



SEPTEMBER 2008 NEWSLETTER

The Plumas-Lassen-Shasta Tour: *smokin'!*

The club's first week-long cycle-tour of 2008 almost didn't happen. Scheduled for July 12-20, it ended up right in the thick of the terrible wildfires that were scorching the state at the time, in particular the Concow Fire along Hwy 70 (near Lake Oroville) and the Cub and Onion Fires up along Hwy 32 (near Lake Almanor). Not only was Hwy 70—our route to the start—closed, but the smoke from the fires was making breathing an unpleasant and unhealthy chore right where we were expecting to be riding.

For several days leading up to our departure, the 45 tour participants kept up a lively e-mail exchange of opinions and conjecture, bolstered by assorted fire incident reports and satellite images of smoke plumes. Tour coordinator Bill Oetinger called all his contacts in the area for eye-witness assessments on the air quality. In the end, we decided that the worst conditions were near the tour's start in Indian Valley, and that things were likely to improve as the week progressed and as we moved from south to north along our course. So it was proposed that we start the tour on Sunday, the 13th—a day late—as it appeared the fires were dying down finally. Then we consolidated the first three stages into two stages, spending less time at the most affected end of our journey.

We had to detour through Truckee to outflank the fires, and as we drove past the Feather River canyon, the air was a hazy amber color that didn't look too promising for quality cycling. But by the time we were settled in our camp in Taylorsville, things seemed a little better, and we polished off our first camp dinner and went to bed cautiously optimistic about the days to come.

Stage 1: Antelope Lake Loop; 55 miles, 3200'. This had been planned as our original Stage 2, but it made a better first stage because it climbed from Indian Valley up into fresher air near Antelope Lake. We awoke to nearly clear skies and the promise of better things to come. The ride consisted of essentially three parts: the long, gradual climb to the lake; the clockwise loop around the lake; the long descent back to the valley. Most of the forest around the pretty lake had been burned in a fire a few years ago, and some sections had burned as recently as last year, so the high country presented a somewhat barren aspect, although the roads were still fun to ride. Lower down, the woods and meadows were all pretty and green. The highlight for some of us was taking a break at shady picnic tables in the quaint little pioneer village of Genessee. At the end of the day, we were able to cool off with a dip in Indian Creek, running past the camp.

Stage 2: Taylorsville to Lake Almanor; 55 miles, 2500'. We combined the best parts of Stage 1 and Stage 3 into a new Stage 2. In the end, we only lost about five miles of good roads with the new route. We began with the lovely meander up the length of Indian Valley, about as pretty and mellow a bike ride as one could ever wish for. Then we had to tackle the long but relatively easy climb from Greenville, at the north end of the valley, to Canyon Dam, at the south end of Lake Almanor. A flat ramble along the eastern shore of the lake was followed by a series of jumbo rollers around the northeast corner of the lake, eventually dropping us into our camp on the north end of the lake, just shy of the town of Chester. This would be our home for the next two nights.

Stage 3: Almanor Out-&-Backs. 48 miles, 2400'. This stage consisted of the flat run into Chester and then three uphill out-&-backs in the forested hills above the town: Warner Valley, Domingo Springs, and Juniper Flat. Warner Valley rewarded us with our first view of Lassen Peak, which had so far been lost in the smoky haze. Domingo Spring's pay-off was the springs: a pretty little grotto with cool, drinkable water. Juniper Flat was the most un-flat of the three, with a stiff climb going out and a wild, fast descent coming back. Other highlights on the day included stopping at an old-fashioned soda fountain in Chester for floats and shakes and malts, and then invading Bodfish Bicycles, the local bike store of Chuck Bodfish Elliot. We noticed a pattern to the smoke's movement while at Lake Almanor: we would awake to find that a NE wind had cleared all the smoke away overnight, but then around midday, the wind would back around into the west, and a high haze would creep back in. As we would watch from the lake in the afternoon, the mountain ridges in the west, at first just ghostly, turned a whiter shade of pale.

Stage 4: Lake Almanor to Mill Creek; 55 miles, 2400'. One can drive from our camp to Mill Creek in just 19 miles, but we chose to circumnavigate the lake before heading west to the next camp. This included retracing our Stage 2 route down the east side of the lake, then winding along the bike path that spans much of the southwestern side of the lake, and a delightful path it is. The balance of the stage was a rather uneventful run along Hwy 89/36... big rollers through forest and meadow. Pleasant but not epic. The best part of the day may have been the swimming hole in the creek at camp: deep enough for paddling about and not at all nippy.

— Continued on page 2

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for August

1. Call to Order: President Craig Gaevert called the general meeting to order at the Round Table on Occidental Road on Wednesday, August 13. 32 members and guests were in attendance.

2. Treasurer's Report: Donna Emery announced that, as of July 31, the assorted bank balances were as follows: PayPal: \$78,353.45; money market: \$108.28; checking: \$13,535.01. Almost all WCC and TT bills and receipts are up to date. Expenses and revenues for the two summer tours are still in flux.

3. Membership: Gordon Stewart reported 412 individual memberships and 222 family memberships. Gordon noted that about half the members are now receiving their newsletters electronically. A large proportion of the run of printed newsletters is going to bike shops and to comped copies for local politicians, etc.

4. Velo Proposal: Local cycling advocate Scott Bowen made an interesting presentation to the Board about a Sonoma County Velo Project: a bike park including a BMX course and a velodrome. He is working with SCBC, the City of Santa Rosa, etc. on this. The possibility of a SRCC donation or some other form of support or involvement exists. Several sites in SR have been proposed, including the Place to Play site and Youth Community Park on Fulton. He was encouraged to present these ideas, along with his slide show, at a future General Meeting.

5. Tours: Bill Oetinger reported at the Board meeting on the recently concluded Plumas-Lassen-Shasta Tour (*see page 1*) and on the upcoming Three Parks Tour. He noted that he was leaving the next day to survey a tour route for July, 2009 in the Willowa and Blue Mountains of northeastern Oregon.

6. Jerseys: Donna Emery relayed a message from Sharron Bates that we are out of red rose club jerseys. Current annual budget still has funds allocated for ordering a new batch of jerseys. There was some discussion about introducing a new design with rose petals that fade from red to yellow or from red to white. No decision on that yet. Bill Oetinger will follow up.

7. Warehouse: Joe Morgan noted that we have had some issues with cleaning up our trash at the warehouse: removing things like old cardboard to garbage or recycling. We will take care of it.

8. Roadside clean-up: Mike McGuire is in charge; no date has yet been set for a fall clean-up day. It will be on Chalk Hill and will not be coordinated with the Dry Creek Association.

9. Trail closure: There was a discussion of the recent Wild Oak subdivision trail closure (the trail between Channel Drive and Oakmont). Craig Gaevert presented a summary of the conflict to date. Various solutions and alternatives were considered but no action taken at this time.

10. Brevets: Bob Redmond has been approved as the RUSA Regional Brevet Administrator for the Northern California region.

11. Speaker: Shannon Donovan, Thrive Yoga, Sebastopol.

FOR SALE: Mountain Bike Shoes

Sidi Dominator 5 • SPD cleats • Size 44 • Brand new
Never worn (bought on EBay but they shipped the wrong size)
New: \$239 • Asking: \$120

Chris Buettner—874-2811

PLSTour

— *continued from page 1*

Stage 5: Mill Creek to Subway Cave; 59 miles, 5200'. On summer bike tours, if forest fires aren't complicating your life, road construction projects probably will be. On this tour, we got both. Over the top of 8512' Lassen summit, the crews had several miles of pavement ripped up for repaving. We knew about this ahead of time and had spent quite a bit of energy worrying about it and making contingency plans. In the end, a few in the group elected to shuttle through in our cars, but most rode all the way through and didn't find it all that bad. The surface was hard-packed dirt, and it was possible to climb easily and, once over the top, to descend at over 20-mph. Eventually the rough stuff was behind us, and we got to enjoy the balance of the downhill...still many miles of silky fun at way more than 20-mph. We rolled out at Subway Cave, and while we waited for our follow fleet to catch up with us, we had time to explore the cool, dark lava tube cave. Then we all piled in the cars and drove a few miles further north to McArthur in the Fall River Valley, where we would camp at the Intermountain Fairgrounds, along with hundreds of other cyclists in town for the Fall River Century.

Stage 6: Fall River Century; 62–100 miles, 4500'. Having the last stage of the tour be the century was a great idea, and it worked out very well, not only for us but for the event organizers, who were happy to welcome such a big group to their ride. We have reported favorably on this nice ride in the past. If you've never done it, you should give it a try someday. It's a very tranquil and laid-back century, and probably as easy as a 100-mile ride can be. We offered our riders options of 62, 70, 81, or 100 miles, and we were pleasantly surprised to see that, in the end, almost two-thirds of all the tour participants knocked off the full century. (This, after a week of daily rides, including the crossing of an alpine-sized summit the day before.) Aside from the beautiful scenery all around the course, the highlight for many may have been the amazing buffet of home-made munchies—from peanut brittle to brownies—laid on at the last rest stop in the tiny town of Day, all prepared by the local farm wives...the Ladies of Day.

This tour was packaged as the easier of our two tours for 2008. (The harder tour, through Yosemite, Kings Canyon, and Sequoia National Parks, is going on this month.) As such, the stages were mostly quite short, with the exception of the century, and the elevation gain was modest, with the exception of the chug up and over Lassen summit. Totals of 370+ miles and 20,000' of gain bear this out. But we didn't hear anyone complaining that they didn't get enough miles or that they hadn't had their fun-o-meters red-lined each day. Besides, shorter, easier stages left us with plenty of time for hanging around camp and swapping yarns with our fellow travelers; for splashing around in creeks and lakes; for consuming vast quantities of excellent food, washed down with even vaster quantities of wine and beer.

Considering how close we came to canceling the tour at the outset, and considering how bad it might have been, we feel very fortunate to have pulled this one off. As predicted, the air quality improved as the week went along and as we went along, south to north, away from the fires. But the best part of the whole adventure, was not the scenery, nor the roads, although both were excellent. The best part was the people: the cheerful *esprit* of all the participants...no whiners, no slackers, no malcontents...just lots of happy people having a great time riding and hanging out together.

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.

Many of us were away on the PLS Tour through the middle of the month of July and missed several good club rides. But we have reports from the various ride leaders. First up on the list for this period were the Second Saturday rides on July 12. Although I wasn't there for the ride, I was there in spirit, as I had laid out the routes (out of Sonoma, around the Carneros, over Mt Veeder and Trinity, etc). Bill Ellis was leading the C group and he sent in this report: "The ride went pretty smoothly. There were around a dozen C riders. Tony Lee, Bob Redmond, Richard Burger, and I started in Petaluma. Several others including Greg Durbin started in Santa Rosa, so very few of the C riders actually started in Sonoma. Because I didn't know the route, nor did anyone else, we were required to read the route slip on the fly. This had the unintended consequence of keeping the entire C group together through the rest stop in Napa and basically up until the Veeder climb. We regrouped at the intersection with Trinity and then again at the firehouse, so effectively stayed together as a group up to then. From the firehouse, the group splintered, with some of the Petaluma group going directly home and the Santa Rosa group going directly back to Santa Rosa. From there, several of us accepted the very gracious invitation from John Russell to go for a swim at his swim club. Bob and I still had to return to Petaluma. Our tanks were on empty though, so we stopped in Glen Ellen for a sandwich before heading back over Sonoma Mountain and to Petaluma. The ride back after a swim was actually pretty nice. We were both wondering what effect the swim would have on getting back on the bike, but if anything it was a positive. The only glitch in the day was what may have been a typo or bad map reading, but we managed to miss a turn early on in the ride, causing us to spend a little more time on Hwy 12. No big deal, though we all hoped we didn't miss some highlight on the road we missed!"

Wayne Kellam led the B group: "The Second Saturday B ride had to pay close attention to the ride slip and map. Steve Drucker seemed to know the area best, but he was often off the front. Even he missed the turn onto South Avenue. (*The same turn the C group missed; apparently there was a missing street sign. —Ed.*) The rest of us missed it, too, but it didn't matter much. We just reached Hwy 121/12 about 1/4 mile south. Crossing Hwy 12/121 was a problem. We waited quite a while for traffic to be clear in both directions. Fortunately, with the northbound lane clear, a southbound driver saw our plight and stopped for us to cross. I would like to thank the unknown motorist. On the way back, we had no problem crossing Hwy 12 because there is a left-turn lane we could wait in until the southbound traffic cleared. We had a good time riding roads less traveled by us."

Janice Eunice was in charge of the A ride and sent in this note: "The A group had 16 riders. We were slow getting started because Sonoma was a new and unfamiliar location. Everyone rode at their own pace, but we had a lot of regroupings, which made it a stay-together ride most of the route. The comment was made: 'thank goodness it was not Wohler Bridge again!' This route was different and a welcome change."

The next day, Janice Oakley had a B ride heading down to Tomales

by way of Whitaker Bluff. Here's her report: "We started out with a little over 20 riders on an overcast morning. Two of the riders were on mtn bikes and were dropped early in the ride. We had a regroup in Occidental, and the group stayed together pretty well down Boho and broke into manageable pods on Bodega Highway. Vicky got a flat on VF-FS Road. She and I fixed it and were on our way. A group had waited for us at Hwy 1. That group chose a shorter version to Tomales via Middle instead of Franklin School Road. Vicky and I headed off into the wind of Estero Road, chatting along the way. When descending the first hill of Franklin School Road, Mike was in a turnout across from a blind curve to slow our descent. After the turn, we saw a group of riders surrounding Laurie, who was on the ground. When Laurie, et al were descending, there were black cows in the middle of the road. She tried to avoid them and went down. Marin County Sheriff, fire depts from both Marin and Sonoma Counties, ambulance, etc. came about 20 minutes after drivers were sent to both VF and Tomales. She was taken to Palm Drive. Tony and I completed the ride and stopped by the hospital on our way back through Sebastopol. Laurie had major road rash but no broken parts and was going to be released. There were many riders I did not see after Occidental. I think everyone else got back fine. The sun even came out when we were in Marin County."

Laurie is getting better. She posted her own note after she was home and recovering: "TOP TEN REASONS TO HAVE ROAD RASH..."

10. The e-mails and phone calls make you seem popular.
 9. Finally took advantage of the great discount on bandages offered at work.
 8. No dieting: need nutrients to heal. (Doctor's orders.)
 7. Get to meet lots of new people in uniform.
 6. Can claim the cellulite is really scarring.
 5. Medicine cabinet cleaned while looking for that tube of antibiotic ointment.
 4. Have to buy new bike parts and jerseys.
 3. Excuse to ride off the back.
 2. Spousal unit has to vacuum and clean bathrooms.
- And the number one reason to have road rash...
1. Will feel much younger when it is all gone."

The next Saturday, Doug McKenzie had one of his semi-annual Pine Flat Time Trials: "About 25 started out at Piner High on an almost perfect day for the challenge. We rode up Chalk Hill without any incidents and met about six others there. Out of the 30 or so riders, 20 decided to take the challenge. The others scattered across the north county roads. Lucky for me, not many of the top riders from the past were there, so I managed a second place with my fairly standard 56:48 time. Sean Daley took the day with a 53:05. Although we didn't see as many sub-1 hour times, many knocked minutes off their personal bests (including Sean). Some saw some disappointing times. In the wind-sheltered areas of the climb, the temperature exceeded 90° and made for a bit of suffering, as these sections tended to be the steeper pitches. Everyone enjoyed the water and snacks at the top provided by the club. It's always a good way to get new members: they want to repay us (Deanna and I) and I say, 'Join the club!' Many thanks to Deanna and June Nguyen for the support. Results are up: <http://www.sonic.net/~douglasi/bike/pineflat.html>."

The next day, Rose Mello had another Cotati-Tomales loop on the card for the AB crowd. She reports: "July 20th, we had about 13 riders on the ride, with one flat and four of us missing our turn on

— 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

MONDAY • SEPTEMBER

Labor Day Loop

2/B/39

9:00 AM • Howarth Park

R on Sonoma > R on D > Humboldt > L on Seventh > R on A > L on Ninth > R on Wilson > Cleveland > L on Francis > Range > L on Steele > R on Hardies > L on Ditty > Coffey > L on San Miguel > R on Fulton > L on Wood > L on Woolsey > R on Olivet > L on River > R on Trenton > L on Laguna > R on Vine Hill School > L on Vine Hill > R on Green Valley > L on Sullivan > R on Mill Station > L on Occidental > R on High School > L on Eddie > Morris (*coffee stop*) > Retrace to R on Occidental > L on Sanford > Hall > L on Fulton > R on Bike Path > Sonoma to Park

Martin Clinton—569-0126

SATURDAY • SEPTEMBER 6

Chileno Valley Ramblin'

2.5/A/30-35

9:00 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 Hwy > L on Tomales-Petaluma > L on Chileno Valley > R on Western (*Break at Petaluma Creamery*) > L on Western > R on Bantam > L on Bodega > R on Thompson > L on Skillman > R on Liberty > L on Center > Jewett > L on Stony Point > R on Railroad > L on Old Red > R on Myrtle to Park.

Ken Russeff—953-1804

Morton's-Bloomfield 53'er

4/BC/53

9:00 AM • Morton's Warm Springs
1651 Warm Springs Road

South on Warm Springs > R on Sonoma Mountain > L on Pressley (*Regroup at Crane Creek Park*) > Roberts > L on Petaluma Hill > R on Railroad > L on Stony Point > R on Jewett > R on Pepper > R on Walker > R on Valley Ford > R on Bloomfield > R on Lone Pine > L on Fredricks > L on Hwy 116 (*Rest stop at Antique Society/Italian Bakery*) > South on Old Gravenstein > L on Todd > R on Moorland > Cross Highway 101 > R on Santa Rosa Ave > L on Mountain View > L on Snyder > R on Petaluma Hill > L on Crane Canyon > Grange > R on Bennett Valley > L on Warm Springs to Morton's. *Morton's*

will open their parking lot early for us. For those wanting to stick around after the ride for a swim, the day-use fee is \$8 per person. Bringing a lunch might also be a good idea. If you aren't interested in the Morton's facilities, there is alternate parking in Kenwood at Kenwood Plaza Park on Warm Springs Road, about one mile north of Morton's, which is a ten minute bike ride away.

Rick Sawyer—933-0760

Tour of Downtown Sonoma

1/A/10

11:00 AM • Barracks Parking Lot,
First Street East @ East Spain

This is an exploration of routes through Sonoma, returning to the Sonoma Bicycle Festival in Depot Park where secure bicycle parking is available. Maps and route sheets will be available at the start of the ride.

Martin Clinton—569-0126

SUNDAY • SEPTEMBER 7

Coleman Valley

4/B/35

9:00AM • Ragle Ranch

L on Ragle > L on Mill Station > L on Sullivan > L on Graton > L on Boho > R on Coleman Valley > L on Hwy 1 > Pet-Valley Ford > L on Bloomfield > L on Blucher Valley > L on Kennedy > R on Sanders > R on Watertrought > L on Pleasant Hill > L on Covert to park.

Wayne Kellam—523-1878

SATURDAY • SEPTEMBER 13

SECOND SATURDAY

Grapes, Gears, & Grounds

3/A/41 • 3/B/49 • 5/C/70

9:00 AM • Healdsburg City Hall

A route: 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 > R on Souverain > L on Fredson > R on Lytton Springs > L on Dry Creek > R on Kinley > L on Mill > L on Grove to City Hall. *B route:* Same as A route to Geyserville, then: L on Hwy 128 > L on Geysers > R on Red Winery > R on Alexander Valley > R on Lytton Station > Rejoin A ride. *C route:* Same as B route, but add out-&-back on Mill Creek (off Westside).

No leaders

SUNDAY • SEPTEMBER 14**Valley of the Moon**

3/A/30+

9:00 AM • Howarth Park

L on Summerfield > L on Newanga thru park > R on Channel (*regroup*) > R on Oakmont > R on Pythian > R on Hwy 12 (*regroup*) > R on Lawndale > R on Schulz (*regroup*) > Lawndale > R on Warm Springs > L on Henno (*regroup*) > R on Dunbar > R on Arnold (*Rest Stop Glen Ellen Mk*) > R on Arnold Drive > L on Warm Springs to Kenwood > L on Hwy 12 > L on Pythian thru Oakmont to Channel > L thru Spring Lake Park to finish.

Carole Kolnes—838-3988
Barbara Drucker—538-5256

SATURDAY • SEPTEMBER 20**South County Century**

3/BC/92-100

8:30 AM • Village Market
(corner of Hwy 12 and Mountain Hawk, Santa Rosa)

R on Hwy 12 > R on Calistoga > L on Badger, R on Wallace > L on Riebli > L on Mark West > River > L on Woolsey > L on Olivet > R on Guerneville > L on Frei > Graton > L on Boho > R on Bodega > L on Freestone-Valley Ford > L on Hwy 1 (*rest stop in VF*) > L Hwy 1 > R on Middle > L on Whitaker Bluff > Fallon-Two Rock > R on Alexander > L on Tomales-Pet > R on Chileno Valley (*water stop at Helen Putnam Park*) > R on Chileno Valley > L on Spring Hill > R on Bodega > L on Pepper > L on Jewett > L on Stony Point > R on West Railroad > East Railroad > L on Petaluma Hill > R on Roberts (*Optional out and back on Lichau*) > Pressley > L on Sonoma Mtn > L on Bennett Valley > Yulupa > R on Bethards > L on Summerfield > R on Hoen > L on Newanga > ThruSpring Lake Park > L on Channel > R on Montgomery > L on Melita > R on Queen Anne > Mountain Hawk > L into Village Mkt. *Lunch at Village Mkt.*

Bill Carroll—539-7568

SUNDAY • SEPTEMBER 21**Almost 40 Miles of Back Road**

1-2/A/37

9:30 AM • Santa Rosa City Hall

L on First > L on SR Ave > R on Prince Greenway > Cross bridge to beginning of Joe Rodota Trail > Cross Hwy 12 to Morris St > R on Eddie Ln > R on High School > R on Occidental > L on Sanford > R on Hall > L on Willowside > L on Guerneville > R on Olivet > L on W. Olivet > R on Oakwild > R on Woolsey > Laughlin > R on Copperhill > L on Brickway > Aviation (*Break at Kaffe Mocha*) >

R on Airport > L on Laughlin > Woolsey > L on Wood > R on Fulton > R on Piner > L on Willowside > L on Hall > L on Fulton > R on SR Creek Trail > Return to City Hall.

Rose Mello—543-5889

SATURDAY • SEPTEMBER 27**Ukiah-Clear Lake Century**

4/C/103

9:00 AM • Hopland

L on Hwy 101 > L on Hwy 175 > L on Old River (Eastside) > Sanford Ranch > R on Knob Hill > L on Watson > L on Vichy Springs > R on Orchard (in Ukiah) > L on Brush > R on State > R on Lake Mendocino > L on East Side-Calpella > L on Moore > R on Central > L on Uva > West > R on E. School > R on East > L on Road B > L on Road A > L on Hwy 20 > L on Old State Hwy > L on Hwy 20 > R on Blue Lakes > R on Scotts Valley > R on Hendricks > R on Scotts Vly > 11th > R on Main (in Lakeport) > Soda Bay > R on Big Valley > Main (in Kelseyville) > R on Bell Hill > L on Staheli > R on Kelsey Crk > R on Wight > R on Adobe Creek > L on Bell Hill > R on Highland Springs > L on Matthews > L on Hopland Grade (Hwy 175) to Hopland.

Bill Oetinger—823-9807

SUNDAY • SEPTEMBER 28**River Ramble**

2+/AB/30

9:00 AM • Finley Park (SP side)

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

Jan (A), Greg (B) Conklin—539-4099

Ride to Hand-Car Regatta

1/A/14

10:00 AM • Juilliard Park @ A St

This is a repeat of the July 4th Parks ride, with a stop at Railroad Square where the Hand-Car Regatta of Mechanical Wonders will be in progress. Secure bike parking is available. See www.handcar-regatta.com. For complete route, go to srcc.com ride list.

Martin Clinton—569-0126

OCTOBER 3-5**Wendy Page Memorial Grizzly Century Weekend**

North Fork • Bass Lake

(See article on page 7.)

Kimberly Hoffman—579-3754
kdhoffman10@yahoo.com

SATURDAY • OCTOBER 4**Two County Coastal Century**

4/C/100

9:30 AM • Piner HS

North on Fulton > L on Piner > L on Willowside > R on Guerneville > 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 > R on Estero > Franklin School > L on Dillon Beach (*rest stop in Tomales*) > South on Hwy 1 > L on Marshall-Petaluma > L on Wilson Hill > L on Chileno Valley > L on Tomales-Petaluma > R on Alexander > L on Fallon-Two Rock > R on Carmody > L on Petaluma-Valley Ford > R on Bloomfield > L on Burnside > L on Gold Ridge > L on Bodega > R on Ferguson > L on Mill Station > R on Occidental > L on Sanford > R on Hall > L on Fulton. *Many turn off points to cut ride to 35, 55, and 75 miles. Doug's birthday ride.*

Doug McKenzie—523-3493

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 Mascy—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: 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

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

More BACKROADS & BREAKAWAYS

Canfield so that we ended up being ahead of everybody. There was a little nip in the air.”

We managed to coax a few more words out of Rose when we asked her about her recent journey to the northwest to take part in the annual Seattle-to-Portland ride: “Riding the Seattle-to-Portland with 9000 riders. There were three of us: Julie Greathouse, Adie Raker, and I. We started the ride about 6:30 Saturday morning at University of Washington. Every ten minutes they would let a group of about 200 hundred riders go; It was like a school of fish going upstream. The ride went so fast that we were eating lunch at 11:00 am and at 3:30 we were at the Centralia College mid-point stop, looking for the beer garden. The second day was not as hectic as the first, with riders leaving at their leisure. The most amazing part was riding over the Lewis and Clark Bridge (over the Columbia River). That was fun but scary with metal grates going across the bridge and cycles losing their water bottles. Overall the weather was great not too hot. I was told that this was a flat ride; it is not. If anyone plans to do this event, do it with a group of friends and you will have fun. If anybody is interested and wants to know more about it, let me know.”

The next Saturday brought us Steve Drucker’s More Level Century: “We started at 7:00 am with the plan to have an easy century for first-timers, to ride before the day got too hot or too windy, and to finish a bit earlier. We began with about 15 riders and picked up another five or so along the way. I tried to set a comfortable 15-mph pace, but soon found myself in between a mostly A group and a mostly B-tempo group. I stayed with the A’s for a while, but was not really needed as a leader and rode at my own pace, joining up with Rich and Vince. It was nice to have some company going into the wind along Geyserville Avenue and Asti Road. We caught up with the B group just before Cloverdale. The B group left the turnaround as a unit, but soon split into a C-paced group and a more B-paced group. The expected tail wind did not happen. We had a strong crosswind instead, and the temperatures soared into the 90’s. After the regroup at Memorial Beach, we limped back to Santa Rosa in the heat and wind but did finally finish another century after a long day in the saddle.”

There was some confusion about the Coleman Valley-Bay Hill-Joy ride listed for this weekend. Due to some editing glitch—my fault—two copies of the newsletter ended up in circulation. One had the ride listed on Saturday and one had it on Sunday, and as it was only a “suggested ride” with no leader, no one noticed the double posting until right before the weekend. It suited my schedule to do the ride on Saturday, but I didn’t encounter any other clubsters on the route. I did see three or four pros out stretching their legs. (If they weren’t pros, they were at least lethally lean young guys in pro kit.) And I ran into some pals from Marin. I never heard if anyone showed up to do the ride on Sunday. My apologies if the botched listing threw any of you for a loop.

And that did in July. August began with my Heart’s Desire Century, down to the beach of that name on the far side of Tomales Bay. This was the second time I’ve listed that ride; a year or so ago, I had a huge turnout for it and lots of people doing the whole century. This time, the crowd was considerably smaller—maybe 15 people at the start—and only six people completed the whole ride, with the rest fashioning bail-outs at various points along the way. (One might guess that many would-be candidates for this ride were otherwise occupied doing either the Marin Century or the Mt

Tam Double, running on the same day and along the same Hwy 1 corridor.) This was a tale of two rides, and if you know your local roads and local weather, you won’t need me to tell you that the two rides were the tailwind run south and the headwind run north. It isn’t quite that simple, as some of the outward-bound first half is pointing north along the west side of the bay through Inverness (headwind) and returning south along same (tailwind), but the enduring memory will be of the long slog from Point Reyes Station to around Tomales into the teeth of a very stiff breeze later in the ride. Aside from that rather cruel section, the ride was really quite pleasant. It was amazingly clear out on the coast, with a deep blue sky and an almost razor-sharp ocean horizon. We intersected the Marin Century—in Tomales—going north while we were going south, and caught up with some of the double century stragglers on our way back north, a few hours later.

We have heard from several SRCC members who did the Mt Tam Double on this same day, and all comment on how intense those head and crosswinds were coming up the coast or along Tomales Bay. But the winds turned favorable for them later in the day, heading in an east-southeast direction along roads like Fallon-Two Rock and Chileno Valley. That headwind-tailwind equation never quite seems to balance out in the cyclists’ favor, but at least it wasn’t all brutal, and overall, the doubles riders report that it was a beautiful day, with those clear skies affording them awesome panoramas from the summit of Mt Tam in the morning and Coleman Valley in the afternoon, etc. There aren’t too many places in California where you could schedule a double century in August and expect to find such mellow weather (aside from that wind), but coastal Marin and Sonoma fill that bill very nicely.

There was another ride on the same morning out of Willowside, only forming up one half-hour after our century start. It was one of Tom Helm’s easy A rides for beginners, with a tutorial on pace line riding. I had forgotten about it, and when a woman showed up for that ride, but a little early, I couldn’t figure out what she was doing there for a century when, as she said, “I thought this was just going to be a short, friendly ride!” Tom checked in with me later and informs me that our mis-directed lady eventually figured it out and hooked up with his ride. “We had eight plus me, including two repeats from previous sessions. It was good. Everyone felt like it was worthwhile. I enjoyed it. I reversed the whole curriculum. Did the double-line chat first. That got everyone feeling comfortable in a group. Then rotated a bit. Then did single-line with rotation. The group kept a steady pace when chatting in pairs, but harder when in single line.”

On the next day, and in the same vein, Mike and Janice Eunice had another edition of their Welcome Wagon series: “We had 16 people on the ride this morning counting Mike and I. Six riders were not club members, and Debbie brought two new friends with her. Debbie and her daughter Amanda first came on the Bike Santa Rosa ride. Mother and daughter joined me for our Welcome Wagon ride on July 20; Amanda now commutes to work two times a week, has joined the Thursday night rides from NorCal, and is campaigning for a new bike from her mother. Janet, Debbie’s friend, asked me questions regarding the different levels of riding, A, B & C. Rose Mello also brought some friends with her. Today’s ride encourages Mike and me to keep leading the Welcome Wagon rides.”

On that same day, Ken Russeff had an AB ride on the calendar: “Thirty riders participated in the Mid-County Meandering Ride on the first Sunday of August out of Esposti Park on yet another

beautiful Sonoma County day. Only one incident. We arrived at the Oakville Grocery in Healdsburg to discover that a rider didn't show up. A search party discovered her several miles off the planned route. Moral: if you don't read your route slip, always make sure that the riders you are following are members of your group."

On August 9, Randall Ray listed a short but very hilly C ride: up and over Sweetwater, up and back on Armstrong Woods (aka Bullfrog Pond), and returning up and over Sweetwater again...ouch! He reports: "It was a pleasant surprise to see a good-sized group in the parking lot at Healdsburg City Hall. I counted 22 riders. We picked up a bunch more along the way, so in all we were close to 30 riders. The brisk spin out to Sweetwater left a couple of riders immediately off the back, so I checked in with them and made sure they were fine on their own. Everybody was very patient, given the number of regroupings on a fairly short C ride, so we never got too strung out. Some had never been on Bullfrog Pond, and others hadn't done the climb for years. As we made the bend that reveals the heartbreaking wall (an exposed section of maybe 1/2 mile at 20% gradient), you could hear various exclamations from everybody. Although steep, it's not a very long climb, and the view from the summit is worth the work. But on this particular road, the descent is about as strenuous as the climb. It's steep, cracked, potholed, bumpy, and twisty, with the occasional car thrown in to keep you on your toes. I think the descent is the reason that this road finds its way onto the ride list so infrequently. We got a little scattered by Bullfrog Pond, but we all eventually trickled in to the coffee shop to relax. A few riders headed south from there, and some were pressed for time and skipped the rest stop, but 12 of us took Sweetwater back over to Healdsburg. We regrouped several times along the way, keeping a pretty mellow pace. Those who did the whole ride netted 45 miles and nearly 5000' of elevation gain. We did have one rider who logged some bonus miles and elevation, as he lost his phone on BFP. He did the whole climb again, and found it on the way back down."

The last ride we have space for this month is Bill Ellis' King Ridge ride out of Occidental on August 16: "We started with 20 riders. Susan Noble led a milder version from Monte Rio, returning on River Road, with about eight or so riders and a SAG. At the famous cattle guard on King Ridge we had another crash. A new club member took the tangent and managed to get the handlebars of his bike lodged between the fence boards! He was not hurt and his bike was okay after a minor wheel truing and handlebar readjust. At the Ft Ross School we seemed to be short by about three and there were rumors of a blown wheel. We waited awhile before heading on. With no cell phone reception, there was little to do. Tom Helm was one of the missing and we figured if he was with the back group, they were in good hands. So on we rode to Jenner. Still no signal. Several people needed to get back earlier, so they returned on 116. The remaining ten continued on Hwy 1 and had a good pace line going and got to Coleman Valley in one piece and together. The ride split up on Coleman Valley, but not badly, with everyone finishing in Occidental within ten minutes of each other. We drove back to Sebastopol before finally getting a cell phone signal. I called Tom Helm, who was riding through Graton at that moment. He told me one of the younger non-members (Stephon) had a carbon rim blow apart on the Hauser Bridge descent but was not hurt. Tom and Janice Oakley rode to a house near the school that happened to be the home of the fire captain. His wife drove back with her pickup to fetch Stephon. He called a friend from her home to come pick him up. All ended well."

Going to the Grizzly?

The Santa Rosa Cycling Club's participation in the Grizzly Century has become a club tradition. Every year on the first weekend in October—this year, Oct. 3-5—many members head south to Bass Lake to camp together and ride together on the century that may be the most beautiful and bike-friendly century in the state. It began around ten years ago when club member Wendy Page tried the ride and loved it so much she started recruiting fellow club members to go back with her in subsequent years. Her enthusiasm was so contagious, and the ride and support proved to be so wonderful, that it soon became a club institution, helped along each year with a modest financial contribution from the club budget (to pay for some of the camping and some of the Sunday breakfast).

Wendy is no longer with us, but her involvement in the weekend continues, as we now call it the Wendy Page Memorial Grizzly Century weekend.

What makes the Griz so special? First of all, it's a great course. Lovely scenery just outside Yosemite, with all that same big granite and deep canyon scenery that make the National Park so famous. Traffic is next to non-existent on most of the loop. You'll see more sag wagons than any other cars, all day long. There are big but not brutal climbs, and there are wild descents, some as long as a dozen miles or more, almost always on excellent pavement. (The century has over 10,000' of climbing and an equal amount of descending.) There are shorter options than the full century, and a longer, 200-K option as well (new this year).

Aside from the great course, there is the great support. Rest stop chow is top notch, including sushi at one early stop and killer home-made sticky buns at another. You also get—for your \$45 fee—a very good free breakfast before the ride and a free dinner after. But wait, there's more: the organizers pay for our campground on Friday night, and the SRCC chips in to cover the camp fees on Saturday night and the cost of fixins for a hearty camp breakfast on Sunday morning as well. Essentially, you pay your entry fee and pay for some gas to get there, and that's your whole expense for the weekend. Their tee-shirt art is usually excellent as well. Such a deal!

While a few club members opt for nearby motels, most camp together in a reserved campsite on beautiful Bass Lake. Each year the cast of characters is a little different, changing the group dynamic, but generally, it all adds up to a mellow and congenial weekend.

Normally, the weather for this event is crisp but pleasant: typical of the Sierra in autumn. Last year, we crossed paths with an unusual, early-season snow storm—the day before the century, fortunately—so that our overnight on Friday was very nippy and so was the ride start. It warmed up nicely later in the day, but the early morning was pretty intense! We don't expect that to happen again, but these are big mountains and you never know what might be waiting for us. Bring warm clothing, just in case.

Our group camp is coordinated by Kimberly Hoffman (579-3754, kdhoffman10@yahoo.com), and we want you to RSVP with her, once you've signed up for the event, so we know how many will be in our camp and involved in our camp meals. You can sign up for the Griz on-line or via snail mail with a paper trail. Go to <http://www.grizzlycentury.org> and find out all you need to know about the event. Then talk to Kimberly about our club's special relationship with this excellent fall century.

SANTA ROSA CYCLING CLUB
PO Box 6008
Santa Rosa, CA 95406

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Member: LAB • CBC • CABO • REBAC • SCTC • SCBC

- President: Craig Gaevart545-4133
- Vice-President: Greg Durbin528-4450
- Secretary: Donn King823-5461
- Treasurer: Donna Emery546-6359
- Officers at Large
- Martha Barton538-9315
- John Miklaucic.....545-3470
- Joe Morgan.....778-8209
- Gordon Stewart823-0941
- Martin Clinton.....569-0126
- Newsletter editor, ride director: Bill Oetinger.....823-9807
- Webmaster: Gordon Stewart823-0941
- Club apparel sales: Sharron Bates.....526-3512
- Membership registration: Gordon Stewart.....823-0941
- 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, September 10 • 6:30 PM

Round Table Pizza

(Occidental Road, west of Stony Point)

Guest Speaker: Rand Libberton, of Aria Velo, on bike fit

Wednesday, October 8

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, September 4 • 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, October 2

Furnace Creek 508 fund-raiser

In 2002 I rode the Furnace Creek 508. When I finished, I really wanted to do it again! Sounds strange, but it was an epic adventure of proportions not experienced before. Since then I've stayed involved with the event by officiating one year and crewing three other years. This year I intend to finally go and ride it again! When I started to put together my plans for this and began to prepare the somewhat lengthy application process necessary to enter the event, one of the questions asked was 'whether or not you intend to raise money for a charity.' At the time, I didn't really have anything in mind and so had no intention of doing that. At about that time however, news about our friend Curt Simon and the serious form of cancer he had just been diagnosed with was starting to ripple through the North Bay cycling community. After doing some research on his cancer, I ran across an organization that funds cancer research. Since part of Curt's therapy is experimental, raising money for cancer research seemed to be a good way to not only help find a cure for Curt's cancer, but for the many other forms of cancer that exist. Please visit my fundraising page at <http://www.firstgiving.com/billellis>. Even the smallest contributions add up. Thank you!

— Bill "Bald Eagle" Ellis