

The Roadrunner

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

Rail trail's Westside segment opens to public

It took less than 30 minutes on December 10th to officially recognize the 20-year dream of legendary US Congressman Sam Farr. The half-hour ribbon cutting (a virtual opening, due to Covid 19) at the intersection of Bay and California streets recognizes the first phase of Segment 7 of the Monterey Bay Sanctuary Scenic Trail (MBSST). It travels 1.2 miles from Bay/California to Natural Bridges Road as part of a 31-mile trail to come from Davenport to Watsonville. This segment's cost is \$6.4 million, with half of the funding coming from Measure D. Construction was done by Graniterock, of Watsonville with reconstituted cement from another city project. Trail lights and artwork are still to be installed.

In 1990, Farr championed the current Monterey Bay Bike Path from Castroville to Monterey. But what he really wanted was an entire bikeway to encircle all of Monterey Bay. Santa Cruz's Segment 7 is one of 20 trail segments which, when completed, will fulfill that dream.

The ceremony resulted in praise from local officials. Santa Cruz Mayor Donna Myers said, "Today is an incredible day recognizing that this section has been completed."

Guy Preston, executive director of the Regional Transportation Commission, said "Segment 7 is a much-needed infrastructure. People of all ages and abilities are seeking more transportation outside of driving. There



Chris Schneider, left, rides the trail he helped build.

will be more segments to come."

Other officials, singing the praises of Segment 7, called attention to its 10 green bike crossings at side streets, its multi-generational health benefits and its easy access to parks, schools and beaches for the densely populated Westside. Piet Canin of Ecology Action said the trail is especially relevant in this Covid 19 era, with many new bicyclists out exercising. "The trail is safe for social distancing and people are away from traffic," said Canin. "The opening provides good momentum for other future segments."

Former mayor Justin Cummings agreed, saying "It's a project that will benefit citizens for years to come. —*Glide A. Long*

Taking a scenic bike ride along Westside's rail trail

Road workers were installing yellow traffic bollards at the east end of Segment 7's rail trail entrance at Bay and California streets. It was the day before the official opening of this off-road bike/ped path, and Piet Canin of Ecology Action had offered to bike with me on a tour to check out the path's layout, street crossings and local attractions.

While the trail travels mostly in a straight line adjacent along the rail line, with attractive cable fencing serving as a barrier from the tracks, it initially curves gently to the right, following Lennox Street around a huge Monterey Cypress tree. Attractive homes are on the right as the trail continues, crossing Dufour and Bellevue streets.

Beginning at Almar Avenue, the residential homes give way to a 'semi-warehouse' district of commercial buildings.

Crossing Fair Avenue, the trail skirts New Leaf's back parking lot, continuing across Swift Street, which is flanked by a variety of coffee and bakery outlets, as well as a bike shop, (valuable information in case of a mechanical problem). More small businesses appear on each side of the trail as the view opens up, revealing a riparian zone with a bridge over the Arroyo Seco Channel. In the distance, larger warehouse facilities are evident on each side of the trail until you reach trail's end at Natural Bridges Road.

The varied scenery made the trail seem longer than its listed length at 1.2 miles,



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Listing all rail trail sections

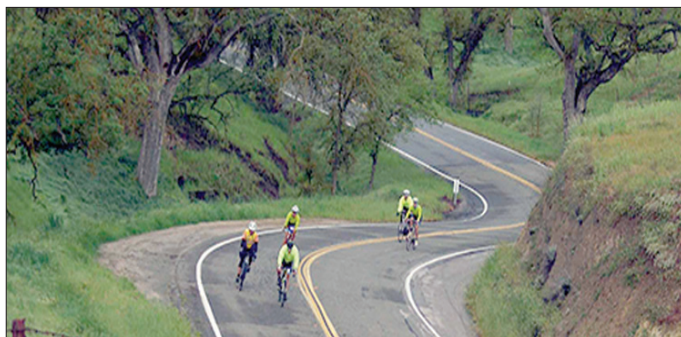
#	Northern Reach	Miles
1	Waddell Bluffs	1.06
2	Greyhound Rock to Cal Poly Bluffs	4.77
3	Coast Dairies	1.11
4	Davenport Landing	3.64
5	Davenport/Wilder Ranch	10.5
#	Central Reach	Miles
6	Wilder Ranch/Shaffer Rd.	1.49
7a	Natural Bridges to Bay/CA	1.2
7b	Bay/CA to Boardwalk	.8
8	Boardwalk/Trestle	1.0
9	Twin Lakes	1.73
10	Live Oak/Jade Street Park	1.5
11	Capitola/Seacliff	3.2
12	Aptos Village	1.14
13	Rio del Mar/Hidden Beach	.85
14	Seascape	1.17
	Watsonville Ranch	
15	Manresa State Beach	1.37
16	Ellicott Slough	2.66
17	Harkins Slough	4
18	Watsonville Slough Trails	4.01
19	Walker Street	.47
20	Pajaro River	.74

and the 10 green road crossings, trash/recycling containers and generous width made it user friendly. Segment 7's Westside phase is a joyful addition for both residents and tourists.

—Rhoda Bike

Club shorts: Wildflower cancellation, fire relief fund

The Covid 19 pandemic is still cancelling organized bike events. The San Luis Obispo Bicycle Club has cancelled its **Wildflower Century** (right photo), scheduled for April 24th, due to the health crisis. The club's board of



directors regrets the two-year hiatus and hopes bicyclists will join the event in 2022. Tentatively scheduled is the **Lighthouse Century**, set to take place on Sept. 25th. A final decision will be made by June 1st.

SCCCC member **Albert Saporta** has helped raise \$16,481 for the Community Foundation of Santa Cruz County to distribute to victims of the CZU August Lightning fires. Albert reports that fundraising efforts continue as the goal is \$25,000. A virtual bike ride is scheduled for April 24th. Great job Albert!

You mean you are supposed to clean your chain?

Marilyn Marzell advises using a "Chain Pig", a pink, plastic device, to clean one's bike chain. (check out the YouTube video on Pedro's Chain Pig.) "You clamp the pig on the chain, put a degreaser liquid in the device, pedal the chain backwards a few times, squeeze out the dirty sponge in the piggy, fill piggy with water to rinse, let dry and then lube the chain. It's really quite easy. And now I want to run to the shed and clean my dirty chain!"

Stella Sexsmith, however, has a simpler solution: "I don't ride on muddy mountain roads and I take my bike and chain to the shop for cleaning!"

David Kadotani, who with his wife Jeanni, rides one of the cleanest tandem bikes in the county, offers this advice. "For the last few years I have spent very little time cleaning bike chains. Using a wax-based chain lube (i.e. White Lightning), I have learned that dirt is not attracted to the chain. For cleaning, I simply spray a tiny bit of automotive brake cleaner on a towel, squeeze it against the chain and run the drive train backwards for a minute. The wax chain lube also keeps the chain looking clean, and dark grease spots from the chain are no longer a problem." For more information, go to:

<https://www.amazon.com/dp/>

The **Banff Centre Mountain Film and Book Festival's world tour** has gone virtual for the first time in its 45-year history. This year's programs are available for viewing through Oct. 24th. Tickets are \$15 to view at least seven films. Participants have 72 hours to view films from the time of purchase, with a 'bundle offering' available for \$28. The latter offer gives the viewer two weeks to watch the films. Visit **Riotheatre.com** for more information about the online programs and how you may support your local screening.



[B000C14HL0/ref=cm_sw_r_em_api_fabt1_N-sVFbMJDD0W1](https://www.banffcentre.com/programs/mountain-film-and-book-festival-world-tour)

For every 300–400 miles of biking, **Doug Engfer** removes his bike chain for cleaning, using Park Cleaner and a brush on the cassette. Then he rinses the chain, lets it dry, installs the chain and then lubes it. After every road ride his advice is to floss the cassette, wipe down the chain rings and chain side plates, then lube the chain. For gravel or dirt bike riding, he recommends chain cleaning after every ride.

"Lots and lots of triflow," is **John Bid-dick's** advice, "then I remove as much of it as I can."



Bicycle's guru **Rick Denman** asks, "One is supposed to keep the chain clean?"

Jackie Rall has the final words for how her husband **Tony** (photo) cleans a chain. "One husband, one beer of his choice," she says.



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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Where are club members riding during Covid 19 days?

Betsey Crandall and I (photo) did the BYOYO Three Valley Ride last fall on a Sunday. It was crisp for the first 20 miles mostly in the trees, so we were glad we had worn our winter kits. Betsey suggested it should be the Four Valley Ride because of Day Valley Road. We spotted a wolf at the Wolf Rescue House on Browns Valley Road. We spoke to the owner of the house and he said this is his last wolf rescue, so we felt lucky to have spotted him! The wolf's name is Elko. I didn't get his photo, but I took photos of the "valley" street signs marking the ride and found one that said Brown Valley instead of Browns Valley, so somebody goofed! We also saw seven turkeys on Green Valley Road and we smelled lots of apples!

—Barb Meyer

Along with most people, I had been sheltering in place and bike riding locally until recently when a couple of biking buddies from Sunnyvale and I were fortunate enough to climb Mt Tamalpais on two different occasions! We started our ride in Mill Valley and did a counter clockwise route, adding an out-and-back up Mt Tam. This is truly one of the



most spectacular bike rides in the Bay Area! It is almost 40 miles long, with about 4,400 feet of elevation gain. Besides redwoods, the scenery features quaint towns and pleasant stops, including the Fairfax Coffee Shop.

About 100 feet up Fairfax Road is an interesting outdoor mosaic tile work honoring the birthplace of mountain biking. Riding out Fairfax/Bolinas Road, the route is relatively car free all the way to Alpine Dam through glorious redwood forests. Some steep rollers (aka Seven Sisters) offer incredible views of Bolinas, and one day's ride offered a distant view of the Farallon Islands!

The final three miles up Mt Tam are moderately steep, providing (on a clear day) views of the Marin Headlands, San Francisco and the coast to the south. Water and bathrooms are available at the top. The 19-mile descent back to the start features perfectly-banked curves, along with increased car traffic.

We parked our cars at the Mill Valley Safeway, but parking is also available at Hauke Park or along Camino Alto Road. The following write up contains pictures and route directions. Mount Tamalpais – Ride Chronicles —Patricia Lawson

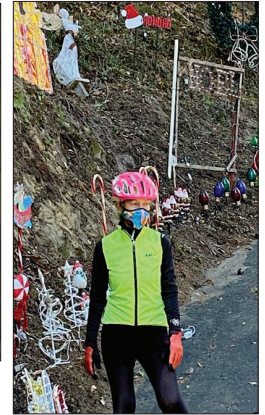
A few friends and I celebrated my 70th birthday by riding a 70 kilometer loop from Rio del Mar that included Cox, Corralitos, Hazel Dell, Green Valley, Watsonville, Palm Sunset Beach, Seascape and return. Our celebration was at Cantine Wine Pub in



Left to right: Richard Klevins, Lila Steiner, Stephen Svete; Nina Donna, Michael Harrison and Joe Kelly.



Jane Ferguson, left, in RGB jersey, and Sue P. Thorley on Bean Creek Road.



Aptos (photo at top) —Nina Donna

I'm glad the weekly Thursday ride out to Gizdich Ranch from Corralitos continues. Other than that, my rides with **Leonard Foreman** have been mostly local, but we did a nice Chacagua Loop from Carmel Valley in late November. The burn areas were quite impressive and Carmel Valley Road had light traffic so that worked well. Swanton Road, though not pretty, is still a nice, quiet road. These are quiet times.

—Ric Eiserling

Rich Larson and daughter Ruthie tour Lake Washington by bicycle

On a cold and clear Sunday morning last October, my youngest daughter, Ruthie, and I (photo) set out to ride around Lake Washington near Seattle. This past spring, Ruthie pulled a little-used, Giant road bike out of storage. To her delight and mine, she has become a bicyclist. Now living in West Seattle, she continually expands her daily rides, including some good hills. While visiting her this fall, she expressed a desire to get in a 50 miler, following the route around Lake Washington. <https://www.alltrails.com/trail/us/washington/lake-washington-road-bike-loop>

Parking was readily available near Mount Baker Beach on the southwest

shore of the lake. Signs designating the route were clear as we set out on our clockwise ride. A slight detour took



us through Ruthie's alma mater, the University of Washington. Further north we enjoyed the multi-use Burke Gilman Trailway, formerly a railway. (If you are familiar with *The Boys in the Boat*, this is the same rail line that spectators used to ride the train while

watching college rowing races on the lake.)

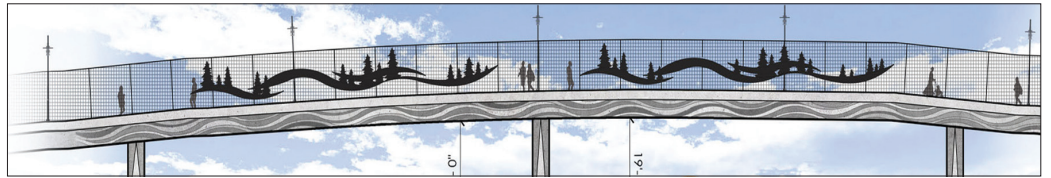
At the top end of the lake, the trail opened up and we stopped for coffee and a bio-break. Continuing through Kenmore, we approached an anticipated long, straight climb. As we pulled up to a signal light, a couple of local cyclists guided us away from traffic, making the climb more bearable.

After passing through the towns of Yarrow Point, Medina and Bellevue, we decided to take the I-90 bridge across to Mercer Island back to our starting point. The sun was low in the sky as we rode west across the bridge. Our trip came up about five miles short of the intended 50, but the day was both beautiful and memorable.—Rich Larson

Multi-modal Caltrans grant funds two bike/ped projects, protected bike lanes

The \$107.2 million Caltrans grant to the Regional Transportation Commission (RTC) in December is due, in part, to adding two bike/ped overcrossings of Highway 1 and safer bike lanes on Soquel Drive to the proposal. This “multi-modal” approach means that three sets of auxiliary lanes on Highway 1 between Soquel Avenue/Drive and State Park Drive will be constructed starting in 2023. Also under construction will be a wider bridge with bike lanes and sidewalks at Capitola Avenue, two bike/ped overcrossings at Chanticleer and Mar Vista avenues, and safer bike lanes on Soquel Drive. The Soquel Avenue/Drive buffered/protected bike lanes will total five miles, with 46 green bike boxes for left turns and adaptive traffic signal control with transit prioritization at 23 intersections.

Measure D, a transportation tax



Mar Vista bike/ped overcrossing of Highway 1 may feature local scenery, like ‘misty redwoods’ (above)

approved by voters in 2016, was used to “advance the delivery of the project and was necessary to leverage the grant funds,” according to Guy Preston, RTC executive director. (Caltrans is more likely to grant funding to communities that tax themselves.)

Bicycle advocates like Amelia Conlen of Ecology Action see safer streets and more people on bikes as a result of this grant.

“The recent Caltrans grant for improvements along these corridors will be a game-changer for biking in our county,” she says. “Soquel Drive is a high-collision corridor. Separated or buffered bike lanes (along with pedestrian improvements) will help

residents who don’t feel safe biking or walking to feel more comfortable using active transportation.

“The bike/ped overcrossings at Chanticleer Avenue and Mar Vista Road will provide an alternative to the freeway interchanges at three locations: Soquel Drive, 41st Avenue, and State Park Drive. (These locations can be challenging for a new bicyclist to navigate.)

“I am hoping to see big increases in the number of people biking in our county after these facilities are installed. More bicyclists will remind drivers to be on the lookout for them, and it will make our roadways safer for everyone,” says Conlen. —*Rhoda Bike*

A short history of how bicycle advocacy paved the way for safer crossings of Highway 1

Here’s a bit of history regarding bike/ped overcrossings of Highway 1.

The Chanticleer and Mar Vista Bike/Ped Overcrossing are the result of years of lobbying by bicycle advocates for a safer route over the highway, especially near Soquel Avenue/Soquel Drive.

Longtime SCCCC member Rick Hyman says highway widening was the key ingredient for installing overcrossings, as that’s where the money would come from. However, while bike advocates for many years wanted an overcrossing at Morrissey Boulevard, voters in 2004 said no to any highway widening by voting against Measure J. And Caltrans planners didn’t like the idea of bicyclists crossing a freeway’s exit lane at Morrissey Avenue to get to their destinations north of Highway 1.

Caltrans, however, remained open to the idea of bike/ped overcrossings elsewhere on Highway 1, and eventually

three choices emerged: Trevathon Avenue, Chanticleer Avenue and Mar Vista Road. Following yet another Caltrans study, it selected Chanticleer and Mar Vista as overcrossings that would meet the needs of most people.

Thanks to Measure D

Today, thanks to Measure D funding and other state grants, these two overcrossings will be constructed as part of the auxiliary lane project from Soquel to State Park Drive.

The Chanticleer Overcrossing Plan includes a ‘Cycletrack’ or two-way bike lane on the west side of the street for bicyclists riding north who intend to access the overpass, a significant safety feature.

Both overcrossings are slated for construction in 2023 as part of the Caltrans “multi-modal” grant for transportation safety.



Left to right: Leonard Foreman, Joyce Rollins and Linda Halloran bicycling the vineyards near Bishop’s Ranch.

Biking on Sonoma County roads

This past summer the staff at Bishop’s Ranch in Healdsburg said they were open for weekends only, with limited guests. This opened the door for Linda Halloran, Joyce Rollins, my wife Jan and I to visit the ranch from Nov. 13–15. Fortunately, we could not have asked for better bike riding weather! With Linda’s navigational help, we rode on two wonderful day-long rides through the vibrant vineyards featuring fall colors.

Bishop’s Ranch is a great place to use as a base for riding in the Alexander Valley. We slept in small cabins and dined alfresco under a large tent since their spacious dining room was off limits due to Covid 19. The nightly room rates include three meals a day. We plan to return to Bishop’s Ranch in 2021! —*Leonard Foreman*

It's always a treat to ride the Monterey Bay Bike Path!



Entrance to Pezzini's Farm Stand



The 'Choke Coach' at Pezzini's



Denise Kaatz, left, and Grace Voss in Monterey.



Doc Ricketts, the 'Sage of Cannery Row'



Early morning runners on Molera Road



Artichokes in the field

A nippy temperature of 43 degrees greeted me at an early hour on Saturday, Dec. 5th as I hoisted my bike into the back of my Toyota Matrix for a 40-minute drive south to the rural Pezzini's Farm Market for the start of a ride with Denise Kaatz and Harriet Brown. Thanks to Covid 19, all three of us drove our own car, meeting and greeting at the side of the road adjacent to artichokes in a nearby field. Setting off, a strong crosswind greeted us on the approach road to the Monterey Bay Bike Path, which remained fairly empty at 9:30 a.m. The day sparkled— full sun and glorious blue skies along the entire route. Heeding the signs warning of a \$100 fine for not wearing a face mask on the outskirts of Monterey, Harriet pulled up her buff to cover her mouth and nose and Denise and I put on our PPE face coverings as we navigated the more crowded areas of the trail.

By 10:30 a.m. the wharf area in Monterey was becoming touristy. However, sections of the trail leading to Lovers' Point remained almost empty, with no pedi-cabs in sight. Hoorah!

On our return ride to Pezzini's we encountered Ed Kilduff, Meredith Fuhrman and Frank and Vita Pritchard biking in the opposite direction on one of their regular Saturday rides. Very quick greetings and lots of smiles! The ocean sparkled and the waves were magnificent, crashing into the rocks between the wharf and on the ride towards Lovers' Point! How lucky are we to live and bicycle along such a gorgeous meeting of ocean and land!

—Glide A. Long

Debbie and Chuck Teixeira are making the best of a bad situation

(Debbie and Chuck Teixeira lost some of their vintage cars and bicycles, plus their 2,000 square foot home and workshop in the CRZ Lightning Fires. They are renting a two-bedroom condominium in town and fulfilling the requirements for rebuilding.. Here is an update.)

Our insurance company has been great! We received payment for full coverage for the two structures within three weeks of the loss! We have been extremely lucky with that. I know of other people who have only received a portion of their claim, and that payment didn't arrive for three months.

Our property was cleared of all the debris during the first week of December. (It looks so much better to have that burned debris gone!) To do the job, we hired a private contractor over the state option. Now it is a bit easier to envision our new home! We are



Chuck and Debbie Teixeira of Bonny Doon

rebuilding close to the same floor plan as before, but with some changes. We just completed our plans with our architect, the survey is done and we are waiting for the soils report—so many steps to go through before we can submit the application for our permits!

We hope to break ground for construction

in the spring. Chuck will rebuild the workshop just as it was. He has bought a wood mill and he plans on making our hardwood floors for the rebuild from a huge oak tree that came down after the fire.

Our temporary lodging is great. We are renting Kathy Frank's condo and it is very nice here, especially for being in the city of Santa Cruz. (Not as quiet as we are used to but very close to everything!)

As for bicycling, yes, I have been riding a lot as it helps keep my mind clear! Riding from town is great for access to the Emma McCleary Trail in Pogonip (mountain biking), and for road rides in either direction outside of town.

Chuck and I are really trying to stay positive and focused on moving ahead. A big thank you to all SCCCC members who have contacted us to help out!

—Debbie Teixeira

More tips from Marianne on how to cope with Covid 19

(Acupuncturist Marianne Benforado, (photo) has joined a Bay Area medical group, Integrated Pain Management. Here are some of her wellness tips for dealing with life today.)

COVID numbers are soaring and I felt inspired to resend some basic recommendations that I wrote in the middle of March when the pandemic started. PLEASE read the following and put some of these ideas into practice. Former CBS Broadcaster Dan Rather once wrote a powerful article which included one line that really caught my attention: “Every small act can literally save a life.”

My one line is this: (ok, two lines!) Keeping yourself healthy is a gift to those around you but it takes continual effort. Please make the effort.

In addition to doing regular hand-washing, wearing your mask and social distancing as much as you possibly can, I want to share some ideas on how to support yourself during the shelter in place order. Chinese medicine is so much more than just acupuncture and it has lots of wisdom about creating health and vitality. If there was ever a time to sleep well, eat good food and exercise, it is now.

Basic Recommendations

Here are some of my basic recommendations for you: Eat lots of vegetables every single day! Aim for at least three cups! Steam up some broccoli, carrots, purple cabbage, and cauliflower. You can add it to eggs or just drizzle it with olive oil and salt or throw it into your soup. Ditch the sugar and alcohol, and nourish yourself

Bike Tech seeks info on graduates

Do you know anyone who has a child or grandchild that has completed a Project Bike Tech class? PBT is looking to build a community of past graduates by collecting contact information via their website at <https://projectbiketech.org/alumni/>. Passing this link along to a graduate is a simple way to help build community and recognize the incredible education students gain by completing this program in bicycle mechanics.

Project Bike Tech, the first high school bicycle education program in the country, is a credited elective course using bike repair as a way to teach Common CORE and STEM (Science, Technology, Engineering & Math) topics to students.

The Bike Trip's co-owner, Berri Michel, worked with a team from the shop to build this “grassroots program” from the ground up. It is now thriving throughout California and is spreading nationwide. Over the years it has successfully introduced more than 3,000 students to the bicycle industry as a career pathway. Whether graduates directly enter the workforce or continue on to college, they become lifelong supporters of the bicycle community.

Program Enhances Lives

SCCCC president David Giannini said the program “uses bicycle education to teach core academics, enhance lives, create career opportunities and inspire new generations to develop a life-long engagement with bicycling. It is in 18 cities in the US and growing.”



with whole, fresh foods that don't come in a box. Add in some miso, sauerkraut or yogurt for natural probiotics. Your body will thank you.

Add supplements! I suggest getting as much of your nutrition from food as possible and then add in supplements as needed. Vitamin D3, Vitamin C, and Zinc are great places to start. I'm a huge fan of medicinal mushrooms. It's also a good time to add in a probiotic supplement as needed. Research shows that the gut

houses 70% of the cells that make up the immune system. Read that again! That's huge!!

Use supplement wisely! If it's helpful for you, I have an online dispensary where you can get supplements at 20% off of MSRP. You are assured of a quality product—no fillers or additives like artificial colors. They also stock sleep support aids like Valerian and Melatonin. I know that is a struggle for some right now. You need to create an account with your email and then you will have access. It's really easy to get set up. Here's the link: <https://us.fullscript.com/welcome/santacruzacupuncture>

A Good Night's Sleep

Get adequate sleep! Sleep is crucial for a healthy immune system. A 2008 study from Harvard showed that “People who averaged less than seven hours of sleep a night were about three times more likely to develop cold symptoms than those who got eight or more hours of sleep when exposed to the cold-causing rhinovirus.” So, make a point to prioritize your sleep! Turn off the TV and go to bed a little earlier.

Move your body! Preferably outside in nature, if possible. Easy does it. A brisk walk can do wonders to clear the head and calm the emotions. Avoid overexertion, which studies show can lower your immune defenses, because it spikes the stress hormones. I suggest using this as a time where you don't think about the current world situation and focus on being in the present moment. Let Mother Nature nourish you. Sounds kinda corny but I really mean it.

Grandma Was Right!

Stay Warm! Yep Grandma was right! Wear a scarf. Put on that sweater. There are a number of important acupuncture points and meridians that run across the shoulders and then up the neck and the medical classics say that are all involved in keeping your fortress strong to protect you from external pathogens.

Amma, my spiritual teacher from India, said during this time of pandemic it's important for everyone to do practices that can help calm the emotions. This will bring discernment which will help us make wise choices. So please make sure you are taking time to unplug and relax. Something as simple as regular deep breaths can help a lot.

Step by step and day by day we will get through this together!

—Marianne Benforado

Bike safety with Pete Pearson: Advice for do-it-yourselfers and e-bikes

(Editor's note: Pete Pearson continues his analysis of e-bikes with descriptions of products that a skilled mechanic may assemble in his/her workshop.)

Rad Power, based in China, IMotor, Ebikeling and Hilltopper in Canada (but assembled in Seattle) will send you a rear hub-driven wheel and tire with pedal assist throttle starting at \$549-\$899. Both 24v and 36v packages are offered with a one-year warranty and 30-day return policy.

Rad partnered with Velofix to offer an assembly program delivered to your doorstep for a nominal fee. Rad will send you a 750-watt, 48-volt, 11-amp or better battery that slides in under your rear rack. Rear rack mounted batteries will make your bike heavier, so do consider this issue if you plan to carry groceries or a child.

According to Tim Derich, the Rad uses a pedal-assist disc on the crank for boost while pedaling and a twist grip throttle. He advises setup with the supplied 26" wheel may be tight with a seven-cluster rear gear set. Rad also offers a regenerative hub that will return power to your battery on downhills, just like an electric car.

Geared hub motors are lighter than direct drive units and give less torque than their geared counterparts. Geared hubs generally will give more top speed. YouTube videos and limited instructions are provided on kits with email and phone support.

Best in Class

The Bafang BBS02 mid-drive conversion kit is considered best in class for pedal assist, but some problems have been experienced with the controllers. Mid-drive units perform better on hills. In Google electric bike conversion kits you will find many offerings for rear, mid and front drive units. Some of these require you to buy the battery separately, which may mean a hefty price tag. Decide first on the power ratio you wish in volts and watts. (More power equals more speed and torque off the line.)

The Hilltopper

The Hilltopper differs from other rear and mid-drive units by using a front wheel, easy mount hub and it will propel you to 16 mph for the basic model and 20+ mph for the deluxe. Both include battery, wiring and handlebar mount display. The advantage here is that the front drive package allows you to use your full derailleur and dual front cassette at the pedals, plus it gives you all-wheel drive. Rear hub drives do not allow for dual front cassettes, and they may limit gears to seven or nine speeds. They also may require a new chain that usually is supplied in the kit.

Before you do a conversion, first consider if you are mechanically inclined and if your current bike has strong wheel spokes and disc brakes. If not, you may not want to convert a rim brake bike.

What about shipping?

Many bike companies will offer free shipping. Look for a bike with integrated wiring in the frame if possible in your price range. Many of the frame manufactures appear to be the same for multiple bikes. Unfortunately, with many in this price range, you do not have the opportunity to test drive at a local shop.

I have tried three brands and two Jump and Rad bike rentals



and I was surprised by the difference in rides for all. The rentals were hardy to withstand abuse, and the Jump Bike drove like a tank. The other three brands had variances in ride quality.

Consider the weight of the bike. At least 50 pounds is common if you intend to boost it up on a rear car rack. E bike racks, on the front and back, and kickstands add much more weight for your car. And then, of course, consider the drive mechanism, power, brakes and expected distance range with assist. A hub driven bike will let you ride home even if the chain breaks!

—Pete Pearson

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

How not to recover from bike injury!

I sustained a hairline fracture of my pelvis as a result of an accident when I crashed my bike on a hairpin turn on Rodeo Gulch last summer. The prognosis was for a six-week recovery, and everything went smoothly for the first five weeks or so. In fact, it went so smoothly that I began doing moderate lifting at work.

Just a few days before I was due to get back on the bike, I strained my sacroiliac (the connective muscle between the spine and the pelvis). It took a good three weeks to recover from this injury! After that, I got back on the bike and was well on my way to building my endurance. I felt strong on the bike again.

However, a few weeks later, I was doing some filing at work. I was bending over a filing cabinet when my lower back went out! (I have had minor back issues before, but this one was very debilitating!) I spent another three weeks in recovery, including a few visits to the chiropractor.

The real lesson in all this was, although I was building my strength on the bike, I had let my core get so weak that it lead to some painful, unintended consequences. Training on a bike is no substitute for strengthening your core muscle group. Fortunately for me, my partner Paula Barsamian is well versed in core strengthening, due to her training and her own back issues. She has taught me several exercises and stretches since then, and I have definitely noticed a difference.

These days, I am more conscience of my posture, whether it is on the bike, standing, and especially, sitting. The exercises may be done on the floor. There's no need for special equipment, though a Swiss Ball is an excellent tool for core strengthening. (You may find all sorts of these exercises on YouTube and the Internet.)

I hope that this information helps others realize that, although bike riding is a great way to build strength and endurance, it's not a complete fitness package. It helps to do some cross training - and think about your core!

—Chris Boman

How to build teamwork? Try moving storage locker stuff!



One of the first rains of winter didn't deter SCCCC and CCE members! Photos left to right: Skippy Givens and Peter Jones load truck; Vita Pritchard helps out; Skippy and Tim Thomas load tent poles, and Barb Meyer, storage locker captain for the Santa Cruz Mountains Challenge, loads yet another container of goodies.



Prepared for weather and Covid are, l to r: Pete Pearson, Skippy Givens and Scott Wilson.

On a drizzly Sunday in mid-December, nine intrepid SCCCC and CCE board members braved the elements for four hours to move all contents from a shared storage locker in Soquel out to Calfee Designs behind the Monterey Bay Academy on San Andreas Road! It was a labor of love, as both organizations are in cost-cutting modes due to Covid 19. CCE bought the storage unit, and the bike club pays a much-reduced monthly rate compared to the locker in Soquel.

The new storage facility is 40 feet long, allowing room for the wide variety of event 'stuff' (80+ road signs, 20 Igloo coolers and two dozen sleeping bags/mattress pads, Easy Ups, bike racks, trash bags, a camping stove, one free-standing file container, map posters, Burma Shave signs and social committee goodies.)

A big thanks to Peter Jones, who rented the original truck, Scott Williams, who cleverly rented a second truck, Barb Myers, storage locker maven, and Skippy Givens, who organized everyone in the first place! (And who bought us a taco lunch!)

Other volunteers were: Tim Thomas, Frank and Vita Pritchard, Grace Voss and Pete Pearson, champions all! If you see these folks on an upcoming bike ride, please give them a big Thank You!

An update on latest BicycleClean effort on White Road, (aka 'Pedi-Clean')

(Editor's note: At its December meeting the SCCCC board approved applying for the 'Adopt a Highway' program of collecting trash along state routes, like Highways 1, 9 and 35 in Santa Cruz County. Caltrans provides gloves, trash bags and brightly-colored vests, crediting volunteer groups who clean the highway with signage. Stay tuned for more information! In the meantime, here is the latest in my 'BicycleClean' effort locally, this time along the sides of White Road just off Freedom Blvd.)



On Sunday, Nov. 22nd, I drove my car to White Road for either my fifth or sixth trash clean up effort, parking near the intersection with Freedom Blvd. White Road is not an easy area to clean, being trashy on both sides, as it is a popular "connector" to Larkin Valley Road and Highway 1. And its topography (lots of ups and downs as well as twisting turns) makes cleaning it safer and easier when done on foot...a 'pedi-clean', so to speak. (I walked opposite the traffic and listened carefully for cars coming around corners!)

You never know what you will find! At one point I picked up a packaged air bag, the kind used for shipping! (Only in this country do we litter our roadsides with clean air!) And I was careful not to spook the three beautiful horses who had galloped around their corral at the bottom of the road in a slight panic upon seeing me during my first visit. (Who was this crazy person entering their territory?) On this day they were milling around, socializing with each other on the far side of the corral. It was a sight the average bicyclist usually misses when traveling at a high speed going downhill.

Three bicyclists passed me, with one offering his hello. One car driver out of many slowed down, then stopped to thank me for my effort. He took the time to show me where his blue recycle bin (which he assured me I could use) was located. On that morning I emptied my treasures into it three different times!

Returning home, I realized the difference between a three-hour hike on a canted road and a three-hour bike ride...very stiff legs! But these efforts also offer close-up views of nature's landscape—a shaft of sunlight shimmering through the redwoods, a sparkle along the side of the road that's not a beer can but the morning dew shining on surrounding greenery! —**Grace Voss**

Interview with Leo Mall, one of SCCCC's original ride leaders

(Editor's note: One of SCCCC's pioneer members, Leo Moll, photo turned 90 last December. Here's a profile of Leo by Eileen Beaudry from a 1980 issue of The Roadrunner.)

How did you get into cycling? **Well, that's a long story.**

Bicycling and bicycles seem to have come and gone in Leo's life depending upon their usefulness. For example, as a young lad making money with a paper route, he needed his bike for the job. But later, as a young adult, he noticed that cycling wasn't getting him any attention from young women, so he quietly put his bike aside. While serving in the Navy in Japan he bought a folding bike and used it to get around when on leave. Many years later in Menlo Park, his brother won a Schwinn Varsity 10-speed and gave it to Leo. At this point Leo was having trouble biking eight miles to work. But then he became inspired by a colleague who was a serious rider. In two years Leo worked up his endurance and stamina, becoming a long-distance bike rider.

How did you get started teaching his cycling class? Well, that's a long story.

It started years ago with the Western Wheelers. At this point Leo was a serious rider wanting to do the Davis Double, but he didn't want to train alone. So he constructed the framework of the long-distance rides and the A, B, C rides and advertised in the club newsletter. He scheduled the first training ride in January and hoped that at least a few folks would show up. The response was amazing—he was surprised to see that about 130 people at the first meeting! The bike club is still using his structure today.

Later he began offering some instruction to riders before rides. Several folks would give short 15-minute presentations to the group. This formed the basis for Leo's curriculum that he used for years. He just completed a beginners' cycling



instruction class with 15 people attending.

How did you get involved with SCCCC? Well, that's a long story.

Leo retired a few years back and moved to Santa Cruz where he asked around for cycling groups. He was told about a group that cycled every Saturday from the Crow's Nest to Watsonville. Well, he hooked up with these guys who were in a peleton of about 80 riders. He was keeping up and feeling good; he had found his people.

Little did Leo know that they were just warming up! The peleton crossed Freedom Blvd. and turned left on Bonita before suddenly taking off! Leo worked to keep up but at the top of the first rise, he found they were nowhere in sight! He played it cool while coasting on the downhill and resolved to search for his people. Soon he discovered the board of SCCCC, which was smaller and less organized at the time. He pitched his long-distance training ride idea to them and started off. Slowly a small group of dedicated riders began to form. Eventually Leo connected with Frank Pritchard, Ed Kilduff, Herb Greenfield, and (the late) John O'Hara.

Leo also initiated the Tuesday rides. Herb was the only person to show up to the first Tuesday ride. But little by little attendance grew until it became a SCCCC regular ride.

What about other background information? Well, that's a short story.

Favorite Rides: King's Ridge Road

out of Cazadero in Sonoma County; Mt. Tamalpais.

Hobbies: Sailing. (Leo has owned three boats.)

Hero or Someone Who Inspired You: Captain Joshua Slocum who, in 1898, became the first person to sail around the world alone; John McClaren, who designed Golden Gate Park in San Francisco.

Biggest Adventure: Sailing a 30-foot yawl for a year in the Mediterranean Ocean.

Career: Consultant in electronic business machines and computers.

Fantasy Career: Naval Architect (boat designer).

Three Favorite Movies: Lawrence of Arabia, Paths of Glory, Ryan's Daughter.

Persons, Living or Dead that you would most like to meet: Winston Churchill, Pericles, and Alexander the Great.

What would you like to see the club focus on as it grows?

Well, I have three ideas on that subject.

First of all, the club membership should be bigger. We have a lot of cyclists per capita in Santa Cruz and a larger membership would make us a stronger club. Secondly, I'd like to see our club strengthened by a bigger focus on the race team. Clubs should be diverse and offer different niches for all levels of participation and I'd like to see our team help us become more of a presence in the Santa Cruz Community, and thus generate a broader appeal. And third, I personally feel that our club should take a stronger, more proactive advocacy position in local issues that affect cycling. I feel this is an important role for the club to play, and if our club were bigger, something like a political action subcommittee would form naturally with folks who are interested in contributing in that way. It would not only help the club but it would bring a long-term benefit to the community for us to actively pursue pro-cycling issues. —Eileen Beaudry

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.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	___New Member ___Renewal Member ___Include on Printed Roster ___Add to SCCCC Email list
2nd Member First Name	2nd Member Family Name and Email	One Year Memberships ___Individual \$25 ___\$30 for RR Mail* ___Family \$35 ___\$40 for RR Mail* ___Junior \$10 ___\$15 for RR Mail*
2nd Member Contact Telephone	2nd Member Cell Phone	Three-Year Memberships ___Individual \$60 ___\$75 for RR Mail* ___Family \$90 ___\$105 for RR Mail* *Roadrunner Newsletter delivered by US Mail

Street Address	City	State	Zip
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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

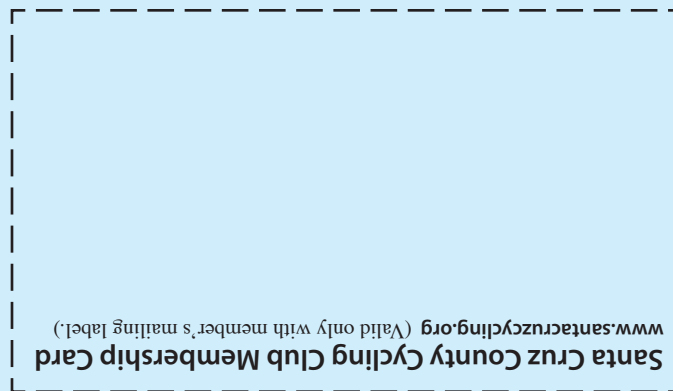
Signature of Minor

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

January—February, 2021

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



SCCCC
PO Box 8342
SANTA CRUZ, CA
95061-8342