

The Roadrunner

A BI-MONTHLY PUBLICATION OF THE SANTA CRUZ COUNTY CYCLING CLUB

More green lanes coming to Santa Cruz

Do you ever wish you had eyes in the back of your head, scanning for cars entering and exiting as you ride your bike across Highway 1 at Freedom Boulevard? New green lanes for bicyclists climbing and descending this busy overpass are in the works. The Bicycle Advisory Committee of the Regional Transportation Commission viewed preliminary plans for the green lanes from the Santa Cruz County Public Works at its June 6 meeting.

The plan includes a striped green lane on parts of the north side of Freedom Boulevard heading towards Bonita, and a striped green lane on the south side of Freedom at Highway 1 access points. These green lanes will allow bicyclists more visibility as they climb the hill to cross the highway heading towards Bonita, as well as more protection in the opposite direction from traffic entering and exiting the highway. Cost of the project is about \$33,000.

A big thank you to Lex Rau, SCCC member who represents Scotts Valley on the RTC Bicycle Advisory Committee, for his input on plans for four solid green lanes at the busy intersection of Mt. Hermon Road and Scotts Valley Drive. The five-foot-wide lanes may extend through the intersection, allowing bicyclists greater visibility as they make a left turn from Scotts Valley Drive onto Mt. Hermon Road before merging left to turn onto Glen Canyon Road. Green bike boxes at each of the four left turn lanes of the intersection



are included in the design. Construction of this \$346,000 project begins early next year. Finally, bicyclists riding downtown, like SCCC's Marney Cox and Karla Stevens (photo) will find the going safer next year! Bike Santa Cruz County, an advocacy organization, reports that the Santa Cruz City Council recently voted to add \$60,000 to the 2017 budget for a contra-flow (two-way) bike lane on Pacific Avenue. The green-striped lane will extend from Cathcart to Church streets. The section of Pacific from Water to Locust streets is more expensive and not included in the current project.

BIKES GOOD FOR LOCAL BUSINESSES

Whether it runs the full length of downtown or not, the bike lane will be a bonus for downtown businesses. Amelia Conlen, executive director of Bike Santa Cruz County, says, "Several studies show that people on bikes stop more often and spend more money at local businesses that people who drive. In addition to improving safety on Pacific Avenue by eliminating wrong-way and sidewalk riding, our hope is that the contra-flow lane will provide downtown businesses a boost by encouraging more people to bike and shop downtown."



Dynamic Dozen: These Climate Riders raised more than \$45,000 for local environmental projects with their recent pledge bike ride from Eureka to San Francisco. Left to right/ Front row: Nils Tikkanen, Colleen Young, Meredith Wike, Amelia Conlen, Gloria Hum, Tawn Kennedy; Back row: Connie Wilson, Stephen Svete, Greg McPheeters, Richard Roullard, Alex Yasbek and Steve Lustgarden.



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Using both bike and car for Highway 1 commute

Four to five days each week, Jose Luis (photo) of Watsonville drives his car to the Park N Ride near State



Park Drive and Highway 1, where he removes his bike from the car and rides it to his job on the Westside of Santa Cruz.

In the afternoon, he bikes back to his car (roundtrip is about 10 miles) and drives home, avoiding Highway 1's notorious congestion. The commute keeps him in shape for mountain bike racing, at which he excels! Jose visited The Buttery for the recent Bike to Work Day.

THURSDAY, JULY 21ST
SCCCC MEETING
7 P.M. SIMPKINS SWIM CENTER
979 17TH AVENUE

Club Shorts: AIDS riders stop at stop signs!

AIDS riders are polite and they obey traffic laws! **Marianne Benforado** and **Janet Fogel**, were impressed with the 'stay single file and put your foot down at every stop sign' habit of the many riders they noticed June 6th in Capitola during the AIDS' week-long journey to Los Angeles. The riders were hard to miss, as they wore neon orange lycra shorts and tuttu's, accompanied by interesting helmet attire.

Richard Burton is planning on climbing the following mountains in Arizona in June: Mt. Graham, Mt. Lemmon and Kitt Peak. At the end of the month he will attempt the Alta Alpina Eight-Pass Double Century. Good luck Richard!

Frank Pritchard is doing well after a 'discectomy' operation on his back, performed on May 31. Frank said the operation was done to alleviate pressure on a nerve in his spinal column. He can now walk upright and without pain. SCCCC hopes he will be back on his bike when the doctor gives him an OK!

The Channel Islands Bicycle Club is presenting its annual Cool Breeze Century on Aug. 20. Cyclists will enjoy riding the roads of Ventura and Santa Barbara counties as well as a coastal bike path. Four rides (32 miles, 64 miles, 100 miles and 124 miles) are offered. More info at cibike.org.

Want to ride your bike and earn money doing so? **Santa Cruz Pedicab**

is looking for summer drivers. You will pedal an oversized tricycle, giving rides in exchange for money. Salary is usually \$25-30 an hour. More information at <http://santacruzpedicab.com/drivers/> or contact **Curtis Swain** at manager@santacruzpedicab.com.

Daniel Spero, Janis and Peter Stanger participated in Sierra to the Sea, a strenuous eight-day bicycle tour June 18-25 sponsored by the Almaden Cycle and Touring Club of San Jose.

Campbell police have arrested three persons using a "bait bike" with GPS. The bike is placed as bait in an area known for bike thefts, and when the tracking device shows the bike is moving, police step in. (It's a felony to steal any item worth more than \$1,000.)

A 4K and 12K run on Sunday, Aug. 28 in Wilder Ranch State Park will benefit the North Coast Segment of the Monterey Bay Sanctuary Scenic Trail (rail trail). The event is sponsored by **Bike Santa Cruz County**, which is offering an \$11 discount to its members. Regular cost is \$45 for the 12K and \$35 for the 4K. For more information, go to www.runbythesea.org.

BSCC also sponsors the annual **Open Streets**, which will take place from 9 a.m. to 2 p.m. on Sunday, Oct. 9 on a two-mile stretch West Cliff Drive.

—Rhoda Bike



THE ROADRUNNER is the official newsletter of THE **SANTA CRUZ COUNTY CYCLING CLUB**. It is published bimonthly, sent out via email to members and is available at local bicycle shops, the Santa Cruz Visitors Bureau and local libraries and chambers of commerce. Submissions (articles, photos, and letters) are gladly accepted. Email is easiest, but we'll entertain all options. Contact us at: **SANTA CRUZ COUNTY CYCLING CLUB P.O. BOX 8342 SANTA CRUZ, CA 95061-8342** or www.santacruzcycling.org

THE **SANTA CRUZ COUNTY CYCLING CLUB** is a nonprofit organization pursuant to Section 501(c)3 of the Internal Revenue Service code. The club's mission is to bring cycling to all levels of riders and encourage healthy lifestyles through education, friendship, teamwork and fun. The club is known for its annual **Santa Cruz Mountains Challenge** held the last Saturday in July. Proceeds from this event go to the club's educational activities.

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Enjoying each others company at a recent pot luck get together at Sorrento Oaks are SCCCC "old timers". Sally Salmon, bottom row, second from right, came from LA for the party. It was a good time!

If you are a member of a volunteer organization for an extended period of time, you will learn that certain topics arise over and over again. “Why is it always a handful of people doing most of the work?” “We need more policies on this.” “We have too many policies.” Or, my favorite, “This is the way we’ve always done it.” Lately, the club discussion seems to center around the topic “Are we a No Drop club or not?”

Because there is an ebb and flow to our membership, I’m going to discuss this latest topic. (You more senior folks may want to delete this or turn the page.)

Our Club Ride Policy on the website says: “SCCCC club rides are social rides, not races. We sponsor a variety of group rides and promote safe riding in a cooperative atmosphere. The following rules have been developed over the years to promote the safety of our riders and others. Share the Road

means pedestrians, bicyclists and motor vehicles all have rights and responsibilities.”

In general, our club rides are No Drop rides. It is recommended that you chose a ride group that goes at a speed and for a distance that you feel comfortable with. Ride leaders will often wait for riders to re-group at points along the way. Ride leaders and other club members will try to assist with minor mechanical problems, such as a flat tire, but riders should aim to be self-supporting.

We recommend having the day’s route sheet with you and we recommend that you ride with a buddy. If you didn’t come with someone, feel free to ask one of the other riders if you can ride along.



Riders are also welcome to ride on their own but for safety reasons, they should communicate their intentions to the ride leader. (i.e. “I’m turning around early.”) Ride leaders, in turn, should ask the riders assembled to self-assess and “buddy up” as needed.

I don’t think we need more rules on this topic. We just need to know that inclusiveness is the aim of the group. Nothing is wrong with folks starting with the group and ending by riding the course on their own. But I call upon the more long-term club members to pay attention at the start of club rides and help out ride leaders, either with guests or new members, by checking in with them. Offer to sweep a ride or to introduce a rider who admits to being slow to other riders who may like to ride towards the back. Communicate. We all just need to communicate.

—Maura Noel, SCCCC president

Thumbs up on SMC training rides

Last month SCCCC successfully kicked off its seven-week progressive training ride series. The June rides lived up to their No Drop billing and provided lots of social interaction and camaraderie among riders of different ability levels. The July rides have significant climbing and distance and will be suitable mainly for A/B level riders. C level riders who started and followed the training plan outlined in the May/June issue of *The Roadrunner*, may also feel ready to try the July rides. The July rides will start earlier in the day due to the day’s temperature and to allow time for regroups.

For more details and photos, go to the SCCCC Rides Calendar, the SCCCC Facebook page or the SMC Facebook page.

A big thank you to those people who have signed up to provide support and encouragement on these rides! Go to the SCCCC Volunteer Page to find more opportunities!

On JULY 23rd SCCCC is providing a SAG-supported ride AND with a burrito lunch afterward at Taqueria Vallarta on Mission Street! Go to the club rides calendar at santacruzcycling.org and click on the ride’s RSVP button to get your name on the list for the free burrito. Tom Pennello is organizing the ride and he’s offering a couple of routes to suit the ability levels of riders! A BIG THANK YOU to Tom and all the volunteers!

—Catherine Van Rhee



Oregon letter from Ric

(The Roadrunner asked Ric Eiserling about June bicycling in Southern Oregon.)

It’s been very hot (above 95), so I’ve had to quit riding by noon. I’ve done the Bear Creek Trail from Medford to Jacksonville frequently; it’s shady, uncrowded, pretty and I’d recommend it. The loop from South Medford to Ashland is only 20 miles, but if one were to do the whole length, it would be 35 miles.

North of Medford, I’ve ridden to Gold Hill and Rogue River, including some riding on Highway 99, which has shoulders and moderate traffic. Some very good foothill rides are available around Jacksonville, and they can be combined to make distances as chosen, but I’ve kept them short due to heat and the need for dog care in the morning.

I visited the Bicycle Institute in Ashland, receiving a short tour from its friendly office manager. A class was underway at the time, an introduction to maintenance and repair, with about 15 students in a well-equipped room. In back was the frame building room, with welding equipment, tubing and frame jigs. I learned that Paul Sadoff from Rock Lobster in Santa Cruz is one of their instructors.

I’ll be back in Santa Cruz soon.

—Ric Eiserling

RTC places multi-use transportation project on Nov ballot

(Editor's note: This article provides an overview of TRIP, the Transportation Improvement Plan from the Santa Cruz County Regional Transportation Commission. TRIP calls for a 30-year, half cent sales tax increase. TRIP will be on the November ballot, requiring a 67% voter approval.)

Background: Anyone who has ridden a bicycle or driven a car on local roads in the last several years realizes that the county's infrastructure needs repair. Roads with potholes and crumbling bridges are the norm. Highway 1 is crowded, with northbound traffic slowing to a crawl in the a.m. commute hours and southbound traffic slowing during the p.m. Santa Cruz Metro, facing a \$6 million per year deficit, may eliminate some bus routes and lay off drivers this year. Compounding this situation, the county was forced to return \$7 million in road repair funds to the California Transportation Commission, due to declining income from gas tax revenue. (Cars today are more fuel efficient and the cost of gasoline has dropped.) For each one cent reduction in the gas tax, revenues statewide for road repair drop \$140 million. Santa Cruz County is not alone in advocating for a sales tax increase for transportation projects. Santa Clara, San Benito and Monterey counties have similar proposals on their November ballots. By passing TRIP, Santa Cruz can become a "self help" county. (The state looks favorably upon counties that assess themselves for local improvements, rather than asking for handouts.) Finally, a quarter cent sales tax to benefit education in California, known as Prop 30, expires this December.)

TRIP OVERVIEW

The half cent sales tax measure is multi-faceted, addressing big ideas, like social equity, economic activity, the environment and sustainability. It



represents the RTC reaching out to all citizens. "This measure gives us the best bang for our buck," according to RTC's Karena Pushnik. "We have been working for this county improvement for a long time," adds George Dondero, RTC executive director.

TRIP offers five "buckets", and voters will be asked to approve/disapprove all five with their vote. TRIP is an all-or-nothing approach to the county's transportation needs. (For example, a rail trail advocate who wants more local road repair, more help for paratransit and more rail corridor improvements, but disapproves of Highway 1 auxiliary lanes, must decide to vote yes or no on all five issues; he can't split his vote 4-1.) Passenger rail travel is not one of the five buckets included in TRIP. Here are summaries of the five "buckets."

NEIGHBORHOOD PROJECTS (30%)

The biggest chunk of TRIP revenue will go to fix potholes and improve neighborhood streets in the county. This bucket also includes Safe Routes to Schools programs and neighborhood speed reduction measures. It includes Highway 9 improvement for San Lorenzo Valley residents, and a tunnel under Highway 17 at Laurel Curve for wildlife to cross safely.

COASTAL RAIL TRAIL (15%)

Rail trail expansion will be funded with \$68 million over 30 years. While three segments (25%) are fully funded (the Westside segment from Shaffer Road to the Boardwalk, the North Coast segment and the Watsonville

segment from Lee Road to Walker Road), 17 more segments still need funding, with the total cost \$127 million.

MAJOR ROAD SAFETY (25%)

Three new auxiliary lanes will be added to Highway 1: Soquel Avenue to 41st Avenue, Bay/Porter to Park Avenue; Park Avenue to State Park Drive. This bucket also pays for two bicycle bridges over Highway 1 (Chanticleer Avenue and Mar Vista Avenue) as well as Highway 1 and Highway 17 tow trucks. Auxiliary lanes will allow faster response for emergency vehicles, Santa Cruz Metro and paratransit. It will pay for real time traffic conditions and help with carpools. Auxiliary lanes will reduce increased traffic on local arterial roads.

RAIL CORRIDOR (14%)

Improving the railroad corridor will mean more efficient travel for bike, pedestrian, rail and transit, including drainage improvements and vegetation/graffiti/trash control. This bucket pays for an environmental analysis of potential public transit uses, railroad crossing signals and utility connections. It will finance a new railroad station in Pajaro for Amtrak to connect with Gilroy and Sacramento. No passenger rail service is included.

SANTA CRUZ PARATRANSIT (16%)

Santa Cruz Metro will benefit from a \$2.2 million per year, while the majority of funding will go to ParaCruz and Lift Line (Community Bridges) for the area's aging and disabled population.

SCCCC BOARD

The Board of Directors of the Santa Cruz County Cycling Club recommends a "Yes" vote for the Transportation Improvement Program (TRIP) on the November ballot.

—Grace Voss

North Coast rail trail segment shown at Open House

A blueprint showing 5.4 miles of the proposed North Coast section of the rail trail took up 60 feet of table space at a public open house on May 24 at Veterans' Hall in downtown Santa Cruz. About 50 residents were encouraged by the Regional Transportation Commission, to write comments on the draft of the paved off-road bike/ped trail, which will connect the Wilder Ranch Parking Lot to Panther/Yellow Bank Beach. In early June, the RTC announced \$1 million funding for the final two miles of the trail, extending it to Davenport. The Land Trust has contributed \$700,000 to this project and the RTC an additional \$300,000.

The trail will parallel Highway 1, yet be far enough away from the busy throughfare to allow an enjoyable recreation experience. Its advantages include complete separation from cars, a gradual gradient and ocean views. Parts of the north end of the trail may have obstructed ocean views, due to bluffs. Many attendees asked about porta potties and trash pick up.

The trail design process is 30% complete,



Paul Schoelhamer adds his comments to North Coast rail trail plan, which will extend to Davenport.

according to Doug Smith, engineer for Central Federal Lands, who says construction will begin in the spring of 2017 after completion of an extensive environmental review and engineering specs. The trail's gradient will be 2-3% in most sections, never to exceed 5%. Trail width will vary from 16' to 26' wide, and it will be a paved path with decomposed

granite on each side

For Bill Henry, Davenport resident and father of two girls, ages 4 and 7, the rail trail offers electric bicycle outings from home, an 11-mile round trip to Wilder Ranch. An ecologist, Henry is concerned about the low lying wetland areas which the trail passes through, as well as highway safety for all. "What kind of signage will exist for bikes and pedestrians crossing Highway 1 to access the trail?" he asks.

The trail will include at least 12 crossings, some with cattle guards, which will not affect the bike/ped right of way. (The cattleguards will allow farm machinery to cross the trail while avoiding leaving mud clods.)

On the opposite side of Highway 1 near Davenport lies almost 6,000 acres of land owned by the Bureau of Land Management. The Sempervirens Fund of Los Altos has started an effort to have this area declared the Cotoni Coast Dairies National Monument.

The RTC plans a second "open house" to show design specs for the North Coast Trail in mid-September.—**Glide A. Long**

On the road to Laguna Seca for the TOC finish...but can I keep up?



When Friends of the Rail Trail sent out an invitation to bike 50+ miles from Santa Cruz to the Laguna Seca stage finish of the Tour of California on May 18, I decided to go along for the ride. But, could I keep up? "Surely they will have a designated sweep and SAG support," I told myself on an overcast morning as I printed out the route sheet. With some misgiving, I biked the first quarter mile from my driveway across Arana Gulch to the ride's start. Piet Canin of Ecology Action, had organized the day-long event, incorporating timely stops to view future sections of the rail trail. At ride's end, we would see the

dynamic TOC racers finish on the Mazda Raceway, followed by the hospitality of Rick Sutton, co-founder of the Sea Otter Classic, and his wife Gail at their gracious home located up an oak tree-studded canyon near Fort Ord.

My riding companions, who I would see far ahead of me most of the time, were dynamic in their own right: Jim Gentes and Eric Horton of Gyro, John Brown of Family Cycling Center, Cory Caletti, RTC trail planner extraordinaire, Plus 3 executives Sutton and Joe Fabris, local bike racer Nils Tikkanin, Santa Cruz County Business Council's Casey Byers, Arana Gulch trail advocate Paul Schoelhamer and former pro racer Ben Jacques-Maynes. Ben, our designated ride leader, was sitting out the TOC for the first time in 10 years, the race's only participant to accomplish that feat.

My best friends for the day were Ecology Action's Elise Ehrheart and her husband Zack Black of Bike Station Aptos, designated sweeps. EA's Kira Ticus and Nallely Martinez drove SAG, and a Moss Landing re-group featured timely information on Monterey County's plan to

connect with the Santa Cruz rail trail from Castroville.

Despite their Smart Phone maps and my route sheet, Elise, Zack and I had trouble navigating the labyrinth of Fort Ord roads before locating Barloy Canyon's climb and descent to the raceway. We arrived in the nick of time to view the stage finish, won at the last instant by Team Tinkoff's Peter Sagan of Slovakia in five hours, 16 minutes and 33 seconds. Sagan and the others rode 113 miles from Morro Bay. Their finish times, including a stiff climb just before the end, were twice as fast as our riding time from Santa Cruz!

To me, the finish was a blur, with the highlight of the day a post-race party under an Easy Up in the raceway parking lot, listening to Ben tell us racing stories. More decompression came later, at the Suttons hilltop home. Did we ride back? Yes...in the comfort of shuttle vans.

For more info on the rail trail, go to santacruztrail.org. (Race photo courtesy of the *Register Pajaronian*.)

—**Rhoda Bike**

Weekly Rides *Rider Levels*

C Rides are between 25-35 miles, at 10-14 mph, with up to 2,000 feet of elevation. B Rides are for intermediate riders and are between 25-50 miles, at 12-16 mph pace, with up to 3,000 feet of elevation; A Rides are for experienced riders looking for a challenge. These rides are from 40 - 80 miles, at a 15-20 mph pace, with over 3,000 feet of elevation.

Bicycle club members lead social group rides for the enjoyment and pleasure of the bicycling community. While riders regroup along the way, we recommend riding with a buddy. If you don't come with someone, feel free to ask one of the other riders if you can ride along with them. Come prepared with extra tubes and know how to change a flat tire. Bring water, a snack and ID. Before the ride starts, every participant must sign a League of American Bicyclist (LAB) approved waiver stating that the Santa Cruz County Cycling Club is not responsible for any incident occurring during the ride. Saturday bicycle rides (or carpools) may start from the Capitola Community Center (Jade St/45th Ave) in Capitola. Route sheets will be emailed to the club mailing list about two days before each ride. Rain cancels rides.

Tuesday ride: Meet at 9:45 a.m. for a 10 a.m. start for this social/leisurely paced road ride. 1st and 3rd Tuesdays of month, start at Gateway Plaza (the shopping center on River St. near Hwy 1). No public water or restrooms available. On the 2nd and 4th Tuesdays, meet at parking lot by the entrance to Nisene Marks Park, Aptos. The fifth Tuesday of the month is a leader's choice for start location. Distance will vary from 20-40 miles. Destinations include a lunch stop. Bring water and snacks. Questions? Contact: Ralph Edwards at rhedwardsiii@gmail.com. "Lite" rides are offered in conjunction with the regular Tuesday rides for a less strenuous, generally shorter ride.

Thursday ride: Meet at 10 a.m. in front of the Corralitos Market for moderately paced road ride of 25-45 miles. No Leader—Decide and Ride. Bring water, snacks. OR, meet at 9 a.m. at Gateway Plaza for alternate Decide and Ride. New "D" rides are starting at 9:30 a.m. on Thursdays from various locations. Contact Chris Zemny at rabjudge@sbcglobal.net.

Saturday July 2 A/B Ride

Fifth SCMC 75 Training Ride.

Start hosted by Scotts Valley Cycle Sport. Meet at 8:45 for 9 a.m. start at 203 Mt. Hermon Rd.; Climb Mountain Charlie/Hwy 9/Big Basin. A=57 mi./5575'; B's bypass Big Basin

Isabelle Magnin..... 831-325-2712

Saturday, July 2 C Ride

Corralitos, Aromas via Casserly, 129

Arrive by 9:45 for 10 a.m. start from Corralitos Mkt. 31.8 mi/995'

Joe Kelly.....831-234-1977

Saturday, July 9 A/B Ride

Sixth SCMC 75 Training Ride

Hosted by Bike Station Aptos. Sign in 8:30 for 9 a.m. start at Kirby Park. Catherine and others will work with trainees on this no-drop ride. A=66 mi/5600'; B = San Juan Bautista.

Doug Gotelli.....408-656-4314

Saturday, July 9 C Ride

Capitola Community Center to Corralitos

Start at CCC. Arrive by 9:15 for 9:30 a.m. start. 25.8 miles, 1488'

Barbara Moore.....831-239-1790

Saturday, July 16 A/B Ride

Seventh (last) SCMC 75 Training Ride

Start hosted by Epicenter, Mission St. Sign in at 8:30 for 9 a.m. start; A=72 mi./6300'; B=TBA

Chris Boman.....831-475-5902

Saturday, July 16 C Ride

Gilroy/Morgan Hill via Oak Glen, Uvas, Day Road

Arrive by 9:15 for 9:30 a.m. start at Gilroy Sport Park, 5925

Monterey Frontage Road in Gilroy. 34.2 miles/1177'

Petronella Van Dam.....831-454-6010

Saturday, July 23 A/B Ride

SCMC Workers' Ride/Lunch for All riders

A=75 mi/6750' Arrive at 7:45 for 8 a.m. start at Gateway Plaza.

Ride SCMC 75-mile route, ending at Taqueria Vallarta, 1221

Mission St. **Ron Olson**.....408-218-3189

C/B 45-mile Worker' ride start at 9 a.m., Gateway Plaza. Hwy 1/

Swanton Loop; Workers++ = ascends Western, Empire Grade,

Smith; 43.1 mi/2297'. **JT Hart**.....831-234-7726

Saturday, July 30th Santa Cruz Mountains Challenge

Register at santacruzcycling.org

135 M/13,000'; 101M/10,000'; 75M/6700'; 45M/2900'

Saturday, August 6 A/B Ride

Tour of Fort Ord, Monterey Hills, 17-Mile Drive

Routes TBA. **Bruce Dau**.....831-234-5177

Saturday, August 6 C Ride

Royal Oaks, Casserly, San Andreas

Arrive by 8:45 for 9 a.m. start at Park and Ride, Hwy 1 and

Salinas Rd; 3 4.8 mi/1463'; **Bill McBride**...831-239-6081

Saturday, August 13 A/B Ride

Eureka Canyon

Meet at Nisene Marks Park at 8:45 for 9 a.m. start. A=53mi/5500';

B=47 mi, skips Mt. Bache; **Chris Boman**.....831-475-5902

Saturday, August 13 C Ride

Capitola Community Center/Corralitos

Start at CCC on Jade St. Arrive by 8:45 for 9 a.m. start.

Karla Stevens.....831-424-7677

Saturday, August 20 A/B Ride

Pie Ride to Gizdich

9 a.m. Start at Bike Station/Aptos; ride to

Watsonville; A=53.6 mi./4328'; B=48.4 mi./3034';

Toby Ferguson.....408 386 9343



SCCCC members visit The Buttery on Bike to Work Day. L to r: Jane Ferguson, Karen Nevis, Jerry Rooney, Jim Denton, Patrick Kretsch, Dave Dominguez, Mike Harrison, Jan West, Sue P. Thorley and Mark Leitch.



Seabright beach-goer and canine pal.



JT Hart shows how to put a sign up sheet to use on Fort Ord Saturday ride.

Bicycle Safety with Pete: When is it OK to ride a bike on the sidewalk?

Santa Cruz has areas like West Cliff Drive, the trestle bridge and the Pleasure Point Esplanade where bike riding is allowed on the sidewalk. However, since the bicyclist is so much faster than most pedestrians, is it practical to do so? Whenever possible, I ride on the street in the same direction as auto traffic. That's the law and for good reason. I have a neighbor who likes to ride the West Cliff Esplanade fast, while ringing her bell. The problem is that sound drifts backwards when you are moving quickly. Law enforcement studies on police sirens have proven



this issue. This means that people ahead of the bicyclist may not hear sirens, and they surely do not hear bike bells. Now add hearing impairment on the part of some bicyclists as they age, and the result is a collision ready to happen!

Being Unprepared for a Mechanical Breakdown. Well, you can't bring the kitchen sink when you ride your bike, but you can carry a tube and patch kit, and you should know how to fix a flat

and refill your tire with a small emergency pump. A tiny bit of duck tape wouldn't hurt either.

Bicycle Magazine editors recently answered the question of whether or not club members should stop to help a rider in need on a group ride. The answer was yes, if needed. They also advocated the policy "No one left behind" and suggested keeping track of who can fix a flat the quickest for an award at the end of the year. (I've been surprised a few times when I see a couple of club riders trying to help someone change a flat but nobody is sure how to do it!)

On a Pescadero club ride up to the summit, I got separated from the group when a shift cable broke for my rear cassette. I was able to continue, but with only one speed in a very low gear. Fortunately Toby Ferguson, ride leader, returned to look for me. He rigged up my broken cable by tying it around the horizontal rear fork, then returned a second time to check my progress. I am forever indebted to him. (Sure wish I had that duck tape!)

Other items to carry with you include: a small first-aid patch, antibacterial ointment, tape and a few band aids for anyone who may take a dive into poison oak!

—Pete Pearson

Saturday, August 20

C Ride

Pizza Party-Delaveaga, Glen Canyon, Granite Creek

Arrive by 8:45 for 9 a.m. start.

Maura Noel.....831-3347848

Saturday, August 27

A/B Ride

Monterey Bike Path and Hills

Arrive 8:45 for 9 a.m. start from Pezzini's. A=50 mi., B=40 mi.

Ric Eiserling.....831-475-5397

Saturday, August 27

C Ride

Kirby/Pezzini/Prunedale

Arrive by 9:15 for 9:30 a.m. start at Kirby Park. 25.8 miles, 1281'

David/Jeani Kadotani.....831-588-3561

Saturday, September 3

A/B Ride

Pescadero to Half Moon Bay for Lunch

Meet in Pescadero parking lot by stoplight at 9 a.m.

Details TBA. Grace Voss.....831-247-8878

Saturday, September 3

C Ride

Seaside via Fort Ord, Barloy Canyon

Arrive by 9:15 for 9:30 a.m. start at Walmart Parking Lot in Marina. 26.4 miles, 1782'; JT Hart.....831-234-7726

Caletti bike wins 'best finish' honors



A Santa Cruz bicycle builder and a local artist have combined their talents to win the Best Finish award at the North American Handmade Bicycle Show held last February in Sacramento. The Caletti x Kille steel frame bike, (photo at left), designed and made by John Caletti, features a hand-painted design by Jeremiah Kille. Kille says it took him 60 hours to paint the black and white motif, which features a whale, squid, pelican, crab, seastar and more on a triangular background.

Repairing vintage bicycles nets profits for Ford Kanzler

(Editor's note: Ford Kanzler has been restoring bikes for the past 20 years. Some bicycles are for sale.)

While many bicyclists seek the newest technology, a growing number appreciate a vintage ride on a steel frame bicycle. Their tastes run the gamut, from a Raleigh, Fugi or Schwinn to brands with competition pedigrees, like Pinarello, Masi, Bianchi or Colnago. Some vintage bike lovers rebuild with whatever's on hand. Others are fanatical about being vintage-correct. Typically common is an appreciation of the liveliness, durability and individual qualities of vintage hand-made steel frames.

Vintage bike gatherings, aka Eroica, began 20 years ago in Italy, and take place today in at least nine different countries, including the US (Paso Robles). Bike manufacturers now produce vintage-era replicas in ever-increasing numbers. Several professional builders are here in Santa Cruz, with more throughout the Bay Area, and their bikes are far better than anything made decades ago.

FINDING YOUR STEEL VINTAGE BIKE

Vintage, pre-1990 bikes are available at various prices, ranging from \$500 to \$1200 and up. Fully-restored or originals from famous makers jump to \$2000 and beyond. Craig's List and eBay are great online sources, as well as bike shops handling second-hand equipment.

FITTING YOUR VINTAGE BIKE

Regardless of how good a deal you find or how beautiful the bike, getting the fit right is essential. For recreational riders, try to buy a frame that allows the seat and bar height to be the same. Many European "racing" bikes come with stems having short quills. A slightly larger frame allows the bars to be raised. Long-quill stems can also solve the problem, up to a point. The



Ford Kanzler and his '72 Colnago Super with 90's Campagnolo eight-speed components.

objective is having a more upright, relaxed position. If you're just going to ride your vintage bike to the coffee shop and back, nearly any size will work.

EQUIPPING YOUR VINTAGE BIKE

Unless you adhere to the strictest vintage restoration perspectives, the range of applicable components is wide open. Many good used parts come cheap. Most artisan-made steel bikes made before or around 1987 were sold as frame-sets. The customer determined the component mix. Used vintage-era parts may be inexpensive or quite pricey, depending on one's preference. Buying a complete component group will usually cost lots more than picking up a part here and there. Mixing brands of vintage components isn't a problem because pre-indexing, friction-shifting systems don't care about compatibility. Everything just works. That's another reason vintage enthusiasts like their older gear.

Modern components may be used on vintage steel bikes. Steel frame rear stays may be safely "cold-set" to 130mm allowing 8 - 11-speed hubs. If you wanted to do some brazing, disk brakes could be used. Front derailleur clamp sizes and seat post diameters will be smaller than aluminum or fiber bikes. Vintage bikes use a threaded steer tube fork and a quill stem, as mentioned above, so headsets don't interchange. A threaded-to-threadless adapter is a workaround. Everything else normally swaps over. Italian vintage frames

have larger diameter (70mm) bottom brackets, which are readily available. The French have their own threading scheme. Japanese and English bikes use the most common thread spec.

PLUSES AND MINUSES OF EQUIPMENT

On the positive side, vintage bikes feature nostalgia, durability, simplicity, lower cost and riding comfort, if the fit is right. Individuality and the handmade nature of better quality vintage-era frames are also beneficial. The ability of many vintage frames to fit larger tires and fenders is significant.

If you ride a vintage bike on a group ride, you may be asked, "How much does it weigh?" (Bike marketers have made riders into weight-conscious "gram freaks.") Vintage bikes typically weigh more than some new bikes, but not by much. A medium-size, quality vintage bike with good components may weigh under 20 lbs., less if you go single-speed or use the lightest parts. Corrosion is a non-issue. Some vintage bikes from the 1930's are still in use.

Go try out a vintage bike when you have a chance. I bet you'll make a new friend!

—Ford Kanzler

New Cycling for Starters Class begins July 16

Cycling for Starters, a four-week class concentrating on cycling safety skills, group riding, riding in traffic and basic bike maintenance, starts at 10 a.m. on Saturday, July 16. Students should be able to ride at least five miles, have a bike in good working order, helmet and a desire for fun.

The goal is to practice bicycling skills and increase stamina in preparation for the 20-mile graduation ride, and the weekly SCCCC "D" rides. Cost is free to club members or \$25 (includes club membership). Class size is limited to 12. For information and to sign up contact the instructor, LCI Myrna Sherman at cyclingbuddie@gmail.com.

D riders sample wine, olive oil and art history in Provence

Last May, three of SCCCC's D-Group riders—Chris Zemny, Susan Kent and Ilene Wilson—traveled to Provence, France, to bicycle with the *BACKROADS* Tour Company. They found the countryside stunning, the villages full of history and charm and the biking par none! Although they biked mainly in the countryside, they also traveled through several small, delightful villages, like LesBaux, St.Remy, Menerbes, Gordes, Mazan, Roussillon, Sault, Cavaillon and Lacoste. Cultural events along the way included a tour of The Abby where Van Gogh spent much of his life, a visit to a limestone quarry where art work flashed on the walls, olive oil sampling and wine tasting. Since it was France, the food was amazing.

Chris and friends rode short and longer distances, ranging from 18 to 52 miles per day for six continuous days.



Left to right: Susan Kent, Chris Zemny and Ilene Wilson, toasting our 52 mile, 4000 ft. ride - tired but very happy!

Worries about being lost or separated were not a factor as the tour company provided two ride leaders, one on a bike and the other driving a “sweep” sag van. Another support person drove a second van to set up rest stops with water and snacks.

The tour company's bikes consisted of upper-end titanium frames, with the option of upgrading to Specialized Ruby S-Works. They also had Garmin Edge 1000's as well as cue sheets, which

helped with navigating the countryside.

Backroads herded the diverse group of 16 each day. Many were A-B riders, while two riders climbed the famous Mt. Ventoux in addition to the regular scheduled ride. Chris reported that “The ride leaders were amazing, encouraging everyone, while providing comments on the history and culture of the area. No worries about being lost.”

The longest ride (52 miles) ascended the 5,000' Gorges de la Nesque, a new experience for most people on the tour. Chris said the climb made her realize how a few words of encouragement can go a really long way!

All three D riders report that they set new personal records for miles per week, miles per day, and elevation gained, and they are already planning their next Backroads trip!

—Chris Zemny

Early summer club photos include 1st SCMC training ride



Ready to begin the May 28th ride to Fort Ord via the Monterey Bay Bike Path are C riders lead by JT Hart.



Grace Voss, left, and Pat Lawson at Tierrabella Century.



Morning overcast greets riders at first SCMC training ride June 4th in Aptos, left, while Tuesday riders stop at Pajaro Dunes for lunch in mid-May.



Local bicycle shops

These shops are supporting our bicycle club with discounts on bicycling accessories. Discounts vary according to the shop. Ask sales clerk for club discount.

Another Bike Shop
2361 Mission Street
427-2232
Open seven days-10AM-6PM

The Bicycle Trip
1001 Soquel Avenue
427-2580
Monday-Saturday-10AM-6PM
Sunday-10AM-5PM

Bill's Bike Repair
2826 Soquel Drive
477-0511
Open seven days but call first!

Dave's Custom Bikes
910-A Soquel Avenue
423-8923
Tuesday-Sunday-9AM-5PM

Family Cycling Center
912 41st Avenue
475-3883
Monday-Saturday-10AM-6PM
Sunday-10am-5pm

The Spokesman Bicycles
231 Cathcart Street
429-6062
Monday-Thursday 10am-6pm
Friday-10AM-7PM
Saturday-10AM-6PM
Sunday-Noon-5PM

The Bike Coop
1156 High Street
457-8281
Monday-Friday-10AM-6PM

Bike Station Aptos
36 Rancho del Mar
688-4169
Monday-Friday-11AM-6PM
Saturday-10AM-5PM
Sunday-Appointment only

Scotts Valley Cycloport
245 Mount Hermon Road
Scotts Valley
440-9070
Tuesday-Thursday-10A,-6PM; Friday 10AM-7PM
Saturday-10AM-6PM; Sunday-Noon-5PM

Watsonville Cyclery
25 East 5th Street
724-1646
Monday-Saturday-11AM-6PM;
Sunday-Noon- 5PM

The Bike Church
703 Pacific Avenue 425-2453

Epicenter Cycling
Aptos Station, 8035 Soquel Dr. Suite 23
662-8100
Monday-Friday-11AM-7PM; Weekend-8AM-4PM

AND...

1730 Mission Street, Santa Cruz
423-9000

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831-234-4663 **www.maverickmailing.com**



JOIN AND RENEW ONLINE at www.santa cruz cycling.org/club

Santa Cruz County Cycling Club Membership Application/Renewal Form

The Santa Cruz County Cycling Club is a group of bicycling enthusiasts with a wide variety of interests and abilities. The mission of the SCCCC is to promote bicycling for all ages through education and organized bicycling events. Included in your membership is a subscription to The Roadrunner, the club's award-winning, bimonthly newsletter, which publishes a schedule of rides and bicycling announcements. In addition, local bicycle shops offer a 10% discount for club members. The club's website, www.santacruz cycling.org provides a home base for your club activities. Annual membership dues must be paid to remain a member in good standing. **Dues become due on Jan. 1st of each year based upon the term of your membership.**

Member First Name	*Member Family Name	*Member Contact Email
*Member Contact Telephone	Member Ride Cell Phone	<input type="checkbox"/> New Member <input type="checkbox"/> Renewal Member <input type="checkbox"/> Include on Printed Roster <input type="checkbox"/> Add to SCCCC Email list
2nd Member First Name	2nd Member Family Name and Email	One Year Memberships <input type="checkbox"/> Individual \$25 <input type="checkbox"/> \$30 for RR Mail* <input type="checkbox"/> Family \$35 <input type="checkbox"/> \$40 for RR Mail* <input type="checkbox"/> Junior \$10 <input type="checkbox"/> \$15 for RR Mail*
2nd Member Contact Telephone	2nd Member Cell Phone	Three-Year Memberships <input type="checkbox"/> Individual \$60 <input type="checkbox"/> \$75 for RR Mail* <input type="checkbox"/> Family \$90 <input type="checkbox"/> \$105 for RR Mail*

*Street Address *City *State *Zip *Roadrunner Newsletter delivered by US Mail

League of American Bicyclists (LAB)
 Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement ("Agreement")
 Each applicant for membership shall read and sign the following Release Agreement

In Consideration of being permitted to participate in any way in Santa Cruz County Cycling Club ("Club") sponsored Bicycling Activities ("Activity") I for myself, my personal representatives, assigns, heirs, and next of kin:

1. Acknowledge, agree and represent that I understand the nature of Bicycling Activities and that I am qualified to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. Fully Understand that: (a) Bicycling Activities Involve Risks and Dangers of Serious Bodily Injury, including permanent disability, paralysis and death ("Risks"); (b) these Risks and dangers may be caused by my own actions, or inactions, the actions of others participating in the activity, the condition in which the activity takes place, or the negligence of the "Releases" named below; (c) there may be other risks and social and economic losses either not known to me or not readily foreseeable at this time; and I fully accept and assume all such risks and all responsibility for losses, costs and damages I incur as a result of my participation in the Activity.

3. Hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless the Club, the LAB, their respective administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of the premises on which the Activity takes place (each considered one of the "Releases" herein) from all liability, claims, demands, losses or damages on my account caused or alleged to be caused in whole or in part by the negligence of the "Releases" or otherwise, including negligent rescue operations.

I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without any inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid the balance, notwithstanding, shall continue in full force and effect.

 Signature of Applicant Date Signature(s) of additional family members 18 years or older Date

Please complete the following for any minor (18-year-old) family members:

Minor Release

And I, the Minor's parent and/or legal guardian, understand the nature of bicycling activities and the Minor's experience and capabilities and believe the minor to be qualified, in good faith, and in proper physical condition to participate in such activities. I hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless each of the releasees from all liability, claims, demands, losses, or damages on the minor's account caused or alleged to be caused in whole or in part by the negligence of the "releases" or otherwise, including negligent rescue operations and further agree that if, despite this release, I, the minor, or anyone on the minor's behalf makes a claim against any of the releasees named above, I will indemnify, save, and hold harmless each of the releasees from any litigation expenses, attorney fees, loss liability, damage, or any cost that may incur as the result of any such claim

 Printed Name of Parent or Guardian Signature of Parent or Guardian Signature of Minor

Please sign waiver — Incomplete Forms Will Be Returned

Enclosed is \$_____ dues for membership in the Santa Cruz County Cycling Club which entitles me to all the rights and privileges of membership. Make check payable to SCCCC and mail to: Santa Cruz County Cycling Club, P.O. Box 8342, Santa Cruz, CA 95061-8342

July–August, 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Clean your bike!	2 Club Ride
3 Go for a bike ride!	4	5 Club Ride GP	6 Sign up to lead a ride!	7 SCMC 6 p.m. Board 7 p.m.	8 Sign up to lead a ride!	9 Club Ride
10	11	12 Club Ride NMP	13	14	15	16 Club Ride
17	18	19 Club Ride GP	20	21 SCCC meeting 7 p.m. Simpkins	22 Go for a bike ride!	23 Workers' Ride
24 Go for a bike ride!	25 Ride Safely!	26 Club Ride NMP	27 Clean your bike!	28	29	30 SCMC
31	1	2 Club Ride GP	3	4	5	6 Club Ride
7 Go for a bike ride!	8	9 Club Ride NMP	10	11	12	13 Club Ride
14	15 Go for a bike ride!	16 Club Ride GP	17	18 Volunteer to lead a ride	19	20 Club Ride
28	29	30 Club Ride NMP	31	Swanton Time Trial 7/7, 8/4 6 p.m.	GP is Gateway Plaza	NMP is Nisene Marks Park



 Santa Cruz County Cycling Club Membership Card
 www.santacruzcountycycling.org (Valid only with member's mailing label.)



SCCC
 PO Box 8342
 Santa Cruz, CA
 95061-8342