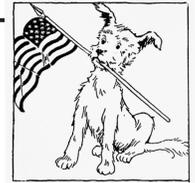
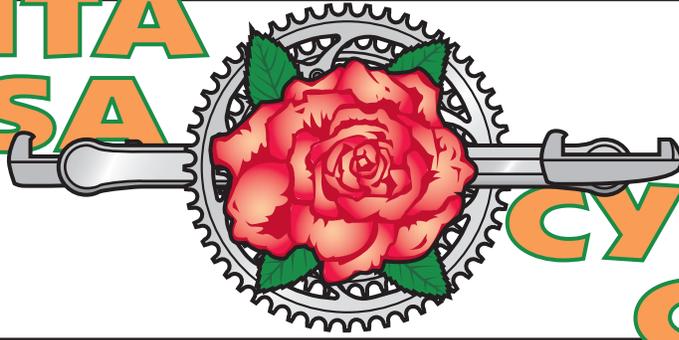


SANTA ROSA



CYCLING CLUB

JULY 2008 NEWSLETTER

• Insurance issues •

Bill Oetinger, SRCC Ride Director

Accidents happen on bike rides. They don't happen all the time, nor even frequently, but they do happen. Most of the time, the accidents are the cycling equivalent of a fender-bender, resulting in only superficial scrapes and bumps to riders and bikes. Occasionally, though, the consequences are more serious, requiring medical attention or even ambulances and hospital stays.

It is because of these more serious accidents that cycling clubs carry insurance. The SRCC carries insurance brokered through the League of American Bicyclists. One of the requirements of our policy with LAB is that our ride leaders collect signed liability waivers from non-members who join us on club rides. (Why only non-members? Because all members have already endorsed a similar waiver included in their membership applications.)

Ride leaders are expected to print out the guest waiver form when printing out route slips for their ride, then to collect signatures from any non-members at the ride start. Eventually, those forms need to be turned over to our club insurance representative for archiving. If you—the ride leader—choose, you may collect and hold onto your forms for awhile and then hand over several of them at a convenient time.

The non-member waiver form can be found at the club website. Go to the Site Map and scroll down to Forms. When you print out the form, note that it is only page 1 of a three-page document. Page three is an Incident Report Form, while page 2 is an advisory about that form. This form only needs to be printed and processed in the event of a crash on your ride.

I recently had to fill out two of these forms after crashes on one of my rides. (See *Krusing with the King* in *Backroads & Breakaways*.) I had never had to do so before and was concerned that it would be a tedious chore, but I found the form simple and easy to use. I called the riders in question and collected a little information, then passed the forms along to our insurance rep. I would have called the riders in any event, to see how they were doing after their crashes, so jotting down a few notes as we chatted was hardly an inconvenience.

Club member René Goncalves, who works in the insurance industry, has recently agreed to take on the job of insurance coordinator for the club. She will collect and archive the waiver forms and will also be responsible for the issuance of proofs of insurance required by many of the facilities where we stage the rest stops on our big events.

Long-time club members will recall that we never had to deal with such forms a few years ago. Our previous insurance agency did not require them. (I can recall visitors from other bike clubs wondering why we didn't pass around such forms at ride starts because their own clubs had been doing so for years.) But times have changed and the reality of our modern world has caught up with us. We may bemoan the fact that we live in world where such boilerplate is necessary, but that's the way it is these days.

Most of our ride leaders have been conscientious about circulating the waiver forms and turning them in, but compliance has been somewhat spotty. The reason you're seeing this article now is because the Board has reviewed the matter and decided we need to toe the line on this and make sure everyone does the right thing, not only with the waiver forms but also with the incident reports, in the infrequent event of an accident.

We realize that all of this puts some added burden on the shoulders of our volunteer ride leaders. We appreciate that anything that makes the "job" of being a ride leader more difficult is apt to discourage club members from taking it on. We hope this relatively minor paper trail won't prove the deal-breaker for you when you're considering leading a ride. The purpose of a bike club, after all, is to provide rides for its members, and in a volunteer-based club, those rides come from only one place: the volunteer, club member ride leaders. Without our ride leaders, we would have no rides, and without our rides, we would have no club. Bearing all that in mind, we can only encourage those of you who lead rides, or who may be considering leading your first ride, to hang in there. Jump through these few little hoops for us...and keep listing and leading rides!

For more information about our insurance policy, talk to me or to Craig or to anyone currently on the Board. Thanks to all club ride leaders for listing rides, regardless of this added layer of red tape.

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for June

- 1. Call to Order:** President Craig Gaevert called the general meeting to order at the Round Table on Occidental Road on Wednesday, June 11. 46 members and guests were in attendance.
- 2. Treasurer's Report:** Donna Emery announced that, as of May 31, the assorted bank balances were as follows: PayPal: \$87,622.81; money market: \$20,188.20; checking: \$435.36.
- 3. WCC:** Volunteer Coordinator Kimberly Hoffman asked committee chairs to return unused WCC worker shirts so she can redistribute what's left to some volunteers who may not have shirts yet.
- 4. Membership:** Gordon Stewart reported current membership at about 650.
- 5. Insurance:** Craig Gaevert and Bill Oetinger spoke on the need to step up our compliance with collecting and archiving insurance documents. René Goncalves has agreed to act as the club's insurance coordinator. (*See article, page 1.*)
- 6. TT:** Bill Oetinger reported that registration for the Terrible Two was consistent with past years. Craig Gaevert reported that all rest stops have been reserved and all other prep tasks are proceeding on schedule. (*See item on page 8.*)
- 7. Picnics:** The annual end-of-summer picnic is scheduled for Saturday, August 30 at Ragle Park. (*See item this page.*) Sharron Bates and René Goncalves have agreed to act as coordinators for the 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. (*See item on page 6.*) Call if you can help.
- 9. Equipment loans:** After considerable discussion, the Board voted to impose a handling charge of \$100 on non-SRCC organizations for the use of the club's equipment, citing the hassle of opening the warehouse (to loan it out and then to receive it back), moving the equipment (twice), cleaning the equipment, and covering the considerable wear and tear on the equipment.
- 10. Oakmont.** Craig Gaevert reported to the Board on discussions with representatives from Oakmont's Wild Oak Village about closure of the access trail connecting Annadel State Park to the public roads in Oakmont. Some residents there want to close the path to cyclists, but a path accessing a public park—Annadel, in this case—cannot be closed to public transit. The matter has not been resolved and discussions will continue.
- 11. Donation:** The Board agreed to donate two club jerseys to member Larry Fredrick for his cross-country ride to promote blood donor drives.
- 12. Speaker:** Chris Coursey made an interesting presentation on the SMART train issues. Coursey made a strong case in support of the initiative for funding the program. (The initiative will be on the ballot this fall.)

BICYCLE SANTA ROSA FOURTH OF JULY FESTIVAL



The Sonoma County Bicycle Coalition will be staging its fifth annual Bicycle Santa Rosa Festival at Julliard Park on the Fourth of July.

The fun day begins with a ride with elected city and county officials and candidates. If you want to ride with and speak with those who make decisions that affect the quality of cycling in Sonoma County, now is your chance to do so in a casual, fun

atmosphere. The ride begins at 9:00 a.m. at Julliard Park and will return around 11:00 a.m. in time for the festival.

The Santa Rosa Cycling Club will also be staging a 35-mile road ride in conjunction with the festival. It begins at 8:30 a.m. at Julliard Park and returns there for the festivities. (*See Ride List on page 4 for details about the route.*)

The festival will feature a bike-decorating contest and parade for kids, a slow bike race, a flat tire changing contest, a preview of the Santa Rosa Handcar Regatta (set for September), water balloon toss, a jump house, various art activities, drawings for prizes, and more. SCBC will provide free valet bike parking.

About a dozen non-profit organizations will be on hand, along with bicycle-related businesses based in Santa Rosa. Local vendors will sell food at the event. The event also features live music. The festival runs from 11:00 a.m. to 3:00 p.m. This event is free to all.

End-of-Summer Club Picnic

Saturday • August 30 • Ragle Ranch Park

Mark your calendars now and start thinking about which of your killer potluck recipes you want to put into play for our annual end-of-summer picnic. Look for more info on the big bash in the August issue; for now, we're just letting you know when it will be.

The picnic, as always, will be preceded by a slate of multi-tempo rides out around the west county hills. Then we'll all converge on our traditional picnic ground under the oaks at Ragle Park in Sebastopol for an afternoon of gourmandizing and socializing.

We will need a few volunteers to assist with set-up and clean-up and barbecue tending. We hope you will be there in some capacity, either pitching in with the chores or contributing a tasty potluck treat to the smorgasbord. To volunteer or to RSVP...

Sharron Bates, 526-3512, technical@randalnutritional.com

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.

Amazing the difference a week can make. Wes Hoffschildt's Pope Valley-Spring Mountain century and Rich Fuglewicz' Bad Little Brother, although a month apart in newsletter reports, were only a week apart in real time. But what a gap that week presented in terms of weather! Recall that Wes' tough century came at the end of an unusual and vicious heat spike in mid-May, and we reported that riders were seeing 107° on their bike thermometers on Spring Mountain Road. Fast forward exactly one week to the BLB, and we were seeing 47° in the drizzling fog on Mountainview Road above Point Arena. A 60° drop in one week, and most of that came in just the last couple of days prior to the BLB. Pretty dang amazing.

We were not entirely sure we would be able to do the Bad Little Brother when we gathered in the parking lot at Warm Springs on the morning of May 24. It wasn't actually raining, but the cloud cover was dense and damp, and rain seemed to be lurking just around the corner or over that next ridge toward the coast. Most folks began with bail-out plans in mind, in case things really went from bad to worse...ride until it gets too awful, then turn around and scoot for home. Of course, the worst of the wet stuff didn't put in an appearance until we were past that theoretical point of no return: somewhere high on the highest summits of big, nasty Mountainview. At that point, the mist had taken on a decidedly vertical cast, doing a decent impression of real rain. It wasn't quite heavy enough to get us soaked, but it was definitely wet enough to make the roads slick and to render those steep descents to the coast quite dicey. At that point, it looked like we were in for a long, miserable day.

But when we dropped out of the clouds and started heading down the coast, things improved considerably, even in spite of a moderate headwind blowing up from the south. (How often does that happen?) By the time we started working back inland on Annapolis and Skaggs Springs Roads, we were actually catching fleeting glimpses of our shadows. In the end, it was a long, probably miserable day for most, simply because that ride is so very, very hard. But it wasn't because of the weather. After we dried off from that early drizzle, the cool temps were almost a blessing...better than the bake oven that Skaggs can sometimes be late in the afternoon.

There were almost 40 riders at the start, and of that total, probably over 30 made it to the finish under their own power. There were a lot of tired but happy faces at the finish, and a lot of people trying on—and buying—the snazzy new BLB jerseys. This was the 13th edition of this cult classic. Rich has nurtured the event since the beginning (dreamed up the route and kept the flame alive all these years). Now that he has moved to Sacramento, he has handed leadership of the event over to Greg Durbin. We're confident Greg will keep it on the calendar in the years ahead, and we're grateful to Rich for having added such a wicked-sick annual tradition to our SRCC lives. Thanks also to Bill and Evelyn Ellis, Kimberly Hoffman, and Lee Mitchell for working as sags on this toughie.

There was another, much more reasonable ride on this weekend. That was Rose Mello's Mid-County Meandering out of Esposti Park in Windsor. Rose thinks the drizzly weather on Saturday contributed to a lot of riders showing up for her ride on Sunday,

when it was much nicer. Whatever the reason, 34 people showed up for her ride, and a good time was had by all. And that's about all I know about that one.

One week later—the last day in May—Ken Russeff offered another version of his Gears, Grapes, & Grounds ride out of Healdsburg. Ken reports: “25 A and better riders out of Healdsburg to Cloverdale via West Dry Creek and Dutcher Creek Roads. Perfect riding day except for the ever-present wind. No known incidents, good stop at Grapes and Grounds and 45 to 48-plus miles.” I have to take exception to one thing Ken says here: “A and better riders.” It may be accurate to say, “A and faster” or even stronger, but faster and stronger does not equate with better. Maybe in the Tour de France it does, but not in the world of club rides.

The next day Michael Leach had a Marshall Wall-Spring Hill C-tempo ride on the card, out of Ragle Ranch. Michael sent me a long, somewhat anguished tale about this, his second attempt at leading a club ride. He wrote about dropping back to check on riders at the back, then sprinting to get back to the front to keep things going okay up there; back and forth, forth and back... He said he was exhausted, like doing intervals all day long. I can remember doing the exact same thing on one of the first rides I ever lead...working like a border collie with a flock of sheep. The thing is, this isn't required of a ride leader. The ride leader's job is to know the route, ride at something approximating the listed tempo, and to plan and announce a few well-placed rest stops or regroupings. Most of the riders are going to be independent and self-reliant and won't need constant supervision. You can ask at the start if there are any in the group who are new to the area or who would be utterly lost if they became separated from the group. (And if a ride leader asks this, and the shoe fits, don't be shy about raising your hand.) If you really do have some folks in that category, then yeah, watch out for them in particular; wait for them at any confusing junctions, or have them wait for you if they're faster. Aside from that, just relax and enjoy your ride. Leading rides is supposed to be fun, not a chore.

For the record, Michael had about 25 on the ride and everything went well. It was a typical ride, with a flat tire interlude and folks branching off to follow their own improvised routes. All the normal stuff...which means a nice day on the bikes.

Next up was my Krusing with the King, a 102-mile, 9000' chunk of the rugged hills and valleys of NW Sonoma County. It began at Analy HS and took in King Ridge, Tin Barn, Kruse Ranch, Meyers Grade and all the connector roads to close the loop. A stout piece of work. This was very much a good news-bad news sort of adventure. The good news: almost 40 riders on hand, with around 30 of them tackling the full century and the rest picking up the route in Monte Rio for a 72-mile loop; weather as perfect as it could possibly be...clear and blue all the way to the horizon; the spectacular scenery along King Ridge and its consort roads at the peak of late-spring perfection, the greens just burnishing to gold; a sweet tailwind run down the beautiful Sonoma coast. And so on. Loads of superlatives. The bad news: we had two crashes, one on a left-hander while descending King Ridge and the other on a left-hander while descending Skaggs. In the first incident, Jennie Buescher came acropper on a cattle guard and ended up in a ditch. She escaped with just some minor road rash and a few bumps, but she taced a wheel pretty thoroughly, and it took quite a while and quite a bit of wheel-smithing to get her back on the road.

— 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

WEDNESDAY • JULY 2

Yoga-Swim-Ride

7:30 AM • River Road Park-&-Ride (next to Hwy 101)

Ride to Hot Yoga in Sebastopol (8:30-10:00 AM). Ride back to Santa Rosa and swim at Ridgeway Pool, then ride back to start.

Jose Mundo—528-0829

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

City Council Ride

A/1/12

9:00 AM • Julliard Park

Meet and ride with city and county elected officials and candidates. A cross-town hunt for local parks. Experienced club members are encouraged to slow down and set a good example for novice riders! Route on web site; maps at the start.

Martin Clinton—569-0126

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

Fireworks Recovery Ride

2/A/40

9:00 AM • Santa Rosa City Hall

L on First > L on Santa Rosa Ave > R on Prince Greenway > R to bridge to Joe Rodota Trail > R on side trail to Morris (in Sebastopol) > R on Eddy Ln (bike trail past Analy HS) > R on High School > R on Occidental > L on Sanford > Hall > L on Willowside > L on Piner > R on Olivet > L on W Olivet > Oakwild > R on Woolsey > Laughlin > R on Airport (*rest stop at Café Mocha*) > R on Aviation > Brickway > R on Copperhill > L on Laughlin > Woolsey > L on Wood > R on Fulton > R on Piner > L on Willowside > L on Hall > 3rd > L on Stony Point > R on Santa Rosa Creek Trail > L on Santa Rosa Ave > First St to finish.

Ken Russeff—953-1804

SUNDAY • JULY 6

Chalk Hill – Alexander Valley

3/B/33

9:00 AM • San Miguel School

R on Faight > R on Chalk Hill > L on Hwy 128 > R on Geysers > R on Red Winery > R on Pine Flat > R on Hwy 128 (*rest stop at Jimtown Store*) > L on 128 > R on Chalk Hill > L on Pleasant > R on Faight.

Wayne Kellam — 523-1878

WEDNESDAY • JULY 9

Yoga-Swim-Ride

(See listing for July 2.)

Jose Mundo—528-0829

SATURDAY • JULY 12

SECOND SATURDAY

Sonoma-Napa Loops

2/A/29 • 2+/B/40 • 3-4/C/51

9:00 AM • Vallejo barracks Sonoma (off 1st East)

A route: East on bike trail > Lovall Valley > R on 7th St East > L on Denmark > R on Burndale > L on Dale > R on Ramal > R on Las Amigas > R on Milton > L into Edgerly Island Marina (*rest stop*) > Retrace to start. **B route:** Same as A route to Milton, then continue on Las Amigas > Cuttings Wharf > L on South > R on Carneros > Jog L on Hwy 121 to R on Old Sonoma Hwy > R on Old Sonoma Rd >

L on Congress Valley > R on Thompson > L on Browns Valley (*rest stop at Browns Valley Market*) > Cont. on Browns Valley > L on Buhman > R on Henry > L on Dealy > R on Old Sonoma > R on Hwy 121 > L on Duhig > Straight on Ramal > Retrace outward-bound route to Sonoma. **C route:** Same as B route to Browns Valley Mkt, then continue on Browns Valley > L on Redwood > Mt Veeder > L on Dry Creek > Trinity > R on Dunbar > L on Henno > L on Warm Springs > R on Arnold (*rest stop at Glen Ellen Market*) > South on Arnold > L on Verano > R on 5th St West > L on bike trail to finish.

A: Janice Eunice—575-9439
 B: Wayne Kellam—523-1878
 C: Bill Ellis—415-898-2998

SUNDAY • JULY 13

Tomales Bakery Loop

3/B/~40 miles
 9:00 AM • Ragle Ranch Park

L on Ragle > L on Mill Station > L on Cherry Ridge > L on Occidental > L on Boho > R on Bodega > L on Valley Ford-Freestone > L on Hwy 1 > R on Estero > Franklin School > L on Dillon Beach (*rest stop at Tomales Bakery*) > South on Hwy 1 > L on Tom-Petaluma > L on Twin Bridge > R on Fallon-Two Rock > L on Carmody > L on Petaluma-Valley Ford > R on Roblar > L on Canfield > R on Bloomfield > L on Pleasant Hill > L on Covert to Ragle.

Janice Oakley—568-7062

SATURDAY • JULY 19

Pine Flat Time Trial Challenge

3-5/CD/70
 9:30 AM • Piner HS

N on Fulton > L on Old Red > R on Shiloh > L on Faught > R on Chalk Hill > L on Hwy 128 > R on Pine Flat. Get start times at the bottom, regroup at top. Reverse to Piner High.

Doug McKenzie—523-3493

SUNDAY • JULY 20

Cotati-Tomales

2-3/AB/35
 9:00 AM • Cotati Dog Park

R on Myrtle > Valparaiso > L on W Sierra > L on Stony Pt > R on Roblar > R on Canfield > L on Bloomfield > R on Pet-Valley Ford > L on Middle > R on Marsh > L on Franklin School > L on Whitacker Bluff > R on Middle > L on Dillon Beach (*rest stop at Tomales Bakery*) > R on Hwy 1 > R on Fallon-Two Rock > L on Carmody > L on Pet-Valley Ford > R on Roblar > L on Stony Pt > R on W. Sierra > R on Valparaiso > Myrtle back to park.

Rose Mello—543-5889

SRCC Welcome Wagon Ride

1/A/10-15
 10:00 AM • Howarth 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. Instructions in working on bikes on request.

Mike & Janice Eunice—575-9439

SATURDAY • JULY 26

Steve's More Level Century

1-2/AB/100
 7:00 AM • Howarth Park

R on Summerfield > L on Montgomery > 3rd St > Hall > R on Willowside > L on Piner > R on Olivet > L on West Olivet > R on Oakwild > R on Woolsey > Laughlin > L on W. Laughlin > R on Slusser > R on Windsor > L on Windsor River > R on Eastside > L on Old Red (*regroup at Memorial Beach*) > R on Healdsburg > L on Matheson > R on Vine > Grove > L on Healdsburg > L on Lytton Springs > R on Geyserville > Asti > R on Crocker > L on River > L on Geysers > Retrace from the 50-mile point, with a brief detour into Cloverdale for a rest stop.

Steve Drucker—538-5256

SUNDAY • JULY 27

Coleman-Bay Hill-Joy

4/C/55
 9:00 AM • Willowside School

R on Hall > L on Sanford > R on Occi > L on Mill Station > R on Cherry Ridge > L on Occi > L on Boho (*regroup in Occidental*) > R on Coleman Valley > L on Hwy 1 > L on Bay Hill > L on Hwy 1 > L on Bodega (*regroup in Bodega*) > L on Joy > R on Bittner > L on Boho > R on Graton > Frei > R on Guerneville > R on Willowside to finish.

Suggested Ride

SATURDAY • AUGUST 2

Heart's Desire Century

3/BC/100 • 6500'
 8:30 AM • Willowside School

R on Hall > L on Sanford > R on Occi > L on HS > R on bike path > Mill Station > L on Ragle > R on Bodega > L on Watertrough > R on Sanders > L on Kennedy > R on Blucher Valley > R on Bloomfield > R on Petaluma-Valley Ford > L on Ghericke > R on Fallon-Two Rock > L on Hwy 1 (*regroup in Tomales*) > South on Hwy 1 > R on Cypress > R on Mesa > Thru Pt Reyes Station (*regroup at Bovine Bakery*) > R on Hwy 1 > R on Sir Francis Drake > R on Pierce Ranch > R to Heart's Desire Beach,

Tomales Bay State Park (*regroup at beach*) > Retrace to L on Pierce Ranch > L on SFD > R on Bear Valley > L on Hwy 1 > L on Mesa > L on Cypress > L on Hwy 1 (*regroup in Tomales*) > R on Petaluma-Valley Ford > L on Bloomfield > L on Pleasant Hill > R on Covert > L on Hwy 116 > R on Hurlbut > R on E. Hurlbut > L on HS > R on Occi > L on Sanford > R on Hall.

Bill Oetinger—823-9807

REGULAR RIDES

Wednesday Wanna-B's

B or C • 30-50 miles • 9:00 AM

First Wednesday: Howarth Park, Santa Rosa

B: Beth Anderson—874-3685

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 Masey—546-0898

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

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

B: Gary Grayson—538-9262

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

Flat Fixing Clinic

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

NorCal Bike Sport—573-0112

In the second crash, things weren't so easily fixed. David Elliot slid out at speed and landed badly on his left hip, fracturing the socket. Thanks to cell phones, help was soon on the way, and David began his long journey to a hospital—in Roseville of all places—where they specialize in tricky hip repairs. They say he'll make a good recovery, but it may take awhile. Eventually, after the two crises had been sorted out, the group continued on its way, down to that great tailwind run along Hwy 1 and then to the uphill dirt run on Kruse, which can be quite a challenge when it gets steep, as it does, most intensely, for its last half mile or so. Later on, in Jenner, the group was delayed once again when Georg broke a rear derailleur cable and the handymen in the bunch worked at setting him up in a useful gear to get home. So some folks stopped in Jenner while others carried on to what was supposed to have been the next regroup in Duncans Mills. At that point, folks were scattered all over, and with all the delays and the length of the ride, we were using up our daylight. Which meant that at the end, everyone muddled on home as best they could.

I feel a little heartless saying that we had a great ride in spite of the hardships and pain caused by the crashes. In fact, we are all worried about David in particular and wish him a full and speedy recovery. But aside from the obvious concerns about those accidents, we really did have an excellent day. It doesn't get much better than King Ridge in the springtime, and when the weather cooperates—as in balmy temperatures, not one wisp of ocean fog, and friendly tailwinds—then things are just about as perfect as they can be. The only thing that could have made it better was having all the riders come home rubber side down.

That same day, Ken Russeff had another A ride on the list: "Twenty-two riders from Piner Youth Park to Coffee Catz in Sebastopol via Hacienda, Forestville, etc. One immediate brake problem, to the shop for repair and then met us at coffee, riding the route backwards. One dropout due to illness, and one flop resulting in minor road rash. Great weather and ±38 miles."

On Sunday, Rick Sawyer tried his hand at leading a club ride for the first time with a listing out of Sonoma. "We started out as a group of ten from near Sonoma Plaza, all strong riders, making it more than easy for this ride leader to vigilantly stay at or near the back of the pack all day (easier than I would have liked, in fact!). One gentleman had an unfortunate shifter cable problem early on and had to return to Sonoma. The rest of us split into two groups after leaving Napa and roughly half took the more challenging Mt. Veeder Road on the way over the mountains, with all of us regrouping at the Trinity Road Fire Station. One of our number had ridden down to the start in Sonoma from Santa Rosa and left the group near Glen Ellen to return home via Sonoma Mountain. Overall a fine day for a ride, as evidenced by the many cyclists encountered on the roads and at the rest stops, including a group of our own SRCC members at the Glen Ellen Market. A flat on the descent of Trinity was the only other mishap of consequence, but was quickly fixed while all waited at the bottom of the hill. I thought all of our group displayed unusual courtesy to each other during the ride and my compliments to everyone."

That brings us around to the Second Saturday rides for June. This month, the A leaders—Carole Kolnes and Barbara Drucker—took the lead in coming up with the route. They laid out a more-or-less

standard Wine Country loop out of Healdsburg, meandering around Dry Creek and Alexander Valleys. I simply added a few embellishments to pad the miles for the B and C groups, although it turned out the B loop was only slightly longer and probably slightly easier overall than the A loop. As for the C add-on, it didn't pan out as planned. I had called for the use of the Asti summer crossing after a loop up to Cloverdale, but the seasonal bridge was not installed in time, so we had to think of some other way to fatten up our miles a bit. We chose to do out-&-backs on Wine Creek (off West Dry Creek) and River (off 128, near the Geyserville Grange), which probably added 10 miles total to the basic B route. As we finished our second out-&-back, we were just in time to see the A-train steaming by on 128, and so we got to ride with them and then mingle with them at the Jimtown Store. I'm not sure anyone counted exactly, but I would guess there were at least 15 people on each of the three rides and maybe quite a few more. Weather was perfect for cycling: Not cold enough to be painful at the start, and not hot enough to fry anyone's bacon. As far as I'm aware, there were no problems anywhere along the roads on this pleasant day. There wasn't an official after-ride lunch, but as I wandered around the Healdsburg Plaza afterward, I saw folks from the rides heading for places like the Oakville Grocery.

The next day, Wayne Kellam had a Tomales Bakery Run on the card, out of Cotati. Wayne tells me he had 17 rides on hand and that it was a nice and entirely uneventful ride. No news is good news in this case. As on Saturday, a little cool and gray at the start, but with the sun peeking through around mid-ride. A good day.

Further afield: I have made my monthly visit to the California Triple Crown website and have come up with the following tidbits. Last month I said we would probably never know who did the Davis Double, but I sorted thru the CTC results by club and came up with the following Davis finishers who listed SRCC as their home club: Mike Aberg, Barley & Susan Forsman, Joe Gorin, Michael Leach, Garth Powell, and Craig Robertson. If you recall, it was brutally hot at Davis this year, so all these folks get a special tip of the old chapeau for a heroic job. The only other result I see is that Mike Haberski did the Heartbreak Double on May 24. If you have completed a double but didn't list the SRCC as your club, I may be overlooking you in the lists. If you want us to toot the horn for you a little bit, you need to list your club on your apps.

As for the Terrible Two, we have a printing deadline for this newsletter of June 19 and the TT is (was) on June 21, so our report on the big event will have to wait until August.

• Spring Hill Road Race •

Sunday • July 13

This year's Spring Hill Road Race takes place 28 years after a young Greg LeMond won the District Road Race on this very course. This is the same course as the Two Rock, Chileno Valley, and Marin Road Race. The course is a varied and challenging 22-mile loop, alternatively hilly and flat, with wind usually a factor. Start line and registration are located at Spring Hill Cheese Company, 4235 Spring Hill. Finish line is near Purvine.

Races in all cats, beginning with the 88-mile Cat 1, 2, Pro race at 9:30. For more information, go to ncna.org. Click on ROAD in the menu bar at the top, then scroll down to the appropriate date in the calendar.



Annual on-line club logs

Commute Miles and Century Challenge

The SRCC maintains four on-line log books where members can enter data on their rides. Two are to document the month-long challenges of March Magic (miles) and April Alpina (climbing), and two are year-long challenges: the Commute Miles log and the Century Challenge log.

The Commute Miles log offers regular (or even irregular) bike commuters a chance to show the world that using a bike for basic transit and transport can make sense and dramatically reduce one's personal carbon footprint. "Commute" miles include any journey taken by bicycle instead of by car. That includes commuting to work, running errands, riding to the start of a club ride, etc. Include any trip that you otherwise might have taken by car.

Don't be shy about posting your numbers if your mileage is small. Not all of us have the same opportunities for commute or errand miles, but everyone who participates helps support and promote bicycle commuting. In these days of gas at well over \$4.00 a gallon, we are seeing more and more people who are discovering the merits of leaving their cars at home and getting around with pedal-power. Help to document this growing social movement by adding your numbers, large or small, to the club's total.

The Century Challenge has more of a recreational context, unless you have a really long commute. The purpose of this log is to give members an opportunity to list all rides they have done that are in the range that we consider a century. (You do not have to see triple digits on your cyclometer to claim a century; anything in the ballpark will do.) Century rides are a big deal for the average recreational rider, as evidenced by all the people who show up, year after year, to tackle our Wine Country Century. Double-century riders and randonneurs may come to think of centuries as rather routine, but for most of us, they are the biggest rides we do all year, and may be the biggest athletic challenges of our lives. They are special for each of us and deserve to be saluted as worthy accomplishments. Our Century Challenge log allows us to do so.

One club member recently mentioned that he hadn't begun a Century Challenge log for 2008 because he hadn't managed to do a century in January and thus felt the whole exercise was futile because there would be a zero in that first column. This represents a misunderstanding of the purpose of the log. It stems from our original name for this challenge from a few years back: Century-a-Month. We do try to offer at least one club ride each month of century distance, thus the name. But the point of the program has always been to record and honor ALL rides in any month that approach century dimensions.

You might do none in one month, but two or three in another. Or you may only do two or three all year. Doesn't matter; as with commute miles, we don't all have the same opportunities to do the rides, but anything we do accomplish is noteworthy. One or two centuries for one rider may be as big a deal as 15 or 20 for another. So don't be shy: get in on the fun and open your account for 2008 now. Be an inspiration to your club mates. Say to them, if I can do it, so can you!

Go to General Club Information at the website to find both the Commute Miles and Century Challenge logs.

More early Santa Rosa cycling history

The following is an excerpt from Gaye LeBaron's *Santa Rosa—A 19th Century Town*.

Like the horse before it, the bicycle became a source of fun as well as a means of transportation in the latter part of the 19th century. The first cycles were not "bi" but "tri." The velocipede enjoyed an early vogue in this county and from the late 1860's through the 70's was considered a mania by Santa Rosa's pedestrian population. The town mechanics turned their hands to manufacturing the cycles with enormous front wheels, two small ones behind; but by 1870, the *Democrat* commented that "even the boys had given up velocipedes as too much work," to the relief of pedestrians.

The two-wheeler brought cycling back in earnest. Santa Rosa's first cycling club, the Santa Rosa Wheelmen, was organized in the 1880's, when real men rode big wheels. The "Safety," with pneumatic tires, coaster brakes, and a chain drive, was looked upon as "sissy," a slow cycle for women and old men afraid of falling off the big wheelers. The large front wheel created a higher gear that increased the speed and, as with horse racing, speed was the essence of the sport.

The new, low racer models were popularized and sold locally in the 1890's, and the Wheelmen were soon joining cross-country expeditions and participating in Bay Area racing events. In 1895, seven Santa Rosa cyclists rode to Yosemite by way of Stockton and Big Oak Flat. That was probably the longest ride undertaken,* but there were many 100-mile adventures over trails and roads that were rough and dusty and more accommodating to horses' hooves and iron buggy wheels. In addition to these "century" runs from Santa Rosa to Napa to Calistoga to Healdsburg and back again, there were track races.

The acknowledged speed demons of the town were the Noonan brothers, Henry and Ben, both involved in the family business, the Noonan Meat Company at College Avenue and the railroad tracks. Ben and Henry won many races in Northern California, and with Jesse Williamson, took part regularly in the Bay City Wheelmen's annual relay race from San Francisco to San Jose to Oakland. In 1899, Ben Noonan raced the train from Santa Rosa to Sebastopol and won. It took him just 16 minutes.

In 1895, the Wheelmen built a dirt track at the end of McDonald Avenue opposite the Rural Cemetery, and two statewide meets were held there. The mechanical headquarters for these racers was George Schelling's bicycle shop at 405 Fourth Street. The social headquarters was the Rose City Wheelmen Club House on Cherry Street. The Wheelmen leased a 14-room house in the 800 block there in 1895 and divided it with the Santa Rosa Bachelors' Club, which rented the upstairs rooms. They employed a cook, and most members took at least one meal a day at the club. There was a billiard table and a card room, but no bar. The Wheelmen were affiliated with the League of American Wheelmen in the 1890's, a cycling equivalent of the latter-day automobile clubs. The league provided road books with listings of accommodations, repair shops, and mileage, and offered assistance to touring cyclists.

**Perhaps it didn't fit within LeBaron's 19th-century window, but a longer bike ride would have been the adventure-filled journey of two local boys who rode from Santa Rosa to Seattle in the first decade of the 20th century, as recounted in the entertaining book, Two Wheels North.*

SANTA ROSA CYCLING CLUB
PO Box 6008
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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, July 9 • 6:30 PM

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

Guest Speaker:

Wednesday, August 13

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Special time: Tuesday, July 1 • 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, August 7

• **The Terrible Two** •

Look for a full report in the August issue and full results at the club website in early July.

Due to the late date of the Terrible Two this year, the July newsletter had already gone to the printer before the running of the event. So a full report on the festivities will have to wait until the August issue.

But we expect to have the results finalized well before August, and those will be posted to the club website, in the Terrible Two Results section, early in July. We will post a note to the chat list letting you know when the results are in place.

THANK YOU! THANK YOU! THANK YOU!

In the meantime, we would like to thank all of the club members and friends of riders who stepped forward to participate in our support efforts during the big event (during it, before it, after it... it's a huge project spread over many days).

As we write this, ahead of time, we don't know how the event will shake out: what the weather holds in store; who will be strong; who will be beaten down. But we feel fairly confident about making one prediction: that our support crew will have done its usual first-class job of seeing that the event is the best double century in the state, and that our participants will have had all the help they need to master our challenging course. Not everyone will make it to the finish, but if they fall short, it won't be because of a lack of support along the way.