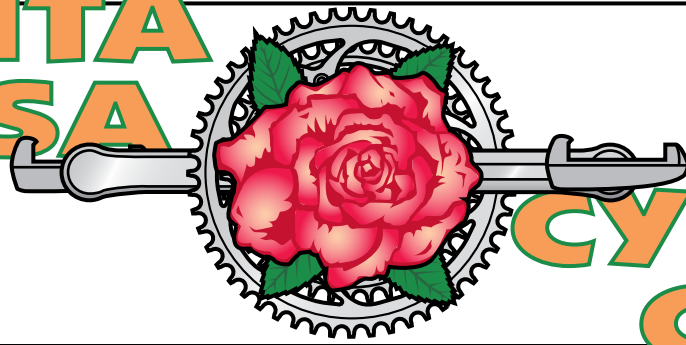


# SANTA ROSA



**Terrible Two results:**  
[srcc.com](http://srcc.com)

# CYCLING CLUB

## JULY 2009 NEWSLETTER

### Mild weather a boon to the riders on Terrible Two

The 2009 edition of the Terrible Two double Century turned out to be not so terrible, thanks to pleasant, mild weather. Our traditional benchmark is the official high for the day in Cloverdale, near the midpoint of the ride. On the day of the ride—June 20, Summer Solstice—it was 80°, with patchy clouds and a persistent but not too powerful wind out of the northwest. That wind made for some moderately challenging headwind legs early on—usually where smart riders could find shelter in a group—and then helpful tailwinds later, down the coast and back inland to the finish.

All of those essentially favorable elements added up to a very user-friendly day for most riders and a near-record finishing rate of just under 80%. (That is for riders finishing by our traditional 10:00 pm cut-off. There were 221 starters. Including five tandems, one fixie and one 'bent. 176 entrants made it in by ten, with another six finishing within the next half hour.) This rate of success is not unprecedented. We saw a finishing rate of just over 80% in 2002—the year both the men's and women's course records were set—and 79% in '99 and '00. But it is in contrast to the wicked heat of last year, which resulted in a finishing rate of 54%.

If you've followed the TT in recent years, you won't be surprised to learn that Santa Rosa's Brian Anderson was once again the first rider to arrive back at Analy High School. Robbed of his shot at seven straight wins last year, thanks to three late-ride flats, he was back in charge this year. His progress followed the now well-known pattern of taking it easy early and pouring on the coal late. He arrived at the Geysers rest stop in a group of three, behind 17 other riders. At lunch, rookie Kevin Spaecht and second-year rider Fred Berghout checked in first at 11:18. Four more riders arrived five minutes later and another five riders five minutes after that. Two more another three minutes back, and then Anderson cruised in alone, looking completely unruffled and cheerful. He was in and out of the lunch stop in under a minute and hit the killing fields of Skaggs Springs ready for the real ride to begin.

He whittled the 13-minute deficit at lunch down to four minutes at the Gualala River checkpoint (passing everyone except the two leaders somewhere in between), and then he caught them on the Rancheria Wall. Spaecht lost contact immediately, but Berghout hung with Anderson all the way to Fort Ross, before that last, steep climb saw Anderson begin to pull away to what would become a 12-minute margin at the end. (Put another way, he did the second half at least 25 minutes faster than his nearest competitor.) His

time of 11:11 is the same as his time in his last win in 2007, but is five minutes slower than his time from 2006, our first year with the new course of exactly 200 miles.

There were only 14 women starters, not counting all five stokers. Ten of them finished. Rookie Donna Nice was first in at 13:53, 39 minutes ahead of Elizabeth Tenuto. Four of the five tandems finished, led home by Troy and Karen Taylor of Napa in a time of 13:56. Steve Smead brought the fixie in with a time of 13:25, lopping almost an hour off the fixie record he set last year.

Kenneth Price was the oldest finisher at 66 (we had 11 finishers over 60), and SRCC's Matt Wilson was once again the youngest finisher at 20, logging a good time in spite of a hard fall near the first rest stop. Although we didn't see new course records on this relatively comfortable day—except for that fixie mark—we did see many riders carving big chunks off their personal bests, leading to great joy and satisfaction at the finish line. But it's important to remember that, even on the nicest day, the TT course is still a cruel and brutal taskmaster, and it still took quite a few riders to the woodshed for some hard lessons about reality trumping agendas. Never imagine that this is an easy ride. If there are any chinks in your armor, any flaws in your game plan, this course will find them and crack them wide open.

Speaking of cracks, we had only one serious injury on the day, with a rider going down on Oakville Cross and breaking her arm. Two other riders were seen rolling around in the tall grass after flying off the road, but both survived their tumbles and finished.

On a more positive note, it was a treat to see one of the event's founders, Rod Mowbray, visiting the TT this year. He and his wife had come to see their son Ryan take part for the first time. 30 years ago, in 1979, Rod had to rush home after winning the TT to be on hand for the birth of his son. Now that boy is a man and doing the ride himself. Those are family values we can believe in.

Much has been made over the years of the special *esprit de corps* that pervades the TT, bonding riders to one another in their shared struggles and binding the riders to the cheerfully efficient support crew in a way that has to be experienced first-hand to be fully appreciated. You won't find quite this same atmosphere at any other event. It's that special energy, as much as the beautiful and challenging course, that keeps us all coming back, year after year. We hope to see you all again next year.

# 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 10. 31 members and friends were present.

**2. Treasurer's Report:** Donna Emery announced the club's bank account balances, as of May 31.

**3. Membership:** Gordon Stewart reported membership of 996 (combining individual and family memberships).

**4. TT:** TT Chair Craig Gaevert reviewed prep work for the upcoming Terrible Two, scheduled for June 20. He appealed to the members for more volunteers for certain tasks. (See items on pages 1 & 8.)

**5. Officers:** Board member Donn King spoke at the General meeting on the subject of officers to serve on the 2010 Executive Board. He noted that there will be several openings, including that of President. (Current Prez Craig Gaevert is stepping down after three years.) He stressed how crucial it is that members become involved in the management of the club.

**6. Warehouse:** The Board discussed the issue of other organizations borrowing SRCC equipment for their events. Often the equipment is returned somewhat the worse for wear. It was decided to impose a \$200 use fee for borrowing substantial quantities of our gear for other events to cover wear-and-tear costs.

**7. Club tours:** Bill Oetinger noted that we now have two food coordinators for the Blue Wallowa Tour, and that currently the total field for the event is 50, with no new entries being accepted. No report on the Santa Cruzin' Tour at this time.

**8. Street Smarts:** Gordon Stewart made a presentation at both the Board and general meetings on purchasing an order of California-specific Street Smarts bicycle safety manuals to be distributed to all club members. Cost for the order will be \$1550, including mailing them to all members. The purchase was ratified by vote of the membership.

**9. Waiver:** The Board agreed to modify the non-member liability waiver sign-in form to include space for a phone number, in case we need to follow up with riders later, in particular, after a crash.

**12. Guest speaker:** Eric Norris of the Davis Bike Club made a presentation on Wheels North, a tour following the path of the Two Wheels North journey of 1909, from Santa Rosa to Seattle. (See item on page 5 about a similar tour being done by SRCC member Bill Harrison.)



The Sonoma County Bicycle Coalition will be staging its sixth 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 atmo-

sphere. 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 live music by the Trailer Park Rangers, a performance of the Imaginists' *The Art is Medicine Show* (bicycle-powered theater), a bike-decorating contest and parade for kids (1:00 PM), contests for adults, food vendors, and more. SCBC will provide free valet bike parking. The festival runs from 11:00 a.m. to 3:00 p.m. This event is free to all.

For more information, visit the SCBC website.

## End-of-Summer Club Picnic

Saturday • August 29 • 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. **In particular, we hope the riders will arrive at the start a few minutes early to assist in putting up several canopies.** 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](mailto: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.*

This month's chronicle of club rides begins in mid-May. What better way to celebrate this best of all possible seasons than with a really, really big ride? In this case, we have the Terrible Two's Bad Little Brother to fill the bill. They don't get much harder, short of a full-tilt, hilly double. Greg Durbin has taken over the leadership role on this cult classic. He checks in: "We had almost 50 riders (about 1/3 were non-club members) and that included lots of first timers. Several riders left at various times as early as 6:00 am. The weather gods looked very kindly on the 14th annual BLB: fog, sun, favorable tailwinds down Highway 1, and mostly pleasant temps on Skaggs. On the whole, the weather really could not have been much better for this epic journey. The ride was relatively uneventful, with only a couple of riders needing sag assistance. Riders came in between 4:25 and 8:40 pm (8.2 to 12.5 hours)."

Ken Russeff had an A ride on this day as well, and he too sent in a (brief) report: "Our ride out of Cotati to the Tomales Bakery via Petaluma and Chileno Valley had 29 riders on a sunless day. Three tandems, two new club members, and some other new faces. It was a nice, incident-free day."

After doing several Bad Little Brothers down the years, including the last four in a row, I decided to take a pass on it this year and instead offered a somewhat easier ride on the following day. I called it the Bad Little Brother's Lazy Old Uncle. It was still a relatively ambitious ride, at 71 miles and 5500' of gain. It just looked easy compared to the BLB. It was over in Napa Valley, out of Calistoga, and it explored all sorts of obscure roads on a goofy route that went up and over the Angwin ridge and down into Pope Valley. Highlights included Aetna Springs and White Sulphur Springs, climbing Ink Grade, Deer Park, and the Old Toll Road, and doing both the big descents on Howell Mountain. There were 12 riders on hand. The day began with a chilly overcast, but once we climbed up to Angwin, it was all blue skies and mild, very pleasant weather for the duration. A nice, mellow ride.

This was Memorial Day weekend, so the fun didn't stop on Sunday. Rick Sawyer had a B-tempo ride out of Willowside on Monday, heading for Sweetwater. Rick reports: "A picture-perfect day for a holiday jaunt on some of Sonoma County's best backroads drew a robust turnout of 30...perhaps also reflective of the difficulty and lengths of the weekend's other offerings, although we did have some representation of both BLB and Lazy Old Uncle veterans from the previous two days. There were no significant mishaps of which I am aware, although Martin did have a flat on the Sweetwater descent to Armstrong Woods. A few of the participants found ways to avoid the main climb by modifying the route in one way or another, but most of us huffed and puffed our way over the Sweetwater summit and down into Guerneville for a well-earned cappuccino before returning to Willowside. A bit of a south wind did kick up late in the day, but by that time most were already back to the barn, having enjoyed the short but hilly roller-coaster ride."

We managed to squeeze a fifth weekend into May this year—sort of like a Blue Moon—and the schedule had a little something for everyone. The biggest ride on the weekend was a classic King Ridge trek listed by Darrin Jenkins, starting from Ragle Park and

adding up to 83 miles. Darrin sent in this report...

"We had 23 at the start. At least ten were BLB finishers from the previous weekend, so it was a very strong CD group. Six rode in from Santa Rosa and two from Petaluma for bonus miles, and we picked up at least four others en route. The regroup spots announced at the start were Cazadero, Tin Barn, Ft. Ross School, and Duncans Mills. The group quickly split into the fast and the faster. The last time the fast and the faster groups were together was at Tin Barn, where it was a little chilly ahead of the steep descent to Hauser Bridge, so the D-pace folks kept moving, while the early C's waited for the rest of the C's. Some riders split off to do Skaggs or Timber Cove/Fort Ross for bonus climbing. While a group of us were enjoying a sunny respite at the Duncans Mills bakery, one of the faster riders came back looking for his cell phone. Apparently he left it at one of the regroup spots—didn't know which one—and was riding the course in reverse...a very hilly 140-mile day. We benefited from a good tailwind for most of the way back from the coast. Lots of wildflowers out this time of year in the west county."

Jack Hartnett had a somewhat more modest offering on the schedule on that same Saturday. He tells us how it went: "Good ride overall from Healdsburg City Hall down Westside and over Chalk Hill. A little foggy the first hour, but not cold. About 15 riders showed up, including a few new faces; no flats or accidents...a good ride for all. One couple joined us at the halfway point (Kafe Mocha). The group got spread out pretty well over Chalk Hill, but that was okay: we regrouped at Jimtown. I look forward to leading more rides in the future. Always good times with good folks."

There were two rides on Sunday. Wayne Kellam had one of his standard Pope Valley loops. I sent a note to Wayne enquiring about how it went, but the response I got was a little unexpected. He did not mention the ride, but instead noted that he and wife were touring in the Dordogne region of France for the whole month of June, and loving it. Wayne had a ride on July 5—already listed in the June newsletter—but he has had to cancel it while he deals with some medical gremlins.

Mike and Janice Eunice had one of their Welcome Wagon rides on this day as well. Janice reports: "Mike and I had a very successful WW ride on May 31. We had 15 riders, and all except one person were new SRCC members and wanted to get started riding with the club. The route included the Magnolia loop, West Dry Creek to Lambert Bridge, and a stop at the Dry Creek Store. We had questions on when to ride single file, moving as far right as is safe for you, what kinds of shorts to wear, the club tours, and what the A, B, C level riding was all about. I invited all of them to our Friendly Friday Rides. I also invited them to the A level rides on the weekends, and mentioned Ken Russeff's ride on June 7. Four of them showed up for Ken's ride and had a good time. Mike and I will be on a bike tour in July, so our next WW ride will be in August. Thank you for letting us do these rides. We really enjoy meeting the new members and new riders."

The first weekend in June offered a final chance for Terrible Two riders to preview the course and put that final razor-sharp edge on their fitness: Jeff Burton had listed a TT Trainer weekend, with the first half on Saturday and the second half on Sunday. It takes 135 miles to do the first half as a loop back to the start. The second half can be shortened to 105 miles by starting in Monte Rio and skipping the last few miles to the finish at Analy. Any way

— 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 30-60 minutes; waits for all riders. 23-26 minutes\*

**C:** brisk pace; pacelines likely; regroupings every 45-90 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](http://www.srcc.com)...go to Calendar of Rides

## SATURDAY • JULY 4

### Bicycle Santa Rosa 3/BC/35 9:00 AM • Julliard Park

Into downtown SR for a special feature (to be announced at the start) > 4th St > R on Brookwood > L on Montgomery > R on 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 festival.

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. (*See item on page 2.*)

Martin Clinton—569-0126

## SUNDAY • JULY 5

### Graton Speed Trap Ride

3/CD/42  
9:00 AM • Cotati Vets  
10:30 to start Graton speed trap

Valparaiso > L on W. Sierra > L on Stony Point > R on Roblar > R on Peterson > L on Blank > R on Canfield > R on Bloomfield > L on Pleasant Hill > L on Watertrough > R on Bodega > L on Ragle > L on Mill Station > R on Barlow > L on Occi > R on bike path > R on Gray > L on Ross (*coffee stop in Graton*) > Speed trap on Graton (*regroup at summit*) > L on Facendini > L on Occi > R on Jonive > Barnett Valley > R on Kennedy > LR on Bloomfield > R on Lone Pine > R on Hwy 116 > R on Hessel > R on Blank > L on Peterson > L on Roblar > R on Stony Point > L on Railroad > L on Poplar > R on Lund > R on Valparaiso, etc. *See note in left-hand column about our official speed trap. Do the time trial and find out where you fit in.*

Tony Lee—766-9803

## SATURDAY • JULY 11

### 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 12

### Handlebars, Hills, & Holsteins 3/AB/48 9:00 AM • Cotati Dog Park

R on Myrtle > Valparaiso > L on W. Sierra > L on Stony Pt > R on Roblar > R on Petaluma-Valley Ford > L on Gericke > R on Fallon-Two Rock > L on Hwy 1 (*break at Tomales Bakery*) > L on Hwy 1 > L on Tomales-Petaluma > R on Chileno Valley > R on Western > L on Cleveland > L on Bodega > R on Lohrman > L on Horn > L on Magnolia > R on Thompson > L on Skillman > R on Liberty > L on Center > Jewett > L on Stony Point > R on W. Railroad > L on Old Red > R on Myrtle to park.

Ken Russeff—953-1804

### King Ridge

4-5/B/55  
9:00 AM • Monte Rio

L on River > R on Austin Creek > R on Caz Hwy (*regroup in Caz*) > King Ridge (*regroup at Tin Barn*) > L on Hauser Bridge > Seaview (*regroup at Ft Ross School*) > Meyers Grade > L on Hwy 1 (*regroup in Jenner*) > L on River > R on Moscow > L on Main in Monte Rio > Over bridge to finish.

Bill Dunn—415-269-0591

## SATURDAY • JULY 18

### Mt Tam Century

4/BC/100  
9:00 AM • McNear Park, Petaluma

L on 11th > R on G St > L on Sunnyslope > R on I St > R on San Antonio > L on Petaluma-Pt Reyes Rd > L on Nicasio Valley > L on San Geronimo > R on Sir Francis Drake > R on Olema > R on SFD > R on Claus > L on Broadway (*rest stop in Fairfax*) > R on Bolinas-Fairfax > L on W. Ridgecrest > L on E. Ridgecrest (*rest stop at summit*) > Return on E. Ridgecrest > L on Pan Toll > L on Panoramic > R on Muir Woods > R on Hwy 1 (*rest stop in Pt Reyes Station*) > Hwy

1 > R on Pet-Pt Reyes Rd > L on Hicks Valley > R on Pet-Marshall (Wilson Hill) > Chileno Valley > R on Western > R on Windsor > L on D St > R on Sunnyslope > L on F St > R on 11th to McNear Park.

Bill Carroll—539-7568

### Round-a-bout to Petaluma

2/A/44

9:00 AM • SW Community Park

L on Hearn > L on Stony Point > R on Ludwig > L on Llano > R on Todd > L on Hwy 116 > R on Lone Pine > L on Bloomfield > L on Petaluma-Valley Ford > Bodega > L on Pepper > R on Center > R on Liberty > L on Rainsville > R on Stony Point > L on Petaluma Blvd N > Old Redwood > R on Main (coffee in center across from fire house) > Petaluma Hill > L on E. Railroad > R on Willow > L on Eucalyptus > R on Old Redwood > L on Valparaiso > L on W. Sierra > R on Stony Point > R on Hearn to park.

Sue Bennett—523-1322

### SUNDAY • JULY 19

#### Marin—SF Adventure

2-3/A-B/30

9:00 AM • Larkspur Ferry Terminal

Ferry Terminal parking lot > L on bike path > Eliseo Drive > L on Bon Air > L on Magnolia > Corte Madera > Camino Alto > L on Blithedale > R on bike path > Bridgeway > R on Richardson > L on 2nd St > L on Alexander > R on East > Conzelman > L on Conzelman > R on Field > L on Bunker > Mitchell to gate > Return via Mitchell > Bunker > Thru Barry-Baker tunnel > R on Sausalito Lateral > Over GG Bridge > Bike Path to Battery E Rd > L on Lincoln > L on McDowell > R on unnamed road > R on Mason > Marina Blvd > L on Marina Green > Path thru Ft Mason and Aquatic Park > Jefferson > Embarcadero to Ferry Building > Have lunch and catch the ferry back to Larkspur.

Rose—543-5889

### SATURDAY • JULY 25

#### In & Out and Out & About

2/A/55+

8:00 AM • Esposti Park

R on Old Red > R on Bailhache > L around Academy > R on Bailhache > R on Old Red > Thru Healdsburg > L on Mill > L on Kinley (Magnolia Loop) > Kinley > L on Dry Creek > R on Lytton Springs > L on Fredson > R on Independence > R on Geyserville > L on Healdsburg Ave > Lytton Station > L on Alexander Valley > R on West Soda Rock to end > Retrace to R on Alexander Valley > (rest stop at Jimtown Store) > R on Alexander Valley >

R on Lytton Station > Healdsburg Ave > R on Grove > Thru Healdsburg > Old Red > L on Arata > Hembree > L on Old Red > L on Pleasant > Faught > R on Shiloh to Park.

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

### SUNDAY • JULY 26

#### Wall and Ladder

4/C/62

8:30 AM • Healdsburg City Hall

N on Grove > L on Healdsburg Ave > R on Alexander Valley > Hwy 128 > L on Pine Flat to top > Retrace to rest stop at Jimtown > W on 128 > Alexander Valley > R on Lytton Station > R on Lytton Springs > L on Chiquita > R on Grove (regroup at City Hall) > S on Grove > Vine > R on Mill > Westside > R on Mill Creek to end > Retrace to City Hall.

Randall Ray—529-1278

### SATURDAY • AUGUST 8

#### South County Out-&-Backs

5/CD/64

9:00 AM • Walnut Park, Petaluma

North on Petaluma Blvd N > R on Corona > R on Adobe > L on Sonoma Mtn #1 to end > Retrace to R on Adobe > R on Lynch to end > Retrace to R on Harden > R on Adobe > R on Davis > L on Railroad > R on Pet. Hill > R on Roberts > R on Lichau to end > Retrace to L on Roberts > R on Pet. Hill > R on Warrington to end > Retrace to L on Pet. Hill > L on Old Red > Pet. Blvd N into Petaluma.

Hunt Moore—769-1719

### SATURDAY • AUGUST 15

#### Krusing with the King

5/C/102

8:45 AM • Analy HS

5/C/71

10:00 AM • Monte Rio

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

Ken Cabeen—823-2329



## Two (more) Wheels North

Follow SRCC member Bill Harrison's cycle-touring odyssey through the Pacific Northwest, as he retraces the route of two Santa Rosa school boys, 100 years after their bicycle journey from home to the Alaska-Yukon-Pacific Exposition in Seattle (chronicled in the excellent book, *Two Wheels North*).

As did Vic and Ray, back in the summer of 1909, Bill is sending back dispatches from the road to the Santa Rosa *Press Democrat*. You can keep up with Bill's daily progress at his blog at the PD's website.

### 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—584-8607

*Second Wednesday: Healdsburg City Hall*

C: Eric Peterson—433-7737

*Third Wednesday: Ragle Park, Sebastopol*

B: Doug Newberg—579-0925

*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: 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

#### Flat Fixing Clinic

*First Thursday of each month*

6:30 pm. No cost • Call to sign up:

NorCal Bike Sport—573-0112

### FOR SALE

#### BMC Streetfire SSX Road Bike

Size Med • Shimano 105 • New (won it in a raffle, but it's the wrong size for me)

• \$1200

Gail Burchfiel—415-823-3109

## More BACKROADS & BREAKAWAYS

you do it though, those are long, tough days. Jeff sent this report to the chat list:

“We had 20 riders start on Saturday and 17 on Sunday. I think there were just four riders who showed up for both rides: Miguel Villareal, Michael Leach, another Michael whose last name I don’t know, and me. One reason I wanted to lead these rides from the back was to keep track of anyone in difficulty, and it didn’t take long before there was plenty. One rider fell off the back early on Bennett Valley Road and I dropped back to check on him. He seemed out of his element and in for a long day, but then we immediately came upon a friend of his who had a flat. I left them to help each other and didn’t see either again. On Silverado Trail we came upon a rider with a flat and a pump problem. After pumping up the tire we could see an ugly bulge in his tire and he decided to cruise into Calistoga to search for a bike shop; we didn’t see him again. Michael Leach and I worked together to Hwy 128, where he dropped me, but I caught up with him at Jimtown. The ride over the Geysers continued like that, with Michael and I catching up with each other, back and forth. So at Cloverdale we decided to work together on the run back to Howarth. In truth, Michael’s brisk pace at that point in the ride allowed me little chance to catch my breath and he ended up pulling virtually the whole way. Thanks Michael!

“On Sunday’s ride, the D riders were very well represented and by the time we were on West Dry Creek Road, Bill O and I were out of sight off the back. Bill stopped to shed some layers while I went ahead. We missed connecting at the Visitor Center, so we each were pretty much on our own for the rest of the ride. When I dreamed up this series I wanted to test myself on the second half of the TT without being fresh. I certainly got my wish: what an eye-opener! I have ridden the Skaggs Springs-Fort Ross segment a couple of times before and found it to be difficult, but within my ability. Sunday, though, was torture; after Saturday’s hard ride, everything felt twice as hard. My admiration for those who have successfully completed the TT has grown even more.”

I can add a thought to that: doing each half of the TT on back-to-back days is almost harder than doing the whole thing in one day. For one thing, you have the extra miles to close the loops, adding up to 240 miles total. For another, the body stiffens up overnight, making that second day a terrible struggle (whereas in the real TT, you may be exhausted, but your body somehow just keeps on doing what it has been doing, finding some robot mode for carrying on). Coupled with all of that is the psychology of it: either half of the TT is a brutal ride. When you finish either one, you’re cooked. You say to yourself: if I’m this fried after one half, how can I possibly put both halves together? It seems impossible. Even doing both halves on separate weekends will produce this angst. Doing them both on the same weekend is a recipe for a mental meltdown.

I haven’t done a full TT since 2004, and I don’t think I’ve done the second half in a couple of years. Doing it on this day reminded me why the TT is so feared and so revered in the world of long-distance cycling. The Skaggs-Rancheria-Fort Ross-Black Mountain line-up is a murderers’ row of suffering. We were fortunate to be hitting it on a cool day—a high of 78°—and with just the run up the valley in our legs...except for Jeff and the others who did both days.

By the time you read this, we will all will know how things went at the real TT this year...whether we got lucky with the weather or once again drew the short straw and got a scorcher. In any event, hot or not, our hats are off to all the riders who manage to get this bad boy done. It is never an easy ride.

Those big rides weren’t the only ones listed on the club calendar for the first weekend in June. Rick Sawyer was back in the fray with a ride out to Fort Ross Road on Saturday: “With the morning fog just burning off, a very spirited group of around 17 set out from Graton to ride the figure-eight-patterned 4/B metric century to Cazadero and Jenner. Right out of the gate, we ascended the club speed trap on Graton Road, with surprising results. Even without any warm-up, and having ridden the Friendly Friday ride the day before, I reached the summit in 22 minutes (the slower end of the C rating). What was interesting, however, was that exactly half of the riders were ahead of me and half behind, meaning that just over 50% of the riders on this B ride were traveling at a C pace, even though, with maybe one or two exceptions, none of those we routinely think of as the C-group participated. And further, while out on the flats along River Road later in the day, the pace line was still moving along at around 19+ mph, I think also indicative of a C pace. My point is that it seems there needs to be a serious rethinking of the pace rating system, taking into account that many of our members are faster than they realize or admit to. Otherwise, another perfect day in our own local bike-paradise, highlighted by the fog rolling up the coastside ridge along Meyers Grade, clearing down lower at Russian Gulch, and the Russian River Rodeo in progress at Duncans Mills.”

Rick makes a good point about the speed trap times, but, in my opinion, draws a slightly incorrect conclusion from it. We worked hard to come up with those speed trap time windows, ten years ago. We logged a lot of data and did a lot of research and had a lot of discussions in the club to come up with those figures, and I still believe they’re accurate and appropriate. All of those riders on Rick’s B ride who recorded a C time are in fact natural C riders, including Rick. The ride probably should have been listed as C or at least BC. The fact that all of them or most of them feel more at home on a B ride is a function of the trickle-down ride poaching in the club. It starts with those who could record a D time in the trap. They should be listing and participating in D rides. But for a variety of reasons, we seldom see D rides on the schedule, so the D riders, if they want to be involved in club rides, have to come on the more frequently listed C rides. You know what happens next: the C ride has a big group that goes at D pace, and the C riders fall off the back and feel like this isn’t their kind of ride. So what do they do? They drop down a class to B, where the pace seems more to their liking. (It’s more to their liking because they’re on the front now, instead of being hammered out the back.) But then the natural B riders are getting shelled off the back of their rides by the C interlopers. And so it goes.

There has been a new wave of discussion about this on the chat list recently. It’s essentially the same discussion we’ve been having in the club for all of the 20+ years I’ve been involved. We simply *must must* encourage the D riders to list D rides. At the very least, we need to be listing CD rides, with a clear understanding that a D contingent will show up and go off the front, while the C group can find their own tempo and do their own thing at that natural C pace. (This means the C’s have to be sensible and know when to let the D’s go.) I don’t blame anyone for poaching down a class



# Rides, route slips, and responsibility

Our region is famous for its densely tangled network of little back roads...a cycling paradise. But one challenging aspect of that tangled network is that it can be a bewildering maze for folks unfamiliar with the area or new to the adventure of exploring by bike.

This article addresses two facets of that challenge, in the context of club rides and club ride archives...

1. The responsibility of the club to provide accurate route slips.
2. The responsibility of riders to know where they're going.

First item first. If you look back just a few years in the club's ride lists, you will see much less detailed route information than you see now. It wasn't all that long ago that we didn't even put "L on..." and "R on..." in front of the sequence of road names. Prior to that innovation, you had to guess whether it was a right or a left based on the context. Things have changed considerably since those dark ages. Now we not only list the lefts and rights, we give accurate mileage break-outs at each of those turns.

This is thanks to the tireless work of Gordon Stewart and his Streets & Trips mapping app. He plots every weekend ride on our list and

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to find their comfort zone. We just don't have enough rides and ride leaders to support both a C and a D ride on every weekend, and even if we did, riders might still like the looks of the route on the other ride more than the one on "their" ride on any given date. We have to figure out how to share the rides without anyone feeling like a slug because they couldn't hold the pace of the fastest riders there. I recently wrote a much more extensive essay on this topic at BikeCal.com. If you are interested in knowing more about how we arrived at our current ratings system, you can follow up with my On The Road column for June.

Tom Helm had another of his skills clinics on this day as well. We didn't hear from Tom as to how it went. Knowing Tom and knowing how the past clinics have gone, probably a good day.

Ken Russeff was back for another ride lead on Sunday, June 7: "Perfect weather for 23 riders out of Piner Youth Park with two tandems and several new faces. Our route took us over Wohler and Hacienda Bridges, through Forestville, and on the Rodota Trail to Coffee Catz. 38 miles of Sonoma County cruising."

Tony Buffa had a wonderful King Ridge ride on Saturday, June 13. Whether it was the supposedly more friendly, accessible B tempo or some other factor, the ride was popular: 43 people showed up. The forecast called for a slight possibility of sprinkles out on those ridges above the ocean, but they never happened. It was cool and grey during all the early going, then the sun burned through as we turned back inland along the river. No group of 43 was ever going to stay together over the steep ups and downs of the Magical King-dom, but Tony did a great job of keeping track of the stragglers. Altogether, he thinks at least ten people were experiencing their maiden voyage over the King.

Finally, Randall Ray had a C ride of 60 miles out of Healdsburg on Sunday the 14th. It included all the usual wine country stuff, plus another crack at Sweetwater. Randall reports: "We had a great group of 10 riders today. The pace started slow, but we worked up to a solid C pace for most of the ride. The weather was great. The fog burned off early and we had a tailwind home. Except for one broken spoke, a perfect day."

cranks out those handsome slips we now enjoy. However, those handsome slips are not infallible. Gordon cannot be expected to know every little turn out there, nor the placement of rest stop cafes or stores, etc. Nor can the software puzzle out every kinky twist our ride leaders throw at it. It's good, but it's not perfect.

That is why Gordon sends a first draft of each route slip to each ride leader for proofreading before it goes public. Unfortunately, some of our ride leaders are not following up on this with careful checks on the details in their slips. It's hard to complain about our ride leaders. They're the best, the heart and soul of the club. But those who are skipping this crucial little chore are doing the club—and all those who use our route slips—a disservice.

This is doubly so now that we have an archive of all past club rides available at the website for anyone to download and use, on their own. A ride leader might announce an error in the slip at the start of a club ride or at the errant corner. But with a route slip printed off the site, in all likelihood by a visitor to our region, unfamiliar with our roads, there will be no such safety net. And if you think we're just fussing about nothing here, we can cite a couple of recent cases where inaccurate route slips—pulled off our site—led folks several miles off-course. These were errors that should have been caught in the proofing stage. They were not, and some strangers to the area, who trusted our slips to be accurate, were put "in a spot of bother" as a result.

So please, Mr. and Ms. Ride Leader: proof those route slips when Gordon sends them to you. Check every line.

## On the other hand...

Item number two: the Club Ride Etiquette article on our web site begins this way: "Be prepared! We publish the routes in the newsletter for a reason: so you can familiarize yourself with where your ride will be going. Get out a map and bone up on the roads if you're uncertain. If you get lost, the ride leader has to worry about you, and the group may even have to alter the ride to hunt for you or wait for you."

It seems as if some of the folks who show up for club rides have come to take those fancy route slips for granted: that they don't need to do any homework ahead of time to figure out where the heck the route is going to go today. For veterans who have been on all of our roads and know their way around, this is at least partly acceptable and expected, although even on a standard old route, the leader might throw in a new wrinkle here or there that could catch folks by surprise.

But mostly in this context, we are speaking to newbies of one sort or another: folks who are new to biking or new to the area, or who may simply be geographically challenged. We cannot state this strongly enough: it is your responsibility to know where the route is going before you begin. If you are unfamiliar with the route as you see it in the newsletter or downloaded route slip, then pull out a map and follow along until you have at least a cursory understanding of what lies ahead. If that still leaves you mystified, call or e-mail the ride leader for clarification. (Put this under the heading: the only dumb questions are the ones you don't ask.)

We hope that for most of you, this messing about with maps will be fun and illuminating. But even if it's a chore, like really doing your homework, you still need to do it. The club can only do so much to make each ride a successful and safe adventure. At some point, you, the riders, have to do your part.

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To join the club or renew membership, please go to  
[www.srcc.com](http://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, Wednesday, July 8 • 6:30 PM

Round Table Pizza

(Occidental Road, west of Stony Point)

*Guest speaker: Jeff Myhren, master bike fit technician at NorCal Bike Sport, explaining the bike fit process*

Wednesday, August 12

**EXECUTIVE BOARD MEETINGS**

(Open to all interested members)

Thursday, July 2 • 6:00 PM

Special meeting site: 7315 Fircrest Ave., Sebastopol

Thursday, August 6



*Thank you!*

Thank you to each and every one of the many SRCC members and friends who volunteered their time and energy to support the riders on this long day's journey into night.

The Terrible Two has a fearsome reputation as one of the most challenging and cruel ultra-marathon events in America. In a perverse, perhaps even sadistic way, we're proud of that. But it's our belief that the TT should be hard because of its miles and its brutally steep and unrelenting hills, and, sometimes, because of the weather Mother Nature throws our way. We don't think it should be hard because the support is substandard.

We lay out the challenge to the riders to do the course, but we undertake to support them along the way with everything they need to get the job done. All of you who participate in the support of this event should be just as proud of the superb safety net we provide as we are proud of the daunting reputation of the ride itself. It's that cheerful and empathetic assistance that has earned the TT its ranking as the #1 CTC double century in terms of rider satisfaction for many years in a row now. It is your work that makes it #1, and that makes each and every one of you #1.