

The Roadrunner

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

Future looks dim for 2021 Mountains Challenge

The coronavirus and the CRZ Lightning Fire have combined to deal a death blow to SCCCC's annual fundraising event, the Santa Cruz Mountains Challenge, for the near future. While Covid 19 effectively cancelled all Bay Area century rides this summer and fall, the local fires of August have added to the dilemma by burning forests adjacent to some of the most popular roads for SCMC—Empire Grade, Felton Empire, Alba, Bonny Doon, Big Basin, China Grade and Swanton. This latest development has threatened, not only the hope of staging an event in July of 2021 but also where to stage the event if it does happen.

SCMC Roads Impacted

"Most of the roads we use have been severely impacted by the CRZ fires, making them non-operational for our needs," says Skippy Givens, event director. "I'd rather not send riders through burned areas. This also brings into question whether we should stage out of UCSC any longer. Despite my best efforts, UCSC has not sustained a level of initial enthusiasm for our event."

"I've bounced some ideas around, such as staging out of Scotts Valley (Skypark, Scotts Valley High School, Siltanen Park), and even Aptos or Soquel high schools. These are all in play. I would rather not point riders through South County so as to avoid duplication of routes with Strawberry Fields Forever. So my first preference is to explore the Scotts Valley options."

"My best guess is we will not stage the SCMC ride in 2021. However, I am fully



Fire crews battle CRZ Lightning Complex blazes

engaged, if and when that may become feasible. We would have to be extremely agile and responsive if that were to occur. Many of these other rides are looking to stage in September/October 2021. If we were to target that as an option, the calendar would be flush with those events.

The SCMC event is not officially cancelled for 2021, but for it to happen, it would take a miracle. It would take an effective vaccine in place with effective distribution. We would also need to have clearance (i.e. permits) from the federal, state and county governments. We're also referencing other rides similar to ours. Once one or two of those open up, that will peek our interest and we'll see where the approvals take us. But all of that seems far-fetched at this point in time. While feedback from the local cycling community is always valued, the real determination again will be to see when other rides similar to ours start to open up again."

Virtual fundraising bike ride raises \$20K for The Bike Hut on Tunitas Creek Road



The Bike Hut has been open continuously since 2008.

While organized bike rides are on hiatus due to the coronavirus, virtual group rides are taking place successfully. A September ride near Pescadero resulted in over \$20,000 raised for a worthy cause. On Sept. 1–22, about 292 bike riders each paid a \$75 entry fee to take part in a time-trial fundraiser starting from the Bike Hut on Lower Tunitas Creek Road, and ending 8.3 miles and 1,900 feet later at the summit of Skyline Road. Sponsors included the Western Wheelers Bike Club of Menlo Park. Riders received Bike Hut T-shirts at an open house on Sept. 26.

Helping organize the event were Susie and Jay Trexler, managers of the Potrero Nuevo Farm, where the Bike Hut is located. The farm provides food and work opportunities to the coastal homeless population through its Abundant Grace Coastsider Workers' Co-op. Farm owners are Bill Laven and Christine Pielenz.

SCCCC contributes to The Bike Hut by financing its porta potty facility each month. The Bike Hut is a wayside rest stop, where bicyclists may purchase snacks based on an honor system, brew a cup of coffee and find refuge in case of inclement weather. (During Covid, it offers water only in outdoor seating area.)



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New weekly rides idea

After a lively discussion at the SCCCC Oct. 14th Board Meeting on the need for more outreach to club members, the board will publish weekly rides for members who may want to ride a new route on their own or with two or three friends. Many club riders already choose their own routes. They are encouraged to stick to that practice or try the new routes.

Vice President Isabelle Magnin will publish a Halloween-theme route soon, and John Armstrong and Ricardo Roullard will publish suggested A/B routes for November and December. Grace Voss will publish occasional C-level rides.

Some A/B-level rides may be presented as a Strava Challenge to involve members socially by sharing experiences, photos and challenges on Strava or Facebook. At the same time, SCCCC recognizes that some members are happy with their 'Pod Rides', which they currently do with one or two family members or friends.

Club shorts: Sharing bike stories during Covid 19

When the air quality is good, five of SCCCC's A riders—**Chris Pearson, Shahe Moutafian, Dan Thurm, Ricardo Roullard and Lisa Beaudreau**—ride whatever steep local terrain they can decide on.

Chris (photo) has also biked at Tomales Bay and in West Marin County.

He recently traveled to Oregon to ride at Crater Lake, Cascade Lakes and in Central Oregon near Bend.

Dan Hughes and his wife **Christine** have evacuated their Boulder Creek home in favor of Flagstaff, AZ. Dan reports the town is a vibrant community with the second largest university in Arizona. "We've visited the Grand Canyon and Sedona. The trail network is expansive, so I've been able to keep up my fitness with biking and running," he says.

Betsy McCord and her husband Mark Roelofs, who recently moved to Santa Cruz, say they enjoy riding their road bikes three to four times a week, traveling 15 miles round-trip from Soquel to Rio Del Mar and the Santa Cruz Harbor. They also ride hybrid bikes and hike in Nisene Marks Park. Both types of outings are a change from the trails and rural roads they rode in Maryland. Because they are new to both the area and the bike club, Mark says they greatly appreciate using the resources of the **SCCCC Rides Library**.

Ford Kanzler reports that he and his wife **Jan** spent a summer weekend riding bikes near Paso Robles, where they enjoyed "great routes, weather, roads and little traffic. Getting out early is necessary now because it heats up after 10 or 11am. Short evening rides are also enjoy-

able. Our best ride was out River Road north to San Miguel and back 20+ miles or so," he says.

A camping and bicycling trip from Nov. 5 to 12 in the Anza Borrego Desert is upcoming for **Janet and Jim Starr, David and Jeanni Kadotani, and Osman and Judy Isvan**. The three couples will camp and ride their bikes, as well as jeep and hike around Borrego Palm Canyon Campground, which is located east of San Diego.

On an August road trip, **Paula Bradley** discovered the wonderful Oregon Scenic Bikeways, a series of 17 off-road trails all over the state with varying degrees of difficulty and length. The link below includes a map, guide and video of each ride. Paula rode the easy "Covered Bridges" route out of Cottage Grove, a city located near Interstate 5. It was 36 miles out and back, and since it's an old railroad bed, the slope is almost flat and easy for kids or non-athletic bicyclists. The Row River Trail has lots of places to start which feature parking and restrooms. This trail runs partly along the Row River to Dorena Lake, a pretty reservoir. The river has several covered bridges and she spotted a bald eagle!

<https://stateparks.oregon.gov/index.cfm?do=things-to-do.scenic-bikeways>

The Sept. 29 Alzheimer's Walk was of interest to **Stella Sexsmith**, who has relatives suffering from the disease. Rather than walk, however, Stella and **Judy Marsalis**, (photo) along with a few

friends, decided to ride bikes and raise money through bicycling. They raised at least \$100 for the cause. Contributions may be sent until 12/31/20 to http://act.alz.org/site/TR?fr_id=13295&pg=personal&px=17737473. —**Rhoda Bike**



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

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

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Mary Hart celebrates retirement with bike ride across US

What better way to avoid Covid 19 than to ride your bicycle cross country with your sister and two friends, traveling west to east, using Adventure Cycling's Northern Tier and Great Lakes maps? That's what SCCCC member Mary Hart (far right in photo), her sister Bonnie Erickson and Todd and Ari Jones did recently, leaving Anacortes, WA on June 24th and arriving in Bar Harbor, MA almost three months later on Sept. 14. The foursome was self supported and they camped about four out of every five days, with occasional stays in motels or homes of people they met along the way in rural towns.

Mary says part of her motivation, besides escaping the virus, was her impending retirement as deputy superintendent of business at the county's office of education. Her sister, recently retired as a school nurse for the Chico Unified School District, felt the same way. The two other travelers were longtime friends Adri and Todd Jones. Two other friends, Dave Dion and Paula Sunn helped plan the odyssey and also rode their bikes part way across the US.

Mary's Story

"Our first day, Anacortes to Rasar State Park was 45 miles. We had decided we would ease into the mountains that would begin on our third day. It was clear from the beginning that we were all at different riding levels and would be practicing support and comraderie! Nevertheless, we had a great first day, but then the hills began! As we rode over the passes: Rainy Pass 4855', Washington Pass 5477', Loup Loup Pass 4020', Wauconda Pass 4310' and Sherman Pass 5575' we grew stronger, realizing we could ride nearly any road coming our way in the upcoming weeks and months!

"But this ride was for the total experience. We had adventures every day, including: kindness and support from so

many people, talking to locals in small town cafes, learning about small town life and seeing kids riding their bikes freely in these towns, kids going to the local swimming pool freely, people welcoming us into their homes, amazing free city campsites with bathrooms and showers, rumble strips, lake swimming, good roads, bad roads, back roads, amazing gravel roads, roadkill, high kill-area signs, porcupines, raccoons invading our food bags in campgrounds, being 'celebrities' in small towns where locals took our pictures for their newspaper and Facebook pages, 32 flats, 10 new tires, three new spokes, seven chains, new chain rings, new cogs, rural people from small towns who had big hearts, finding good food like sourdough bread and ice cream, daydreaming of baked potatoes and corn on the cob with lots of butter and, on the road, lovely downhills!



"Crossing each state line is an amazing feeling as it offers time to celebrate. We used a "spot" computer tracking device and so we had many friends and family following us each day and periodically sending us a picture of where we were in the big picture of the USA. That was incredibly encouraging.

"The Northern part of the USA is economically depressed, so some facilities were not there when we arrived. (We learned we needed to plan for food, a place to stay, laundry and the weather!)

"As we crossed our last few states, we carefully planned each day's journey. (How many miles to ride, where would we stay and when would we reach our final destination?) Counting those days down gave us an amazing feeling as well as reaching Bar Harbor, MA!

More Club Shorts: Stories from Oregon, Paso Robles and Thursday's 'Pie Ride'

Steve Svete reports that Nina Donna and Joe Kelly have been organizing two weekly rides for a small group of four to five people using SCCCC's Rides Library. Steve says the group has "tackled hills and dales, fanning out from Corralitos, Scotts Valley and the North Coast. On his own, Steve recently climbed Felton Empire Road to view the charred remains of the CRZ Fire. While it was an "eerie experience," he says, "a good 80% of the upper canopy (starting 20 feet up) of redwoods in the Fall Creek area of Henry Cowell State Park appears to have survived."



Barney Eredia (photo) has moved to Port Orford on the Oregon Coast, where he is building an Air B & B and planning to sponsor local rides for

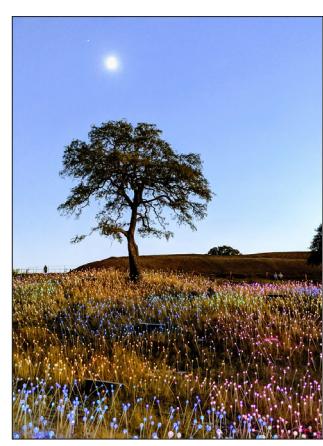
SCCCC members who choose to visit. Barney says he loves biking on local forested roads, especially a 23-mile roundtrip along the Elk River from the local fish hatchery. He rides with other bicyclists in the area two to three times a week. Another outing is a 20-mile to the Cape Blanco.

An unofficial "pie ride" takes place every Thursday morning starting at the Corralitos Market area, with a halfway stop at Gizdich Ranch for goodies. **Ed Kilduff, Meredith Fuhrman, Grace Voss, Ric Eiserling, Patrick Kretsch, Emilie Holder and Frank Pritchard** are regular riders.

Meredith and two friends visited the environmental art exhibit "Sensorio" (right photo) in Paso Robles in late September. They hiked three miles at sunset around a valley of low hills to view the myriad-colored light exhibit. "It reminded me of the Wizard of Oz's poppy fields," said Meredith. As night fell, the colored light balls grew darker under a full moon.

A fun event, I recommend seeing it." During the next few days, the group drove to Cambria, where they rode their bikes 28 miles up the coast to the elephant seals rookery north of the entrance to Hearst Castle.

Tom Panello has joined the Spokesman Saturday Morning Rides. "Usually there are 4-8 of us, and we do routes like Glenwood repeats, Branciforte repeats



or we climb Mountain Charlie Road. The terrible road pavement is subdued by my new Roubaix with Future Shock 2.0 front suspension -- what a difference!" he says.

CRZ Lightning fire burns Teixeira home, bicycles and workshop

On the afternoon of August 18, one of Chuck and Debbie Teixeira's neighbors, whose Empire Grade home boasted a view of the San Lorenzo Valley, called to say he could see forest fires burning at both Big Basin and China Grade. Soon just about everyone in their section of the Bonny Doon community was trying to assess both the direction and speed of the wind. By evening it was evident that evacuation was imminent, so the couple quickly packed eight of their bikes onto the tops of two cars, gathered their important papers and clothes and evacuated. In the meantime, Debbie says, the fire department arrived tagged each house to show its inhabitants were gone.

"When we left it was 83 degrees at 3 a.m.", she says. "It was the strangest weather I have ever experienced! And to see all the traffic on Empire Grade at that hour!

"We took three cars out that evening," adds Debbie, "including our 1963 Mercury which we left with a friend who offered us his guest cottage in Seabright, where we stayed for two weeks. Luckily we had no animals to worry about.

"Fortunately, we were able to go back the second day (our home was still intact.) We drove up Alba Road, and at the top the CHP allowed us to get one more car out. We then spent 2-4 more hours packing! Chuck saved 15 of his 40 bikes.

"On the second day, with the help of some of the Specialized guys he works



Debbie and Chuck Teixeira

with, Chuck rescued his bike tools, plus the borrowed tools he has for restoring old cars. Unfortunately we lost the Model T and Model A Fords which Chuck was working on, as well as a vintage 1963 Volkswagen Bus." (Also lost were another van and a Karmann Ghia.)

Kathy's Condo

After their two-week respite in Seabright, Chuck and Debbie moved into SCCCC member Kathy Frank's vacant two-bedroom condominium, where they are waiting for permits to clear so they may rebuild their 2,000 square foot home, which was completely destroyed, and Chuck's 1,000-foot custom-designed workshop. They will keep the same footprint of the buildings they lost to the fire, in order to expedite the rebuilding process.

Debbie has nothing but praise and gratitude to SCCCC members who have come to their aid during this difficult time.

"Kathy's condo became available in September, and she has given us some furniture," she says. "Then Dave Dominguez invited me over to his home in

Capitola, and he opened up his cupboards for me. Cupboard by cupboard he offered me items that he doesn't use: a crockpot, pans, dishes, a vacuum cleaner, bedding and towels. I couldn't believe it! Linda Halloran, another club member, gave me a teapot, some dishes, a glass cookie jar and a pair of boots for Chuck that belonged to her late husband Dave.

"A friend of Chuck's who has kept in touch started a Go Fund Me campaign, adding a story about our situation. Some of the bicycling magazines picked up the story and we are so amazed and touched by people we know who donated, as well as people who are total strangers!"

Help also arrived from the website Craigslist. When Debbie advertised that she needed a table and chairs, she found just what she needed for \$50. However, when the seller learned that she and Chuck were fire victims, he donated them the set!

Debbie also wants to give special thanks to Maura Noel, who was instrumental in connecting the couple to various internet help sites, as well as local help agencies. Maura also collected garden pots from her friends to donate to Debbie, an avid gardener, as well as a gift certificate to a local garden center.

While Debbie admits it's strange to be in this position in life, she wants to express the couple's heartfelt gratitude. "Chuck and I have been amazed and deeply touched by people we know, people we hardly knew and people we didn't know," she says.

—Grace Voss

Remembering the glory of Big Basin's beauty, La Honda and the North Coast

One Sunday last May a group of friends and I gathered in Boulder Creek to ride through Big Basin, which was closed. Highway 236 turned out to be the best paved road in the entire county—smooth asphalt, no cars, challenging hills and beautiful descents.

Just before the entrance to Big Basin State Park, I stopped. Everyone was quietly standing, looking at the stately redwood trees and unique wooden buildings. "Wow, just WOW!" I thought. A (masked) park ranger came out and offered us water. It felt as if we were in a cathedral, one of Mother Nature's finest. I could tell the ranger knew exactly how we felt.

We all realized that moment was never to be replicated, believing it was the lack

of cars and people that made that moment so special. *Little did we know...*

Other rides this summer found us bicycling the North Coast, including a route created by our daughter Emma, a 35.7 mile, 4,160 feet elevation gain ride. It began on Skyline Blvd/35 in Saratoga, taking us to La Honda Road, an exquisitely fantastic descent without needing to brake, (my kind of downhill!) From La Honda, we continued to Pescadero Road, then onto Alpine Road and back to Skyline for the return. The scenery was stunning.

Inspired by the La Honda ride, Emma designed another route, this time leaving from Pescadero: a 44.6 mile, 5,326 ft elevation gain. This ride featured Stage Road with a short stint on Highway 1, Tunitas Creek, Skyline Blvd/35, back



Debby Joyce, right, and her daughter Emma on SCCCC ride to Davenport, a favorite Tuesday ride location in pre-CRZ Lightning Fire days.

down to La Honda and Pescadero Road. Absolutely beautiful.

I mention these rides because we may never see them again as we saw them this summer. I know nature's beauty will return, but it saddens me nonetheless. Be grateful for the places you ride right now.

—Debby Joyce

'Bicyclean' effort removes trash from Granite Creek Road

Hey Mister, is it OK if I add this to your blue bin? That's what I asked the young man depositing his recyclables into a big blue bin on the side of Granite Creek Road.

"By all means, yes!" he replied enthusiastically in a clipped British accent.

And so I dumped the contents of my second garbage-size plastic bag filled with the beer and soft drink cans of another Sunday morning "Bicyclean" outing, my second attempt at restoring the natural woodland beauty of my favorite bike route.

I started early this Sunday morning, Sept. 6th, since the weatherman predicted hot and hotter temperatures as the day progressed, arriving on my bike at the intersection of Branciforte and Granite Creek at 8:30 a.m. Since I had done my first Bicyclean effort on the road a month ago, I thought I could finish cleaning both sides this time. Certainly there wouldn't be too much "repeat trash" scattered throughout the uphill section.

Lots of Beer Cans!

Wrong! A steady collection of Bud Light and Coors beer cans, a quart-sized, heavy glass bottle of Potato Vodka and at least 10 yards of yellow plastic "Caution" tape, (road work maybe, or an old crime scene?) delayed me. The tape, buried in layers of leaves and dirt, came out quickly. Like removing the thread holding a hem from a dress or a pair of trousers, once you got it started, the rest was easy!

On this day I filled three large plastic bags, depositing their contents in convenient recycle containers along the way. I also used a Grabber, a valuable tool that allowed me to stand and straddle my bike, reaching out to collect trash, rather than having to get off and back on the bike each time I stopped. And, the Grabber



Grace Voss



Granite Creek/Branciforte

allowed me to deposit my 'treasures' directly into the plastic bags, avoiding any hand contact. (For extra caution, I also wore garden gloves.)

Re-cleaning Takes Time

Time-wise, it took so long to retrace/redo my effort of a month earlier that I did only a limited portion of cleaning on the downhill side of the road. There I discovered two unusual items that took up most of the space in my garbage bag, a deflated basketball and an empty, eight-quart paper container of fertilizer caked in dirt and pine needles!

My inspiration for this dirty deed comes from Rick Denman, Bicyclean's organizer, who has a posse of volunteers who scour the roads of Santa Clara County to collect trash. The reward is two-fold. One, you feel satisfied after cleaning a favored route you enjoy riding and, two, it's good public relations, especially among passing motorists, to see a bicyclist cleaning up the landscape!

Granite Creek Road Update

Since Sept. 6th, I have done two more Bicyclean outings on this road, finally completing the downhill section except for an abandoned tire at the bottom and a heavy car mat at the top! I report with pride

that this road is, at least for now, clean of roadside trash! Full disclosure, my bike and I took a tumble into a roadside ditch one recent Sunday, when I lost my balance by reaching too far with The Grabber. Nothing hurt but my pride.

Try Cleaning a Road

If you have a favorite bike route in the county, think about starting your own "Bicyclean" effort at removing its roadside trash! (Warning: rather than a 'one and done' job, Bicyclean requires occasional revisits!) —Grace Voss

Bicyclean tips

- Choose a favorite route to keep clean (avoid busy roads)
- Wear bright, protective clothing; use a rear bike light; Use a Grabber!
- Do the Bicyclean effort early in the day (fewer cars); cooler temps
- Use a Grabber and wear gloves
- Choose a road with blue bins for trash disposal
- Do the task with a friend so you can 'leap frog' trash pickup on the same side of the road, or do both sides of the road safely
- Roads don't remain free of trash; plan monthly revisits!

Trying to strike a positive note during trying Coronavirus epidemic



Left photo: Joyce Rollins inspects repairs to Cox Road in Aptos. Center photo: "50 Ways to Take a Break" include calling a friend, meditating, going to a park, making music, reading poetry, doing gentle stretches and eating a meal in silence!

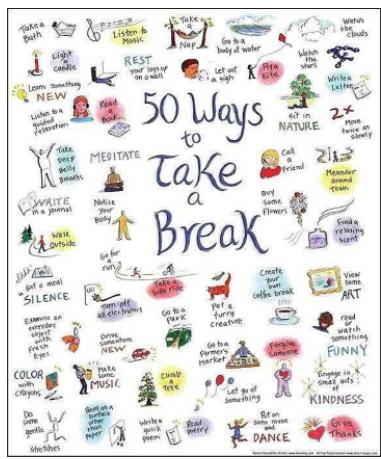


Photo above: Linda Halloran rides on new UCSC Great Meadow Bike Path, which has a wider width, with a multi-use path on the upper portion. Cost of the project is \$1,134,000, with \$700,000 coming from the Santa Cruz Regional Transportation Commission and \$434,000 from the California Transportation Commission's Active Transportation Program (ATP). Photo above right, new coffee hangout at the former Gayle's Bakery site, 11th Hour Coffee, is open Wednewday—Sunday.



Surprising outcome to 2020 version of the Tour de France

The 2020 Tour de France organizers knew this edition of their classic race would be different, but they didn't realize how different. They had pushed the date back due to Covid 19 concerns and put in place strict protocols to protect those involved, and they knew there wouldn't be the usual throng of spectators lining the route. What they didn't expect was how the race would turn out.

The overriding favorite to win the yellow jersey was Egan Bernal, the ultra-talented young Colombian rider who rides for the Ineos Grenadier squad. He is a superb climber who, in 2018, won the Tour of California, finishing over a minute ahead of the American Tejay van Garderen, and he was the defending champion in 2020. However, on one of the early climbs, he bonked and came in far behind most of the peloton. When asked if he was injured, he said he just didn't have it that day.



With Bernal out of contention, the Slovenian ski-jumper turned bicycle rider, Primoz Roglic, took control. By the start of the penultimate day's time trial, he had a substantial lead, and the press announced him the eventual winner, as his advantage over everyone else seemed insurmountable. Undoubtedly, the time trial was just a formality. But then, to everyone's surprise, a fellow Slovenian, Tadej Pogacar, rode to a substantial victory in the time trial! The yellow jersey was his and not to be surrendered.

So, Slovenians placed first and second in this unusual Tour. The Australian rider, Richie Porte, took third. The Irishman, Sam Bennett, cemented his status as the race's top sprinter, taking the final sprint on the Champs Elysees.

There was another unexpected result. The young American cyclist, Sepp Kuss, rode in support of Roglic through the second and third weeks as



L to r: Primoz Roglic, Tadej Pogacar and Richie Porte on the podium of the 2020 Tour de France.

he defended the yellow jersey through the high mountains. For most climbs, he remained in or near the lead. He finished 15th overall (out of 176 riders who started the race), proving he could ride with the best climbers in the world. It was the highest placing for an American since Andrew Talansky in 2015. He looks as if he is a rider to keep an eye on.

Yes, it was a different race.

—Howard Burman

Tips from a pro on how to successfully sell a used bike

There's never been a better time to sell your used bicycles! It's true that every cloud has a silver lining. Take the current Covid 19 crisis. A bright side for cyclists is that more people than ever are shopping for new and used bikes, and riding them, too. The demand is high in Santa Cruz because we live in a cycling paradise. And, since many of us are working less, we're riding more. Meanwhile, fewer commuters means more bike-friendly roads.

Nationwide, so many new bicycles have been sold since the Covid outbreak that the industry's calling it the biggest bike boom since the 1970's! Many shops and companies are sold out and need to order the bike you want, which delays both delivery and you getting to hit the road and trail.

Because of these reasons, used bicycles are suddenly red hot. Great news if you've got old bikes you've stopped riding. Selling them is both fun and satisfying because the new owner will appreciate and ride the bike again. (And the money is sure to come in handy during these trying times.)

Pricing Tips

A lot of sellers get hung up on pricing bikes. An easy way to ballpark it is to search for listings of your same bike and use the asking price as a basis - ebay is great for this. But, even easier is to go with your gut feeling, i.e. what you'd feel good about letting the bike go for. Often, buyers will haggle on the price, so I usually add 10% to have wiggle room.

Another hurdle for some potential sellers is feeling like they don't know enough about their used bike. Actually, you only need to know

the bare bones, such as the brand, what type of bike it is (road, mountain, city, etc.) and the condition. While detailed descriptions are nice, as long as you provide those nice photos I mentioned, anyone shopping will be able to do their own research - or if they're already bike savvy, they'll see what they need to know to decide if the bike's right for them. And they'll reach out to check it in person to learn more.

The best way to "deliver" used bikes is local pick-up, where the buyer comes to your home or a public location if you don't feel safe having them come to your home. That way you don't have to deal with shipping the bike.

Payment Methods

Be careful here. I recommend only accepting cash or online payments like Paypal or Venmo - so you can make sure you are paid before giving them the bike. With cash there's a sneaky trick to watch out for. It's when the buyer agrees on a price in advance. They then show up and agree to buy the bike giving you the money folded in a bundle. At this point, from meeting them and showing them the bike, you might like and trust the person. That's fine, but be sure to unfold the bills and count the money because there are people who try to short you on the deal and then act like they made a mistake!

If the best or only buyer for your bike needs it shipped, the most affordable and easiest company to use today is **bikeflights.com** You'll need to pack it but they make the shipping a piece of cake. Of course, the buyer pays for packing and shipping, too.

I hope these tips help. Feel free to email me any questions at jim@jimlangley.net. (Jim is in top left photo with his High Wheeler, which he never plans to sell!) —**Jim Langley**

Out and about the county: photos feature local roadside fall attractions



Fall scenes include local brussel sprouts, pumpkins and thank you signs for firefighters (across from Fire Station #2 on Soquel Ave.)



Bike safety with Pete Pearson: All there is to know about popular electric bikes



The popular trend in bicycling, e-bikes, may be an alternative to a scooter or motorcycle for getting around town, and you save on yearly registration fees and reduced insurance, compared to a car. In 2016 the electric bike market grew by 70%, and it hasn't slowed in 2020!

So, whether you assemble your own or buy from a shop, let's get some basic terminology out there. E-bikes will be set up with either a front "pull" hub for power, a more common rear hub drive or an integrated center Bosch, Yamaha or Bafang motor.

A center-mount motor will reduce ground clearance, but it will allow you to center your weight, although it may put more wear on the chain and gear cluster. A front hub motor will allow you to use your center cassette set, whereas a rear pusher will require you to lose one of two front sprockets in your cassette. Regenerative hubs are available that will return electricity to your battery in rear-drive hubs, just like an electric car. However, they will also cause drag when you stop pedaling.

E-bikes also come in three classes. Class 1 covers an on/off switch, with speeds up to 20 mph. Class 2 uses a thumb and pedal drive up to 20 mph and Class 3 has a handlebar throttle assist and pedal drive up to 28+ mph. (A class 3 bike is not allowed on paved bike paths like the San Lorenzo Bikeway.) Some models have integrated front and rear lights. I suggest looking for a bike with integrated wires through the frame.

Most e-bike companies offer flexible pay plans prior to delivery, and some offer free shipping.

Batteries

A 36-volt battery is standard issue in many bikes, but amps can range from just adequate 10 to 14 or better. Some units will mount the battery under the rear rack for coun-

terbalance, and others will be on the down tube or integrated into the tube.

Batteries have a shelf life of use and some manufactures suggest a three-year life span, but real world conditions have given six years or so on some models. Rad uses reliable Samsung batteries and Blix uses the popular Panasonic battery offering 36v and up with 17.5 amp hours and a 630 watt motor giving up to 60 miles on a charge. FTH Power Company will rebuild your battery for about \$378 and even add extra cells for that extra boost. They analyze the battery and replace dead cells as well as build and sell e-bikes

Watts

This is a measurement of force times velocity. Higher watts equal more power, both at takeoff and sustained speed. You may or may not need to have high watts if you intend to tootle around town, thus you don't have to overspend. Typical bike motors put out 240-500 watts of continuous power and some can spike from 750-1,000 watts for brief periods of speed. With a higher 48 volt and 750 watts your hubs may heat up.

Torque

This is what gets you moving from a dead stop and a measure of newton-meters. Lightweight bikes may be rated at 30 to 40Nm. Mountain bikes require more oomph for the uphills and cargo bikes for carrying. They will be rated in the 60-80Nm range. E-folding bikes also run in this range.

Watt Hours

This term represents the amount of energy an e-bike will use expressed as Wh. Running at full throttle, a 500-watt e-bike should run for a full hour before killing the battery. Smaller batteries may be rated at 300 watts for short runs around town and back. Most likely you should be looking at 400-500 watts to be happy.

—By Pete Pearson

(Special thanks to Bruce Ungari, Tim Derich, Bicycle Magazine, Electric Bike Review, The Bicycle Trip, Epicenter Bikes and Family Bike Center that contributed to this article.)

Lila Steiner says use caution when bicycling downhill!

It was August 11th, a splendid day for a bicycle ride: perfect weather, perfect route and perfect riding mates. I had been getting out for C-level rides one to two times a week, which helped maintain my sanity throughout the pandemic. A favorite route is Sunset Beach via La Selva, but this day we were heading up to St Clare's Retreat in the Santa Cruz Mountains.

Missing the Turn

I was careening down Branciforte Drive and missed the turn for Mountain View Road. Then everything happened at once! I heard my ride mates calling that I'd missed the turn. I saw the sign telling me the same thing. As a result, while trying to make a U-turn, I crashed! (I was going too fast, downhill, so when I swung wide to turn, my front tire ended up off the road in pine needles.) My bike went down and I went over the handlebars! Thankfully, pine needles cushioned my head, but my left elbow hit the pavement hard, taking the full weight of my body. I lay there, trying to decide what body parts could still move before realizing my left arm was in great pain and useless.



Lila on indoor trainer with her cast

Managing to get up, I turned my bike around and started walking to meet my biking buddies Phil and Nina.

Serious Injury

Just then, Phil came around the bend, saw me and asked what happened. I explained my fall and we both joined Nina, who took one look at my elbow and knew my injury was serious. She told me in no uncertain terms, "You are going nowhere, dear!"

Hearing Nina's words, I started feeling faint! Then a passing car stopped

and a woman offered ice and an old dish towel which Nina fashioned into a sling. At that point a man entering his nearby driveway went into his garage and brought out a camping chair which he assembled right before our eyes! Phil offered to ride his bike down and get his pickup truck. Returning, he loaded my bike into the truck and drove me to Dominican Hospital's ER, where X-rays showed a fractured olecranon.

Surgery took place the next day and now I have a new vocabulary and know all about the latest technology for putting the olecranon back in place and securing it with screws to the ulna!

Recuperation

Since that fateful day I've been home recuperating. That's my story and I'm sticking to it. I'm hoping to get my cast off, receive physical therapy, and be back on bike rides before long.

For now, my bicycle sits on a trainer in my garage, and I use it. Having survived that bad fall, I look back and am thankful for my riding buddies as well as the excellent care at Dominican from a surgeon who just happened to specialize in elbows!

—Lila Steiner

303 Wayfaring signs guide bicyclists around county

More than 303 locations throughout Santa Cruz County now boast attractive green road signs with specific directions and mileage for bicycle travel. Thank you to the Wayfaring Signage Program sponsored by the Regional Transportation Commission (RTC)!

The signs (right photo) will assist all types of bicycle riders: commuters, families, recreational riders and visitors, in finding and accessing major destinations throughout the county. (The revised routing of the long-distance Pacific Coast Route has also been signed.)

"The bike signage program provides necessary signage to help cyclists stay safe and improve visibility, while also providing critical information for all transportation users," said Santa



Cruz County Supervisor John Leopold. "As we see more people on their bikes, this signage is a welcome addition to our community."

The 2020 [bicycle route & bikeways web map](#)

is now available and shows the locations of all of the signs, along with maps of the preferred routes and the county's bikeways.

More information on the Santa Cruz County Bicycle Route Signage Program can be found at <https://scrcrtc.org/bikesignage>.

Approval process underway for Mar Vista bike overpass

A video of the Mar Vista Bike/Ped Overcrossing of Highway 1 is available at www.scrcrtc.org. It shows an overview of the project as well as three overlay designs for the mesh fencing along the bridge (i.e. misty redwoods, lighthouses and cypress tree cliffs.)

The project is in the environmental clearance phase, along with the Highway 1 Auxiliary Lane and Bus Shoulder Project between State Park Drive and Porter St. Grant funding has been applied for. The project's cost is \$1,652,000, and will be funded through grants and Measure D.

If all permits are successful, this project may be under construction in 2023, excellent news for local bicyclists who want to avoid crossing Highway 1 via State Park Drive!

Leonard and Jan Foreman tour Oregon coast by bike and RV

Starting in late September, SCCCC member Leonard Foreman rode his bike 45 miles per day for eight days, from Astoria, OR to Brookings, while his wife Jan drove the family's motorhome, allowing for convenient camping each evening. They enjoyed a two-week window of clean air and no rain during the 360-mile trek.

Leonard reports that the Oregon state park campgrounds are "unbelievably beautiful!" He also praises the smooth-as-glass surfaces of the Oregon roads, which boast bike lanes five feet wide. Add to that beautiful, non-stop ocean views and picturesque towns along the way.

"The Oregon Coast is known for its historic lighthouses and art deco bridges over numerous streams and rivers. All the streams and rivers had plenty of water flowing into the Pacific. The Oregon countryside is constantly green. I experienced two foggy mornings, with the fog burning off quickly. For the most part the fall weather



Jan and Leonard Foreman on Oregon vacation

featured sunny, blue skies, with temperatures in the seventies," says Leonard.

"I used two maps on my journey, Adventure Cycling's Oregon Coast map and the Oregon Department of Transportation (ODOT) Oregon Coast Bike Route map. Both were invaluable as they warned which sections of Highway 101 to avoid, while offering alternate routes.

Oregon's Mt. Hood is setting for biking and hiking

My bicycling friend Ted Merrell, and I departed smoky Santa Cruz on Aug. 24th, in search of both adventure and cleaner air. However, neither happened right away. While driving north, we noticed Mount Shasta in Northern California was obscured completely by smoke. Fortunately, the air cleared just north of Bend, OR. Yeah!

200-Mile Journey

After reaching our destination, we biketoured 200 miles on forest and backcountry roads and some highways, traveling in a clockwise direction around Mt. Hood. Ted rode a front-suspension hybrid bike while towing a bike trailer, and I rode a mountain bike equipped with panniers.

Starting at a string of lakes at 4,000 feet elevation, we descended along the Clackamas River down to the Columbia River. Our first night camping consisted of a bivouac in an abandoned filbert nut orchard carpeted with wildflowers!

500-Foot Waterfall

We caught a tailwind along Highway 30, in view of numerous thundering waterfalls including the famous 500 feet-high Multnomah Falls by Hood River. On the third day we rode the last 50 miles over a couple of 4,500 feet passes on the eastern shoulder of Mt. Hood. There we were treated to sightings of the 11,250 feet

peak from many angles, enjoying clear skies and mild temperatures.

Upon our return, after driving to Timberline Lodge, located at 6,000 feet elevation, we traded the bikes for backpacks and walked for three days on a clockwise hike along the 40-mile Timberline Trail, which circles Mt. Hood. We experienced elevation changes starting at 2,600 feet and climbing to 7,300 feet.

We saw magnificent waterfalls, raging snowmelt rivers, glacial moraines, and wildflowers every day. The northern horizon encompassed Mt. St. Helens, Mt. Rainier and Mt. Adams. To the east was evidence of the White River Fire throwing up mushrooming dark clouds of sooty moisture.

35-Mile Bike Loop

Before returning home, we drove to the rim of Crater Lake, to bicycle the 35 mile loop, riding clockwise, ala Buddhists, and keeping our right shoulder to the sapphire blue lake shrine». From a 7,800 feet viewpoint we witnessed the peak of Mt. Shasta, nearly 100 miles away. It was remarkable that, just a week before, we couldn't see it from its base!

As I write this on a smoky Sept. 11, I pray that clearer and cleaner air prevail for us all.

—Shahe Moutafian

"The route I took gained 16,000 feet over 360 miles, although the beauty of the ride and the excellent road surfaces made the elevation gain appear easy. It was nice, however, at the end of each day's ride to meet with Jan and enjoy the coastal campground's amenities. (Campground reservations are required due to Covid 19.)

"This ride is not for everyone," says Leonard. "Logging and pickup trucks with huge tires and noisy exhaust systems are plentiful. For the most part, however, the drivers gave you space. —Leonard Foreman

CRZ fires aftermath for SCCCC

When SCCCC member Stan Hooper lost his Boulder Creek home and most of his possessions to the CRZ Lightning Fire, Larry Naruchi and other bicycling friends raised \$1,600 which Larry used to replace most of Stan's tools that he had accumulated over a lifetime of use, plus materials for a customized tool case! Besides his home, Stan lost several bicycles and his bike workshop. Dan Hughes was able to obtain a donated bike case and Larry purchased a large sheet of Kaizen Foam so Stan could customize the case.

Donations came from fellow bike riders and a Facebook Group called Gravel Bike California, plus Larry's Facebook Page.

Replacement tools include: Effetto Mariposa precision 1-12Nm torque wrench set, Kinipex bicycle cable tools, Kinipex adjustable pliers, a PBSwiss hex key set, a Beta 3-way hex key set, a Gedore Hammer, a Gedore Key file set, an Abby Bike Tools socket crombie (cassette remover), Abby Bike tools Chain Whip Park Tools socket kit, Park Tools 12-60Nm torque wrench and Wiha Precision screwdrivers and torx drivers (German).

Stan also wants to thank Matt at Spokesman for use of his shop and Kathleen Bortolussi for the new bike jersey!

Boulder Creek Evacuation

John Armstrong and his wife had to evacuate their Boulder Creek home for almost four weeks due to the CRZ fires. Today they are living in a smoke-damaged but otherwise intact residence despite the fire coming within 100 yards of the home. "The bad news is that my almost-daily ride up, over, in and out of Big Basin State Park will be on pause as the park is now gated. It looks pretty grim up there," reports John

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 Cyclosport*
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.santacruzcycling.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.santacruzcycling.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 SCCC Email list 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* 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* *Roadrunner Newsletter delivered by US Mail
2nd Member First Name	2nd Member Family Name and Email	
2nd Member Contact Telephone	2nd Member Cell Phone	
2nd Member Contact Telephone	2nd Member Cell Phone	
Street Address	City	State
		Zip

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT ("AGREEMENT") FOR LEAGUE OF AMERICAN WHEELMAN 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

November—December, 2020

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

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



95061-8342
 SCCC PO Box 8342
 SANTA CRUZ, CA