

Women's Road Race at Sea Otter Classic. Read Karen Kefauver's story on tips to watch it (page 8).

Rough Road Trips Up Two SCCC Members

Lex Rau and Veronique Winiarski were approaching Goss Street from Branchiforte on Tuesday, Feb. 17 when Lex hit a patch of rough road while traveling about 25 mph and his Triple T carbon fiber handlebars broke, causing him to hit the pavement. Veronique, following behind, fell when she crashed into Lex and broke her collarbone. Lex sustained a concussion and abrasions to his hip, knee and elbow. Both cyclists cracked their helmets. Several months ago another SCCC member, Paula Barsamian, also fell from her bike after hitting the same rough pavement, although she did not sustain serious injury.

Club Meeting
7 p.m. Wednesday,
April 26, 2006
Simpkins Swim Center

Bike Safety is a Two-Way Street

By Grace Voss

When it comes to encounters between a cyclist (100-200+ lbs) and an automobile (2,000+ lbs), the cyclist will meet with harm 99% of the time. So what can cyclists do to prevent bodily injury while sharing the roads with drivers who sometimes don't see or react to them? This is a hot topic, with the *Santa Cruz Sentinel* weighing in on Jan. 21 with statistics suggesting cyclists are more at fault than drivers for poor judgment resulting in accidents in metropolitan areas (Santa Cruz, Watsonville, Capitola and Scotts Valley). Out on county roads, however, it is a different story, as accidents are caused 50-50 by motorists-cyclists.

Bicycle safety expert **Saskia Lucas** of the Santa Cruz Transportation Management Association and BikeSmart!, says the *Sentinel* article doesn't reflect the whole picture, since only 17% of bicycling accidents involve automobiles. More often than not, bikers meet with misfortune by riding the wrong way on a one-way street, or on the left side of a two or four-lane road. Some cyclists try to turn left from the right side of the road, failing to merge into the left turn lane before turning. Children, a big cause of bicycling accidents, often don't yield to oncoming traffic upon exiting a driveway, or fail to stop at stop signs (adults do this too!), thus causing accidents.

This is not to say drivers are innocent when it comes to safety. Citing intersections as the most common site of accidents, Lucas said motorists often turn left or right, directly in front of an oncoming cyclist. Some motorists open their car doors on busy streets without first checking for oncoming cyclists, another reason they may be cited for an accident.

What is the solution for safe cycling? It's a conundrum, according to Lucas, that less-experienced cyclists have the most accidents due to their fear of traffic! Fear of cars causes the inexperienced cyclist to ride too close to parked cars, risking injury from a car door opening; likewise, weaving in and out of spaces between parked cars makes the cyclist less visible to traffic. The solution is more aggressive cycling, often referred to as "taking the lane" or "vehicular cycling" where the cyclist acts like a car. For example, a biker approaching a busy intersection who wants to turn left should first check for traffic behind and then make a hand signal to the left before moving into the left turn lane. Making a right turn on a traffic-filled street is a bit trickier. The biker, on a road with a bike lane, should NOT pass on the right of cars waiting to turn right. Rather, he should take a position behind cars waiting to turn right until the intersection is approached. (Sneaking up past cars waiting to turn right is invading the car's territory, and may cause an accident.)

Correct hand and arm signals by the biker are critical to safety since they

(continue on page 3)

Club Shorts: Calfee Tour, Strawberry Fields and Beach Street Bikeway Update

January's Tuesday rides included a lot of field trips. My favorite was the visit to Calfee's manufacturing facility, probably because when I fantasize about a new super light go-fast bike I always manage to work in the word 'Calfee'. Grace wanted to visit because she is Actually Waiting For Her Calfee and may even be riding it by the time you read this. The picture accompanying this story is Grace with a Tetra frame that isn't hers but could be. We know this because each frame that gets built has its own identity tag and this bike didn't have 'Grace' on it. (see photo below)

Lex had a wonderful gear-head talk about all the forks and handlebars Calfee regularly uses and if you are able to keep track of all, then call him for details. I had heard that Calfee could build frames with couplers for a travel bike and that carbon frames could not be built with couplers. I am happy to report that careful questioning revealed that Calfee does indeed build carbon frames with couplers and does it quite regularly. What I find hard to believe, even though I think I heard it with my very own ears, is that the couplers Calfee uses add only 3.5 ounces to the weight of the bike. And the rest of the story is that they can't put couplers on their very, very lightest frame material! So, yes Santa Cruz cyclists, you can Have It All. A super light bike that will pack into a 'within the limits' size



Grace Voss and Calfee frame model.



The Pritchards-- Vita and Frank, prepare for their 17th annual Strawberry Fields on Sunday, May 21st.

Go to www.strawberryfields.org for info.

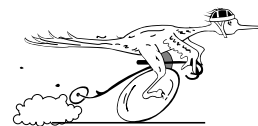
suitcase for travel on those airlines that now charge punitive fees for bikes in boxes.--**Anita Dyer**

Beach Street Bikeway

Finally! The Beach Street two-way Bikeway is pretty much complete with the addition of rubber divider islands, which provide a physical barrier between cyclists and motorists. The Bikeway has some unique elements including car parking against some outer edge of the bikeway, so watch out for car doors! Bus and commercial truck loading islands/zones exist inside the bikeway. The bikeway is a big improvement over the temporary painted lines of the past, and a huge improvement from having to ride on the sidewalk or the wrong way on Beach Street. If you encounter cars or trucks parked in the Bikeway call the Santa Cruz Parking Enforcement at 420-6100 or the SCP dispatcher at 471-1131. Happy Cycling, **Piet Canin, Deputy Director, SC Area TMA.**



Anita Dyer shows off her "roadkill" stuffed dog found on a ride which turned into a gift for one of her neighbor's kids.



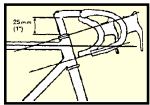
The Roadrunner is the official newsletter of the Santa Cruz County Cycling Club. It is published bimonthly, mailed free to all members, and is available at local bicycle shops, etc. Submissions (articles, photos, and letters) are gladly accepted. Email or a diskette are easiest, but we'll entertain all options.

Contact us at:
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The Santa Cruz County Cycling Club is a nonprofit organization pursuant to Section 501(c)3 of the Internal Revenue Service code.

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From My Handlebars to Yours

By Richard Bedal, Club President

If asked "What is the Santa Cruz County Cycling Club?", what would you say? Would you say that it is just a group of older, recreational bicyclists? Would you say that it is just a group of people who like to ride together and have social activities? Would you say it is that group who puts on the Mountains Challenge? Would you add, as an afterthought, they also have a race team?

On Feb. 12, the Board of Directors met to discuss this question. With this club being around for over 30 years, it seems an unnecessary conversation. But board and club members come and go, so it is good to revisit this topic from time to time. After all, just like individuals, organizations change.

The meeting brought to light a number of new aspects about the club. For instance, looking at both board members and people on club rides, it is evident that people in their 20's through 70's are represented. It is true the race team is not entering the Tour of California, but its members enter many races throughout California and conduct races in Santa Cruz County. They even win some. They also conduct the everyone-welcome time trials. Another hidden aspect about the race team: it provides excellent training and support for the beginning racer.

Besides having a broad representation in the club and having an active race team, the board recognized that, as a group, we give a lot back to the community in monetary grants to bike projects. We provide education to members and the general public in all facets of cycling. We also volunteer at bike rodeos at local elementary schools. And, yes, we do conduct the ever popular Mountains Challenge.

But the perception for many, if they even know about the club, is more in line with the answers given in the first paragraph. To offset that



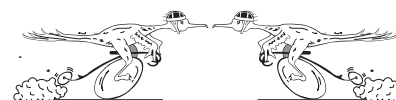
view, the board is working on a number of initiatives, not the least of which is a brochure that describes our many activities.

The board also adopted a number of club goals:

- Facilitate bicycling opportunities for all bicyclists.
- Be a resource for cycling information
- Be an advocate for bicycling
- Continue to provide bicycling education
- Increase club membership

That is a fancy way of saying we think the Santa Cruz County Cycling Club is a group of people who enjoy bicycling and wants others to also enjoy it too. We think that bicycling is the best mode of transportation—for its health and environmental benefits. We welcome members and nonmembers and we are here to help others learn and enjoy this wonderful activity. We come in all ages, sizes and shapes. Some are racers, some are commuters and yes, some are just recreational cyclists.

So, when someone asks, "What is the Santa Cruz County Cycling Club," what will you say?



Bicycle Safety is a Two-Way Street (continued from page 1)

warn drivers what the cyclist intends to do. It's all about communication. Another club safety expert, **Scott Campbell**, says "By communicating with motorists, you earn a lot of respect from motorists." Adds **Bart Coddington**, "Once a motorist knows what you're going to do, he can react to you." **Piet Canin** of the Santa Cruz TMA agrees. "Some of the biggest causes of collisions are not paying attention, not being seen and not being predictable," he says.

So, there you have it. Experienced cyclists deal with traffic by telling motorists their intentions. A final note of warning by Lucas, an experienced bike commuter, is "Choose your route carefully. If it means taking more time to avoid heavily-traveled roads, do it. That's what I do."



Riding the wrong way on 41st Avenue on a recent Friday afternoon is this biker with no helmet and no concern for personal safety. Shortly after this photo, the biker unexpectedly swerved over to the right hand side of the road...

Eileen Beaudry is an Active Biker, Mom and Political Wife

By Glide A. Long

Remembering the good and forgetting the bad is one of the more remarkable aspects of the human mind. Just ask SCCCC member, Eileen Beaudry. For her first club bike outing in 1999 as a relatively inexperienced rider, Eileen unwittingly chose the torturous and twisty climb up Tunitas Creek to Alice's Restaurant on Skyline with the "C" riders. Little did she realize at the time the ramifications of doing a strenuous "C" ride, and today she says she never would have made it if not for the cheerleading efforts of Mike Andolora, who stayed with her, even at rest stops, coaching her until they reached the top together. "It almost killed me!" Eileen exclaims today with a smile, "but Mike got me through it, which I am still grateful for, as I made a jump in my skill and endurance level. By far and away, Tunitas Creek is my favorite ride, not just because of its natural beauty, but because it's my baseline ride."

For her second long-distance ride, Eileen chose the Cinderella Classic, an all-women's metric century in the East Bay, and again club members were her support crew. Eileen remembers that Kathy Watson and Daphne Gulling were her riding companions that day. Gradually, Eileen worked on her endurance, first completing the Tour of the Unknown Coast, again accompanied by Kathy and Daphne, and then 'graduating' in 2003 to the AIDS tour from San Francisco to Los Angeles. "Lots of club members did the AIDS ride that year," recalls Eileen fondly, "so there was plenty of coaching and support. It was truly magnificent, especially the spirit of the staff working the ride."



Eileen Beaudry

They are the heart and soul of the experience."

These days Eileen, 45 and a stay-at-home-mother of a 15-month-old daughter Camille, usually does the club's Saturday ride while husband Greg Larson babysits. The couple married in 2000 after meeting at San Jose's City Hall, where Eileen worked first as an efficiency expert and then with the recycling program and Greg as deputy city manager. (Today he is a political advisor to Democratic governor candidate Steve Westly, state controller.) Both Eileen and Greg have served on the board for the Third Street Community Center in San Jose, an after-school resource for both elementary school kids and their parents. Eileen is also a past secretary for SCCCC and contributor to the Roadrunner club member profile series. It seems she can't help being involved outside the home.

"Being part of any organization that contributes to the greater good has always been sustaining to me," she explains. "It's critical to my sanity." What else can

you expect from someone who has a master's degree in theology from USF and is a former teacher of religious studies at Sacred Heart High School in Menlo Park? Eileen is outspoken also when it comes to her daughter's future. "My hope is that today's generation of kids coming into the world will have the resiliency to make productive lives and be contributing members of society. The challenges they face are exponentially more than what I faced in the 1980s going to college. They have to fathom so much more information."

Social Calendar Includes Camping, Swim Party

A make-your-own-pizza party at Tim McCloskey's home on Saturday, Feb. 11 attracted about 20 club members and featured a thank you to all ride leaders for 2005 in the form of homemade cookies from social director Jeannine Peerless, who arranged the get-together with co-social director Sally Salmon. Upcoming social events are: Camping and rides at King City (Pinnacles) April 8-9; a camp out at the Great Western Bike Rally in Paso Robles May 26-29; Christmas tree trimming and swim party July 15; a thank you party for all SCMC volunteers Aug. 26; a Progressive Dinner and ride Oct. 17 and a Christmas party and night ride Dec. 9. Jeannine and Sally want all club members to know the volunteer thank you get-togethers are for ALL club members.

How to Be a Successful Cyclocross Racer

By Alex Anderson

Run, jump, ride as fast as you can and play in the mud. You're done racing in just half an hour but you'll be praying for the finish line only 15 minutes into your first race! Yes, this is cyclocross, a curious blend of road riding, mountain biking and running practiced by a growing number of people every year.

'Cross has a dedicated following locally and throughout the Bay Area. From October to January, you can probably find a race every weekend. For a popular race like the US Grand Prix of Cyclocross in Golden Gate Park, expect 50-100 riders in your event while, in local races, you might have 5-30 riders. Whatever your level of fitness, you'll probably get a tough workout, since most races resemble an all-out sprint. If you get hooked, like I did, you'll do every race you can, praying for rain on race day!

Since I just finished my first season of racing, I'll try to explain cyclocross from a beginner's perspective.

Why?

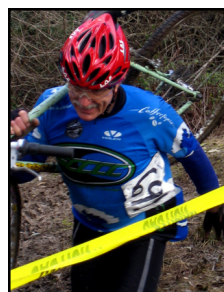
- First of all it's fun. Local events are low-key, with a small, regular following, so you'll get to know people after a few weekends. The competition is serious at the higher levels, but most competitors encourage newcomers.

- It's a great winter diversion. When the local trails are too wet or you want to take a few months off from long road rides, cyclocross is the answer.

- You'll learn new skills. For dedicated mountain bikers, you'll pick up some skills on the asphalt. Roadies will pick up some bike handling skills racing on the dirt. Everyone will get the cross-training benefit of running.

What's it like?

Races are divided into classes and by age groups: beginner (C), intermediate (B) and expert (A), with all categories except C offering a range of age



Alex, left, and Ron Riley

groups. Juniors usually have two classes.

What is the course like? Courses are typically 1-2 miles long with minimal elevation gain on mostly dirt surfaces. You'll find at least a few 16-18" high wooden barriers that you will have to dismount for and run over. Most courses will have a steep "run-up" or two varying in length from a few yards to 50 yards or more. On these run-ups you'll have to dismount and either push or carry your bike to the top, then hop back on. Most courses have at least one fast road section. Depending on the mood of the race promoter, you might be riding over piles of wood chips, through streams, under sprinklers, up stairs or through barns!

Where to practice?

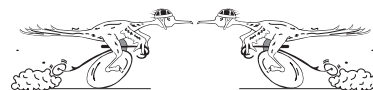
You can practice on a field, parking lot or your local mountain bike trails. In the fall, a group of SCCCC 'cross fanatics meet at Harvey West Park to practice. People like David Gill and Stella Carey tutored me on the basic techniques of 'cross – sort of learning how to hit a baseball from Barry Bonds.

Bike setup

If you have a mountain bike, you have what you need. A full suspension bike is OK, but definitely more than you need since it will be heavy. A hardtail or fully rigid bike is the best. Put on some skinny tires with moderate knobby tread and you'll be fine. For 'cross racing you'll need to take off your bar ends. An older road bike with knobby tires will do for dry races, but you'll probably find that brake clearance is a problem with mud. Take

off the bottle cage so it's easier to shoulder the bike. You don't want to carry water, tubes or even patches. If you have a mechanical, your race is over unless you can run it out.

Editor's Note: **Alex** was Santa Cruz County CX Champion along with three other SCCCC race team members: **Gary McNeil, Ron Riley and Samantha Sommer**. Great job racers! For complete race results, go to www.cyclocross.cx



You Must Love the Mud...

It rained Saturday afternoon and evening, Jan. 28, much to the delight of local cyclocross racers. All the next morning, racers young and old ploughed through puddles and up and down muddy slopes on the 1.5-mile course located at the Santa Clara County Fairgrounds in the last of three races of the Santa Cruz County Cyclocross Championships. Most racers biked, skidded and lifted their bikes over obstacles for four or five laps, depending upon their age group. Cyclocross is a low-profile, highly-aerobic sport of devoted followers, most of whom are unknown to all but family, friends and local race organizers like SCCCC's David Gill, who sponsored the event. Winners received a nifty green all-weather hat, the only clean article of clothing on their mud-spattered bodies and faces by the end of the day.

Weekly Rides

Tuesday

Meet at 9:45 A.M. for a 10:00 A.M. start for this is social/leisurely paced road ride. Start on Aptos Creek Rd. just off Soquel Drive in Aptos. Aptos Creek Rd. leads to the entrance of Nisene Marks State Park. On the first Tuesday of each month, the ride starts at another location. Call the leader to find the location. The distance will vary from 20–40 miles and will always be a fun adventure. Destinations always include lunch stop. Bring water, snacks, and money for lunch.

Contact: Bart Coddington.....475-5234

Capitola Community Center (CCC) is located at Jade Street Park on Jade St. @ 45th Ave. in Capitola.

All ride participants must wear a helmet, bring essentials for bicycle repairs, have a bicycle that functions well, and obey all traffic laws!

The 37th Annual **Santa Cruz Criterium** will be held Sunday April 9th in the Beach Hill area close to the beach and downtown. Volunteers will receive free lunch and an event T shirt. This is a SCCC-sponsored event. Contact David Gill to volunteer. (zelig@cruzio.com). For race results, go to <http://www.ncnca.org>.

Rider Levels

A = Novice: you can ride 15 miles on a mostly level road at a leisurely pace.

B = Intermediate: you can ride 40-60 miles with some hills at a moderate pace.

C = Experienced: you can ride 80-100 miles with hills at a brisk pace if you choose.

We wait for riders at all levels, although the C level riders are not obligated to wait, particularly when a map/queue sheet is provided.

Saturday, March 4, 2006

Palo Alto/Woodside

Start from Park n Ride on Page Mill/Highway 280 at 9 a.m. Carpool from CCC at 7:45 a.m. A=30/2200';B=41/2200'; C=45/400'

Alan Eklof427-9760

Saturday, March 11, 2006

Hollister, Panoche for Wildflowers

Start location: Paicines Market,Hwy 25(approx. 11 miles S of Hollister) Start time:9:00am Carpool from CCC @ 7:30am This out and back ride is one of the club favorites.The wildflowers and vistas along the road are spectacular. Panoche Inn is the lunch stop. More adventurous riders can continue on to Mercey Hot Springs for a soak in the tub.Milage to Panoche Inn and back is approx 55 miles.Add 16 miles to Mercey Hot Springs

Scott Campbell479-3575

Saturday, March 18, 2006

Los Gatos to Morgan Hill

Los Gatos to Morgan Hill-C ride only. Meet at Nob Hill at corner of Los Gatos Blvd and Los Gatos-Almaden Rd at 8:30am (carpool from CCC at 7:45am)60+ miles w/1500' elevation.Pace 12-14 mph

Bart Coddington475-5234

Saturday, March 25, 2006

Eureka Canyon

B & C from CCC at 9:00am;A riders from 5 mile house in Corralitos 10:00am Lunch at Summit Market A=35mi/1000', B&C=60mi/2800'; Ed Kilduff.....724-2501

Saturday, April 1, 2006

San Juan Bautista/Fremont Peak from Kirby Park

Start at Kirby park, 9:00 am, carpool at CCC 8:30am A=22mi/800'B=40mi/1200'C=62/1800'Fremont Peak add 22mi/2800'

Chris Boman..... 421-9030

Saturday, April 8–9, 2006

Pinnacles/KingCity Campout

King City/Pinnacles campout/ rides.Rides start at the San Lorenzo Campground,King City with a 9am start on Saturday (camping available Friday) ;Bitterwater/Loanoak Loop:40mi/1800'.This ride goes up into the hills behind King City to Hwy 25; no services available on ride.60mi option goes south to Hwy 198 and returns via San Lucas.70mi option goes to East Pinnacles. Sunday ride: Soledad/Greenfield loop:50mi/800'. 9am start time. This ride goes up Metz Rd into Soledad for lunch,returns via the west side of Hwy 101 along quiet roads into Greenfield, across the Salinas river and back to King City.70mi/2800' option goes to West Pinnacles.

Shorter ride options available for both days. Driving time to the campground in King City should be about 1.5 hr

Ric Eiserling..... 475-5397 or 336-1040

Saturday, April 15, 2006

Strawberry Fields 100k Preview Ride

Start time 8:30am from Aptos High School C=62mi/3500-4500'A and B rides available also Bring snacks but there will be a lunch stop

Frank Pritchard 477-1736



What's a Tuesday ride without a stop for coffee and sandwiches at The Buttery in Santa Cruz? In left photo, (l to r) Norm Boehner, Jim Denton and Don Piexoto check the route, in center photo are Bart Coddington, left, and Bob Carroll, and at right are, l to r: Jim Keenan, Linda Brodman, Jeannine Peerless, Howard Swann, Ed Kilduff and Leo Moll. Due to colder weather that day, lunch at Frederick Street Park was an abbreviated event.

Bike Safety Tip from Leo Moll

Follow the rules of the road as though you were a car. No riding on the wrong side of the road, no going the wrong way on a one way street, no passing on the right, no squeezing to the head of the line at stop signs (how important can it be to get a few cars ahead when they will have to pass in a few seconds ?) Just take the lane!

Saturday, April 22, 2006

Roaming to Aromas

From CCC—B & C riders 9:00am; From Corralitos—A riders 10:00am; Coffee—Gizditch Ranch; Lunch—Ducky Deli
Ed Kilduff.....724-2501

Saturday, April 29, 2006

Davenport, Swanton, and Smith

Start at CCC, 8:30am A=28mi/600' B=42mi/1200' C=60mi/2000'

Charley Fisher.....425-3559

Saturday, May 6, 2006

Felton/Empire

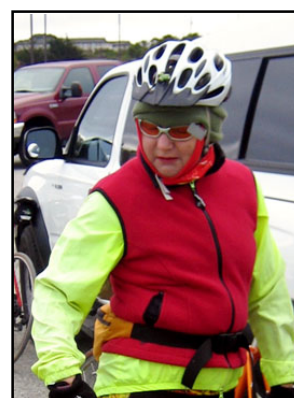
Start at CCC at 8:30am; Ride will go up Hwy 9 to Felton, up Felton-Empire for a tour of Bonny Doon and descend to the coast for lunch in Davenport for the B & C riders, B's should bring a sandwich if not going to Davenport; A's to Felton for snack/lunch and return; A=20mi B=45mi C=55mi

All ride participants must wear helmets and obey traffic laws!

Winter Weather Cycling Fashions for January Ride to Point Lobos



Amy Honjo, above, with her husband Shige, dressed for cold weather on Saturday ride in the Monterey area, as did Ric Eiserling and Martha Bedal, below.



Tips for How to Watch the Sea Otter Classic

By Karen Kefauver

When April rolls around, it is time for my southern migration to the Sea Otter Classic at Laguna Seca Raceway in Monterey. Attending this Celebration of Cycling has become a seasonal ritual for the past 11 years. At Sea Otter Classic, as an athlete, I test my leg and lung power. As a freelance journalist, I report on how our local riders are doing, and as a shopper, I build my endurance while I hunt for deals at the massive vendor expo. This blend of road and mountain bike races as well as non-competitive bike rides, plus the vendor market, makes the Sea Otter a one-of-a-kind event. Only an hour's drive from Santa Cruz, this is one of the biggest bicycle festivals in the US.

Here are my Top Five tips to make Sea Otter Classic more fun:

1. Check out this year's new cross-country mountain bike race course before you go to the start line. Sunday's mountain bike races attract dozens of Santa Cruz County racers. The course has been redesigned this year to help balance trail use around the park, and the map is online. Don't worry: those gut-busting hills are still there!

2. Bring your kids. The 2006 Sea Otter Classic will include an extra day of Bike Rodeo and Sea Otter Egg Hunt. Now kids (12 and under) can attend the MTB Bike Rodeo, Saturday and Sunday mornings at 11 a.m., and for the younger set (8 and under) the Sea Otter Egg Hunt, will be held at 10 a.m. both Saturday and Sunday.

3. Arrive early to avoid traffic and get your wristband. There is no need to wait in the car to buy a parking pass. Instead, park the car, then purchase a wristband at the venue in order to enter the Sea Otter area. Registered athletes receive two (2) four-day Festival Passes (wristbands) at the time of check-in at the venue. Spectators can purchase daily or four-day Festival Passes (wristbands) at three locations at the



Karen at the Sea Otter Classic

venue. A daily pass is \$10 and a four-day pass is \$30. Children 12 and under who are accompanied by an adult will receive a free pass.

4. For the best deals on buying cycling clothing, bike parts and just collecting schwag, arrive on the first day of the festival, Thursday. Generally, in the mornings, there are fewer shoppers and the merchandise is neat and organized. Sunday is a good time to negotiate deals as vendors close up shop.

5. Have ~~fun~~ take a break to people-watch. Cheer for cyclists you don't even know. Encourage racers who are struggling. Admire the flowers and bring a raincoat just in case.

The Sea Otter Classic will be held **Thursday, April 9-Sunday, April 9**. For details, visit www.seaotterclassic.com Karen Kefauver is a freelance joournalist at www.karenkefauver.com. Volunteers are needed for all four days, and each volunteer receives a four-day pass plus a t-shirt. Anyone interested in helping out may contact Leo Jed to volunteer at leojed@hotmail.com.

Harbor High School Boasts a First-Year Mountain Bike Team

Every Tuesday and Thursday afternoon in the back parking lot of Harbor High School, the Mountain Bike Race Team, under the direction of Jesse Nickell, right, meets to practice for their race season which lasts



from February to May. Nickell's goal is to highlight "the spectacular array of mountain bike trails in Santa Cruz County and to form a club to "get students outdoors, away from video games and to set patterns for life long riders in a sport that's akin to cross country running, but on a bike."

Transamerica Ride Attracts Scott Campbell

Longtime SCCCC member Scott Campbell will be biking from Boston to San Francisco, starting April 28. The trip will take 90 days, passing through mid-America. Scott will be traveling mostly by himself, making his own route, riding his fully-loaded touring bike and staying in campgrounds. The purpose of the ride is to promote the National Bicycle Greenway, which is dedicated to creating a nationwide network of interconnected bike-friendly roads and pathways. As he passes through supporting NBG cities, he'll receive proclamations from the mayors that demonstrate their commitment to safe travel by cyclists.

Scott has taken an early retirement to make this journey. He says, "I've wanted to ride my bike across the U.S. for the past 18 years, and now I can do it while promoting a worthy cause. Scott has been working with Martin Krieg, the

NBG director and a former resident of Santa Cruz, on this project for the past eight years. Martin overcame a near life-ending automobile accident to ride his bike across the country twice as part of his rehabilitation. It was during his first trip that he came up with the idea of creating a bicycle greenway.

Martin has dedicated his life to the dream of someday being able to ride from one major city to another along beautiful park-like greenbelts, with other people walking, riding, or sitting on benches enjoying the nature around them. His vision includes places of business providing food, drink and even repair stations for those in need of such services. The idea is to provide routes for people to travel to their jobs or perform errands while enjoying exercise in a safe environment.

Scott said, "I would like to see



Scott on Beach Street

everyone riding a bike. But in order to do that people have to feel safe and it has to be fairly easy. If they knew they could get from their home to work or school or the store without having to fear being injured, I believe more people would ride a bike. People's health would improve and the environment would be healthier too. My hope is that by promoting a greenway I can see this dream come true". For more information about the National Bicycle Greenway Mayors' Ride visit the website: <http://www.bikeroute.com/>

Try Boeshield the Next Time You Clean Your Bike Chain

By Herb Greenfield

Over the years I have changed my approach to chain lubrication. I used to use a Park ChainMate chain-cleaning device that is equipped with small brushes inside, to which I added a solvent. With the bike in my training stand, I would drive the pedals backwards, by hand, to pull the chain through the ChainMate. This resulted in a clean chain but dirty solvent and a messy ChainMate. After wiping the chain, I would drip TriFlow oil on and hand crank the chain backward to distribute the oil. I could ride for several weeks, and then I would do it all over again. I could ride for 1000 to 1500 miles before the chain stretch was close to 1/16" (measured over 12" length of chain), meaning it was time to replace the chain.

Then, in the mid 1990s, I started using the new White Lightning as cleaner and lubricant. I put the chain on the big chainring and the smallest rear cog, carefully dribbling the White Lightning directly onto the chain as



Herb Greenfield and his immaculate Rambouillet bicycle from Rivendell Bike Shop.

I rotated the chain backwards. (I don't want the wheel rotating, so that is why I turn it backwards.) I then would wipe down the chain, again rotating it backward. I would do this wiping several times, each time changing to a clean spot on the paper towel or rag.

After cleaning the chain, I would dribble the lube onto the chain and then run the chain through my thumb and index finger to distribute it evenly. After several hours, I would wipe the chain lightly to remove any excess. However, White Lightning has a waxy substance that results in build-up on the chainrings and the rear cogs. The two small

rear derailleur pulleys would also have a substantial wax build up. Eventually, a new product came onto the market, called ProLink, which left less waxy residue, and I used it for several years.

Then, in 2004, I heard about Boeshield B-9, and I have been using it ever since. I think its waxy residue is less than ProLink. I still use the same cleaning procedure, using only the Boeshield B-9 as both cleaner and lubricant—no solvents or ChainMate. Once in a while, I put a drop or two of lube on each of the rear derailleur pulley axles.

I use SRAM chains exclusively, because they are so easy to take apart and re-connect without tools once the chain is the correct length. Occasionally, I find after fitting a new chain that it skips on the rear cassette cogs, and so I have to replace the whole cassette! A worn and stretched chain will rapidly wear the cog teeth. The spacing between cog teeth should be a uniform U shape. A worn chain will create a lop-sided space between cogs.

Local Bicycle Shops

These shops are supporting our bicycle club with discounts on bicycling accessories. Discounts vary by shop, but generally run 10% off the regular price. Ask the sales clerk if they offer bicycle club discounts.

Another Bike Shop
2361 Mission St., Santa Cruz
427-2232
Open 7 days • Hours 9 — 5

Aptos Bike Trail
7556 Soquel Dr., Aptos
688-8650
Hours 9 — 5
Bike rentals

Bike Station Aptos
8061 Aptos Street (Starting mid-May)
688-4169
Monday to Friday 10 to 5; Saturday 12-4

The Bicycle Trip
1127 Soquel Ave., Santa Cruz
427-2580
Mon. — Sat. 10–6 • Sun. 10–5
Free Maintenance Classes

The Santa Cruz Bicycle Shop
1325 Mission St., Santa Cruz
454-0909
Open 7 days • Hours 9 — 5
New & Used • Trades • Rentals

Bill's Bike Repair
2628 Soquel Dr., Santa Cruz
477-0511
Open 7 days • Hours 9 — 5

Amsterdam Bicycles
2-1231 East Cliff Drive
475-1394
Open 7 days • Hours 9 — 5

Cycle Works
1203 41st Ave., Capitola
476-7092
Open 7 days • Hours 9 — 5
New & Used — Trade-ins Welcome

Dave's Custom Bikes
910-A Soquel Ave., Santa Cruz
423-8923
Open 7 days • Hours 9 — 5

Family Cycling Center
912 41st Ave., Santa Cruz
475-3883
Mon. — Sat. 10–6 • Sun. 10–5
Cruisers • City Bikes • Mountain • Trailers • Rentals

Mr. E's Cyclery
8059 Aptos St., Aptos
662-2973
Open 7 days • Hours 9 — 5

Scotts Valley Cyclesport
245 Mount Hermon Rd., Scotts Valley
440-9070
Tue. — Fri. 10–6 • Sat. 10–5 • Sun. 12–5
Road • Mountain • Cyclo-X • BMX • Cruisers • Kids

The Spokesman Bicycles
231 Cathcart St., Santa Cruz
429-6062
Mon., Wed. — Sat. 10–6 • Tue. 12–6 • Sun. 12–5
Road • Mountain • Tri • BMX

Sprockets
1420 Mission St., Santa Cruz
426-7623
Tue. — Fri. 10–6 • Sat. 10–5 • Sun. 12–5
Road • Mountain • Tandem

The Bike Coop
1156 High St., Santa Cruz
457-8281
Open 7 days • Hours 9 — 5

Trey's True Wheels
1431 Main St., Watsonville
786-0200
Tue. — Sat. 10–6 • Sun. 10–4

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 bimonthly newsletter, which publishes a schedule of rides and bicycling announcements. In addition, a 10% discount at local bicycle shops. Annual membership dues must be paid to remain a member in good standing. Dues become due yearly in the month your membership is received.

Applicant First and Last Name (please print)		Family Members (if family membership)		Date of Application	
Address		City		State	Zip Code
Home Phone	Work Phone	E-mail			Birthdate (mo./day)
Please check the appropriate box <input type="radio"/> New Member Membership <input type="radio"/> Renewal Membership <input type="radio"/> Information Change Only		Please check the appropriate box(es) <input type="radio"/> Individual (\$20) <input type="radio"/> Family (\$30) <input type="radio"/> Junior (under 18) (\$10) <input type="radio"/> Business Membership (\$50) Please send newsletter via email (as PDF file) <input type="radio"/> US Mail <input type="radio"/> Both <input type="radio"/>			

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 leasers 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 years old) family members:

Name

Age

Name

Age

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

March - April 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	C 4
5	Board Meeting 7:00 6	C 7	8	9	10	L 11
12	13	L 14	15	16	17	U 18
19	20	U 21	22	Race Team Meeting 7:00 p.m. 23	24	B 25
26	27	B 28	29	30	31	R 1
2	Board Meeting 7:00 3	R 4	5	Fun Ride 6	7	King City Ride, Campout 8
King City Ride, Campout 9	10	I 11	12	13	14	I 15
16	17	D 18	19	20	21	D 22
23	24	E 25	26	Race Team Meeting 7:00 p.m. 27	28	E 29
30						

Santa Cruz County Cycling Club
Membership Card
www.santacruzcycling.org - PO Box 8342, Santa Cruz, CA 95060

DATED MATERIAL

Santa Cruz County Cycling Club
P.O. Box 8342
Santa Cruz, CA 95061-8342

