

The Roadrunner

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

How does Corona virus affect group bike rides?

While the corona virus pandemic continues to spread, causing bike races like the epic Tour de France to be cancelled, you may wonder what you, as a cyclist, should do for your own personal health and how the pandemic may affect your bike riding.

After surfing the web, *The Roadrunner* located some answers from the medical community to the most frequently-asked questions about bicycling in 2020.

Is it safe to ride outside?

Yes—in fact, it's safer to be outside than inside when it comes to disease transmission. When people congregate together and someone sneezes or coughs, droplets get onto objects that people touch, and then people touch their faces. The best plan for riding right now is to go out and ride with a healthy buddy or a small group and enjoy the outdoors.

Additionally, people might be afraid to ride outside in upcoming colder weather for fear of illness, but that's not true. No data suggests that you will get sick from any respiratory pathogen when riding in cold weather.

Should I avoid riding in groups?

Your exposure to sick people in that situation should be minimal, as someone who has a fever and a cough won't feel like going for a ride. When riding in a group, you may protect yourself a bit by spreading out and avoiding unnecessary hand touching. Don't share water bottles or snacks. And of course, don't forget to wash your hands when you get back. If you make a food and/or coffee stop, always wear a mask before going inside. (Masks are required in Santa Cruz).

Can I ride outside if quarantined?

Getting in 30 to 60 minutes of moderate to brisk activity can help your immune system keep viruses at bay. During a



In June, Tobin Ortenblad and Dillon Hollinger (middle riders) raised \$12,200 each, for a national social movement and locally for "Off Da Chain," Bike Santa Cruz County's Watsonville-based Youth Advocacy Group. They rode 214 miles over 17 climbs with somewhere between 31,000 and 34,000 feet of elevation gain! (Photo by Josh Becker)

quarantine, doing some exercise wherever you are helps to keep you healthy—and that includes doing body weights or riding on your living room trainer. Both are great ways to do this, unless you're sick. If you do have the flu or coronavirus or a fever, you can't exercise the virus out of your system or "sweat it out." That's a myth.

Should I avoid touching things outside?

The latest data for the coronavirus shows that it does not last long on objects outside because of the exposure to sunlight (UV light). In general, objects outside should have little virus on them. However, there could be a problem if someone coughs into his or her hand immediately before touching something like a traffic button, and then you touch the traffic button after them. If you must touch something, do



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not touch your face after. Even better? Use a glove, sleeve, or elbow.

Can coronavirus spread through sweat?

According to the CDC, transmission of the coronavirus happens between people who are in close contact with one another (about six feet) and through respiratory droplets, produced through a cough or sneeze—not sweat.

Am I contagious if I have no symptoms?

This is one thing the medical community doesn't fully understand yet about coronavirus. You are probably contagious right before you begin to show symptoms, but health professionals don't know for what time period nor how contagious a person may be.

Social distancing is the answer right now. Experts are still trying to figure out how long the virus lives on objects, and the problem is that it appears to be highly contagious, spread easily by coughing and sneezing, and can be spread by people who don't think they're sick. That's why handwashing, wearing a mask and not touching your face are so important.

Club shorts: Sharing bike stories during COVID 19

Michael Burns reports that he misses the summer triathlons which have been a springboard for the annual age-group triathlon championships in the fall. On the bike, Michael says he tries to ride 40k by looping back and forth on West Cliff Drive, and he swims about a mile out to the end of the Santa Cruz Pier and back. His hill climbs are at UCSC. In 2018 Michael placed third in the 70-74 age group at the nationals.

Ford Kanzler and his wife Jan Kamman (photos at right) have been riding their bikes on Jan's lunch hour, as she works from home. Usually they do a fast out-and-back to Corralitos from Watsonville two or three days a week. They enjoy the fresh air and exercise, adding that the "regularity of our rides is starting to pay off. We try to catch longer rides on weekends."

Ken Roberts says he has been riding either solo or with **Paul McDonald** during the Covid situation, and a few months ago the duo completed their first double century. "Starting in Capitola we headed north to Pescadero, then went south to Carmel before returning to Santa Cruz," says Ken. Recently I rode my seventh century of 2020 with Paul, my last ride before I move to Georgia. I would like to thank everyone in SCCCC for their friendship over the past three years, and I hope to visit from time to time and ride with y'all."

Janet Starr reports that she and her husband **Jim** have been riding more challenging routes two to three days a week, having added small front hub motors to their road bikes to make climbing easier. Janet says she now enjoys Eureka Canyon, Big Basin (before campgrounds were open to the public),

Monterey to Carmel and especially Jacks Road in Fort Ord. The couple recently returned from a trailer-camping trip, including biking, to the Columbia River Gorge in Oregon.

Charlie Eadie reports that he has managed to turn his daily one-mile bike ride to the Santa Cruz Post Office into a 12-15 mile ride by adding various loop options such as UCSC, Wilder Ranch, the East Side of Santa Cruz and Pleasure Point.

Albert Saporto reports that he rides his road, gravel or mountain bikes about twice a week. He recently returned from

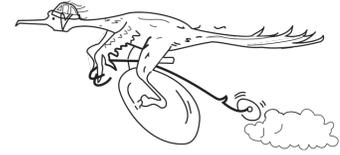


an Adventure Cycling four-day tour from Anacortes, WA to North Cascades National Park. Strava says Albert rode 843 miles through July. He also teaches a weekly hour-long Zoom spin class focusing on intervals and power/speed training.

Rick Denman's Bicycle program has received recognition from the Silicon Valley Bicycle Coalition (SVBC) recently as its "Program of the Year" for his efforts to clean up roads in Santa Clara County, with the help of volunteers. The Skyline Homeowners Assn. has added this program to their signs they post to credit those who clean and maintain their area. And, SCCCC member **Pat Lawson**, who lives in Campbell and joins SCCCC's A riders on occasion, has "adopted" Redwood Gulch Road in Cupertino, creating clean roadsides from her many bike rides there to pick up trash. Congratulations to both Pat and Rick!

Strawberry Fields Forever, the annual fundraising bike ride for Cyclists for Cultural Exchange, has been postponed to May 16, 2021. Bicyclists who bought their bib for the 2020 event will automatically have it transferred to the May 16, 2021 ride.

—Rhoda Bike



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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 in mid-July. Proceeds from this event go to the club's educational activities.

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Covid crisis prompts arrival of Santa Cruz 'Slow Streets'

We live in an instant information, instant messaging, insta-pot meals, rush around, hurry, hurry world. And then COVID-19 came to town. Overnight, most of us came to a screeching halt. Like grabbing a brake lever a little too tightly, sheltering in place brought many of us to an unexpected standstill.

Soon, as we emerged from the initial shock and started looking out at our neighborhoods, we recognized the pronounced absence of vehicles out on the streets. We began to see those streets that defined our neighborhoods and towns, that connected us to shops, schools and work in a different way. We started viewing streets as public space, as "our space."

Sidewalks too narrow

We learned about physical distancing and found that most sidewalks can't accommodate six feet of separation. Streets became our walking tracks, our workout circuits, our commute routes to our new home offices and classrooms. Around the world, this realization of streets as no longer just for vehicles became an opportunity.

COVID 19 prompt

While Slow Streets may have been "a twinkle in the eye" of bike-ped advocates and traffic planners, almost all of the current model programs in cities across the globe, have taken this opportunity to address COVID-19-related public health concerns. Indeed, folks are spilling out into their neighborhood streets to maintain their physical distance while exercising. Montreal and Milan, LA and DC, Portland and Pasadena have reclaimed and repurposed public spaces to provide a more comfortable place to walk, jog or roll.

11 Streets Selected

Locally, the City of Santa Cruz Public Works Department has initiated a Slow Streets program, asking residents to identify a neighborhood contact person and nominate their street. Of 48 Phase 1 applications, 11 streets within city limits were selected for the initial rollout.

The Phase 1 Slow Streets are::

- Caledonia between Soquel and Broadway

- Escalona between Bay and Highland
- Darwin/Owen between Hanover and Hall
- Getchell between Delaware and West Cliff
- Modesto/Wanzer between Fair and Swanton
- Oxford between Woodrow and Almar
- Trevethan between Eastgate and Roxas
- Melrose between Trevethan and Stanford
- May between Coulson and Water
- Jenne between Blackburn and Chestnut
- Grandview between Southview Terrace and Western

Similar plans for Slow Streets are being considered in Watsonville and in unincorporated areas of Santa Cruz County. Bike Santa Cruz County has assisted in the pre-planning and early conversations with city and county officials.

Not a destination

The intent of Slow Streets is not to create destinations, like an Open Streets event, but rather to utilize space for comfortable physical distancing. Modeled after other California cities, a neighborhood nomination process has been developed, with Slow Streets selection modeled after the county's "road bump" request process and Watsonville's "Neighborhood Traffic Plan" documents.

As we continue to navigate through COVID-19, one thing we can all reflect on is how we used this opportunity to slow our streets and maybe, slow our own pace just a little bit.

For more information visit <http://www.bikesantacruzcounty.org/slow-streets> or email SlowStreets@bikesantacruzcounty.org

Questions about City of Santa Cruz Slow Streets? Email Claire Gallogly at cgallogly@cityofsantacruz.com. For more details, go to: <https://www.cityofsantacruz.com/government/city-departments/public-works/slow-streets>

— **Gina Gallino Cole, Executive Director, Bike Santa Cruz County**



Gina Cole, left, executive director of Bike Santa Cruz County, helps Watsonville youth in the art of changing a flat tire.

SCCCC president's message

Dear Club Members:

With Santa Cruz County re-establishing restrictions on business and public gatherings, your board of directors has decided in favor of waiting another month to see how we stand before we resume official club group rides. I know how frustrating it is to see our Covid-19 case numbers rise after working so hard, sheltering in place, wearing masks, social distancing, keeping frequently touched surfaces clean and washing our hands frequently. I can only urge you to keep up the good work; we WILL emerge from this situation if we stay the course.

Small group rides

Many of us are riding in very small groups of trusted friends. While each one of us individually can make the decision to ride with those who we trust are following the guidelines, it would not be responsible for the club to resume group rides at this time. We are monitoring the county health services recommendations and watching closely what other cycling clubs are doing.

I know these are difficult times and it is frustrating to see our county making backward progress. My personal response is to get out on my bike, go for a hike or walk in my neighborhood to create some endorphins and raise my heart rate. And I remind myself that we will get through this; there will be a time when we can look back at this period and be thankful we got to the other side.

May all the potholes be on the other side of the road!

—**David Giannini, SCCC President**

Alaska train ride inspires Chris Pearson to create railroad



Chief engineer is Chris Pearson, far left photo. Second from left photo shows the Rapa Nui Railroad traveling alongside Moai Statues representing tribal elders on the Easter Islands. Left photo is train's caboose.

Since childhood, Chris Pearson has been fascinated by bikes and trains. He spent much of his idyllic youth in Menlo Park, riding his BMX bike around the neighborhood and working on his HO (narrow-gauge) railroad, repainting and touching up the rolling stock to model the Western Pacific and Sacramento Northern.

After high school and college, Chris set aside the trains for raising a family and working, but rekindled his interest in cycling in his late twenties. A Team in Training Century Ride led to triathlons and then bike racing and cyclocross, two years for the Los Gatos Bike Racing Club and a year for the Santa Cruz County Cycling Club race team.

“Racing was a lot of fun for the first few years, because I was always learning and improving,” says Chris, now an A rider for SCCCC. “But I’m not a very gifted athlete and I had to work really hard just to be average. After burning out racing, I actually stopped riding my bike for a few years.”

During his hiatus from cycling, Chris had the opportunity on a family cruise of the Inside Passage to ride on the historic White Pass & Yukon Railway in Skagway, Alaska. That train ride revived his interest in building railroad models, but this time on a much larger scale than in his childhood. As a result, Chris has built a G-scale (aka Garden RR) on an elevated layout with about 150 feet of track along the side of his house. Hypothetically set on Easter Island, the Rapa Nui Railway snakes by the mysterious Moai statues, through a

bougainvillea tunnel, over two long bridges and around a model volcano. While Chris has never been to Easter Island, riding around it on a bike is on his bucket list.

All Aboard

Chris’s interest in scratch building funky, whimsical models is evident in today’s train. The ‘consist’ or line of cars is pulled by a battery-powered industrial locomotive whose engineer is Albert Einstein, a figure modeled by Chris. It’s followed by a stock car filled with llamas, flatcars with supine Moai statues and their ceremonial stone hats and a caboose built from Starbucks coffee-stirrers that sports a Mystery Spot bumper sticker. Chris is also interested in industrial history, so many of his models are based on narrow gauge equipment in the lumber and mining industries. One example is the model of a DeWinton steam locomotive originally used in Welsh slate quarries.

Authentic craftsmanship

Whether it’s a locomotive or caboose, the details which Chris creates for his models show both craftsmanship and authenticity. Chris credits his approach to modeling to his mother, who has created furnishings for various dollhouses built around themes like 1930’s art deco and an Arabian bazaar.

“We both love modifying found items and turning odds and ends into finished models. We both have huge scrapboxes of leftovers that inspire our future projects,” he says.

When not working on the railroad, Chris rides one of his three bikes up and down the Santa Cruz Mountains, often in the

company of other A riders, like Shahe Moutafian, Chris Boman, Jeff Totten and Ricardo Roullard. With a Trek Madone SL6 road bike, a Salsa Journeyman gravel bike and a Giant Fathom mountain bike, Chris is ready for any terrain. He is most happy when combining his two interests such as gravel riding over the former railroad right-of-ways in places like Nisene Marks and around the Summit.

—Glide A. Long



Chris was inspired to create his trains from a ride on the White Pass & Yukon Railway (top photo), and he recreated its ‘shovelnose’ engine from scratch!

Trains travel around three sides of Pete Pearson's workshop

From his third-floor eyrie overlooking Cowell's Beach and the Santa Cruz Pier, SCCC member Pete Pearson writes a newsletter for his West Cliff Villa Homeowners Association, for which he has served as president for the past 15 years. He also uses the office to plan trips abroad for his wife Donna and himself, resulting not only in time well spent but also in souvenirs, most of them from Europe, to incorporate into his G-gauge (wide-track) model train, which travels along three of the four walls of his spacious office.

"Half the fun of this hobby is searching and finding models of people and signs for the train," explains Pete. A former detective in the Santa Clara Valley, Pete has dedicated one of his scenes, a gypsy encampment, to an informant who frequently helped him recover funds for victims who had been scammed.

Eight Engines

The all-electric train system, (Pete may choose from eight engines) operates on 210 feet of track along three walls and features about 100 models of human figures. The workmen and residents occupy places like a switch station, a beer garden, a two-story mountain home and a fire station. The Eiffel Tower dominates its section of landscape, and a cable car takes tourists up to alpine peaks towering over Italian hill country towns. Most impressive are the colorful wall murals. Pete was an art major for the first two years of



Pete Pearson and his extensive G-gauge railroad college, before earning a degree in Management and a teaching certificate in Adult Studies for the Administration of Justice. His vision for the murals was to incorporate his and Donna's favorite European locales into the train's background. The result is beautiful Italian alpine peaks, country villas and French vineyards painted by a former high school art teacher.

Roadbeds and rock walls

But the nitty gritty job of creating roadbeds and a rock walls for the tracks running along the top of re-used kitchen cabinets went to Pete, who cemented the rocks in place and used an ample supply of Elmer's Glue to keep the pebbles stationary! The train set also features sound effects triggered by magnets and even a complete sound track. It boasts a Christmas Train, a Wilson Circus Train, a moving windmill and three trestles. Two trains may operate at the same time on different tracks. "Everything

represents something I like," says Pete.

Early H0 railroad fan

Like Chris Pearson (no relation), Pete was an H0 (narrow-gauge) train fan up until junior high. As an adult living in Campbell, he started his G-gauge train on an L-shaped brick outdoor planter. However, he discovered that outdoor trains are vulnerable to the weather.

"Every natural calamity that can happen will occur with an outdoor railway," says Pete. So, when he moved to a Santa Cruz condo, the train system occupied part of his garage before eventually graduating to its larger, third-floor digs.

Pete also belongs to a model railway group of 350 enthusiasts. Known as the Bay Area Garden Railway Society (BAGRS), it is part of a national organization which has twice held its annual convention in Santa Clara.

While Pete says he still enjoys his extensive train set up, he admits he has the most fun building and adding to it. He would like for it to remain in the Pearson family, which boasts nine grandchildren, but he admits that the upcoming generation of young people haven't experienced trains like his age group, and so they don't necessarily share his enthusiasm for them. If true, they are missing out on a great hobby!

—Glide A. Long



Left photo trains travel alongside French vineyards; center photo, police officers take a break, and right photo, a cable car ascends to the top of the Dolomite Mountains in Italy.

Marianne's advice on how to beat the COVID-19 blues

Our modern health care system is mostly an illness care system. Traditional Chinese medicine, on the other hand, focuses on prevention and supports our wellness. In ancient China, people used to pay their doctor to keep them well. (If they got sick, the doctor didn't get paid.) Quite a reverse of how things are now! Wellness is more than being free from illness. It is a dynamic process of making daily choices to achieve a healthy and fulfilling life.

As a licensed acupuncturist, I define a healthy person as an individual living in harmony with his or her environment, with "Qi" flowing freely through the meridians. Healthy people feel vital and energized. They remain calm, with even emotions. For most of us, however, the last few months have taken their toll, making it challenging to remain calm and grounded.

The situation with COVID-19 continues to shift, creating both an ever-changing environment and a low level of anxiety for many. Given the circumstances, it would be strange NOT to have strong negative emotions at times. For some people, the stress is minimal, something humming along in the background. For others it manifests itself as mild to overwhelming despair and depression.

I'd like to offer a few suggestions to uplift your body, mind and spirit. (This is not intended to be medical advice so, if any of your symptoms are pronounced or prolonged, it's important to go to your doctor.)

Be active! As bicyclists, even a short ride is beneficial for both body and mind. I also encourage you to maximize circulation by moving naturally throughout the day. Ancient Chinese medical classics talked about the dangers



Marianne Benforado and Chuli, her 10-year-old Labradoodle

of the five taxations — excessive use of eyes, lying down too long, sitting too long, standing too long or prolonged exercise. And these are still true today, thousands of years later. Besides bicycling, try walking more in short spurts, taking frequent mini-stretch breaks and using the stairs rather than the elevator.

Stop doomscrolling!

Stop doomscrolling! It's good to stay informed but, honestly, how much news do you need for current events? Turn off the TV and put away your phone for a few hours. You will be amazed at the difference this makes!

It's important to support your nervous system on an ongoing basis. An easy way to do that is Chamomile tea. You can brew 2-3 bags at a time and then dilute it and sip it all day at room temperature. Aaaahhhh...one of Mother Nature's gifts to us.

For many, the regular SCCCC weekly rides

(wise move by the board to put them on hold for the time being) were a way to connect with our friends, meet new people and be part of a community. However, the pandemic has complicated social gatherings. So we turn to Facebook or Zoom as ways to communicate, which may be helpful, (although some say that the more time one spends online, the more isolated one feels.)

One way to lessen the intensity of loneliness is to try reaching out to others. It could be a call to a neighbor to check in or a kind hello and a smile to someone on a hiking trail. Gestures like these expand your energy outwards, beyond your comfort zone. Simply put, offering kindness to others makes one feel better. Try it!

Recent studies show that people who pay attention to their spiritual side (you get to define what this means to you) have lower rates of cardiovascular disease and depression because their immune systems function at a higher level. We are surrounded by beauty, so try to get out into nature every single day. Learn how to meditate. Read something inspirational. There's no right or wrong way to do this. The important thing is to open your awareness beyond the status quo. Riding your bike is a good start!

These are intense times and we should double up on our self-care efforts. If you don't take care of you, who will?

—Marianne Benforado, L.Ac.

(Marianne is teaching a Dominican Hospital PEP online class Sept. 17 called "Growing Old Gracefully"; more information available at FeelBetterAcu.com/events)

New Caltrans director calls for 'multi-modal' approach for today's travelers

Highlighting the recent Silicon Valley Bike Summit was a keynote presentation by Toks Omishakin, the recently-appointed director of the California Department of Transportation (Caltrans). Mr. Omishakin, who has the daunting task of overseeing a \$15 billion budget and more than 18,000 staff, most likely did not suspect when he took the job last October that he'd be overseeing the department during a the COVID 19 Pandemic as well!

Despite his responsibilities, Omishakin seems excited about the role and ready to bring to the job a focus on equity, sustainability and a multi-modal transportation system that includes rail transit as well as biking and walking facilities. He acknowledged the three-fold pandemics: Covid, unemployment and racial

injustice, and he emphasized the importance of forming partnerships with communities impacted by transportation projects.

Shift away from new highways

Omishakin said that Caltrans will be shifting away from building new highways in the future. Instead, it will focus on highway maintenance and improved bike and pedestrian facilities. He also seemed willing to experiment, citing Highway 162 in Oroville that was recently repaved using recycled plastic soda bottles. "We have to embrace innovation," he said.

When asked about SB 127, legislation which would have required Caltrans to include Complete Streets principles in every highway project only to be vetoed by Governor Gavin Newsom, Mr. Omishakin shared the goal of

changing the culture within Caltrans by explaining the "why" of Complete Streets projects. To him, that was a more effective path towards change than legislation. (Complete Streets mandates that bicycle and pedestrian facilities like bike lanes and pedestrian crossings be included in new highway projects.)

And, to top it all off, Mr. Omishakin seems like a genuinely nice human being who cares about having a positive impact and who has the political skills to get things done. His presentation left many attendees feeling hopeful that Caltrans is headed in a great direction under his leadership.

—Amelia Conlen, Ecology Action

Howard Burman lists his choices for 'The Best Sports Books Ever'

(*The Roadrunner* editor asked me to write about the best sports books ever. Well, "best" is a matter of choice and interest. Nevertheless, I have written numerous sports books, so here are my choices that may be considered among the best of all time.)

You Know Me Al by Ring Lardner.

An oldie but goodie, it is told through the perspective of a self-absorbed, gullible, headstrong, uneducated rube named Jack Keefe writing practically illiterate letters to his friend Al back home as he gets accepted into the big leagues as a pitcher for the Chicago White Socks. This is one of the best sports books of all time.

The Fight by Norman Mailer

The brilliant novelist-turned-journalist wrote this in a unique and literary style of non-fiction storytelling, perfectly encapsulating the pageantry and larger-than-life atmosphere surrounding "The Rumble in the Jungle," fight between George Forman and Muhammed Ali.

Shoeless Joe by W.P. Kinsella

Lots of stories show just how powerful sports can be as a method for bringing people together. None, however, are perhaps as powerful as Shoeless Joe. Adapted into the

hugely popular dramatic film, *Field of Dreams* it is a tale of American values, the bond between father and son, and what it means to come home. A real tear-jerker.

Life on the Run by Bill Bradley The richness of the details, the intelligence of the writing, and the strange dichotomy of life as a professional athlete make up this book about former United States Senator and star basketball player, Bill Bradley.

The Boys of Summer by Roger Kahn Kahn's classic is about the rise of the Dodgers in the 1950s, their breaking of the color barrier with Jackie Robinson and all the greats that played for the team.

Seabiscuit: An American Legend by Laura Hillenbrand Proof positive that not all great sporting stories are about humans, Hillenbrand tells the tale of one of the most awe-inspiring underdogs in the history of sports.

Semi-Tough by Dan Jenkins This book is an hilarious, albeit politically incorrect, take on the world of football and still serves to drum up laughs to this day.

Friday Night Lights: a Town, a Team, and a Dream by H.G. Bissinger *Sports Illustrated* calls this the greatest football book of all time. With honesty and compassion, the Pulitzer Prize winning author unforgettably captures a season in the life of a small Texas town and shows how single-minded devotion to the team shapes the community, inspiring -- and sometimes

shattering -- the teenagers who wear the team's uniforms.

A Season on the Brink by John Feinstein This is an absolute classic and an unforgettable chronicle of Feinstein's year spent following the Indiana Hoosiers and their fiery coach Bob Knight.

Open: An Autobiography by Andre Agassi Memoirs by former athletes are almost always dull, self-glorifying and cliché. But tennis great Andre Agassi threw out the formula for his memoir, in which he shows readers the price he paid for his success on the court—an unhappy childhood in which he was groomed for tennis greatness at an early age that gave way to a stressful adulthood which found him unfulfilled by his accomplishments.

The Natural by Bernard Malamud. Malamud's story of the prodigious Roy Hobbs trying to come back from a shooting injury plays on classic mythology, and in doing so contributes to the American mythology of baseball.

Into Thin Air by Jon Krakauer Krakauer's nonfiction classic recounts his experience during the Mount Everest disaster a year earlier. The journalist was scaling the mountain when a blizzard came through and killed eight climbers.

The Invisible Mile by David Coventry This novel poetically re-imagines the true story of the Ravat-Wonder cycling team, an Australian and Kiwi team that in 1928 became the first English-speaking peloton to compete in the Tour de France.

Slaying the Badger: Greg LeMond, Bernard Hinault, and the Greatest Tour de France by Richard Moore Here is the true account of Bernard Hinault, the Badger. He was the old warrior of the French peloton, as revered as he was feared for his ferocious attacks. He had won five Tours de France, marking his name into the history books as a member of cycling's most exclusive club. Then in 1986 the boyish and friendly young American, Greg LeMond threatens the Badger, and France's entire cycling heritage.

Hub Fans Bid Kid Adieu by John Updike More than just a matchless account of Ted Williams' final game, this is a brilliant evocation of his entire tumultuous life in baseball as observed by one of America's greatest writers.

(Editor's note: *Mutt's Dream: The Making of the Mick* is Burman's latest book; it is available on Amazon or Barnes & Noble)

Bike safety with Pete Pearson: Use hand signals!

Hand signals are just as important for warning riders behind you as for warning vehicles of your intentions. All too often, a rider in front will have to stop quickly. As a

left turn towards Santa Cruz proper. A full signal change ensued, with no movement allowed for our direction. I turned to the car behind me and waved to move up to trip the signal. I think they appreciated the gesture.

Regrouping is the choice of the ride leader. Pick a safe spot to regroup that takes you out of the traffic lane, not a corner where bicyclists tend to antagonize drivers.

Capitola and 7th Avenue

Let's look at the intersection of Capitola Road and 7th Avenue. A group of bicyclists is traveling towards the ocean on 7th. The light changes and the bicyclists cross Capitola. They could stop shortly after and become a hazard to cars going eastbound on Capitola, to cars making a right turn or to other vehicles coming from the opposite direction who want to turn left. But, if the bicyclists travel just another 100 feet, they can regroup using an indentation in the road from two large driveways. This action takes them out of the main travel zone and also out of harm's way.

—Pete Pearson



result, riders behind may not be able to take evasive action to avoid collision. If this happens to you, give the extended 'left arm down' movement at 45 degrees to signal you are slowing. The rider behind should be slightly to your left or right, providing a valuable margin of safety.

Signaling vehicles of your intent goes a long way in developing support for bicycling. As I make a left turn from a stop, I sometimes wave a gentle hand at cars yielding at a stop in the opposite direction. A thank you, so to speak. Recently I was stopped across from Starbucks on East Cliff, waiting for the signal to make a

One rider's story of joining the 'Bicyclean' effort in Santa Cruz County

Did you know “The Spirit of the West begins with Pendleton Whiskey?” Neither did I until early one Sunday morning in August, when I rode my bike slowly up Granite Creek Road, collecting trash tossed by motorists along the right side of this beautiful and popular route starting at Branciforte and ending in the outskirts of Scotts Valley.

The empty whiskey bottle, coated with dirt from long-ago abandonment, became part of my ‘trash treasures,’ as well as the 30+ empty pop and beer cans which helped fill three medium-sized plastic bags. Starting around 9:30 a.m., I spent 90 minutes collecting trash, having told Bicyclean’s head honcho, Rick Denman, that I would “adopt” Granite Creek Road, meaning my first day would be one of many return trash collection odysseys.

Denman, whose story was featured in the July/August *Roadrunner*, prowls the roads of Santa Clara County on his cargo bike, armed with a metal grabber, a full-size trash can and several other volunteers. For the past year or so, he and his friends have made a difference by keeping their local roads free of trash. After learn-

Local Bicyclean roads to date:
Bonny Doon Road
(Coast to Smith Grade)
Highway 9 (Overlook to Boulder Creek)
China Grade
Empire Grade: Jamison Creek to Alba
Skyline from Gist to Bear Creek
Granite Creek Road

ing of his efforts, my reaction was ‘Why not try the same idea in our county?’ (Denman and friends have cleaned trash from the local roads listed above.)

Four COVID 19 masks?

The empty pop and beer bottles were mundane, typical motorist-tossed trash, as well as several empty cigarette packs. But four Covid 19 masks? A cardboard box for a toilet seat? I didn’t know Carl’s Jr. sold a “Forkless Feast” until I collected its container. And that cup of Baskin Robbins ice cream, with its pink plastic spoon still inside must have tasted good!

I deposited my trash bags in recycle containers along the way so that my bike ride home would be with both hands on the handlebars. If anyone is interested in

adopting a favorite route to “bicyclean” it, I offer the following advice. If you have an “old” bike, use it instead of your favorite bike, as you will be setting it down off road frequently to pick up trash. Wear full-fingered gloves and long pants or knee socks to guard against poison ivy! Wear bright clothing and get a blinking red rear light for your bike if you don’t already have one. Use plastic bags with handles. Picking a road that is off the beaten path means less traffic, and the same precaution goes with the time period you choose to be there. (Sunday mornings before 10 a.m. are usually quiet.) Do the deed with a friend, who can collect trash on the other side of the road you choose to clean. Finally, if you contact Denman, he will do the first “deep clean” of the road you choose, so your job will be mostly maintenance! (You may contact him at 6dayrick@gmail.com)

One last thought. About a dozen physically-fit cyclists, each riding solo, passed me going in both directions at various times on Granite Creek. Since I was always off my bike collecting trash, almost all of them asked if I was OK! Hoorah for the camaraderie of bicyclists!—**Grace Voss**

‘Parks, Peaks and Prairies’ is Adventure Cycling’s new route from Yellowstone to Minneapolis

This route combines the friendliness of prairie cities with the grandeur of mountain peaks. Included are famous names like: Yellowstone, Devil’s Tower, Mt. Rushmore, the Black Hills and the Badlands. Lesser known gems include: Buffalo Bill State Park, Bighorn National Forest, Keyhole SP, Custer SP, Buffalo Gap National Grassland and Oakwood SP.

Section 1 begins in West Yellowstone, where it passes Gibbon Falls, the other-worldly Norris Geyser Basin and the towering Lower Falls of the Yellowstone and Fishing Bridge. From the shore of Yellowstone Lake, it makes a 1,000-foot climb to Sylvan Pass before descending to the North Fork Shoshone River and the stunning Wapiti Valley. Lushly-irrigated river roads bring riders into the cliffy maw of Ten Sleep Canyon, followed by a climb of the Bighorn Range—5,000 feet over 30 miles!

Section two includes the sharp pinnacle of Devil’s Tower, Spearfish Canyon, the Black Hills, the George S. Mickelson Rail Trail, Mt. Rushmore, the Needles Highway, Rapid City and the Badlands. Riding conditions and landscapes are richly varied.

Section three validates the use of the word prairies, as almost 510 miles pass through this green and grassy ecosystem. The route follows mostly quiet, secondary roads and soon becomes a showcase for small prairie towns, most of them lost, either to history or the interstate highway.

Around the Minnesota state line, the surrounding grasslands begin to gradually fill with small pocket lakes, as indicated by the sounds of many water bird species. Camping is available and services generally increase toward the Twin Cities. In Hutchinson MN, the route hops onto the Luce Line State Trail, the first of seven separated, level, often-paved bike paths that highlight the final 74 miles

into Minneapolis. The International Airport in the Twin Cities is bikeable from the route terminus at Fort Snelling State Park, and West Yellowstone boasts a domestic airport.

For those seeking to stay in contact with the ground, the route is a 10-mile ride on a paved, signed Mississippi River bike path to the Amtrak Station in St. Paul, which offers checked bike service for return to your point of origin.

Latest update on RTC bicycle projects in the county

A virtual October opening is in the works for Segment 7 of the rail trail from Natural Bridges Street to Bay and California! The date is TBA.

Plans for two bike/ped bridge projects in the county have been submitted to the California Transportation Commission (CTC). The RTC will learn this winter if the Chanticleer Bike/Ped Overcrossing and the Mar Vista Drive Bike/Ped Overcrossing win approval. If so, the Chanticleer project will begin construction in 2021 and Mar Vista in 2023.

The RTC’s Bicycle Advisory Committee gave preliminary approval to Watsonville’s request for \$337,920 in construction costs for Phase 1 of Segment 18 of the rail trail east from Ohlone Parkway and connecting with the Watsonville Slough Trails. Eventually it will extend from Lee Road to Walker Street. Cost increase is due to soil conditions. The North Coast Rail Trail from Wilder Ranch to

Davenport will be ‘shovel ready’ by next spring, even though federal funds have been delayed. Updated plans include rest areas along the trail near northern beaches and in Wilder Ranch SP, but not near farmlands. Hours will be 5 a.m. to midnight. In the works are wayfinding signs, plans to accommodate wide bike trailers in case of obstructions installed to keep vehicles off the trail, adequate parking at trailheads, moderate slopes for the trail and access ramps, share the trail signage, composting toilets and access from Laguna Road to the beach.

Finally, when bicycling in Watsonville, check out new green lanes on Bridge Street between Hushbeck and East Lake Avenue, Rodriguez Street from Second Street to Ford Street, Walker Street from Beach Street all the way to South Green Valley Road and Green Valley Road from Pennsylvania to Freedom Blvd.

—**Glide A. Long**

What to see from the bike...scenes from Santa Cruz County



Top photos, left to right: Paula Bradley descends hill on Monterey Bay Bike Path, Sunset Beach is crowded on a warm summer Saturday, and Nita Gizdich shows she is in compliance with COVID 19 regulations by wearing her face mask. Bottom far left photo: Riders stop in La Selva Beach to enjoy the view; left photo, Leeann Sherwood (mask) and her American Staffordshire Terrier, Sasha, are a common sight along West Cliff Drive. Shasha pulls her owner on a 'bike/scooter', providing all the power while Leeann steers. They travel 4–6 miles per day!

Chris and Matt Zemny follow the seasons when choosing favorite bike routes

In the sixth month of the Covid Pandemic I must confess that bicycling has been pretty great! Instead of sticking to the common paths in Santa Cruz and nearby counties, my husband Matt and I have searched for roads less traveled.

March and April saw us out at Fort Ord discovering paved, gravel and dirt roads. Jack's Road, Addison Road, Pilarcitos Canyon and "The Grind" were all beautiful roads to ride. We even tried a few single-track trails on our mountain bikes. The fields were carpeted with Lupine and other wild flowers. We actually ran into a few SCCC members doing the same thing! Biking there gave us a lot of "socially distant" area to discover. If you decide to ride there, I highly suggest a mountain bike or at least gravel tires since the best places are the gravel roads. We plan to return next spring!

Warm weather suggestions

When the weather started to warm up, we looked for other remote places to ride. San Mateo County offered some stunning rides, such as Gazos Creek,



Fort Ord's lupine is visible mostly to the mountain biker.

Pescadero Road and Tunitas Creek Road. (Hasn't everyone had their photo taken in front of The Bike Hut on Tunitas Creek Road?) We also ventured out to Santa Clara and Monterey counties, avoiding the crowded bike paths filled with too many people not wearing masks. We discovered Walker Valley and Paradise Roads in the Elkhorn area and Cole and Carr Roads near Aromas.

Because we were searching for rides off the beaten path, we scoured our STRAVA feeds, watching where everyone else was riding. One day Brian Treece put together a ride including all the levees in Watsonville. The final piece was garnered from Osman

Isvan, who knew the key to getting on the levy section near Murphy's Road. (Osman knows more roads to ride than anyone I know, so I follow him on STRAVA and frequently copy parts of his rides.)

Small pods of SCCC riders

In the absence of group rides, it seems that SCCC members have formed small pods of riders. It has been fun to watch this group dynamic develop. I ride on Mondays with Barbara Meyer, who also enjoys long distances. On Wednesdays, Matt and I ride with Brian Treece and Janis Stanger. We follow social distancing etiquette, wearing buffs or masks when we are stopped or near others. Everyone has an adventurous spirit, so we frequently deviate from the more-traveled roads to discover new places. On Fridays, Matt and I ride local roads. The Larkin/ Calabasas loop is a favorite!

If you don't belong to STRAVA, I highly suggest joining. It's free and you can follow other club members' rides and discover new biking adventures!

—Chris Zemny

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. (means open during Coronavirus pandemic.*

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 daily but call first!

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

The Spokesman Bicycles*
231 Cathcart Street
429-6062
Monday–Saturday 10AM–6 P.M.
Sunday–Noon–5PM

Cycle Works*
1420 Mission St.
316-7671
Monday–Friday 10AM–6PM
Saturday–Sunday 9AM–6PM

The Bicycle Trip/Capitola*
3555 Clares St., Capitola 95010
831-226-5050
Monday–Friday–11AM–6PM
Saturday–10AM–5PM
Sunday–Appointment only

Scotts Valley Cycloport*
245 Mount Hermon Road
Scotts Valley
440-9070
Tuesday–Thursday–10AM,–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

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
Monday-Friday 10AM–7PM; Weekend 9AM–6PM

Current eBikes
131 Front Street, Suite D
831-621-2309
www.currentebikes.com
(appointment only)

The Roadrunner is printed by **Maverick Mailing**, which is owned by Peter Glynn, right photo,, who sometimes delivers by bicycle. Call him for your mailing/printing needs. Peter has been serving Santa Cruz for over 20 years; Maverick Mailing uses 100% PCW recycled paper created with wind power and is the only 100% solar powered printing and mailing service in the nation.

831-426-1111 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

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT (“AGREEMENT”) FOR LEAGUE OF AMERICANWHEELMAN D/B/A LEAGUE OF AMERICAN BICYCLISTS (“LAB”)
(this form is for multiple Club Adult Participants only)

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, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads, unimproved roads, mountain bike trails or private property 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 or inactions of others participating in the Activity, the conditions in which the Activity takes place, or THE NEGLIGENCE OF THE “RELEASEES” 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, AND COVENANT NOT TO SUE the Club, the LAB, its respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the “RELEASEES” 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 “RELEASEES” OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I AM 18 YEARS OF AGE OR OLDER, HAVE READ AND UNDERSTAND THE TERMS OF THIS AGREEMENT, UNDERSTAND THAT I AM GIVING UP SUBSTANTIAL RIGHTS BY SIGNING THIS AGREEMENT, HAVE SIGNED IT VOLUNTARILY 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. I AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID,

I HAVE READ THIS RELEASE

I HAVE READ THIS RELEASE

Printed Name of Parent or Guardian

Signature of Parent or Guardian

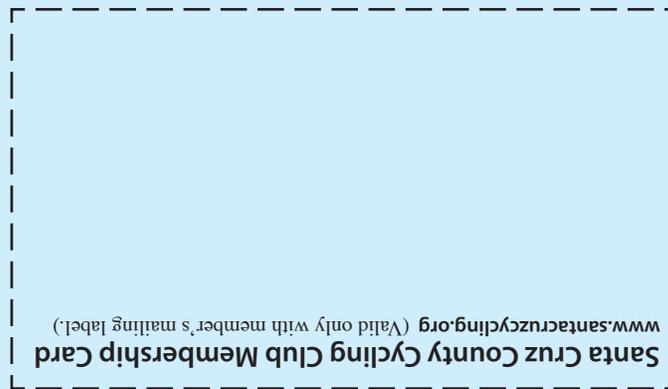
Signature of Minor

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

September—October, 2020

Sunday	Monday	Tuesday 1	Wednesday 2	Thursday 3	Friday 4	Saturday 5
6	7	8	9 <i>SCCCC board 7 p.m. webinar</i>	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	30	1	2
3	4	5	6	7	8	9
10	11	12	13 <i>SCCCC board 7 p.m. webinar</i>	14	15	16
17	18	19	20 <i>Clean your bike</i>	21	22	23
24	245	26	27	28	29	30
31				GO GREEN!		



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



SCCC
 PO Box 8342
 Santa Cruz, CA
 95061-8342