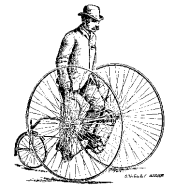
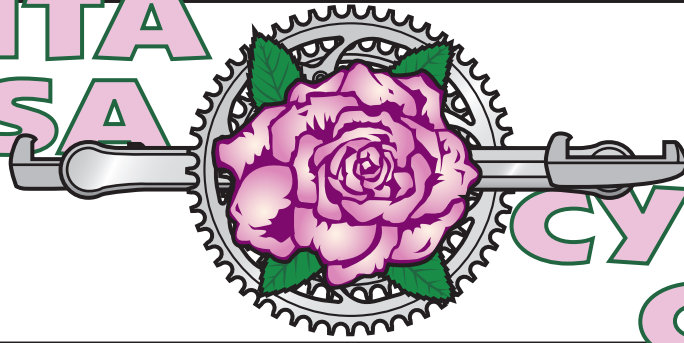


# SANTA ROSA



# CYCLING CLUB

## SEPTEMBER 2010 NEWSLETTER

### Alpine Road Trip: short but sweet

*A report on the recent SRCC Alpine Road Trip mini-tour from tour coordinator Rick Sawyer.*

With all of our preparations completed by late evening on Tuesday, July 20, the ART group of 25 adventurous souls was free to meet the next morning with their various carpool mates and embark for Alpine County and the high Sierra from whatever departure points were convenient. People started arriving in camp at Grover Hot Springs by mid-afternoon, where we settled into a cluster of individual campsites that worked well as a makeshift group site. Bear lockers were filled to the brim with our edibles, drinks, and even sunscreen and toothpaste, as the rangers instructed. The first night's dinner was for most of us a restaurant trip, either to The Overland (a well known and authentic Basque establishment in nearby Gardnerville, Nevada) or to the Wolf Creek Inn in Markleeville. A few did their own thing in camp, including short hikes or bike rides or visits to the hot springs.

Next morning, all met at the County Courthouse in Markleeville, as planned, and pedaled northward to Diamond Valley and then Carson Valley, Nevada. The weather was perfect, right down to the lack of what can often be pesky winds coming off the eastern front of the towering Sierra. Quite a bit of late snow was still visible on the higher peaks as we rode along, with nearly no traffic to contend with, splitting into pace lines of like-spirited travelers. Upon reaching the turnaround point of the day, lunch was found at a deli-cafe across from the old Mormon Station in Genoa...once a Pony Express stop on the western edge of the Great Basin and the oldest settlement in the state. We logged up to 63 miles, and around 3000' of climbing. The route made for a good tuneup for what was to come and gave us a chance to get our lungs accustomed to elevations much higher than anyplace here at home.

We were joined on this first stage by three guest riders from the Veloraptors Cycle Club of the East Bay. They were friends of some of the tour participants, and had a good enough time that they ended up sticking around and having dinner with us back in camp, a BBQ of tri-tip, chicken, and a trail drive vegetarian stew, complemented by a refreshing fruit salad concocted by Tony and

Jill Lee. The SRCC touring wine club convened for a spirited meeting around the campfire as night fell. Life is good!

On Friday, we decided to start the day's ride in staggered fashion, so those who felt they needed more time could get a head start on the most difficult stage of the tour. For those who rode from camp, completing the entire out and back, the route was a very stout 75 miles and nearly 8000' of gain. Many chose turnaround points at Ebbetts Pass or Hermit Valley to shorten the day. A few also rode all the way to lunch at the Lake Alpine Lodge, but sagged back to camp. (Liz Sinna, who was nursing an injury and not doing much riding, volunteered for impromptu sag duty.) I think it safe to say everyone enjoyed their day and was favorably impressed with the vistas, lakes, and wandering streams, as well as the challenge of this roller coaster ride that four times tops out at over 8000' in elevation and includes several pitches in excess of 20%. We were even treated to a brief thunder storm in the afternoon, adding some drama but not much moisture. Dinner tasted

extra good that evening. Special thanks to Ford Greene, who jumped in and assisted with the seafood pasta, adding his special touches.

After-dinner discussion on Friday evening revealed that our group had quite diverse amounts of remaining ambition for the last stage of the tour, and we collectively decided to modify and freelance the Saturday route as people saw fit. Most folks drove to Hope Valley and rode either to the end of the Blue Lakes Road and back, or over Carson Pass to Caples Lake and back, or both. Some did nothing but

repair to the hot springs to soak their tired legs, and a couple headed to Lake Tahoe for some mountain biking instead of doing the published route. Overall, it seemed a worthwhile bit of anarchy, and everyone got what they wanted out of the day.

With the success of this shorter tour format—one that is more relaxed and doesn't require quite as much travel or multiple movings of camps—you may safely assume there will be a sequel coming along one of these days. Stay tuned.

As with all of our club tours, this was a cooperative effort that could not have happened without the talents and efforts of many along the way, through planning, promotion, preparation, execution, and close-out. Thank you to all who took part.



## MINUTE MIX

Highlights from the General Membership and Executive Board meetings for August

**1. Call to Order:** President Donn King called the general meeting to order at the Round Table on Occidental Road on Wednesday, August 11. 52 members and friends were present.

**2. Treasurer's Report:** Treasurer Greg Durbin reporting on the club's bank account balances, as of July 31. Greg noted that he will present a draft 2011 budget at the October Board meeting and that this will be discussed further at a Board retreat in the fall.

**3. Membership:** Registrar Gordon Stewart reported membership of 1384 (combining individual and family memberships). Liz Sinna acted as host at the New Member Table, with eight new members on hand.

**4. Grizzly:** Kimberly Hoffman reminded people about the upcoming Grizzly Century on the weekend of October 2. (*See article on page 6.*)

**5. Club rides:** Ride Director Bill Oetinger passed around the ride calendar. Rick Sawyer gave a brief report on the recently completed Alpine Road Trip mini-tour (*see page 1*). Janice Oakley mentioned a recent volunteer fire department fund raiser event a few club members attended and suggested that we try to work more of these into the club ride calendar. Rick Sawyer said he is working on a couple of possibilities along those lines, and has mentioned same to Bill, who is supportive of the idea. The club has attended some of these in the past.

**6. WCC:** WCC Chair Bruce Hopfengardner restated that unless his circumstances change unexpectedly, he is willing to be the Chair again in 2011. He has already started making reservations for next year's event.

**7. Holiday dinner:** Greg Durbin reported to the members on the details of the holiday dinner, set for December 3 at the Flamingo Hotel. He noted that the Board had decided to try a more up-scale approach this year, which translates to a \$20 per person entry fee, a no-host bar, a \$12 corkage on BYOB, and no potluck contributions. Donn King added that this is a one-year experiment; if we don't like the results, we can do something different next year.

**8. Picnic:** René Goncalvez discussed the club picnic scheduled for August 28.

**9. Survey:** Board member Don Graham distributed a handout to the Board with suggested questions for a member survey. Some were his own and some suggested by others. The Board generally wanted to define what was the specific goal of the survey before deciding to conduct one, and to also refine the methods and questions before going forward. Discussion to be continued.

**10. 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.

**11. Warehouse:** It was discussed that since Doug Simon is backing away from active management of the warehouse, and a newly established and untested committee was stepping in to handle the day-to-day warehouse activities, it would be beneficial that the Board stay closely involved. Craig Gaevart will take part in meetings of the warehouse committee and advise the Board about a Chair nominee and the general makeup and effectiveness of this committee that is just forming. Doug had requested that roughly

## More Bike Smarts and Etiquette

Last month, we ran an article touching on a few points of cycling etiquette, especially in the context of club rides. There are dozens of other related points we could discuss here. But in the limited space available this month, we'd like to touch on just one other item: being a "good ambassador" for cycling.

We lament the fact that motorists sometimes vent their anger at us, even when we're riding along entirely blamelessly. It's possible they are, in effect, punishing us for something that some other cyclist might have done on some other day. This is a simplistic prejudice we all deplore, akin to the old adage about condemning the entire navy because of three drunk sailors. But it's a reality we have to live with and work around.

When we head out for a ride, each of us becomes the sole representative and exemplar of ALL cyclists. Anything that any one of us might do out there may be seen by non-cyclists to be the "typical" behavior of all cyclists. We would never condemn all motorists because of the bad behavior of a few of them, but unfortunately, that isn't how it usually works when it comes to judging cyclists. We are still too much of a minority to be judged as individuals. We are all tarred with the same brush.

This is why we talk about being a good ambassador for the sport of cycling. We must—each of us—be on our best behavior at all times so that we don't tarnish the image of cycling for all the other riders out there. This means abiding by the regulations in the vehicle code, and it also means simply being a good neighbor to all the other folks with whom we share the roads (and trails). It means being patient with clueless drivers and pedestrians.

Adult cyclists are often speedy and unpredictable and nearly silent. They dart around and sneak up on folks. It confuses them and makes them nervous. The "culture" of cycling is not fully integrated into the traffic mix in this country, and drivers often don't understand how they're supposed to work with bikes. Be forgiving when they misunderstand us and get it wrong. Give them the help they need to adjust to a bike being in their lives momentarily.

And in the rare case where you are confronted with a really rude and angry driver, try to overcome the impulse to repay that rudeness in the same coin. Easier said than done, we know! But try. Cycling is too much fun, too much of a happy adventure, to end up being dragged down into ugly shouting matches with low lifes. Take the high road: smile and wave and move on. You'll feel better, and you might even make a friend for cycling. At the very least, if you don't react, you won't give the jerk the satisfaction of knowing he successfully pushed your buttons.

We realize that, even if we stop at every stop sign and obey every law and act as courteously as we can, there will still always be a few bike haters out there. We can't do too much about those few fringe loonies. But we can and should work to make friends and allies of the vast majority of motorists, and we do this by riding responsibly and lawfully and by having a positive attitude while we're at it.

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\$400 be approved for additional shelving at the warehouse, and this was approved.

**14. Featured presentation:** Carlos Perez, coordinator of Levi's King Ridge Gran Fondo, made a presentation on the organization of the event for this October. (*See related item on page 8.*)

## 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 Oetinger @ 823-9807 or send e-mail to: srccride@sonic.net.*

This month's chronicle of club rides begins with the rides on Saturday, July 24. There were two of them, and they were the only rides on the weekend. Nothing on Sunday. Ken Russeff checks in with a report on his ride: "The A ride out of Willowside School had 36 riders, including seven non-club members. Great weather and an easy route to Café Noto. The only known incidents were a flat during the ride and on the following day a phone message from a female at the school wondering where everyone was. Unfortunately, I couldn't decipher the phone number to return the call."

The other ride on this day was a loop around the Geysers, starting and ending at Piner High, for a total distance of 86 miles. Lou and Nuvit were in charge. Lou normally lists rides at C tempo but decided to list this one at B to try and lure some new riders into trying the big Geysers adventure. The results were mixed. There were more than 20 riders at the start, but some elected to only go as far as the base of the big climb and others turned back some way up the climb. He does think they eventually coerced a few new folks into knocking off the whole, wild loop for the first time. Congrats to anyone who conquered the beast. Much time was frittered away trying—unsuccessfully—to true a wheel with a busted spoke (one of those modern wheels with a minimal number of spokes). Other than that pesky mechanical and the struggles of a few who might have bitten off more than they could chew, it was a nice ride. Lou devoted most of his attention to the true B riders there, letting the usual group of C's go off the front and take care of themselves.

The following weekend had one ride on the last day of July and one on the first day of August. My Sonomarin Century was the last ride in July. Unfortunately, I was called out of town and had to miss it, but Greg Lutz kindly offered to take the lead. He tells me there were around 30 riders at the start, but of course they didn't remain a single group of 30 for long. This was a big loop that headed north from Sebastopol to the Russian River, out to the coast, and then all the way down Hwy 1—with some side roads thrown in—to the Marshall Wall, and finally back north via Spring Hill and Petaluma-Valley Ford, Roblar, etc. The route included the seldom visited summer crossing off Neeley Road and obscure Cnopius Road as well. I had worried that these would baffle folks, but Greg says everyone muddled through okay. This ride had a couple of obvious bail-out spots—Valley Ford and Tomales—and a few folks availed themselves of those shortcuts. But quite a few hung in there for the full century. If I recall Greg's report correctly, the weather was very pleasant...just right for a bike ride.

Sue Bennett had the ride on the first day of August: a flattish loop with Santa Rosa, Sebastopol, and Windsor at its corners. Sue sent in this note about it: "There is something to be said for pre-riding the route. Because of the rebuilding of a portion of the Joe Rodota trail, I had to do a quick reconfiguration of the first third of the route on Saturday. Gordon even reposted the route on the website. (Thank you, Gordon.) There were 37 people, including at least six new riders. I think all in attendance had eaten a big bowl of Wheaties, accompanied by at least one double shot of espresso: for an A ride, the pace was blazing. But the weather was great,

everyone seemed to enjoy themselves, and many of the new riders were seen on the next week's ride."

There were two rides on the first Saturday in August. One was a B ride out of Ragle, heading down to Marin, listed by Kim Nelson and Donna Norrell. Kim sent in this report on the ride: "It was an overcast start for our ride out to the Marshall Wall. Approximately 20 riders attended, with one from the East Bay and another from the state of Washington. Two riders missed the 8:30 start but connected at the bakery in Tomales and rode the rest of the route together. As the day progressed, the sun came out and the temperature was just perfect for a ride. The beautiful scenery made the trek up 'the wall' much easier. We were not alone on our ride: going in the opposite direction, we were met by many riders on the Marin Century and Mt Tam Double. After another break at Helen Putnam Park, it was back on the bikes and into a headwind back to Sebastopol. A few groups formed pace lines, making the last 20 miles less grueling. There were no flats or problems that we know of. It was another great day of biking in a beautiful area with wonderful people."

On the same day, Nikola Farats listed Steve Drucker's old More Level Century, from Santa Rosa up past Cloverdale and back, all of it as flat as a North Bay century can be. When we first built the ride list, we copied and pasted in Steve's original listing, including its AB pace. But Nick wanted C pace, and both paces were in circulation on one version of our ride list or other—for awhile—leading to a little confusion. Nick reports: "Imagine riding 100 miles and not getting out of your big chain ring or the middle sprocket in back. That was the pancake century on the 7th. About 17 riders showed up, of which six were A's. One A was deputized to lead them, and they all finished. For some riders, it was their first century. The C's got back at a little after 2:00 pm. This was owing to the eight-person pace line and only one stop of less than 15 minutes in Cloverdale."

As Kim notes above, this was also the day of the Marin Century and the Mt Tam Double Century. They now have no fewer than six options on the day and some newly reconfigured routes that are unlike past years' routes, so it was tricky to figure out whether we were passing doubles riders, century riders, or 100-K riders. But they were all out there, we hope having good days, one and all. Looking at the doubles report on their website, we see the following SRCC members listed as having completed it (in alpha order): Jay Abraham, Rick Arnold, Megan Arnold, Richard Burger, Ken Cabeen, Greg Durbin, Darrin Jenkins, Michael Leach, Brian Scott, Karen Thompson (first woman finisher), and John Witkowicki. We also know a few members did one or the other of the century courses.

The next day, Sunny Mawson and David Abramo listed a 31-mile A ride consisting of two loops out of Esposti Park. David reports: "We had 35 riders participate, including one non-member. Most were A and B level riders, but we did have someone admit he was a C level rider. Because the route was mostly flat (by design), we gave the riders the option to do each loop more than once if they wanted to make it more challenging. It was a great opportunity to push the pace, knowing that we didn't have to save something for the hills."

That brings us to the final weekend we can cover this month: August 14-15. Ken Russeff was back in harness with another

— Continued on page 6

# RIDE SCHEDULE

PDF route slips available at [www.srcc.com](http://www.srcc.com)...go to Calendar of Rides

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.

## SATURDAY • SEPTEMBER 4

### Coleman Valley-Bay Hill-Joy

4+/B/47

9:00 AM • Ragle Park

L on Ragle > L on Mill Station > L on Sullivan > L on Green Valley > R on Thomas > Maddocks > R on Green Valley > L on Harrison Grade > R on Graton > L on Boho (*rest stop in Occi*) > R on Coleman Valley > L on Hwy 1 > L on Bay Hill (*rest stop before Bay Hill turn*) > L on Hwy 1 > L on Bodega > L on Joy > R on Bittner > R on Bohemian Hwy (*rest stop at Wildflour Bakery*) > L on Bodega > R on Barnett Valley > Straight on Sanders > L on Watertrough > R on Bodega > L on Ragle to park.

Donna Norrell—292-0565

## SUNDAY • SEPTEMBER 5

### SRCC Welcome Wagon Ride

1/A/10-15

10:00 AM • Julliard Park

An introductory ride for novice cyclists (but veteran riders are welcome too). Easy, social pace. Plenty of opportunities for learning bike skills with supportive, experienced mentors. Instruction in working on bikes on request.

Mike & Janice Eunice—575-9439

### Pushing 40

1-2/A/38

9:00AM • Finley Park

South on Stony Point > L on Santa Rosa Creek Trail > Prince Memorial Greenway > L on link to Joe Rodota Trail > R on Wright > Fulton > West on SR Creek Trail > L on Willowside > R on Hall > L on Sanford > R on Occidental > R on Hwy 116 > R on Frei > R on Guerneville > L on Olivet > L on W. Olivet > R on Oakwild > L on Woolsey > R on River > L on Slusser > R on Windsor (*coffee stop at Starbucks*) > L on Windsor > R on Windsor River > L on Eastside > L on Trenton-H'burg > L on Trenton > L on River > R on Woolsey > R on Wood > R on Fulton > L on Piner > R on Marlow to Finley Park.

David Abramo—650-533-2330  
Sunny Mawson—838-3138

## MONDAY • SEPTEMBER 6

### LABOR DAY

Sweetwater Springs

4+/B/41

9:00 AM • Ragle Park

L on Ragle > L on Mill Station > R on Barlow > L on Occidental > R on bike path > R on Gray > L on Ross > R on Graton > L on Mueller > Vine Hill > L on Laguna > R on Trenton-H'burg > L on Eastside > R on Wohler > R on Westside > L on Sweetwater Springs > L on Armstrong Woods (*rest stop at Coffee Bazaar*) > L on River > R on 116 > R on Mays Canyon > R on Hwy 116 > R on Green Valley > R on Sullivan > R on Mill Station > R on Ragle to park.

Tony Buffa—824-4466

## EVERY TUESDAY in SEPTEMBER

### Annadel Tour

5:30 PM • Howarth Park lower lot  
Duration: 2 hours

Mountain bike rides: social, moderate rides with instruction if desired; eat & drink following rides.

John Olson—490-6252  
Tai Simpson—510-697-0189

## SATURDAY • SEPTEMBER 11

### Chileno Valley Ramblin'

2.5/A/35

9:00 AM • Cotati Dog Park

R on Myrtle > L on Old Red > R on W. Railroad > L on Stony Point > R on Jewett > R on Pepper > R on Bodega > L on Tomales-Petaluma > L on Chileno Valley > R on Western (*rest stop at Petaluma Creamery*) > L on Western > R on Bantam > L on Bodega > R on Thompson > L on Skillman > R on Liberty > L on Center > Jewett > L on Stony Point > R on W. Railroad > L on Old Red > R on Myrtle to park.

Ken Russeff—953-1804

## SUNDAY • SEPTEMBER 12

### King Ridge Klassic

4-5/BC/55 • 5500'

9:00 AM • Monte Rio

L on River > R on Austin Creek > R on Caz Hwy > King Ridge > L on Hauser Bridge > Seaview > L (straight) on Fort Ross > R (straight) on Meyers Grade > L on Hwy 1 > L on River > R on Moscow > L on Main > L over bridge to finish.

B: Michael Barnes—510-526-5965  
C: Jonathan Walden—510-526-8577

**SATURDAY • SEPTEMBER 18****Autumn Equinox Century**

4-5/C/100

8:00 AM • Youth Comm. Park

R on Fulton > R on Hall > L on Sanford > R on Occidental > R on Mill Station > L on Sullivan > L on Green Valley > L on Harrison Grade > R on Graton > L on Boho (*rest stop in Occidental*) > R on Coleman Valley > R on Hwy 1 > R on Hwy 116 > R on Moscow (*Rest stop at Duncans Mills*) > L on Main Street in Monte Rio > Over bridge > R on Hwy 116 > L on Armstrong Woods > R on Sweetwater Springs > L on Westside > L on W Dry Creek > R on Yoakim Bridge > R on Dry Creek > L on Canyon > R on Hwy 128 (*rest stop at Jimtown*) > L on Hwy 128 > R on Chalk Hill > L on Pleasant > R on Faught > R on Airport > L on Fulton to park.

Nikola Farats—535-0399

**SUNDAY • SEPTEMBER 19****Gran Fondo Warm-up**

3-4/AB/55

8:00 AM • Ragle Park

L on Ragle > L on Mill Station > L on Graton > R on Boho > L on Moscow (*rest stop Duncan's Mills*) > L on River > L on Hwy 1 > L on Coleman Valley > L on Boho > R on Graton > R on Railroad > L on gray > R on bike path > L on Occidental > R on Barlow > L on Mill Station > R on Ragle to park.

Rose Mello—543-5889

**Sancho's River Styx**

5/BC/77 • 8500'

8:30 AM • Barrett Cove Marina, Lake McClure (Sierra foothills west of Yosemite)

Barrett Cove > Merced Falls > Hornitos > Bear Valley (*water/rest at mile 28*) > Coulterville (*water/food at mile 43*) > Priest > Big Oak Flat (*water/rest at mile 54*) > Priest Grade > Moccasin > Marshes Flat > Blanchard > Barrett Cove. *This route is basically Stage 7, the last, lost stage of the recent Mother Lode Tour. The start has been changed to a convenient location that shifts more of the climbing to earlier in the ride. Barrett Cove has camping available for Saturday night, showers, a restaurant and general store. No advance reservations required. This a challenging ride! A shortcut route of 60 miles, with somewhat reduced climbing, is also possible.*

Rick Sawyer—933-0760

**SATURDAY • SEPTEMBER 25****Deep Marin Century**

4/C/113

**8:00 AM • Cotati Dog Park**

R on Myrtle > Valparaiso > L on Lund Hill > L on Cypress > R on W. RR > R on Stony Pt > L on Mecham > R on Pepper > R on Bodega > L on Tomales-Pet > L on Hwy 1 (*rest stops in Marshall & Stinson Beach*) > R on Almonte (in Tam Junction) > Miller > R on Camino Alto > Magnolia > L on Kent > L on Lagunitas > R on Shady Ln > R on Bolinas > L on San Anselmo > Center > Broadway (*rest stop in Fairfax*) > Olema > L on Sir Francis Drake > R on Nicasio Valley > R on Pet-Pt Reyes (*rest stop at Cheese Factory*) > L on Hicks Valley > R on Wilson Hill > Straight on Chileno Valley > L on Spring Hill > R on Bodega > L on Pepper > L on Mecham > L on Stony Pt > R on W. Sierra > R on Valparaiso > Myrtle to park.

John Olson—490-6252

**SUNDAY • SEPTEMBER 26****Wine Country Revisited**

2/AB/37

9:00 AM • Healdsburg City Hall

North on Grove > L on Chiquita > L on Lytton Springs > R on Dry Creek > R on Dutcher Creek > R on Theresa > R on Asti > Geyserville > L on Hwy 128 > L on Geysers > R on Red Winery > R on Pine Flat > R on Hwy 128 > Alexander Valley > R on Lytton Station > R on Lytton Springs > L on Chiquita > R on Grove to finish.

Jack Hartnett—694-0922

**REGULAR RIDES****Wednesday Wanna-B's**

B • 30-50 miles • 9:00 AM

*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-&amp;-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 & 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.

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. 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).

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

AB ride on Saturday, and he sent in this report: “The ride out of Esposti Park had 35 AB riders on yet another overcast morning, which turned into a sunny day about 10:30. The mix of riders quickly split up on Chalk Hill Road, with small regroupings at the Jimtown and Dry Creek Store stops. 50 miles and one known flat. Another great day!”

The other ride on Saturday was...on Sunday! This would be Linda and Sid Fluhrer’s very hilly C ride around the Point Reyes National Seashore. Thanks to a complicated snafu, we ended up listing the ride on Saturday in the newsletter but on Sunday in the calendar at the club website. Linda insisted she was leading on Sunday, so I decided to go down there on Saturday, in case anyone showed up in response to that listing. Turns out we had four riders there on Saturday and seven on Sunday. Both groups had much the same experience: similar weather (gray and cool to start and mostly overcast until mid-afternoon, when the sun finally burned through); very hilly terrain; very obscure roads, including a few miles of dirt forest tracks. The Sunday group, with the official ride leaders in charge, moved along with confidence that they were on the right track, even when the right track might be extremely sketchy single-track up and down remote canyons and ridges. The Saturday riders, with no one on hand who had ever done some of those remote “roads,” had to muddle along rather blindly, making what-the-hell guesses at some unmarked junctions. But we made it! It really was a fierce ride though, with butch climbs and hairball descents early, late, and often, and often as steep as over 20%. The steep, sandy, rocky trails riding was especially fun on skinny-tired road bikes, and at least two riders ended up on their backs with their bikes flailing around in the air. No serious injuries, fortunately; just a humorous loss of dignity.

(In a long e-mail to the chat list, I detailed how the double-dated ride goof happened and what we’re doing to ensure that similar mistakes don’t happen in the future. We hope we’ll be on top of this, going forward, but to be sure, it’s always wise to check both the newsletter ride list, in either the hard copy or pdf version, and also the ride calendar at the club website. If you find any discrepancies, be they dates or pace or route, please get in touch with me—the Ride Director— or with Gordon Stewart—the web master.)

A slightly more sensible option on Sunday might have been the B ride out of Analy HS listed by Janice Oakley and Laurie Buettner, which explored the west county hills, Hwy 1, Chileno Valley, Spring Hill, and all that good stuff. Our spies report approximately 70 miles and almost 5000’ of gain. Seeing as how it was just across Tomales Bay from the Pt Reyes ride, you can guess the weather was more of the same: cool and foggy until midday, then the sun putting in a brief appearance to assure us that yes, it really is August and the bleeding middle of summer. There were around 25 on the ride, with the usual gang of ten or so C ringers blowing up the B pace and blowing off the front. When the only official C ride on the weekend is down in Bear Valley (Pt Reyes...a long drive), folks will grab onto any other ride that is closer to home, whether it’s tagged at B or C. That’s just a reality on our rides and not something we’re ever going to get past, unless we have ten rides listed on every weekend, and what are the odds of that happening? Anyway, with the help of regroupings, folks got back together now and then, and it was mainly a relaxed, sociable ride. To make

things even more sociable, they ran into a Petaluma Wheelmen ride at the bakery in Tomales, and there were more red-rose SRCC jerseys in that group than there were on our ride. Also, the ride had to navigate a busy bee hive of activity around Sebastopol, what with the Gravenstein Harvest Fair at Ragle Park and the Tour d’Organics happening on the same day.

Meanwhile, other club members have been amusing themselves on assorted adventures. Craig Robertson and Greg Lester—a couple of our past Gearheads—were off on PacTour’s Northern Tier cross-country run: 3500 miles in 30 days (you do the math). Paul Stimson went in a different direction, joining fellow Santa Rosan Levi Leipheimer on the Leadville 100 ultra-mountain bike race in the Rockies. (If you don’t follow racing results, you may not know Levi won the race, lopping 12 minutes off Lance Armstrong’s course record.) Up in Southern Oregon, Robin Dean, Douwe Drayer, and Chris Jones were taking part in a week-long tour around Crater Lake, sponsored by the Sacramento Wheelmen. 70 riders on that tour! We learned how to stage multi-day tours from the Wheelmen, way back in the early ’90’s. Now our boys are up there, taking notes on how they’re doing things these days. One state further north, Scott McElDowny and Greg Durbin were knocking off RAMROD (Race Around Mount Ranier in One Day). Even further afield, Greg Lutz was climbing the Tourmalet in France, in between the two times the Tour de France riders went up it (as part of a larger cycle-tour in France).

No doubt that barely scratches the surface on the topic of “what I did on my summer vacation.” That’s how it is this time of year: we all take off for distant places, often with our bikes but sometimes leaving the beasts at home to rest for a week or two while we go hiking or beachcombing or doing things with family that don’t include the constant rotation of pedals and wheels.

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*Editor—*

I really appreciated the article in the August newsletter about riders obeying the laws of the road and stopping at stop signs.

I’ve recently been on two Friday rides with the club. The people I have met on these rides are very nice people and quite friendly. On the first ride the stop signs were a mere suggestion, and after the article, stop signs were a mere suggestion again yesterday.

It is disturbing to have a club like ours that promotes cycling and yet has members who so blatantly ignore the rules of the road and then complain about rude drivers. Yesterday as I was stopping at a stop sign, the other riders in the group were yelling for me to *go, go, go* because they had no intention of stopping. I feel like I need to be wearing a sign on my back that says, “I stop at stop signs” just so I won’t get run over.

Somehow, some way, the club members have got to change their bad habits when it comes to blowing through the stop signs. It’s just not the end of the world to stop at a stop sign. I’ve talked to some members on the two rides that I went on and they admit it’s wrong, but still blow through them to keep up with the group. The article in the newsletter mentioned this very fact. Perhaps in another newsletter you could mention what a bad example they are setting and the harm they are doing to the sport. This would go a long way to having better relations with the people driving cars on the road.

— Dennis Prior, Cazadero

## Mad Dogs and Bicycle Riders... a story of heat exhaustion

— Michael Barnes —

When you're dealing with someone with heat exhaustion, have low expectations. You're not dealing with a sentient human being, but a tired, sick animal. That's how I felt during my recent encounter with it on the Pine Flat Challenge.

Heat exhaustion is a frightening and puzzling experience. The classic symptoms include rapid shallow breathing, dizziness, vomiting, and extreme tiredness. Underlying these symptoms are three distinct problems: overheating, electrolyte imbalance, and dehydration. You can have just one of these or any combination of them, with varying results. I've provided three examples below.

Ultra-endurance cyclist Bruce Carroll's favorite event has been the 500+ mile, 40K vertical, Race Across Oregon. In the unusually hot 2009 event, he developed heat exhaustion and began to experience vomiting, dizziness, and cramps. He was ahead of his support crew at that point, and continued on alone. Later, his crew caught up and he continued to ride in between breaks in an air-conditioned support van. He felt better by 10:00 pm, 17 hours into the event, and began to catch slower riders. But he eventually abandoned the ride because he had fallen too far behind schedule.

In 2005, Don and Barbara Wolf were doing one of their favorite rides: the flank of Mt. Lassen via Highway 89, an 85-mile round trip with 8,500 feet of climbing. After the halfway mark, Barbara began to get the classic symptoms of heat exhaustion. She became seriously ill after the ride and was taken by helicopter to a hospital in Chico, where she spent two and a half days in the intensive care unit.

The diagnosis was hyponatremia (too little *natrium*, the Latin name for sodium), an unusual and life-threatening consequence of riding in the heat. Some people either drink too much water or lose too many electrolytes from sweating and peeing. Too little sodium can cause the brain to swell and can reduce the strength of the electrical impulses that keep the heart beating regularly.

Unlike the two cases above, my own case of heat exhaustion came after a short, intense hill climb of less than one hour. During the climb, I had a low-speed crash two-thirds of the way up Pine Flat road, resulting in minor damage to my bike, but some major road rash. With the adrenaline pumping I got back on my bike and gutted it out to the finish, not drinking, and not noticing how hot it was getting on the steep exposed sections at the top.

By the finish, I was overheated and hypernatremic, the opposite of the condition that sent Barbara Wolf to the hospital. Like hyponatremia, hypernatremia can be fatal, but death is rare, occurring mostly among elderly hospital patients who are given the wrong IV fluids, and babies who are given formula or other fluids contaminated with salt.

Club member and medical doctor Bill Carroll (no relation to Bruce Carroll), who completed the Terrible Two this year, explained to me how hypernatremia can develop. During intense anaerobic exercise, the metabolites of muscle glycogen become osmotically active, triggering the muscle cells to absorb fluid from blood plasma. Anaerobic effort raises the concentration of sodium in your blood. That's probably what happened to me.

I suspect that my symptoms were not due to the heat itself, but rather to the human body's defense mechanisms against heat, part of the ancient survival strategies that we have carried in our

genome since our ancestors' days on the African savannah.

After the event, as I sat cooking, I started panting, just like a dog cooling down after a run. Next, my brain, the body's most vulnerable organ, started shutting down. From that point on, I have only vague, dreamlike recollections of what came next.

Since food and drink are the source of salt, when you are hypernatremic, your body says "enough!" and expels the contents of your stomach. I have always prided myself on an iron stomach, so I was surprised to be vomiting for the first time in 35 years. Finally, to make sure you don't generate any internal heat, your metabolism shuts down, and you enter a state of profound lethargy, almost like hibernation.

Once the nausea and vomiting and dry heaves are over, it really isn't unpleasant...at least it wasn't for me. Fortunately, by then I had been ferried in two different cars to the house of club members Bert Daniel and Joyce Chang, where I lay, stripped down to my bike shorts, on their cool kitchen floor.

Bert (an M.D.) and Joyce (an orthodontist) know that I don't have any underlying medical conditions—no heart disease, no diabetes, no high blood pressure. So they just let me rest, and they were very patient with the inanimate lump on their floor.

At around 4 or 5 pm, my body stirred back to life. Bert made me a weak solution of Gatorade, which I was able to keep down, and I carefully slid into a cool bath. By the time I was done, I had the odd realization that I was normal again. Not just better, but perfectly normal. All the circuits were back on. I felt fine. The whole episode seemed like some weird dream.

Could heat exhaustion happen to you? Sure it could. I've given you three very different examples. The three of us who got sick were very fit, experienced cyclists, doing rides we had done many times before. Bruce Carroll is a pharmacist. I didn't talk to Barbara herself, but her riding companion and husband Don is a dentist. I'm a university science editor. Although we ride hard, we're not ignorant or incautious people (granted, heat exhaustion itself can make you stupid).

Oddly enough, I think the familiarity with the rides we were doing allowed us to let down our guard. You tend to be more cautious on unfamiliar roads. Part of the problem for Bruce Carroll (who moved recently from Pullman in Eastern Washington) and me is that we live in the fog-enshrouded part of the Bay Area, and it's hard to get acclimated to the heat (especially this year). And as much as I hate to admit it, all three of us were in our 50's, and some people say heat tolerance goes down with age.

On this topic, I have an alternative theory—at least for us guys. If after several decades of riding, your prostate is getting cranky, you tend not to drink water late at night to avoid having to get up to pee. Then in the morning, your first beverage is often coffee, which is a diuretic and makes your body lose water. Then if it's an out-of-town ride, you don't hydrate because you don't want to have a full bladder during the car journey. By the time you start riding, you can be mildly dehydrated.

Finally, there is one more thing to keep in mind: climate change. Washington was freezing last winter, but now New York City is sweltering, Russia is burning and Pakistan is flooding. Climate scientists have long suspected that global warming will make the weather more intense and unpredictable. Our cool summer could be followed by a blazing hot fall, and many of us won't be acclimated to the heat. So be prepared.

# SANTA ROSA CYCLING CLUB

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- Newsletter editor, ride director: Bill Oetinger.....823-9807
- Webmaster: Gordon Stewart .....823-0941
- Club apparel sales: Sharron Bates.....526-3512
- Membership registration: Gordon Stewart.....823-0941
- Meeting program coordinator: JoAnne Cohn.....566-9169

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, September 8 • 6:30 PM  
Round Table Pizza  
(Occidental Road, west of Stony Point)

### *Featured Presentation:*

Wednesday, October 13

## EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, September 2 • 6:00 PM

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

Thursday, October 7

## 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.

The event will also be needing experienced SRCC course workers to take leadership roles in other rest stops around the course. There are many willing workers signing up, but they aren't all cyclists, and they don't have the experience SRCC members do in putting on top-notch bike events. We need to be there to show them how it's done. If our crew on King Ridge is already fully staffed, check with Janice as to how to plug into one of the other crews, where your expertise will be much appreciated.

**Janice Oakley • 568-7062**  
**[jmo\\_bike@yahoo.com](mailto:jmo_bike@yahoo.com)**