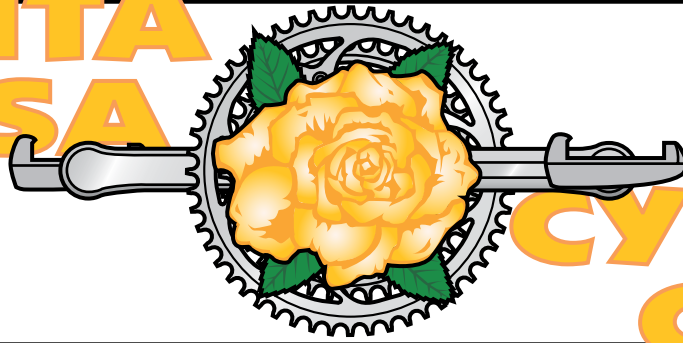


SANTA ROSA



CYCLING CLUB

AUGUST 2009 NEWSLETTER

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.

Old-timers know the drill, but for our many new members, here's what's happening. To celebrate the end of summer, we have a grand picnic at Ragle Ranch Park in Sebastopol. The club will provide a wide array of barbecue fare, plus pies from Mom's Apple Pies, plus all sorts of liquid refreshment. The balance of the menu originates in the kitchens of our members: a vast buffet of salads and casseroles, desserts and munchies of all sorts...enough food even for a horde of hungry cyclists.

The picnic, as always, will be preceded by a slate of multi-tempo rides out around the west county hills. Longer routes for the faster groups will ensure—in theory, at least—that all of the different groups arrive back at the park at about the same time: noon to one. We'll all converge on our traditional picnic ground under the oaks for an afternoon of gourmandizing and socializing.

An end-of-summer picnic is a tradition almost as old as the club itself. They have been held in different parks all over the county, from Armstrong Woods to Spring Lake Park. For quite a few years now, we've had them at Ragle. We like it there. It's a nice group site, and it's convenient for several good bike routes. In addition to the various rides out into the west county, we offer this suggestion for parents with little children: there are many nice paths for walking and exploring nature out on the backside of Ragle Park. The point is, this is an event for everyone, regardless of age—old or young—or cycling abilities.

As is the case with all the events on the SRCC calendar, this one doesn't happen without some volunteer energy. We will need a few folks 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.

Most important: RSVP. This is not optional. You must do it. If you don't RSVP, don't bother to show up. We need you counted ahead of time to plan our food purchases and to coordinate the potluck items. Do the right thing: call or e-mail...

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

• Terrible Two Letters •

Wow. Thanks for the weather! This is the first time I have not passed through the afternoon under scorching, searing, mind-numbing heat. Skaggs Springs is not that hard when not fighting mother nature for elemental human survival through this section of the course. TT is still one of the most demanding distance rides on the planet, which makes the club's support key to the riders' success. Organization and coordination by all the volunteers is something to behold. I challenge any other club in the nation to turn out the number of such well organized supporters. This makes finishing TT a pleasure. As a rider, I might consider myself a failure for not finishing, considering the number and caliber of volunteers who have given up days, weeks, or months in some cases so I can come torture myself for a day!

I sure hope riders linger in the stops, taking time to visit with and thank volunteers they encounter. I felt pampered with valet services set up to take my bike, water bottles, and anything else I might need so that I could relax and refresh. Heartfelt thanks go out to folks behind the scenes and on the front lines. Makes the pain and suffering of this day somewhat bearable. If only there were volunteers to ride my bike and transport me to the top of Rancheria Wall and Fort Ross Road...

— Tom Milton

I would like to add my thank you to everyone involved with the TT production. This ride is by far the best one out there. If it weren't enough that the TT route is the best, the volunteers make sure you know you're riding the Terrible Two! The absolute best double century anywhere! Everywhere I ride, I'm always proud to tell people what bicycle club I belong to: the one that puts on the Wine Country Century and the Terrible Two...that's the club I belong to!

The finish for the TT is part of why this ride is so great. Thanks to everyone at the finish who cheers for you and makes you feel proud of what you just did. And thanks Bill and Craig for being there all day long, monitoring the event and then taking the time at the finish to check in with everyone to see how they are. You are the consummate hosts! It's these special touches that don't go unnoticed and really make this event world class. It's not random luck that this event is so great. Even if the route were ho hum, the volunteer enthusiasm and organization behind the event would still make it rank #1.

— Continued on page 6

• RIDES IN REVIEW •

Looking back at past Grizzly Centuries Looking forward to this year's edition

— Randall Ray —

Last year, I discovered something new: you can ride a hilly century fueled only by sushi and baklava.

Everyone, put the first weekend of October, 2009 on your calendars now. That's the date of the Grizzly Century, something of a tradition for the SRCC. And check out their site.

This is a great weekend, a great ride, and a great community to give back to. All of the proceeds go back to the community of North Fork and Bass Lake. For your 45 bucks, you get a pre-ride breakfast, a *killer* dinner of BBQ tri-tip, ribs, *and* (not or) chicken (plus baked potato, salad, corn-on-the-cob, bread), and a stylish tee-shirt to boot! Camping is also covered by a joint-effort of the Griz organizers and SRCC. They even throw in cordwood for our campfires. Rest stops boast sushi, baklava, and homemade sticky buns, in addition to the standard rest stop fare. Their volunteers are friendly and helpful, and SAG vehicles are everywhere.

Two years ago, my first Grizzly weekend was met by a storm, which brought rain and snow Friday afternoon and overnight temps in the 20's at our Bass Lake campsite. It was *fahahahareezing!* The course was changed to exclude the snowy passes, so I didn't get to do the *real* Griz. Instead, it was one big 100-mile out-and-back. We still rode through snow at the highest elevations, where it had been down to 17° overnight. I was treated to beautifully paved roads with *zero* traffic, 14 mile-long descents, and as Bill says, "the easiest 10,000' of elevation gain you'll ever do." The campfire and conversation was warm and cheerful. No question: I was coming back the next year.

Fast-forward to '08: Another storm! Not a cold one, but certainly a wet one. An e-mail from the Griz Chair told us the course had already been changed, but Friday night the conditions were absolutely beautiful until bedtime. I was wearing shorts and a sweatshirt at the campfire, and we were mostly convinced that the storm was just a scare. But, around midnight I heard a few very large raindrops tap on my tent, then a light rain, which steadily grew into a torrential downpour. It rained all night and into the morning. At the ride start, walking out of breakfast and to the bikes, we were immediately and thoroughly drenched. It made the decision to ride that much easier. We rode the first 20 or 30 miles in a soaking rain. Fortunately it wasn't very cold. 50's maybe. Still, a great ride, and I got to experience the Loop the Lake ride as well.

This year will be the third try in as many years to offer the first "Double-Take," which consists of turning around a few miles from the finish and climbing back up the 14-mile hill you just descended for another 4000' of elevation gain. (Weather had closed the pass, so no doubletake in '07 and '08.) Oh, did I mention NO traffic? Most of the route is on a scenic byway, so you will literally see only a few cars all day.

2008's modified course wasn't an out-and-back, but instead three loops; the Loop-the-Lake (the normal 24-mile version on this weekend), a 21-mile loop along Redinger Lake (an exhausting stretch of crazy paving like I've never seen), and then a run along the scenic byway out to the Mile High rest stop and back to ride staging. The rain let up and we got showered on a couple more times in the

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for July

1. Call to Order: President Craig Gaevert was away on a bike tour. In his absence, Secretary Donn King called the general meeting to order at the Round Table on Occidental Road on Wednesday, July 8. 30 members and friends were present.

2. Treasurer's Report: Donna Emery announced the club's bank account balances, as of June 30.

3. Membership: Registrar Gordon Stewart was away on a bike tour, but sent a note from the road, reporting membership of 1014 (combining individual and family memberships).

4. TT: TT Chairs Craig Gaevert and Bill Oetinger were both out of town. Members shared stories about their TT adventures. (*See TT letters, beginning on page 1.*)

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. Board Meeting: With a large number of Board members out of town, and with very little important on the agenda, it was agreed ahead of time to cancel the July Board meeting and take up any items of importance at the General Membership meeting.

7. Club tours: The total roster for the Blue Wallowa Tour is now down into the low 40's after several cancellations.

8. Guest speaker: Jeff Myhren of NorCal Bikes discussed techniques of modern bike fitting.

afternoon, but for the most part it was misty and cloudy the rest of the day. While the Loop-the-Lake route is but 24 miles, it's got a couple of legitimate climbs and great views throughout. I think the elevation gain is around 2000'. A great option for newbies or the wise! There's also a 100-k option offered, which gives you a taste of the long steady climbs and descents of the Griz.

Last year we had a good group of campers. There were something like a dozen of us. I've been told that in its heyday we saw over 40 campers. It would be great to see at least that many come out this year. The campground is huge, so there's no worry about a place to pitch your tent. This weekend has been designated the "Wendy Page Memorial Weekend," as Wendy was the one who brought this great ride to the attention of the club and coordinated the club participation. I can see why she was so fired up about this ride. It does not disappoint in any way.

So, get out your 2009 calendar and mark the Griz down for the first weekend in October. See you there!

Editor's note: *the snow and rain of 2007 and 2008 are not the normal weather we have come to expect at the Griz. In many previous visits to this high-Sierra, mid-Autumn event, we have enjoyed crisp mornings and warm afternoons...even warm enough on occasion for swimming in the lake, after the ride. Weather is always unpredictable in the mountains, especially in the fall, but in general, we would expect it to be almost ideal at that time of year...a perfect slice of Indian Summer. Look for more info on the SRCC Grizzly weekend in next month's newsletter.*

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.

The first ride on the club calendar that we would normally be covering this month fell on June 20. That was the Terrible Two. (It is a club ride, after all, although a rather unique one.) We held the July newsletter to the last possible moment so we could slip in the report on the TT in that issue. So that's old news by now. But we do have a few letters from happy TT participants to share with you this month. These are only a few of the many we received, but they are a representative sampling of the feelings of the riders: that the TT is the best run double on the circuit. You've heard us making this brag before and perhaps you think we're just hyping things up a bit...tooting our own horn. But if you've been around the doubles circuit at all, you know it's true: there really isn't another event quite like it. All of us can be proud of what we've accomplished together.

Looking at things from behind the scenes, I think I can safely say that we have never had a TT that went so smoothly. It was almost glitch-free, from start to finish. That doesn't mean it was any more effortless for the staff than it was for the riders. On the contrary, most of the volunteers were dang near exhausted by the time it was all wrapped up. We talk about how our club events run like a well-oiled machine, but the oil that keeps things running smoothly is known as elbow grease: hard work. It only works because all of us work hard to make it work. We said thank you to all of you last month, but we'll say it again: thank you to every single person who pitched in on this best of all possible doubles.

One item not covered in last month's TT write-up was the record number of SRCC members entered in the event and finishing the event. It's not surprising that there should be many members entered. With the club growing every month, there are many more members all the time. I scanned the entrants ahead of time and estimated at least 25 were members. But membership registrar Gordon Stewart crunched the numbers in the club files and reported it was more like 35. Who are all these people? Gordon is now off on a cross-country bike ride, so we cannot easily confirm how many of those members finished, but we know it was a lot. We're almost certain it was more than in any past year, and by a wide margin. Hat's off to all of you! Sure, you got lucky with the weather, but it's still a hell a hard ride. You all are champs!

The only other ride listed on that Summer Solstice weekend was the descending clinic...a reprise of one we had a few months back, which was very well received. We never heard from the folks in charge of this one, so we don't know how it went. It was unfortunate that it was the day after the TT, when so many riders were pooped out from either doing the TT or working on it, or still cleaning up after it. But the guys running the clinic had commitments with another group to do it on that day, so that was that.

The week after the TT, we got our traditional TT weather: hot! Both days of the last weekend in June were scorchers...and aren't we all glad the double century was not scheduled for this time slot? On Saturday, Robin Abramson and Kelli Saufnauer had a 40-mile, AB ride down to Sonoma. Robin sent in this note about it: "It was the hotter n hell ride! We had a large turnout of about 40 people, including two tandems. We started at the Trek Store and they opened

up early for us to use the facilities, give us bagels, bananas, and water. There was one person who decided to do the shorter route of 36 miles, turning around at the Glen Ellen Market. The rest of us went to the Sonoma Cheese Factory and had lunch. As far as I could tell, we separated into three groups. I was in the last group, and when we got to Sonoma there were lots of riders having a nice lunch in the 102° weather. On the way back from Sonoma, a few of us had to stop to pour water over our heads to cool down. All in all, it was a good time, with only two flats."

The last club ride of the month was my Point Reyes Out-&-Backs on June 28. It was even hotter on this day—107° in Cloverdale, for instance—so the timing could not have been better for a ride out on the coast. It might have flirted with 80° in some of the sheltered spots on the course, but was mostly in the low to mid-70's. And—wonder of wonders—there was next to no wind, out there on what is supposed to be the windiest point in California. Okay, it wasn't dead calm, but what wind there was seemed to be more in our favor than otherwise, and how often can you say that about Point Reyes? We had 13 riders for this one. I had hoped for more, in light of how hot it was inland: I figured more people would jump at the chance to ride out where it was bound to be cooler. Well...if you didn't do it, you missed one of the best rides of the year. You could visit Point Reyes for many years without ever catching a day this perfect. There were four big challenges on the day: out-&-backs to Pierce Ranch, the light station, and Mount Vision, and a Balboa-Limantour loop. Most of you know the road out to the light station, but how many have been north to Pierce Ranch or up the winding, one-lane road to Mount Vision? How many have tackled the 18% grade on Balboa or grooved the long, sweeping corners on the Limantour downhill? Even without the wear and tear the wind usually imposes, it was a hard ride: 73 miles and almost 7000' of climbing...often very steep climbing. But it was very beautiful, as befits a ride held entirely within a national park. In addition to all the usual scenery, we were treated to an encounter with a herd of about 50 tule elk, just off Pierce Point Road. I've been hiking and biking in the Point Reyes National Seashore for over 30 years, and this is the first time I've laid eyes on that famous herd of elk. A few of us figured ways to pad the miles a bit. John Witkowiack rode out from Petaluma. I parked my car at an oyster joint on Tomales Bay and rode from there. I ended up with exactly 100 miles and 9000' of hard climbing. Mike Gaylor rode all the way down from Sebastopol and logged over 140 miles and over 10,000'.

So much for June. On to July. First up were the two rides held in conjunction with the 4th of July Bicycle Santa Rosa festival in Julliard Park. I was in charge of the longer ride, which was listed as BC. We had right around 40 at the start. After a rather confusing start—a long story—we finally got ourselves all lined out on outer Montgomery and Channel, with 17 riders in a lead group and the rest strung out behind, sometimes in bunches and sometimes solo. Unfortunately, a substantial number of all the riders went off-course at one point or another. I doubt more than 15 did the route as drawn up. At the regroup in Glen Ellen, I'm afraid I launched off into one of my foaming rants about people who don't do their homework and so don't know where the route is going. But the other riders got me sedated after a few minutes. After that interlude at the store, we tackled Sonoma Mountain. This was the first club ride to go over this classic road since they reopened it (after having it closed for at least a year). It looks as

— 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...go to Calendar of Rides

SATURDAY • AUGUST 1

Sonoma Mountain East West 3+/B/67 9:00 AM • Village Market (13751 Arnold Drive, Glen Ellen)

North on Arnold > L on Warm Springs > L on Sonoma Mountain > L on Pressley > Roberts > R on Petaluma Hill > L on E. Cotati > W. Sierra > L on Stony Point > R on Roblar > R on Petaluma-Valley Ford > L on Gericke > R on Fallon-Two Rock > Whitaker Bluff > L on Middle > L on Dillon Beach (*rest stop at Tomales Bakery*) > South on Highway 1 > L on Tomales-Petaluma > R on Petaluma-Valley Ford > Bodega > L on Pepper > L on Meacham > R on Stony Point > L on Railroad > L on Petaluma Hill > R on Roberts > Pressley > R on Sonoma Mountain > R on Warm Springs > R on Arnold > Village Market. *Bring two water bottles. There will be frequent regroupings. C riders are welcome to join.*

Rick Sawyer—933-0760

SUNDAY • AUGUST 2

Cotati-Tomales 2-3/AB/43 9:00 AM • Cotati Dog Park

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

Jack Hartnett—694-0922

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 > Re trace 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

Lunch at San Geronimo Beer Garden 3/BC/65-70 9:00 AM • Marg. Todd Center

(To the start: Hwy 101 south to DeLong Ave/ Downtown Novato exit > R onto DeLong > Diablo > L on Hill > L into Center.)

Hill > R on Indian Valley > R on Wilson > L on Mill > L on Vineyard > R on Sutro > L on Novato Blvd > R on Point Reyes-Petaluma Rd > L on Hicks Valley > L on Pet-Marshall (*regroup at summit*) > L on Hwy 1 > R on Mesa > R on Hwy 1 (*regroup in Pt Reyes Station*) > R on Sir Francis Drake > L on Bear Valley > R on Hwy 1 > L on Sir Francis Drake > L on Platform Bridge > L on bike path thru Sam P Taylor Park (*regroup*) (some of bike path unpaved) > L back onto Sir Francis Drake (near Lagunitas) > L on Nicasio Valley > R on path to San Geronimo Golf Course (*toward the back of the club house...look for the umbrellas. Lunch stop. Prices vary from about \$4 to \$10 for food, plus beverages*) > R on Nicasio Valley > R on Lucas Valley > L on Miller Creek > L on Bike Path (Hwy101 frontage) (*regroup*) > R on Alameda Del Prado > L on Calle Arboleda > L on Alameda de la Loma > R on Fairway > L on Ignacio Blvd > R on Sunset > L on Cambridge > L on Arthur > L on Indian Valley > L on Hill to end.

Bill & Evelyn—415-898-2998

SUNDAY • AUGUST 9

Mid-County Meandering 2/A-B/35 9:00 AM • Esposti Park

R on Shiloh > L on Skylane > Laughlin > R on W Laughlin > R on slusser > L on Mark West Station > R on Trenton-Healdsburg > L on Eastside > R on Wohler > R on Westside > Mill > L on Center (Coffee at Oakville Grocery) > R on Matheson St East > R on 1st > L on Front > L on Healdsburg > L on Old Red > L on Limerick > R on Los Amigos > L on Arata > Hembree > L on Old Red > L on Pleasant > Faught > R on Shiloh.

Suggested Ride...no leader

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

SUNDAY • AUGUST 16

Trainer for Levi's Fondo Medio

3-4/B/65

9:00 AM • Youth Community Park

L on Fulton > L on Piner > R on Olivet > L on Guernville > L on Frei > Graton (*regroup in Occidental*) > North on Bohemian Hwy > L on Moscow (*regroup in Duncans Mills*) > L on Hwy 116 > L on Hwy 1 > L on Coleman Valley (*regroup in Occidental*) > Retrace outward bound route to Youth Comm. Park.

Andy Pearson—477-6594

SATURDAY • AUGUST 22

Russian River Valley Ride

2/A/35

9:00 AM • Youth Community Park

L on Fulton > L on Piner > R on Olivet > L on W. Olivet > R on Oakwild > L on Old Trenton R on River > L on Slusser > L on Mark West Station > R on Trenton-H'burg > L on Eastside R on Wohler > R on Westside > Mill > L on Center (Coffee at Oakville Grocery) > Thru H'burg > L on H'burg Ave > Old Red > R on Eastside > L on Windsor River > R on Windsor L on Shiloh > R on Skylane > Laughlin > Woolsey > L on Wood > R on Fulton to Park.

Ken Russeff—953-1804

SUNDAY • AUGUST 23

The Fort Ross King

4-5/BC/57

9:00 AM • Monte Rio

L on River > R on Austin Creek > R on Cazadero Hwy (*regroup in Caz*) > Fort Ross > (*regroup at top*) > R on Seaview > (*regroup at Fort Ross School for water*) > Hauser Bridge > (*regroup at King Ridge-Tin Barn junction*) > R on King Ridge > Caz Hwy (*regroup in Caz*) > R on River > L on Moscow > L on Bohemian Hwy to finish.

Bill Dunn—415-269-0591

SATURDAY • AUGUST 29

ANNUAL CLUB PICNIC RIDES

4/C/50 • 3/B/40 • 2/A/32

Ragle Park • Sebastopol
(For more info, see page 1)

C route (8:30 AM): L on Ragle > L on Mill Station > L on Sullivan > L on Green Valley > L on Harrison Grade > R on Graton > L on Boho > R on Bodega > L on Valley Ford-Freestone > L on Hwy 1 > R on Middle > R on Marsh > L on Franklin School > L on Whitacker Bluff > R on Middle > L on Dillon Beach (Rest stop in Tomales) > South on Hwy 1 > L on Tomales-Petaluma > L on Twin Bridge > R on Fallon-Two Rock > L on Carmody > L on Petaluma-VF > R on Bloomfield > L on Blucher Valley > L on Kennedy > R on Sanders > L on Watertrough > R on Bodega > L on Ragle

Bill Oetinger—823-9807

B route (9:00 AM): Same as C route to Valley Ford, then > R on Estero > Franklin School > L on Marsh > L on Middle > R on Hwy 1 > Petaluma-VF > rejoin C route at L on Bloomfield

Rick Sawyer—933-0760

A route (9:30 AM): L on Ragle > L on Mill Station > R on Barlow > L on Occidental > R on W. County Reg. Trail to Forestville > L on Hwy 116 > R on Martinelli > R on River > R on Laguna > L on Guerneville > R on Willowside > R on Hall > L on Sanford > R on Occidental > L on High School > R on E. Hurlbut > R on Bike path to Mill Station > R on Ragle to park.

Jack Hartnett—694-0922

Looking for ride leaders

As you can see from the August calendar, we had to resort to the old ploy of "Suggested ride...no leader" on one Sunday. It's not the end of the world when this happens, but we would of course prefer to have an assigned leader to take charge of things.

With over 1000 members in the club—a milestone we just hit this month (!)—it does seem a little odd that we cannot recruit enough ride leaders in each month. All we need is around 8 or 10 of you...just 1% of the total membership.

We really do need new people to take the plunge and try leading a ride. Old ride leaders stop leading rides. They move out of the area; they are waylaid by medical woes; or they just get tired of it. (As fun as leading

a ride may be, no one wants to do it all the time.) So we need the newbies to fill in the holes when the old, reliable leaders disappear or take a break.

In that vein, we are happy to welcome Andy Pearson and Hunt Moore, leading their first rides this month. If their routes appeal to you, show your support by showing up for their rides.

Next month, or the month after, show your support for you club and your club mates by listing your first ride. It's easy and it's fun, and it's the best thing you can do to make this a better club.

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

if they did a good job on the repairs. It may even stay there for a few years. The steep pitches on Sonoma Mountain did a ruthlessly efficient job of sorting the riders out. I waited near the bottom of the hill (on Roberts), and the gaps from front to back were huge. People were riding past me in ones and twos, well spread out. But at the finish, we were all back together again, milling about at the festival, listening to music, checking out the booths, and running into all sorts of friends. Best of all, it was all about cycling, with a wide array of bikes on display. I don't know how you count the house in an open park like that, but it looked like a pretty good crowd. The cool fog at the start was so damp, it was condensing out of the air almost like a light drizzle...a far cry from the triple-digit heat of the previous weekend. We finally saw patches of blue in Glen Ellen, but as we were heading west at that point, we chased after the retreating fog and stayed in the gray almost back to Julliard Park. Only when we were hanging out in the park did it finally clear off and warm up.

The other ride was the one where we encourage politicians to get on bikes and learn how the other half lives. Martin Clinton was in charge of that one and files this report: "A cool start to the day and a non-election year reduced the size of the City Council Ride, but over 40 riders sampled recent *Gains*: re-paved streets and added bike lanes, plus a few *Gaps* that still need both!"

On the 5th of July, Tony Lee had a CD ride listed, which included a chance to record an ET on our traditional "speed trap" on Graton Road. Tony reports: "Five of us met in Cotati for the Graton Speed Trap ride: Richard Burger, James Ambuehl, two new riders—Nathan and Steve—and I. Steve's first ride with the club was the Friendly Friday ride two days previously. Weather was pleasant and cool, with an occasional sprinkling from the high fog layer. Quite a contrast from the previous weekend's heat wave. Bob Puckett and Karl Kuhn joined us en route and John Witcowicki and Steve and Jesse Kroeck met us in Graton. After a strong cup of coffee and some discussion about what pace to ride through the speed trap, we were ready. We decided to ride the speed trap as though we were riding a CD ride. We hung together for the first 3.5 miles and then spread out on the final climb to Facendini (in typical CD fashion). Most of us finished under 20 minutes with a few near 17 minutes, a few near 18 minutes, and a few near 19 minutes. As is to be expected, some of us punched the final climb, but had we stayed at the pace that is typical for a CD ride I believe we would all have come in right at about 19 minutes, which is the top end for a C rider and the bottom end for a D rider, so perfect! This confirmed for me that the pace I've seen on many of the listed CD rides has been about right."

On the last weekend we can cover this month, we led off with another installment of Doug McKenzie's semi-annual Pine Flat time trial. Here's his wrap-up: "It was a great day for the Pine Flat Challenge. We had 25+ starters with a few joining us along the way. I believe it was up to 30+ by the time we got to Pine Flat. As usual, not everyone wanted to do the challenge. TT style this time, one minute intervals. 24 took the challenge. I ended up starting third to last, with two of the fastest finishers behind me. I knew I was going to get passed. Traffic was not an issue on the climb and there were no problems. On the way up it felt like a good day for fast times with the mild temps and a slight tail wind at times. A new

course record of 50:07 was set by Justin Malloy. As he passed me, I said, 'sub 50.' Pretty damn close! Tony Lee surprised everyone by getting the 4th fastest time of 53:51. On the way down, there were a couple flats but no accidents. Great day, good group, great workout. Look for the results at <http://www.sonic.net/%7Edouglasi/bike/pineflat.html>

Sunday featured another King Ridge loop, this one listed by Bill Dunn. "Driving up from Marin, I hit heavy overcast that ran from Petaluma to River Road. The fog was piling up so heavily in the western hills some areas looked like storm clouds. But when I got over the one big hill on River Road, it was clear! Then I started to wonder how many would be put off by the fog, and whether anyone would show up. In the event, 20 folks were present at the start. I was able to get everyone to stop for a regroup in Cazadero, but by the time I got to the regroup at mile 15, eight riders had already gone on ahead. Eight of the remaining 12 patiently waited at each regroup for almost everyone from then on. On King Ridge it was quite warm. On the coast it was brilliant: warm except for a couple of side shots of cool air as if the fog was right off the coast, though it wasn't. Intense sunlight glinted off everything in the foreground making for crystal clear views. Our subgroup had a very pleasant stop in Duncan Mills before cruising to the finish."

Last ride this month: Ken Russeff's AB ride on the 12th. Ken reports: "The Handlebars, Hills, and Holsteins ride out of Cotati featured 15 club members, five non-club members, and several hundred holsteins. Our route went to Tomales, Chileno Valley, and western Petaluma. Beautiful weather, one flat and 45 miles." That about sums it up: another lovely day in Pedal-Paradise.

Terrible Two letters — *Continued from page 1*

I was talking after the ride with a randonneur I've gotten know over the last several years, Max Poletto. This was his first TT, and he was just blown away by not only the route, but the event. While the route is designed, there is some degree of luck involved there. We are just lucky we have some good stuff to work with! But the event is a reflection of the people involved. This club really shines when it comes to this part. It is the part that really leaves a lasting impression on the participants, and probably why there are so many that keep coming back!

— *Bill Ellis*

I just wanted to emphasize how special the Terrible Two is to me and to so many others. The support crews treat us well, nurture us, and give us unparalleled good will at every rest stop, not to mention at the finish. The atmosphere of the TT also has a special effect on the riders. Perhaps because it is so difficult, and because the riders have to give it their all to do the ride, there's a spirit of camaraderie that I've never seen on any other ride. It's infectious. Whether you're finishing first, struggling to make it before the cut-off, or coming in anywhere in between, every one of the riders knows what a test the TT is and what an accomplishment it is to finish. It breeds friendship and support for each other. That's why we linger so long at the finish...and dare to come back to do it again, despite how much we suffered this year!

— *Michael Ogul*

To all those who worked the TT: thank you from the bottom of my heart for the unparalleled job you all did yesterday, and I'm sure for many days before and after as well. At each stop, everyone was so cheerful and helpful; I really got a strong feeling that all involved



This is your time...

— *Donn King, SRCC Secretary* —

were enjoying being a part of this epic day. I sure did. This time, I finally felt good enough afterward to hang around instead of going right home, collapsing, and wondering why I had subjected myself to such punishment (and after last year's torch-fest swearing off doubles forever for several days). As usual, I was unable to eat very much, but what I did manage to eat was delicious. I look forward to working the TT on those times when I am not riding it.

— *Ken Cabeen*

The Terrible Two is the best organized and executed double century that I have ever ridden, and I have ridden a few of them lately, for sure. My hat is off to all the members involved in organizing the TT and running the support on the road. You guys are a big part of what makes this ride so special. You make me proud of being a SRCC member.

— *John Witkowicki*

Seeing the photos of the early morning organization, and reliving, in my mind, the rest stop efficiency, cheerfulness, and willingness to aid just reminds me how lucky I am to have the SRCC as my club. Having been on both sides of the action (last year I ran the Fort Ross stop), I know first-hand what a long day it is for the volunteers, and what hard work it is at times. Yet not once was I greeted by someone who looked or seemed 'over it' and just wanted to go home. For this I thank you! Anyone who has ridden this ride will know the difference such enthusiasm makes. Thanks once again.

— *Mark Sedgwick*

Hi Bill. I just wanted to thank you and your club for putting on yet another great Terrible Two ride. Certainly the cooler than normal weather helped me complete my first ever TT, but the friendly support of everyone encouraged us all along the way. As a promoter of many USCF bike races for the Berkeley Bike Club, I fully appreciate how much work goes into putting on any cycling event, and you did one heck of a job. Thanks again for your support on this epic Northern California ride!

— *Meredith Nielsen, VP Berkeley Bike Club*

It is truly amazing how well the SRCC handles the TT. One of the most challenging rides on the planet and the crews are the ones that really make the difference of finishing or not. The main thing that keeps me going is the encouragement at each rest stop. Even if I'm thinking I'm done, the workers at the stops don't: they treat me like a winner and it keeps my spirits up. Thanks everyone for helping me finish my 5th TT.

— *Doug McKenzie*

I want to thank you and everyone in the club for putting on the hardest, most beautiful and best supported one-day ride I have ever done. After the finish this year, I decided that I may have to retire from the ride. Yet already, I suspect that come next spring, selective amnesia will have taken hold, and I will again feel the seductive, sadistic calling to get out there and challenge myself again. Maybe I'll just take it easy and not worry about time, because when it comes down to it, the unparalleled suffering I've experienced on the Terrible Two has also been accompanied by a unique level of enjoyment and satisfaction. Thanks again for your many years of making it happen, and for your eloquent writing about what makes it so special.

— *Bill Pratt*

...and many more letters in the same vein.

It's only July, but the Santa Rosa Cycling Club Executive Board elections will be upon us before you know it. It's too late to be complacent about who will head the club in 2010. Craig Gaever is nearing the end of his third and final term as President, and will not run again. Several Board members have expressed an interest in stepping down from the Board at the end of this year. The simple fact is, the club needs members to step up into positions of leadership.

The path to the SRCC Presidency runs through the Board. It makes sense that it be this way. Presidential candidates are nominated from current and past Board members and committee chairs. The SRCC has the revenue and expenditures of a prosperous small business and it is smart to have a President that has been around the club for a while and understands club finances. There are legal issues, community public relations issues, and internal club issues that in some cases go back years. It is very important that the President be a person already familiar with getting things done in the club. The Board discusses and advises and decides issues by simple majority.

As long as we assume that the current officers will always be there to lead, new leadership will not develop. We can no longer afford the luxury of assuming that someone else will run the club. Every club office and every SRCC Board position is up for grabs. No incumbency is ever sacrosanct. One of the measures of the health of any organization is the organization's ability to generate its future leaders.

Serving on the Executive Board is satisfying and fun. Board members meet every month to manage the club's budget, plan the Wine Country Century and Terrible Two, the traditional club picnics and holiday party, manage the warehouse, and keep current on major issues in the cycling community, especially as they affect SRCC.

Our club has over 1000 members now. In a club this large, there are bound to be lots of leaders. The club is full of talented people and we are all anxious for you to step forward. Women especially are needed at the Board level. We have strong female cycling advocates in city government and Sonoma County Bicycle Coalition management, and we need more women on the SRCC Board as well. Youth is also a valuable credential. The club leadership is aging and young leadership candidates are vital to our survival, let alone progress. But we won't discriminate against older candidates! Leadership skills, responsibility, loads of energy, and a commitment to the club and to cycling are the key criteria, regardless of age.

You know who you are. You have a flair for leadership and government. You like to organize. You enjoy group process and have a good idea about how to harness it. You have energy and believe in the future of cycling. You love cycling and recognize it's potential for recreation, sociability, fitness, and low-impact transportation.

How should you proceed? Discuss your ideas for leadership with sitting Board members and other club leaders. Propose and discuss your ideas on who would make a good President. Use the SRCC e-mail lists to have open public discussions about issues and leadership. Attend Board meetings to observe the Board process. Come to General Membership meetings. Step up and volunteer to run the Wine Country Century. Or, you could simply run for a position on the Board and get in line to be the future President.

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
- Randall Ray433-2555
- Rick Sawyer933-0760
- Gordon Stewart823-0941
- Martin Clinton569-0126
- Newsletter editor, ride director: Bill Oetinger823-9807
- Webmaster: Gordon Stewart823-0941
- Club apparel sales: Sharron Bates526-3512
- Membership registration: Gordon Stewart823-0941
- Meeting program coordinator: JoAnne Cohn566-9169

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, August 12 • 6:30 PM

Round Table Pizza

(Occidental Road, west of Stony Point)

**Guest speaker: Steve Drucker, with a vintange
 HPV slide show**

Wednesday, September 9

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, August 6 • 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, September 3

Local emergency contact numbers

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

01 REDCOM 707-576-1371

02 SonCnty Sheriff 707-565-2121

03 SRPD 707-528-5222

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