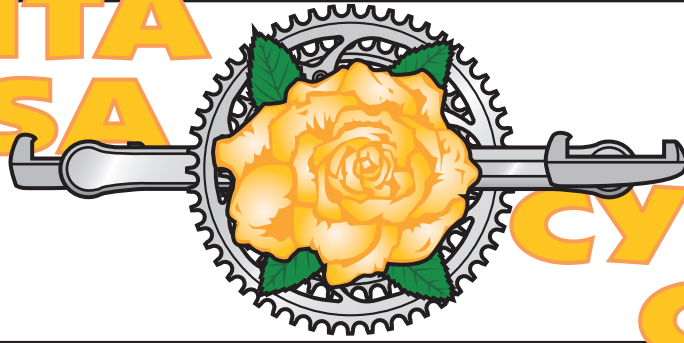


SANTA ROSA



CYCLING CLUB

AUGUST 2010 NEWSLETTER

END-OF-SUMMER PICNIC & RIDES

Saturday • August 28

Summertime, and the picnic is looming. As you can see from the sub-head, our big event is scheduled for the last Saturday of August, one week ahead of the Labor Day crush. That's no surprise, based on past practice. What might come as news is the move of the picnic from Ragle Park to our very own private "park:" the shady lawn beside our warehouse in north Santa Rosa. (Any gritty, industrial ambience suggested by the word "warehouse" is entirely inappropriate to our pleasant, rural facility, which is set amidst vineyards and old oaks.)

The reason for the move from Ragle to Coffey can be summed up in one word: convenience. Rather than renting a big truck and hauling all our gear—from barbecues to canopies—halfway across the county, our volunteer staff simply opens the doors of our big barn and carries the gear outside. While it would be fair to say nothing could be easier, it should be noted that even this "easier" task will still require the assistance of a handful of helpers to make it go smoothly. If you can pitch in, check that box on your on-line RSVP form. Or simply show up early enough before your ride to lend a hand for a few minutes. Every extra effort helps.

The picnic will follow our traditional format: the club will provide a range of fare for the barbecue, plus tubs of iced sodas, waters, beers, and wine, plus an array of pies from Mom's. The balance of the buffet will come via the potluck formula. Please note your potluck contribution on the on-line RSVP form.

We will reserve the lot at Schaefer Elementary School on San Miguel for stashing our cars before the ride (the same as at the WCC Workers' Ride). The rides end at the warehouse, and after the picnic, you can ride back to the school, to your cars. Please do not drive to the warehouse.

A volunteer will be collecting potluck items at the school, before the rides, to take to the warehouse. If possible, package your potluck food in a disposable container. The workers will transfer it to one of our club serving bowls or platters. That way, you won't have to carry your dish back to your car on your bike.

A new start/finish venue means new routes for the bike rides. See the ride listings on page 5 for more details, or pick up route slips and maps from our [on-line calendar](#) while you are filling out the RSVP form. **This event is members only and you MUST RSVP. No exceptions.**

Bike Smarts and Etiquette

Bike smarts and etiquette: a big subject! Bigger than we have room to dissect in the space we have in this newsletter. But with the club growing all the time and with many new members working their way up the learning curve of bike skills and manners, it seems like a subject that needs addressing. (Note: not all newbies are problems and not all veteran riders are paragons of proper behavior. We all get it wrong out there sometimes, and we can all stand to brush up on our basic cycling skill sets.)

This club spent a fair bit of money last year on purchasing and distributing a small booklet entitled *California Bicycling Street Smarts*. A copy was sent to every single club member. We have just authorized the purchase of more of the same book so that we can continue to put this fine guide book in your hands. But while we can put the book in your hands, we can't make you read it. All we can do is urge you to look it over. Even if you've been riding for years, you still might learn something, or at least be reminded of some basic principles you may have forgotten. If you do not have this slim but useful volume and want one, get in touch with anyone on the Board to request a copy.

As useful as this book is, there are some specifics about how we ride, alone and in groups, that are not covered between its covers. We would like to look at a couple of them today.

• **Driver wave-throughs.** Let's face it: a lot of drivers don't understand cyclists and are ignorant of the vehicle code statutes associated with cyclists. And the drivers don't have to dislike bikers to get it wrong. One case we all encounter sooner or later is the driver who, with all the best intentions, attempts to wave a cyclist through an intersection when the cyclist does not have the right of way...as for instance when the biker is simply waiting on a road, at a stop sign, for through traffic to pass, and a driver on the through road stops and signals the rider to go.

The driver is acting as if the cyclist were a pedestrian in a crosswalk, whereas in fact the cyclist represents just another vehicle on the road, the same as another car. In most cases where you are faced with this misguided courtesy, please do *not* accede to the drivers' wave-through. Don't go. Shake your head and smile and wave for the driver to move on through. Some drivers are so convinced that they must stop for you, you may have to be fairly vehement in your indications that you aren't about to budge. Stick with it! (But be nice about it.)

Continued on page 7

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for July

1. Call to Order: President Donn King called the general meeting to order at the Round Table on Occidental Road on Wednesday, July 14. 55 members and friends were present.

2. Treasurer's Report: Treasurer Greg Durbin was not in attendance at the general meeting, but noted at the Board meeting that the June Treasurer's report was still pending.

3. Membership: Registrar Gordon Stewart reported membership of 1380 (combining individual and family memberships). Don Graham acted as host at the New Member Table, with five new members on hand.

4. Clean-up: Mike McGuire reported on the recently completed Adopt-a-Backroad clean-up day along West Dry Creek Road. (*See item in B&B.*)

5. Club rides: Ride Director Bill Oetinger passed around the ride calendar and made note of the club picnic coming up at the end of August. (*See item on page 1.*)

6. Etiquette: The Board decided it was time to run some more articles on the subject of bike smarts and etiquette on club rides. (*See article on page 1 and look for more in the months ahead.*)

7. TT: Terrible Two Chair Craig Gaevert reported on the recent Terrible Two (covered in last month's newsletter). Bill Oetinger noted that he has received permission from artist Art Read to use the original 1976 TT illustration as the basis for a new TT jersey design for next year. (This is the art used on this year's 35th Anniversary t-shirts.)

8. Holiday dinner: Greg Durbin reported to the Board on continuing efforts to nail down the details on the contract with the Flamingo for the holiday dinner.

9. Picnic: Event Chair Sharron Bates discussed the logistics for the August 28 picnic and appealed for a few helpers on the project. (*See item on page 1 and rides on page 5.*)

10. Survey: Board member Don Graham has proposed creating a survey of members in an attempt to get a handle on who we are and what we want out of our club. Bill Oetinger found a copy of the final report on the last club survey (done in 1992) and posted it to the Board list. It may make the basis for a new survey. Further discussion to come.

11. Gran Fondo: Board member Janice Oakley has agreed to take the lead on the SRCC King Ridge rest stop on the Gran Fondo, in conjunction with Steve Drucker and Doug Simon.

12. First aid: The Board is considering sponsoring a class, or series of classes, in first aid/first responder skills, to be conducted by a certified trainer. No final decision as yet.

13. Warehouse: Doug Simon has announced his intent to step down as coordinator of the club warehouse. A meeting was held with Doug and several members who are planning to take over his responsibilities in the months ahead.

Featured presentation: Craig Anderson, Executive Director of [LandPaths](#), made a presentation on their organization in general and, in particular, on their long-range proposal to create a network of hiking trails and overnight trail huts throughout Sonoma County.

Letter from the President

— Donn King —

It's summer, and we are safely through our two major public cycling events, the Wine Country Century, and the Terrible Two. Once again the Santa Rosa Cycling Club has set the bar for performance very high. WCC and TT are tough acts to follow. The planning, the level of detail, and the execution of these events set a standard in the cycling community that is hard to live up to, even for us. The enormity of the production of either of these two events is hard to wrap your mind around. It takes 300 members, working like a well oiled machine, to pull either of these two cycling extravaganzas off, and if you zoom in on a rest stop, like say, Warm Springs Dam during the Wine Country Century, you will see a synchronization of tasks and processes that would make a colony of bees drop their collective jaws.

Santa Rosa Cycling Club members just get it done. I witnessed this at Analy High School after the Terrible Two. The last riders came in around 11:00 PM and there was the whole production to be torn down, organized, and put away before anyone would be able to go home and hit the hay. It was full dark and it would have been easy for people to just slip away into the shadows. The amount of work to be done was daunting. All of the tents and tables and food had to be cleaned up and put away, the truck loaded, and the high school courtyard left as though no one had been there. No one left. Within an hour and a half it was all put away and the courtyard was spotless.

One of our members who is most responsible for this attention to detail and pride is about to enjoy just being a bike rider again. Doug Simon has given more to SRCC over the past ten years than most members can imagine and has brought a truly professional standard to the events that we do. He proposed and executed moving the SRCC operation out of a series of mini-storage lockers (and in fact his own home), into a warehouse, organized like a quartermaster's storehouse, and run with the clockwork precision of a modern factory. At a recent meeting of the warehouse committee, it was mentioned jokingly but absolutely without exaggeration that it would now require a committee of seven or eight to accomplish what Doug Simon had been able to do on his own. Doug, thanks for everything that you have done for the club, and welcome back to cycling.

SRCC HOSTS PREMIER STOP ON GRAN FONDO

For the second year in a row, the Santa Rosa Cycling Club will be in charge of the marquee rest stop on Levi's King Ridge Gran Fondo: the stop at the top of King Ridge (at the junction with Hauser Bridge and Tin Barn). The Gran Fondo this year will be held on Saturday, October 9.

Last year's King Ridge rest stop was a huge beehive of activity. This year, with twice as many participants, it promises to be a total zoo. We will need a crackerjack team of SRCC volunteers to handle it. Janice Oakley is taking the lead on organizing things this year.

If you want to be a part of this big party—to be there when Levi and Odessa and all the stars arrive—and to help the stop function to a classic SRCC standard, follow up with Janice...

Janice Oakley, 568-7062, jmo_bike@yahoo.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: srccride@sonic.net.

Before diving into the never-ending chronicle of club rides, we need to take a minute to honor our fellow club members who completed the Terrible Two back in June. We squeezed the main report on the event into last month's newsletter, just ahead of the printer's deadline, but any further observations about the big ride have had to wait, especially those with a local angle.

In light of the fact that our club membership keeps growing every month, it's no surprise to discover more and more members doing the TT, but it still seems pretty amazing to count up all the names. Out of 176 official finishers, no fewer than 34 were SRCC members. That's a bit less than one-fifth of the entire field. There were another eight or ten finishers who aren't official members, but who are local and who show up on club rides now and then, and who feel like part of our extended family.

The list is too long to run all the names here. If you're interested, you will already have browsed the [results](#) at our website. But we do want to salute by name those select riders who not only did the TT but did it as the final leg of the California Triple Crown Stage Race, which counts up the elapsed times from three of the hardest doubles (this year Mulholland, Devil Mountain, and TT). After finishing second in the Stage Race twice, Marc Moons finally broke through and took the top spot this year. In addition to Marc, the club was well represented in the final list: Karl Kuhn, 6th, Paul Stimson, 8th, Ken Cabeen, 11th (two minutes and one flat tire out of the top ten), John Witkowicki, 15th, Karen Thompson, 17th (second amongst the women), Frank Pedrick, 18th, and Greg Durbin, 22nd. This makes the fifth year in a row that the club has placed a rider on the Stage Race podium, with many more in the top ten each year. No other club in California comes even close to matching those numbers.

Okay then, let's get back to our regular old weekend club rides. To pick up the thread, we go right back to the TT weekend. There was a ride the day after: a 58-mile BC loop up through the wine country, led by John Olson. John reports that there were about 15 riders on hand. If you weren't doing the TT this weekend, John's ride was the only game in town. Everyone appeared to have a good time, with no mishaps reported.

One week later, we listed just two rides, both on Saturday. Jack Hartnett hosted one ride and sent in this note: "We had a great ride to Kozlowski Farms, with about 20 riders and a beautiful morning start at 9:05. No incidents or accidents, not even any flats. Just another day in Sonoma County paradise on a beautiful loop. AB pace and everyone stayed together, which was really nice. Lots of good conversation and bonding."

I took the lead on the other ride: a 105-mile loop from Larkfield, around Santa Rosa, down the Valley of the Moon, around the Carneros, then back up Napa and Knights Valleys and home along Chalk Hill. It was listed at BC, and someone asked ahead of time if that meant one pace halfway between B and C or two groups, one at B and one at C. Turned out to be the latter. It only took the two little bumps on Reibli, very early on, to make the selection, with about ten riders over the top in the lead bunch and an

equal number behind. After a regroup in Glen Ellen, the bulk of the riders stayed together all the way to the Carneros, but then a serious sidewall flat, requiring two boots and a lot of time, split the group up for good. I told the front bunch to keep going, while the back group hung around through the complicated flat fix. After that, it was two groups of about ten each. A second massive tire failure—this time in the front group—almost let the back group catch up again, near Yountville, but the poor guy with the flat was eventually abandoned by his fast cohort and left to call a cab to get home. The damage was irreparable and nobody had a spare tire.

It was generally a pleasant day on the weather front. Cool but not chilly early on and hot but not hellishly so later in the day. We rode a nice tailwind off SF Bay up Napa Valley to around St Helena, but then the prevailing NW wind canceled out the bay breeze, and the rest of the run north was into the face of the same mild headwind that had been in evidence the week before at the TT. It wasn't brutal, but it did wear on us a bit late in the day, leaving a few riders feeling pretty well used up at the finish.

Sunday of this final June weekend was reserved for our semi-annual back road litter pick-up day. This time around our efforts were directed toward Dry Creek Valley. Mike McGuire was again point man on the project, and he sent in this report: "About 20 people come to the clean-up. Cool morning for our work, but it got quite warm in the afternoon. Charlotte from the West Dry Creek Association came and cleaned up all of Yoakim Bridge Road, as she lives near there. As a group we cleaned all of West Dry Creek plus Lambert Bridge and Yoakim. We cleaned about 2/3 of Kinley but ran out of time to finish. It was really dirty on the east side behind the guard rail (near the freeway). Our lunch at the Bear Republic brew pub went smoothly. Good service and everyone seemed to have a nice time chatting. Twelve bags of litter, loaded into a pickup and taken to the Healdsburg Transfer Station Monday morning... no charge." 20 people is a lot less than we like to see out there for these work days. If we're going to keep doing them, we'll need a little better response from our members. But I can't scold anyone else: I told Mike I would be there and then completely forgot about it on Sunday morning. *Doh!*

The first weekend in July was, as usual, the Fourth of July weekend. Only one member offered to lead a ride over the whole three-day weekend. (Hello? Any ride leaders out there?) Nikola Farats had a 75-mile C ride on Saturday, staging out of Ragle Park (or beginning in SR for a 90-mile option). I didn't get a head count at the Ragle start, but a guess would be more than 20, maybe more than 30. It was warm enough at the start to begin without one single item of extra clothing. No knees, no arms, no vests...the first time this season for such a balmy, buck-naked beginning. And after that, it never really got hot...not *hot hot*, anyway. Just nice. Perfect for biking. Harrison Grade early and Chalk Hill late were the biggest climbs on the day, and in between it was all flats and rollers. A mini-regroup at the top of Harrison allowed a large chunk of the field to gang up for the rather fast runs along Boho, River, and Westside. The bigger rollers on Westside finally started popping riders off the back of the lead train, one or two at a time, but another regroup at Jimtown allowed some of those lost sheep to find one another again for the run back along 128 and Chalk Hill. One more rolling, soft-pedal regroup along Chalk Hill, after the summit, gave folks a last chance to ride together down the valley and back out to Ragle. All in all, a very pleasant day to be out on a bike.

—Continued on page 6

RIDE SCHEDULE

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.

PDF route slips available at www.srcc.com...go to Calendar of Rides

SUNDAY • AUGUST 1

Santa Rosa-Sebastopol-Windsor 2/A/40

9:00 AM • Santa Rosa City Hall

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

Sue Bennett—523-1322

SATURDAY • AUGUST 7

Marshall Wall-Spring Hill

3/B/62

8:30 AM • Ragle Park

R on Ragle > R on Bodega > L on Watertrough > R on Pleasant Hill > R on Bloomfield > R on Pet-VF > L on Ghericke > R on Fallon-Two Rock > L on Hwy 1 (*regroup at Tomales Bakery*) > South on Hwy 1 > L on Marshall-Petaluma > L on Wilson Hill > Straight on Chileno Valley (*regroup at Helen Putnam Park*) > L on Spring Hill > L on Pet-VF > R on Roblar > L on Canfield > R on Bloomfield > L on Pleasant Hill > L on Covert to park.

Donna Norrell—292-0565

Kim Nelson—573-6882

Nick's More Level Century

1-2/C/100

8:00 AM • Howarth Park

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

Nikola Farats—535-0399

SUNDAY • AUGUST 8

Two Loops out of Esposti Park

1/A/31

9:00 AM • Esposti Park

First loop: R on Shiloh > L on Old Red > R on Fulton > R on Wood > R on Woolsey > Laughlin > Skylane > L on Shiloh > R on Windsor > R on Old Red to park; **Second loop:** L on Shiloh > L on Faught > Pleasant > R on Old Red > R on Hembree > R on Los Amigos > R on Limerick (out & back) > L on Old Red > R on Starr > L on Reiman > R on Windsor > L on Mitchell > R on Condee > L on Shiloh to Esposti Park.

David Abramo—650-533-2330

Sunny Mawson—838-3138

SATURDAY • AUGUST 14

Fabulous Fifty

2/AB/50

9:00 AM • Esposti Park

L on Shiloh > L on Faught > Pleasant > R on Chalk Hill > L on Hwy 128 > R on Pine Flat > L on Red Winery > L on Geysers > L on Hwy 128 (*rest stop at Jimtown*) > R on Hwy 128 > Alexander Valley > R on Lytton Station > R on Lytton Springs > R on Geyserville > L on Canyon > L on Dry Creek (*rest stop at Dry Creek Deli*) > Lambert Bridge > L on W. Dry Creek > L on Westside > Mill > R on H'burg Ave > Old Red > R on Eastside > L on Windsor River > R on Windsor > L on Shiloh to Esposti Park.

Ken Russeff—953-1804

Point Reyes High-Rollers

5/C/54

9:00 AM • Bear Valley Vis Center
Point Reyes National Seashore

North on Bear Valley > L on Sir Francis Drake > L on Balboa > R on Limantour to beach > Retrace to L on Sunnyside (mix of paved and gravel) > L on Behr > R on Drakes View > L on SFD > R on Camino del Mar > L on Via de la Vista > L on Stockstill > R on SFD > L on Chimney Rock to beach (some gravel) > Retrace to R on SFD > R on Mt Vision > Drakes View (some gravel) > R on SFD > R on Bear Valley to finish.

Linda & Sid—925-689-3056

SUNDAY • AUGUST 15

Marin-Sonoma Borderlands

2-3/B/68

9:00 AM • Anly HS

Bike path to Mill Station > L on Cherry Ridge

> R on Occidental > L on Green Hill > L 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 Whitaker Bluff > R on Middle > L on Dillon Beach (*rest stop in Tomales*) > South on Hwy 1 > L on Tomales-Petaluma > R on Chileno Valley (*rest stop at Helen Putnam Park*) > L on Spring Hill > R on Bodega Ave > L on Pepper > L on Walker > R on Pet-Valley Ford > R on Roblar > L on Canfield > R on Bloomfield > L on Pleasant Hill > L on Covert to park.

Janice Oakley—568-7062
Laurie Buettner—874-2811

SATURDAY • AUGUST 21

Gordon Valley-Wooden Valley

3-4/C/95

9:00 AM • Jacob Meily Park
(Pope St, St Helena)

L on Pope > R on Silverado Trail > L on Sage Canyon (Hwy 128) > L on Chiles-Pope > R on Lower Chiles > L on 128 > R on Pleasants Valley > R on Cherry Glen > R on Lyon > R on Hilborn > R on Vista Grande > R on Waterman > R on Mankas Corner > R on Clayton > L on Gordon Valley > L on Wooden Valley Cross > R on Wooden Valley > L on Monticello (Hwy 121) > R on Atlas Peak > L on Hardman > R on Silverado Trail > L on Pope to park.

Bill Carroll—539-7568

SUNDAY • AUGUST 22

Tomales Bakery Loop

3/AB/41

8:30 AM • Ragle Park

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

Rose Mello—543-5889

SATURDAY • AUGUST 28

End-of-Summer Picnic & Rides

2/A/30 • 3/B/41 • 3/C/51

Schaefer School • Santa Rosa
Picnic at warehouse (4023 Coffey)

All routes pick up WCC 100-mile course: West on San Miguel > R on Fulton > L on Wood > L on Woolsey > L on Oakwild > L on W. Olivet > R on Olivet > L on Piner > R on Willowside > R on Hall > L on Sanford > R on Occi > R on Mill Station... All finish with Mark West Station

> R on Slusser > L on Laughlin > L on River > R on Barnes > L on Dennis > L on Coffey to warehouse. **A route:** from Mill Station > R on Dyer > R on Graton > L on Mueller > Vine Hill > Trenton-H'burg > R on Mark West Station, etc; **B route:** from Mill Station > L on Sullivan > L on Green Valley > L on Hwy 116 > R on Odd Fellows summer crossing > R on River > R on Sunset > R on Westside > R on Wohler > L on Eastside > R on Trenton-H'burg > L on Mark West Station, etc; **C route:** from Mill Station > L on Sullivan > L on Graton > R on Boho > R on River > L on Old Monte Rio > L on River, rejoin B route, etc. See item on page 1.

A: Barbara Drucker—538-5256
B: Rick Sawyer—933-0760
C: Bill Oetinger—823-9807

REGULAR RIDES

Note special summer start times

Wednesday Wanna-B's

B • 30-50 miles • 8:00 AM*
(*summer start time)

First Wednesday: Howarth Park, Santa Rosa
Beth Anderson—874-3685
Vin Hoagland—584-8607

Second Wednesday: Healdsburg City Hall
Chris Jones—938-2669

Third Wednesday: Finley Park, Santa Rosa
Lowell Antze—237-7014

Fourth Wednesday: Finley Park, Santa Rosa
Alfred Mascy—484-5885

Fifth Wednesday: Esposti Park, Windsor
Alfred Mascy—484-5885

C • 30-50 miles • 9:00 AM

First Wednesday: Howarth Park, Santa Rosa
Second Wednesday: Healdsburg City Hall

Eric Peterson—433-7737

Third Wednesday: Ragle Park, Sebastopol

Fourth Wednesday: Ragle Park, Sebastopol
Johann Heinzl—539-7991

Fifth Wednesday: Howarth Park, SR
(All other, leaderless C rides are decide-&-ride)

Friendly Fridays

A • 25-30 • 9:00 AM

Same schedule as other Friday rides

Janice Eunice—575-9439

Fifth Friday: Ken Russeff—953-1804

B • 30-50 • 8:00 AM*
(*summer start time)

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: Kim Nelson—573-6882

Fourth Friday: City Hall lot, H'burg

B: Buck Hall—537-1946

C: Nabeel Al-Shamma—479-6246

Fifth Friday (B group only): Esposti Park

B: Gary Grayson—538-9262

Grizzly Century Weekend

The Santa Rosa Cycling Club's participation in the Grizzly Century has become a club tradition. Every year on the first weekend in October—this year, Oct. 1-3—many members head south to Bass Lake to camp together and ride together on the century that may be the most beautiful and bike-friendly in the state. It began around 13 years ago when club member Wendy Page tried the ride and loved it so much she started recruiting fellow club members to go back with her in subsequent years. Her enthusiasm was so contagious, and the ride and support proved to be so wonderful, that it soon became a club institution, helped along each year with a modest financial contribution from the club budget (to pay for some of the camping and some of the Sunday breakfast).

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

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

While a few club members opt for nearby motels, most camp together in a reserved campsite on beautiful Bass Lake.

RSVP with Kimberly Hoffman (579-3754, kdhoffman10@yahoo.com). Sign up for the ride on-line or via snail mail...

<http://www.grizzlycentury.org/>

Lacking any other ride leaders for the balance of the holiday weekend, we wrote Monday off as a family day and inserted a “suggested ride” with no leader on Sunday. This was listed as an A-tempo ride of around 35 miles out of Piner Youth Park, heading west around the Russian River Valley. We had reports from a few riders who were there. We always wonder if folks will show up for these leaderless rides. Apparently they will: there were almost 30 on hand for this one, including numerous B and C level riders, and one guy without a helmet. (Please, never show up for a club ride without your helmet.) Our reporters tell us it was a good ride, with the weather not as hot as it had been predicted to be. A couple of them mentioned how nice it was to get onto the newly paved extension of the Santa Rosa Creek Trail, between Willowside and Fulton. (Yes, it is finally open. After having first appeared on planning documents way back around 1989, it has at long last received a very smooth layer of blacktop and is ready for your wheels.)

The weekend of July 10-11 offered something for everyone. Saturday boasted three rides—A, B, and CD—and Sunday had an AB listing. That about covers the spectrum, especially as the B ride had a strong C presence as well. Let’s do that one first. That was Rick Sawyer’s Country Club Metric Century, so called because it skirted the Silverado, Napa, and Sonoma golf courses, plus that funny little pitch-n-putt on Dealy. Rick counted 25 riders at the start in Glen Ellen, and with the stiff climb of Trinity Grade coming up at about mile 2, the division between the listed B tempo riders and the unlisted C group was soon evident. The fastest dozen or so on the day did a mini-regroup at the Cavedale firehouse and then were off down the Dry Creek canyon into Napa, crossing the valley on Oak Knolls to a rest stop at the Soda Canyon deli. There was a brief overlap with the true B group at this stop, but the quick kids were ready to roll again while the B’s were still refueling, and that’s the last time the two groups were together for the duration. Many riders—in fact most of them—were unfamiliar with the twists and turns of the route around Napa and the Carneros, so folks in each of the two groups stuck together, simply to keep from getting lost. The three medium-sized climbs around mid-ride—Old Sonoma, Henry, and Duhig—caused a handful of riders to come off the back of the front group, and they ended up in between. Call them the BC group. The weather was just about the same as it was on the century through the same region two weekends before, only this time riders had to beat into the bay breeze through the Carneros and then ride the tailwind once they turned north up the Valley of the Moon. No problems of any sort on this day. Just lovely summer weather, a novel collection of little-used but fun roads, and good company. Thanks to Rick for putting together this interesting loop.

Also on this day was a 35-mile A ride from Windsor up to the Healdsburg area, with a destination rest stop at Mazzoco Winery (arranged ahead of time). This was listed by Sunny Mawson and David Abramo. David reports: “It turned out to be a wonderful ride. Sunny and I mentioned at the start that this ride would be a challenge for some A riders, as the route did have a number of hills. We promised that through the neighborhood hills of Healdsburg, each rider would be rewarded with a fun and smooth descent. It was well worth the effort! We had 45 participants, most of whom seemed to be B and C level riders. Also, there were seven non-members who joined the ride. I would like to thank Jeff Durra.

After completing the ride, Jeff was nice enough to drive parts of the route to make sure the remaining riders were okay. There were no reported problems and only one rider got a flat. I spoke to the folks at Mazzoco Winery and they offered to put together lunch for any future SRCC rides.”

Also on this day was Marc Moons’ CD ride out of the Bear Valley Visitor Center in the Point Reyes National Seashore. Marc sent in this note about it: “A dozen showed up for a few ups and downs on Mt Tam. Many new faces and some new SRCC members. A few of them drove all the way from Ukiah. The goal was to keep C’s and D’s together until the base of Mt Tam at Bolinas and then let the climb decide the pace. While the pros were suffering in the heat on the mountain slopes in France, we had nice cool, foggy weather all the way to Ridgecrest. Fog turned into sunny and beautiful scenery along the crest and up to our first regroup at the top of Mt Tam. At the top we lost two (turned back early) and gained one (joined us from the Fairfax side). We dove as one group back into the fog towards Muir Woods, where people dressed in winter coats looked out of sync with those soaking up the sun on the higher elevations. A short but not-so-flat stretch along Hwy 1 dropped us to the base of the second climb up Mt Tam, beginning with Panoramic Hwy near Stinson Beach. We lost another three (taking a Hwy 1 shortcut back to Olema). The climb up from Stinson Beach has, from my point of view, a harder gradient than the one from Bolinas. A short regroup at Pan Toll and a final, sunny and warm pitch up to the ridge, then a blast through one of the most scenic sections around, West Ridgecrest-Alpine Lake into the buzzing town of Fairfax for our last regroup. For the last push towards Olema we traded the pavement of Sir Francis Drake for the gravel-dirt-paved bike path of Samuel P Taylor SP, a little gem hidden in the forest. 75 miles and 8200’...a nice day on the bike.”

On Sunday Greg and Jan Conklin listed a 30-mile, AB ramble around Valley of the Moon. Jan dropped a note to say there were around 30 riders on board for this one, and that absolutely nothing happened...that is, nothing bad and nothing out of the ordinary. Just a nice ride on a nice day with nice people. That’s the way it’s supposed to be!

Further afield, this was the weekend of the Markleeville Death Ride, and our spies spotted several clubsters on the slopes: Firouzeh Atwood, Richard Anderson, Karl Kuhn, Paul Stimson, Joyce Chang, Steve Kroeck, John Witkowitz, Jay Abrahams, Darrin Jenkins, the Spaulding boyz, and probably some others we missed. They tell us the weather was perfect...never a sure thing in the high mountains, as many a past Death Rider will attest.

It was also the weekend of the Northwest Tandem Rally out of Medford, Oregon. Our club was well represented, with Joe & Arlene Morgan, Craig Gaevert & Michelle Bellefeuille, Tom Bahning & Vicky Duggan, Mike & Michelle Kane, Eric & Terri Peterson, Richard & Karin Burger, and Joe Conway & Shoshana Bennett, most of them looking dapper in their SRCC jerseys. (We’ve seen the photos.) The Medford region is notorious for brutal heat in mid-summer, but the rally participants caught a break in the weather, which never got much above 80° throughout the long weekend.

Back at home, on the last weekend we can cover this month, we had a nice spread of rides. On Saturday, July 17, Bill & Evelyn Ellis offered up a 71-mile BC ride from their home in Novato: north over the hills to Marshall, south along Tomales Bay, and back inland via Sam Taylor Park—that hidden gem of a bike trail Marc mentioned—San Geronimo, Nicasio, and Lucas Valleys, etc. There



Bike Smarts and Etiquette *Cont from page 1*

Aside from the fact that both you and the driver would be in violation of the vehicle code if you did go, the more pragmatic concern is that, just because this particular driver stops, there's no assurance that any other nearby drivers will do the same. There have been a number of cases where a waved-through cyclist has pulled halfway across the intersection, only to be mowed down by a second driver who did not stop.

Bottom line: bicycles are vehicles, subject to all the same laws as other vehicles on the roads. Bicycle operators must give way to through traffic at stop signs or red lights or when turning left across oncoming traffic. Never allow a misguided motorist to induce you to bend this basic rule.

• **The lemming effect.** This topic applies on all group rides. There is an unfortunate tendency among almost all bike riders to blindly follow the lead of whatever rider happens to be at the front of the group. This is especially true where riders are afraid of being dropped by the group: those in back will do almost anything to stay hooked on to the riders up front. But the riders in back are not solely responsible for this problem. Often, the riders at the front will be their enablers in this bad behavior.

B&B—*continued from page 6*

were around two dozen at the start, and as seems to be inevitable on BC rides, the early climbs soon had the ride broken up into a C bunch and a B bunch. A bayside regroup in Marshall brought everyone together again, and then a second regroup in Pt Reyes Station did the opposite. This split wasn't the result of speed on the road; rather, it was the result of speed, or lack of it, in the rest stop: some folks elected to take a leisurely break, with coffee and snacks; others wanted to keep moving. So the ride became two rides from there on. No matter...it was all good, whichever group one was in. And it all ended well, with a potluck barbecue at B&E's house after the ride. Lots of good food and liquid refreshment and pleasant conversation. Thanks to the hosts for turning a routine ride into a rolling party.

On Sunday, we had two rides. On one end of the spectrum, and at one end of the North Bay, we had Rose Mello leading an AB ride from Larkspur into San Francisco. Rose says about 30 riders showed up for this adventure. Foggy in the morning, as one might expect at the Golden Gate, but sunny later. As per the plan, some folks chose to return to Marin on their bikes and some came back on the ferry. Unfortunately, one woman chose option #3: an ambulance. She crossed wheels with another rider and landed on her helmet, which was cracked in three pieces but saved her noodle. You don't want to mess around with head trauma, so she got the ambulance ride and a battery of tests. The good news is: she's fine.

On the other end of things, we had Doug and Deanna McKenzie's semi-annual Pine Flat Time Trail. Doug sent a longer and quite interesting report to the chat list, but with just this little bit of space left, we have to do a digest: about 20 riders involved, with 17 getting timed. Constant tangles with the Vineman bike leg on the way north. HOT! 100° at the top of the hardest climb in the county led to slightly slower times than in some years, but more significantly to some very shattered riders, including second-place Michael Barnes, who totally collapsed at the summit. (He also sent a note to the chat list.) Pretty hairy there for a few minutes, but he and all the other riders eventually recovered.

Let's start with the basic law: we stop at stop signs, and we give way to oncoming traffic at left turns (see above). When a big bike group arrives at a stop sign, what typically happens? The front riders slow and perhaps even come close to a stop; they see it's clear and they proceed. And as they do so, they call back to those following, "Clear!" The message is what's clear here: we are telling all the riders behind us that it is okay to run the stop sign. Obviously, this is as wrong as wrong can be, but we do it all the time.

Not only is this wrong as a simple point of law, it is also dangerous, in that what might be "clear" for the riders at the front may not be equally clear and open when riders a ways back down the file arrive at the intersection. A truck approaching at 50 mph might not have seemed significant, off in the distance, when the first riders crossed the intersection. A few seconds later, that vehicle might be right on top of the following riders.

Do you want to trust your very life to the judgment call of that rider at the front? Or, if you are the rider at the front—the one calling, "Clear!"—do you want to take on the responsibility for the lives of those riders who might act on your advisory?

Although the custom of calling "clear!" is deeply ingrained in our culture of group rides, we are urging all members to stop doing it, beginning now. You may call out, "Car left!" or something similar that will advise another rider of hazards ahead, but you cannot take on the mantle of authority that absolves any other rider of the obligation to stop and then proceed when safe to do so.

A subset of this same lemming effect occurs even without the intentional "clear!" call. As a single rider, you might dart through a small gap in traffic when crossing a road or turning left. That's fine, assuming you've judged it carefully. But a gap just big enough for one rider might not be big enough for several riders. And if you, as the lead rider on a group ride, nip through that same small gap, are you going to pull half a dozen more lemming-cyclists through behind you, where they're not going to make it? There are moves you might make alone that are not appropriate in a group. This works both ways: not only do you not want to lure other riders into danger, but if you are the following rider, you don't want to follow along blindly, without seeing and assessing the situation on your own. Never ever let any other rider do your thinking for you. No one is responsible for you but you.

All of this stopping and starting at intersections may cause the riders in back to lose touch with the riders in front. Horrors! The dread of being dropped is what causes us to indulge in this lemming-like, scofflaw group-think. The solution to that part of the problem—if we are going to stop—lies again with the front riders. If you get through the intersection but see behind you that some of your group did not, then sit up and soft-pedal for a few minutes, until your friends get back on. They even do this in races: no one profits from someone else's problem. If you can't manage this simplest bit of patience and courtesy, then why are you coming on a club ride?

If, as a club custom, we understand that the riders ahead will wait for those caught at the intersection, then those behind should be less inclined to dive into traffic like kamikaze pilots.

We recommend some further reading on the subject. The Twin Cities Bicycling Club in Minnesota has prepared a nice primer on all sorts of cycling topics at this site. In the context of the discussion here, read items 15 and 16...

<http://www.biketcbc.org/tips/bt-home.html>

SANTA ROSA CYCLING CLUB

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To join the club or renew membership, please go to
<http://www.srcc.com>
srccride@sonic.net (Bill Oetinger, e-wrangler)



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 11 • 6:30 PM

Round Table Pizza

(Occidental Road, west of Stony Point)

**Featured Presentation: Carlos Perez, Bike Monkey,
reporting on preparation for Levi's King Ridge Gran Fondo**

Wednesday, September 8

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

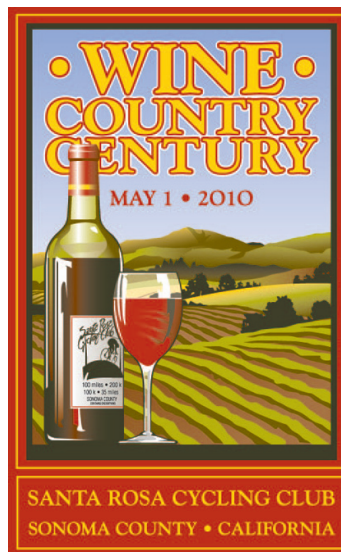
Thursday, August 5 • 6:00 PM

TLCD Architecture • 111 Santa Rosa Ave. (SW corner at 1st St)
Door open between 5:45 and 6:00pm • After that, call 478-9387

Thursday, September 2

• WCC POSTERS •

There are still a few 2010 Wine Country Century posters available from the printing we did for the event. This year's WCC graphic was created specifically with the intent that it be produced as an 11x17 poster. A limited-edition run was printed on best-quality paper and fits all standard frames of those dimensions. A wide assortment of frames suitable for this poster art can be found at stores such as Aaron Brothers at very reasonable prices (more than \$10 but less than \$20, depending on the frame). We are letting the remaining posters go for just \$5 each.



Long after you've worn out your 2010 WCC t-shirt, or at least after its colors have faded from repeated washings, you can still have this handsome illustration brightening up the wall of your den or your bike garage.

If you want this commemorative souvenir from one of the best WCCs ever, get in touch with Bill Oetinger. Bill will also bring posters to future general club meetings so you can examine them before you buy one.