on Atlas Peak (out & back) > R on Hardman > R on Silverado Trail > R on Soda Canyon (out & back) > L on Silverado Trail > L on Hardman > R on Atlas Peak > L on Monticello > R on Vichey > R on Hagen > L on 1st > R on Coombsville to school.

Sid & Linda—925-689-3056

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: Julliard Park (July only)

B: Greg Stone—527-6116

NOTE: ride preempted by 4th of July ride

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

B: Buck Hall—537-1946

C: Warren Watkins—433-4403

Fifth Friday (B group only): Esposti Park

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 •

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

"Old School" Cycling Shoes

For toe-cage type pedals (not clipless)

Sidi • Black • Men's 47 • \$25

Debra—415-641-9147

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

of the hardheads would be down in the East Bay, grappling with that monster (and that therefore the peer-pressure pace on the CLDM wouldn't be quite so fierce). What we failed to consider was that this is the year for DMD to be left out of the CTC Stage Race, and so most of those hardheads gave it a pass and showed up for the club ride instead. Altogether, there were over 20 riders at the start, and it didn't take long for the usual split to occur: on the false-flat uphill on Hwy 128, leading to Ida Clayton, the front group took off, quite literally never to be seen again. After the ride, we swapped e-mails about the day, so in spite of not having seen any of those quicker riders, we know their day went well. Three guys dropped off the front to deal with a flat, so that group finished in at least two bunches. Amidst the riders in the second tier, the day was a mixed bag. Only three of us made it all the way to the finish under our own power, and we took a shortcut. We still had 120 miles (as opposed to the official 121), but we dodged the last set of climbs on Mountain House. Several other riders chose to make use of the two sag wagons that showed up near Hopland. Both vehicles made the trip back to Healdsburg with all seats filled.

We all survived the climb on Ida Clayton and the hairball descent on Western Mine (steep and gravel) and took our first break in Middletown. Big Canyon Road out of Middletown is now listed as closed to through traffic because the pavement has deteriorated so badly (which means the Davis Double can no longer use it and has to take Hwy 175 up Cobb Mtn instead(!)). We rode it anyway, and it is doable, but you have to pay close attention as you go along, dodging hundreds of gaping potholes. This walk on the wild side was made even more interesting by having to work our way through a cattle drive on the road. The cowpokes were very friendly and cleared a path for us through the milling, bawling herd.

After another break at Soda Bay on Clear Lake, Rich Fuglewicz and I—who should both know better—led our group off course, adding a mile or two of flats near Kelseyville. Apparently some at least in the front group made a similar bonus-miles goof in the same neighborhood. But we all eventually made our way up and over Hopland Grade and down to the flats near Hopland, where we found our two sags waiting for us under a shade tree, stocked with wine and cheese and other munchies. (Thanks to Emilio and Jean for organizing this support.) It was here that several weary riders climbed on the bus, while the rest of us climbed back on our bikes for the long slog down the valley, through Cloverdale and on to Healdsburg (with or without Mountain House). We were aided on this final, south-bound run by a mild tailwind out of the north. A long day, but a good one.

That same day, Chris Wilson had listed his first club ride: a C-tempo hill-fest featuring Fountaingrove (twice), Cavedale, and Los Alamos. Normally, we wouldn't list a ride this challenging on the same day as another challenging ride like CLDM...two rides competing for the same market share. But we figured the CLDM was far from home, and with one ride being 121 miles and the other only 64, there was enough contrast between them. However, only three riders showed up, including Chris, and there may be a lesson here for other first-time ride leaders. Leading rides really is a bit like marketing: you list your "product" in our ride list marketplace and see if you get any takers. Typically, known and trusted brand name products will sell better than unknowns, and a first-time leader is an unknown. The lesson is, don't be discouraged if almost no

one shows up for one of your first ride leads. It takes awhile before folks get used to you and your listings. Don't give up!

There was a third ride on the day as well, but it certainly wasn't competing for market share with the other two. This was Ken Russeff's run up to yet another coffee stop on the Windsor Village Green: "The AB ride out of Willowside School had a mixed group of 24 riders, certainly reflecting the notion that warmer weather brings up the rider count. The ride was to Cafe Noto via the west county. With perfect weather, the scheduled 38-mile ride seemed all too short. Mid-eighties was the forecast for the day. In April!"

While some of the club's faster riders skipped Devil Mountain and did the CLDM instead, we still had respectable representation at the double. Check out the results for these clubsters: Barley Forsman, 9th place (14:06); Georg Ockenfuss, 10th (14:17); Craig Robertson, 21st (14:43); Scott McElDowney, 22nd (14:48); Bill Ellis, 27th (15:11). Five riders entered and all in the top 30. Not too shabby!

The next day, Carole Kolnes and Barbara Drucker listed an A ride heading out from Estposti Park and up into the wine country. Carole reports: "The ride on April 27 went well, with no glitches. We had 16 riders. At 9:00 am it was already in the high 60's, and everyone was dressed appropriately for a very warm day. There were many new faces; all new members of the club. All the riders flew over Chalk Hill with no problems whatsoever. The riders had their own route slips, so after the first rest stop in Jimtown, everyone rode at their own pace. It was extremely busy with lots of traffic due to the fact that it was passport weekend. The drivers were very polite with the exception of the typical few. The wineries were decked out for the festivities and the smells from their grills wafting through the air made us all hungry by the time we got to our second rest stop at the Dry Creek Market. It was a beautiful day; however the temperature soared to 91°. Some of us, not being used to the heat, were a little fatigued at the end, but all in all, it was a pleasant ride and everyone returned home safe and sound."

Wayne Kellam had one of his short-but-sweet Pine Flat rides on this day as well. Wayne tells me there were about a dozen riders at the start and he is the only one who stopped short at the overlook; all the others continued at least some distance, although he doesn't know how many, if any, went all the way to the top.

Mike and Janice Eunice had another installment of their Welcome Wagon Rides on this day (and two more on May 4 & 18). I asked Janice how things have been going on the WW front, and this is what she said: "My WW rides have been doing well. We average two new riders each time, and I notice that they are not club members...yet. Julie, a new rider, has participated each time, and last Sunday she brought her 18-year old son."

And that takes care of April for another year. You all know where that leaves us: at the Wine Country Century, about which you can read more elsewhere. The WCC wasn't the only ride on the weekend though, as Wayne Kellam had a Pope Valley ride on Sunday. Wayne tells me he had an unfixable mechanical at the start in St Helena and had to head home, so he handed over leadership of the ride to Gary Grayson. I called Gary for a report on the ride, but I never heard back. Can we assume Pope Valley was as nice as ever?

There was only one ride on the week after the WCC and that of course was the WCC Workers' Ride. Joe Morgan estimates there were around 200 club members on the ride or at the picnic afterward. The weather for this tour of the WCC course was virtually identical

to that of a week earlier—the real WCC: pleasantly warm but not too hot, with tailwinds early and only a mild headwind late. All of the rest stops worked well and the picnic afterward was delightful, with food service provided by caterer Matt Parks. Thanks to picnic boss Joe Conway and all his crew of volunteers who worked all day so the rest of us could ride and party. What a nice day!

A few of our clubsters missed out on the ride and picnic because they were down in Paso Robles doing the Central Coast Double (which, unlike DMD, is included in the CTC Stage Race this year). Once again, our gang did a great job on this tough ride. Doug McKenzie was 4th in a time of 11:34, Tony Lee was 8th at 12:13, Craig Robertson was 11th at 12:43, Scott McElDowney 12th at 12:58, Greg Durbin 27th at 13:27, and Matt Wilson 31st at 13:57. Further back, Bill and Debbie Albers were probably the only ones from our gang who needed a headlight (on their tandem) to finish. Robert Choi, formerly of Santa Rosa, finished first, but seeing as how he has recently moved to Gilroy, I guess we can't count him as one of our homies anymore.

This was also the weekend of the Tour of the Unknown Coast, that excellent century out of Ferndale. We had notes about the ride from Ken Cabeen and Dave Batt, who was up for the ride with wife Irene, and mentioned seeing other locals: Claire & Chaz Fetrow, Frank Oddy, and Nancy Marinsik. According to our spies, it was a typical TUC. The weather was fairly bike-friendly, and it was the same magnificent scenic feast it always is.

A week later—May 17-18—we had a busy schedule of club rides, beginning with Robin Abramson's Novato-Pt Reyes Loop. Robin reports: "I had about 25 people join me. Some were from the club, some were from Aids/Lifecycle and some just saw the ride in the newsletter. I had sent out a request that the cars on Hwy 1 were to be limited to ten total and I also asked George (Lucas) to repave the roads in Lucas and Hicks Valleys. All of my requests were granted! We also had a nice tailwind on Lucas Valley Road. Weather was great: not too hot and the coast was just right; no jacket needed. We saw Team in Training and I stopped at one of their rest stops at the top of Marshall Wall for some water; their sags even offered to help when they saw one of us stopped at the side of the road. The ride was great. All had a good time and appreciated the light traffic, newly paved roads, and great weather." Rich Fuglewicz and I did some of the same roads a bit later that same day, and I can vouch for Robin's comments: a lovely day.

There was another ride on this day: a very challenging century listed by Wes Hoffschildt, heading over into Napa County. I had planned to do it, but when we were blasted with that incredible heat wave on Thursday and Friday—over 100° each day—I decided it would be folly to tackle such a tough ride under those conditions. But others did so. I received this report from Bill Carroll: "There were about eight or ten riders at the start, but we picked up more along the way, so that I would guess there were maybe 14 when we hit the bottom of Cavedale. It was hot, about 90, on the long climb. There was a regroup at the fire station, where everyone tried to hydrate, then I think several bailed down Trinity. Back to about 10 or so down the fast Dry Creek descent, formed a very fast paceline on the rollers of Dry Creek and on the frontage road into Yountville, where we had decided to get some lunch. There were some incredibly strong riders on this ride—seemed like a D pace to me, or else I'm now a B rider. I couldn't hang onto the back of the paceline heading up Silverado—24 or 25 mph—and watched as the train rolled out of sight. One other rider and I bailed on the

• MORE WCC LETTERS •

had any Tylenol in her first aid kit. She looked and didn't - but get this - volunteered to drive back to Geyserville and purchase a bottle of Advil. She caught up with us a few miles down the road and gave us the Advil (she wouldn't take any money!) and some fresh (cold) water. That's why your WCC is what I consider the Gold Standard for cycling events!

All in all, the WCC is one of the finest rides I know and that is why I keep coming back every year! Thanks again!

— *Roger Henderson, Rocklin, CA*

I wanted to thank you for the spectacular event this weekend. My wife and I traveled over from Phoenix for the event, and rode with some friends who go every year. I just can't tell you how nice your volunteers were, so helpful; kind words and the food at the all points was over the top. Please tell everyone involved that it was appreciated and thank them for taking the time to sponsor this for the 2500 lucky riders. Special thanks for the cow bells at the ride finish!

— *Morgan Holt, Phoenix, AZ*

The WCC was fabulous... you all were very well organized and amicable, the route was clear and beautiful, the rest stops were well-supplied and the food was tasty. All in all, I had a great ride. Not only all that, but the jersey is great, too. Thank you much.

— *Michael Jacob, Oakland, CA*

This was our first year doing this ride. Your club did an excellent job: the route was beautiful, the rest stops well staffed, and lots of yummy food. I will do it again. Kudos to all the hard work all of you did putting this on.

— *Sarah Oakley*

Pope Valley/Ink Grade loop and headed up to St. Helena and the long climb up Spring Mountain, where my bike thermometer was registering 107. It was a slow, slow crawl up that wall. At the top of Calistoga Road, I could see the marine layer thick to the west, and I knew relief was on the way. All in all, a good day to have ridden to the coast." Riding to the coast was exactly what I chose to do on this day. Having read this report, I am certain it was the right choice, for me at least. Other comments on the chat list about this ride seem to agree that it was one of the hottest, hardest, hilliest club rides in memory. Over 100 miles, over 100°, and over 10,000' of steep climbing. Are we having fun yet?

This was also the day of the Davis Double. I don't know how many club members were there, and probably never will know, what with the way they log their results. But we did get a report from Craig Robertson, who was there. Craig said it was one of the hottest Davis Doubles on record, with triple-digit temps all day long, and as a result, most riders were taking one or two hours longer than normal to get it done...if they managed to finish, which many did not. Top-ten finishes in the 12-hour range, where the fastest times in a good year can be sub-nine hours. Brutal!

One last ride report, from Dave Batt on his Sweetwater ride on May 18: "We started with ten riders. Most were faster B riders. I fell back on Sweetwater to shepherd some newer club members who had never been up that road. Some of the faster riders rode back down from the top a half mile to give encouragement. Perfect weather. No flats. No spills."

SANTA ROSA CYCLING CLUB
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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, June 11 • 6:30 PM

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

Guest Speaker: Chris Coursey, SMART

Wednesday, July 9

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, June 5 • 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, July 3

The Terrible Two • Saturday, June 21

All hands on deck!

Now that the WCC is over, it's time to turn our attention and energy to the club's other big event, the Terrible Two. If you are not participating in the event as a rider, please consider participating as a volunteer in some capacity on our support crew.

The TT has a well-deserved reputation for great support. Our logistical organization is top notch and the cheerful *esprit de corps* of our volunteers completes the package. Add in fabulous scenery and an extremely challenging route—but also a very entertaining route—and you end up with the best double around. But don't take our word for it: the TT has been voted #1 by the riders who do the doubles for several years in a row now. We're proud of that honor, and we work hard to be worthy of it.

That means lots of club members pitching in, early, late, and often. All the usual chores are there on our to-do list, from rest stop crews to sag drivers to set-up crews at the start/finish (Analy High School, Sebastopol) to clean-up crews on the morning after. You can log on for a marathon effort as long as the ride itself or you can lend a hand for just an hour or two.

If you have the time, we have a job for you. In particular, we are still looking for a crew chief for the Fort Ross rest stop. This is a crucial job, and anyone who takes it on will earn the gratitude of club management and of the riders who pass through the stop late in the ride. To volunteer for this or any other TT assignment...

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