

The Roadrunner

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

Santa Cruz, Watsonville build rail trail segments

Construction is well underway on two separate rail trail segments in Santa Cruz and Watsonville!

On the Westside of Santa Cruz, Phase 1 of Segment 7 from Natural Bridges Drive to Bay Street is “under construction and progressing well” according to city engineer Chris Schneider.

“An excellent rapport has developed between Graniterock Construction and the public,” says Schneider. “Several sections of the trail have been paved, along with completion of access ramps and sidewalks. The railroad side railing is being installed along parts of the trail. The foundation work on the Almar Retaining Wall and the small bridge between Swift and Natural Bridges, both critical items, has started. Work at New Leaf Market has also started, with some of the trail paved and reconstruction of the refuse/recycling building. Three trees have been saved and will be replanted along Fair Avenue.

“Installation of permanent fence posts between the rail and the trail has begun at Bay Street. The posts are made of weathered steel to match the railroad theme, and they will have a smooth wire cable to maintain

sight lines, provide an open, spacious feel on the trail, and allow wildlife access.

“We had early on challenges with very poor soil conditions. However, we came up with an excellent solution to re-use the asphalt grindings from the Water and River Street paving projects (cold-in-place recycling) as base rock in areas that required over excavation to significantly reduce the change order costs.

End of September

“The current schedule is to complete this segment by the end of September. Early use of trail sections is uncertain, due to constraints imposed by regulatory agencies and because it is an active construction site. Striping and traffic control won’t occur until the end of the project.

“There are opportunities to observe sections of the trail from its side streets.”

Construction on the Watsonville segment (#18) of the Rail Trail has also started, with a completion date set for October. This 1.2-mile segment from Lee Road on the west to Walker Street on the east connects to the city’s 10+ mile-network of pedestrian and bike trails. Rail trail segments are financed by Measure D, which passed in 2016.

Covid 19 affects SCCCC budget for 2020 organized rides and social events

The SCCCC Board of Directors approved the bike club’s 2020 budget at its June 10 meeting, reducing annual expenses by \$8,000. The coronavirus pandemic has resulted in cancellation of all organized group rides and social events to date, and board members agreed it was best to continue to adhere to restrictions on large group

activities as advised by the Santa Cruz County Health Department. The board will re-visit the idea of restarting rides and social events at its July meeting. (The last social event for SCCCC was Emilie Holder’s New Year’s Day bike ride/brunch. See photo below.)

Expenses \$11,500

The 2020 budget totals \$11,500 in expenses, which are allocated as follows:

\$1,000 for social events, \$1,500 for education/safety, \$2,000 for grants, \$3,500 for insurance, \$800 for financial/legal, \$2,000 for *Roadrunner* publication, \$500 for awards and \$200 for miscel-



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In This Issue:

Publishing a bicycle club newsletter during the Coronavirus era, when all organized bike rides, bike social activities and an annual bicycle fundraiser are cancelled, is like hosting a party when all your guests are suddenly called out of town! Publication of *The Roadrunner* was not possible after the Shelter in Place order went into effect in mid-March, causing most bike-related activities to come to a screeching halt. Worse, epic bike events like the Tour de France were scrubbed!

However, here is some good news. While we are still in the midst of a pandemic, this issue of *The Roadrunner* is full of bike news!

Thanks to all SCCCC members who expressed their gratitude for the freedom of a bike ride during the long shelter in place months of March, April, May and June. They wrote (p.2) to say how bicycling has helped them cope with uncertainty. Thank you Judy Isvan for sharing the story of how she and Isvan supported each other mentally and emotionally while riding their bike 750 miles from Paris to Brest and back again in 2003! (pp. 4-5)

A bike trend called Everesting has taken hold locally, with SCCCC member Dan Hughes riding up and down Highway 236 all night followed by all day! (p.3) And our resident author Howard Burman has set his writing pen to bicycle history, focusing on the amazing Robert Vandervort. (p.6)

I hope you enjoy these stories and I hope that bicycling continues to inspire you!

—Grace Voss, Editor



aneous expense. Club income from payment of dues by 474 members is \$12,324. SCCCC’s checking account has a cash reserve of about \$50,000. This means that, while the club’s main fundraiser, The Santa Cruz Mountains Challenge, has been cancelled due to the pandemic, the club is operating in the black.

Board Secretary Needed

In other board matters, the position of secretary is open.

Members are cautioned to ride in small groups and observe social distancing.

President David Giannini will send out updates and personal messages of support on a monthly basis as everyone continues to adjust to shelter in place restrictions/modifications.

—Glide A. Long

Club shorts: Sharing bike stories during Covid 19

Editor's note: SCCCC members are eager to share their biking adventures during Covid 19! This is the first of a two-part series due to so many replies! So, if you don't see your name below, you will see it in the next Roadrunner issue! And thanks for sharing news of your bicycle outings!

Brett Hennie has been riding his bike three to four days each week, carving out a 15-mile lunch-time ride from the airport out to Calabasas, White Road and then San Andreas. His new dog LOVES going along for gentle rides around his Watsonville neighborhood, so they head out on his cruiser most evenings, often with neighbors. On weekends, Brett goes further afield, traveling 40–55 miles to ride the Corralitos and Aptos roads. For May he broke the 500-mile mark as part of a fitness challenge sponsored by his employer!

Fear of an injury leading to a hospital visit during Covid 19 kept **Cynthia Carabba** from bike riding. However, as the weather grew warmer, she and her husband decided to go on weekend bike rides, avoiding congested areas and wearing their face masks out of both respect and caution. Cynthia says she has definitely noticed many more people on bikes, including families!

Deb Anderson says, "COVID and civil/political unrest have created a huge caldron of uncertainty and fear for many people. Thank God I can turn to biking for respite and emotional balance." In February, Deb began riding with 26 other Team in Training bicyclists to support the Leukemia/Lymphoma Foundation by raising money and riding around Lake Tahoe. When the June 7th ride was cancelled due to Covid 19, Deb and several others decided to continue riding 25 to 35 miles a week, maintaining a safe distance. Now she rides twice a week, augmenting her group training with repeats up the UCSC hill! And, if the rescheduled America's Most Beautiful Bike Ride doesn't happen in September, Deb's group may just ride 72 miles that day on their own! (She is still fundraising for the Leukemia/Lymphoma Foundation.) Go Deb!

Kathy and Bob Ferraro are riding their

bikes in Santa Cruz and Aptos, enjoying the coastal beauty of the county. "I've been an avid cyclist since age 16 and my first 10-speed bike," Kathy says. "Then, as now, in fact more than ever, cycling is freedom and it allows me to decompress from all the world news and worries. to contemplate while also being grateful for what I have."

Shahe Moutafian reports that bicycling is therapeutic in many ways. "I am recovering from my Feb. 7th, fractured/ repaired right femur trochanter. I am now able to hike with a slight limp. Bicycling has been a great physical and mental therapy for the past six weeks. I am riding about 100 miles a week, which has nearly restored my right leg and femur to pre-fracture condition. I have a few patient friends who have accompanied me as I return to form. When riding with one or two riding buddies, we practice safe distancing as much as possible, i.e. side by side and minimal if any drafting. It's been a joy to see so many families instructing their little ones to ride with minimal car traffic."

Tom Pannello rides his road bike four days a week and his mountain bike twice a week for 70 miles and 7,000 feet of climbing, usually on roads close to home. He says he misses the SCCCC group rides of 50+ miles. For mountain biking, Tom likes the fire roads up behind UCSC, especially West Road and Red Hill Road. "The bottom of West Road is a favorite -- it can be beautiful in afternoon sunlight," he says. "A nice ride is to go up Emma, U-Con, then Chiquapin to the top of West Road, down West Road, up Red Hill, then take Chiquapin to Empire, and an easy return on Empire."

Stella Sexmith and her husband **Ron Cook**, a fairly-new bike rider, have been exploring their West Side neighborhood by bike. They have checked out the first section of the rail trail, ridden to the Santa Cruz Wharf, Wilder Ranch and even climbed up to Escalona Street. (They have avoided biking on West Cliff Drive due to the numbers of people there.) While her favorite location is Monterey, Stella says she is happy to remain local, and she and Ron have logged 173 miles from March 23 through May 31.

—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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Dan Hughes completes Everesting ride on Highway 236

Editor's note: On May 29th SCCCC member Dan Hughes, photo, rode his bike 55 times up and down Highway 236 near Big Basin to successfully complete his Everesting attempt. He rode 202.5 miles in 19 hours and 22 minutes of moving time (19:58:48 overall time). He climbed 30,010 feet in elevation, a remarkable accomplishment. Here is Dan's story in his own words.

Greetings comrades! I'm 57 years old, and my life-changing journey into fitness began about six years ago when I quit my addiction to nicotine after 35 years of smoking. I also tweaked my diet and started to exercise, first by walking and then biking and running. I replaced all of my motorcycles with bicycles and I have upgraded all of my bikes, knowing bicycling is my passion.

For the last two years I rode the double metric century of The Santa Cruz Mountains Challenge and last summer's Death Ride, along with other century rides. Since I live on the Boulder Creek Golf Course, I lead SCCCC A rides on some Saturdays, and I enjoy enduro mountain biking that my son and a few friends got me into. Last year I won my age group in the Old Cabin Classic mountain bike race at Wilder Ranch.

What is Everesting?

All this brings me to Everesting, a climbing challenge that has become extremely popular among pros and amateurs alike, since all of this year's official events have been cancelled due to Covid-19. To qualify for Everesting fame, you must ascend 29,029 feet in one bike



ride, on the same hill repeatedly to be accepted into their Hall of Fame.

Some people may call me crazy and they're probably a little right! Fortunately, since I live in the mountains, I love to climb as much as to descend. (I remember when I didn't think I could sit on a bike saddle for 19 minutes, let alone 19 hours!) After reading all the information needed on the Everesting Website, I decided to try it.

I set an estimated timeline and considered which hill would work best for the attempt. I wanted to be local for several reasons, such as logistics and support from friends and family. I did not want a road that was too steep so I could descend safely in the dark and when fatigued. I decided on Highway 236 between the Monastery and Little Basin Road.

For practice, I completed a half Everesting on May 21 to test my stamina. That ride was 101 miles and I climbed just over 15,000 feet. I did it in about nine

hours with breaks and felt no worse for the wear. So I scheduled the full Everesting for one week later, May 29.

Next, I spread the word to friends, hoping for much needed support, which I definitely got. Planning to finish 30,000+ feet of climbing before dark meant a start between midnight and 1 a.m. As a result, I set my alarm for 11 p.m. and got a whopping half hour of sleep! I ate breakfast, loaded the car with supplies and my bike, then drove to the top of Little Basin Road. My family was worried about me riding in the dark, but I had two headlights, and the only thing I saw until after 4 a.m., beside a ton of stars, was one banana slug!

I really enjoyed riding under the stars. As the daylight appeared, traffic picked up, mostly trucks, as it was also garbage pick up day. Friends started to arrive and staggered their support of me throughout the day. Club member Kathleen Bortolussi was a big help, pacing and motivating me after the halfway point. Greg Rouch came by to lend support along with Adam Berg. Also, Paul McDonald came out during his lunch break from work to take many nice pictures. Aside from everything I brought, my wife Christine brought me breakfast and lunch, which I ate mostly on the descents,

After 55 climbs and descents, I finished the ride at about 8:30 p.m. with my friends Stan Hooper and Larry Narachi at my side. Stan was there for most of the ride and he also picked up trash for almost five hours along the sides of the route in the early morning. He had a cowbell he would jingle every time I passed. The second to last climb put me over 29,029, and the last climb put me over 200 miles, so I accomplished my first double century also.

Having slept very well that night. I took one day off then went mountain biking on Sunday and running on Monday. Yep, I'm a little crazy! Specials thanks for all who supported me in this endeavor!

Finally, to all SCCCC members, in acknowledgement of this achievement, I'd really like for this to be for something bigger. So, if you have the means, please make a donation to your favorite cause(s) as there are so many less fortunate than us and tragedies near us.

—Dan Hughes

Everesting successes on Santa Cruz County roads

Bonny Doon Road was the Memorial Day Weekend setting for pro bike racer **Katie Hall**, who set the women's Everesting record there by riding up it 27 times in 10 hours and one minute on May 23rd! Total climbing: 8,848 vertical meters.

Alas, just one week later, US bike rider **Lauren De Crescenzo** completed 24 trips up the Hog Pen Gap climb near the Appalachian Trail in Georgia, climbing 8,848 vertical meters in nine hours, 57 minutes and 29 seconds.

And then SCCCC member **Dan**

Hughes joined the Everesting Hall of Fame riders! (see story on this page)

Finally, Santa Cruz pro bike racer **Tobin Ortenblad** and friend **Dillon Hollinger** spent most of June 12 in the saddles of their bikes as they rode 210 miles on a "Dawn to Dusk" ride, climbing 31,000 feet on a variety of roads in Santa Cruz County and beyond. Ortenblad raised more than \$17,000 to support both the Black Lives Matter cause as well as Bike Santa Cruz County's youth programs for underserved youth.

Congratulations to all Everesters!

Judy and Osman's epic 2003 Paris/Brest/Paris ride

(Editor's note: In 2003 Judy and Osman Isvan, completed a ride that is called "The Mother of All Endurance Brevets" in a sport called Randonneuring. They rode their tandem 760 miles, from Paris to Brest and then back, finishing 45 minutes inside the set time limit of 90 hours! This event has been held continuously for over 100 years. At first it was every 10 years, then five and now it is every four years. Here's Judy story with some help from Eileen Beaudry. It is reprinted from the Nov/Dec issue of The Roadrunner.)



In 2003 there were 4,000 riders from 26 countries, including about 200 tandems and recumbants, several from Davis, CA. Anyone can do it. It doesn't take speed or even great strength, just stubbornness and perhaps a lack of brains. We decided to do it because we needed a goal that was bigger than us, something to prove to ourselves that we were recovered from our accidents in 2002. That, and a good excuse for going to France. We flew into Charles DeGaulle with 60 other California riders and family members. We had matching "American Team" T-shirts so we would recognize each other. Felt like the Olympics or something. The heat wave was just about to break, but the day we arrived it was HOT. Soon, we were all zombies.

In fact, my biggest problem during the ride was trying to stay awake, as our sleep debt grew larger and larger. At one control, the kindly old French official asked how I was doing and I pantomimed "falling asleep on my bike", whereupon he began to vigorously beat himself about the face, chest and legs, motioning me to do the same!

Our Strategy

Our strategy was to get to Brest as soon as possible, and then to have a leisurely tour back to Paris. This depended on getting through the outbound controls very quickly and keeping a brisk pace. What we did not factor in was the combination of fatigue and long lines. In retrospect, we could have gotten back on the bike and ridden to the next village for food, peed in the woods, but

at the time we felt too tired and dim-witted to do anything but stand around in slowly-moving lines, moo-ing occasionally and whisking our tails at flies.

Ludiac was the absolute worst. We got in at 10:45 Tuesday night and it was like the alien bar scene in *Star Wars*, cyclists in bizarre glowing clothing everywhere, speaking strange tongues, clacking this way and that in cleats, some wrapped in silvery space blankets. There were literally thousands of riders and support people there.

275 Miles on No Sleep

We stood around, blinking with fatigue, having ridden 275 miles, our longest ride without sleep or a shorts change. The food line took 45 minutes and the bathroom line nearly as long. Once we had eaten I became very sleepy. The line for sleeping space stretched outside of the dormitory. People were falling asleep in the line to sleep! We decided to just lie down in our space blankets on the lawn. After 10 minutes in the chilly breeze, however, my leg muscles began to cramp, forcing me to get up and walk it off. I told poor Osman that I wanted to ride on to a place we could sleep indoors. By the time we got on the road again, it was 3 a.m., and we had lost over four hours in Ludiac WITHOUT SLEEPING!

The hills began in earnest from Ludiac to Carhaix, and we were happy to find little groups of riders to keep us company. One team from Eastern Europe sang what sounded like war songs as we swept into sleeping stone villages, and a solo woman rider sang Italian lullabies. At last the sun rose, and we found ourselves at Carhaix.

The sleeping quarters in a vast, silent gymnasium were almost empty at 7 a.m., and after a meal, we laid down for our first sleep. Again, my legs started to cramp, but I wrapped them in wool blankets and, after 320 miles, I slept soundly for two hours, as long as we dared to be off the road.

Downhill to Coast

We still had to ride to Brest and back to Ludiac. There was more climbing, but the grades soon turned to descents as we dropped towards the coast. Entering Brest was dramatic, with panoramic views of the shipping channel and a suspension bridge, but then the route wound around in a stupid and arbitrary way, and I was nearly in tears with frustration and fatigue. Osman carefully asked me if I would like to catch the train to Paris...but I refused. I said I wanted to TRY riding back, and if it didn't get any better, THEN I would want the train. At last we found the control, and sat down to what was becoming the same old boring food: rice, pasta, mashed potatoes, some kind of brownish meat in gravy and a variety of mayonnaise salads.

Finally we were back on the road just a few minutes ahead of the checkpoint's closing schedule. Everything changes for the better on the way back to Paris. For one thing, there is a tailwind. For another, there is a great psychological advantage of knowing you are more than halfway done! And, in our case, the third factor was knowing we had that hotel room in Ludiac, and would not have to wander like lost souls in Hades at the control for a second night. We also began to feel, really for the first time, like we could finish this ride!

Two Hours of Sleep!

Despite our best efforts, we did not reach Ludiac until nearly midnight, and it was 1 a.m. before we finished eating and 1:30 a.m. when we found our hotel and checked in. The desk clerk was very kind and seemed used to delirious bikers coming and going at all hours. We had hot baths and showers, which were worth the time lost to sleep and laid down from 2:30 a.m. to 4:30 a.m., another solid two hours of sleep. Despite the early hour, the hotel had laid a nice breakfast buffet with the ubiquitous ham,

(continue on page 5)

"PBP", one of France's oldest brevets, started back in 1891

(continue from page 4)

baguettes, crepes, pastries and preserves. We allowed maybe five minutes for this meal. The cathedral clock was striking 5 a.m. when I reluctantly left the table and climbed back on the bike.

The rest of the ride was more or less a blur. We rode a lot. Day turned to night again, controls appeared, we staggered to find food and bathrooms and lost each other several times. In Villain the whole town had turned out to watch this bizarre event and we were treated like royalty, with small children leading us to the necessary places and adolescents insisting on carrying our trays for us, grandmothers cleaning up after us etc. We tried to sleep here as well, but we only had 45 minutes and it wasn't enough time to really fall asleep, despite our enormous sleep debt.

Night of Long Knives

My friend had told me that the third night of PBP was "the night of long knives," and they were long and very SHARP...sudden, stabbing pain at random places throughout the body! The fourth night was the most surreal part and I called it "The Night of the Dancing Moon." Yes, the moon danced, just like a candle flame. In fact, everything danced! The tubes of our tandem undulated like they were living things; the road swayed, fence posts shifted in an invisible wind. (When we came in at 4 a.m. to the control, and adjusted to the lights of the city, things became solid again.)

Paris is Within Reach

We were now within spitting distance from Paris, a mere 90 miles! We had done this in five hours the first night, in an excited pack of 200 tandems. Now, 80 hours later, it seemed like we might not be able to ride 90 miles in twice that time! We were stupid with fatigue. We knew we had to eat, but nothing looked appetizing. Osman felt sick. The line for the medic was longer than the line for the bathroom. He laid down for a while as I brought a tray of food. We were afraid to sleep because we were too slow now and we couldn't risk losing any more time. Yet, we were too groggy to hurry up and hit the road!

The Last Dawn

We headed out of Mortagne into the last



dawn of PBP. We stopped repeatedly for Osman to lie down. Pulling my butt for 730 miles so far had taken its toll on him, and he was so tired he literally couldn't see straight (He had to close one eye to screen out the double images, which left him with no depth perception.) He asked me to make a patch for one eye because he was tired of keeping one eye shut all the time, but I told him that was nutty. What if he needed to see a car or something on that side? And he said that this was the problem; he would see TWO cars, and he would not know which one was real! This sounded rather serious, but we were only 30 miles from the end. How sad would it be to ride 730 miles and NOT FINISH? I told him I thought we could do it. I would tell him everything, if a line was just a line or if it was a speed bump, when cars were approaching, every turn. He just had to keep riding. I became the rear admiral. As we approached the city, the complexity of navigating increased, but everyone on the sidewalks seemed to know the route, and they would point this way or that and say something urgent in French, sometimes pointing at their watches.

Stadium Finish!

Finally the stadium appeared, with cheering crowds, balloons and all the pomp and glory we had been expecting. They had been cheering in riders for two days by now! (The fastest riders do PBP in under 50 hours!) We parked the bike, experiencing one of those moments you can savor the rest of your life, a WE DID IT! Moment! We saw Susan Notorangelo, our guardian angel on PAC Tour in 2000. She swept us up in big bear hugs, cheering, "All

my couples made it! You were the last ones, and I was going for a perfect score!" She told me to take it easy. She said when she rode PBP, her whole body started to swell almost the minute she stepped off the bike, requiring a long, long recovery time.

So, that was it! We ate. We drank our free beer. We rode the mile back to the hotel, carrying the tandem up to the bike storage room. We took hot baths. We slept, and when we woke the next day, my lips were as swollen as Mick Jagger's! My feet, when they hit the floor, were round on the bottom and tingly. My rings didn't fit my fingers. We dressed and went down to breakfast, and saw that the swelling disease was widespread. (It was a room full of Mick Jagers!) We ate a celebratory meal with a large group of Americans and heard congratulatory speeches and drank a great deal of good French wine. Then it was the last night and the last morning, and the bus ride to Charles DeGaulle Airport and hours of hassle to move a giant bicycle to the other side of the world. We were met at SFO by our good friends, Frank and Vita Pritchard. The tandem survived everything, without a scratch or a flat, or even a derailed chain! Would we do it again? Probably not. It feels like once in a lifetime is enough for this event.

Treated Like Star Athletes

Are we glad we did it? Absolutely, yes! The camaraderie, the countryside, the stone villages and the people of France who truly love the bicycle. They make this ride a celebration of cycling, and of endurance and, well, insanity! We were treated like star athletes, asked to sign autographs!. Riding at night with hundreds of cyclists speaking all different languages—very surreal! It was a way to see France, not as a tourist, but as a participant in one of her oldest sporting events, almost like being one of her own. It expanded our scale of many things: a long ride, short sleeps, a crazy idea. We know that, if necessary, we can go four days on four hours of sleep, although we hope we never have to! And we know that we can get through something really difficult, while feeling awful, for four days at least. That seems like enough for now!

—Judy Isvan

Local sights seen from the bike during Covid 19 pandemic



Marty's Party music group (Marty is in center) gave a spontaneous concert on a recent Thursday in Corralitos at The Triangle, where the Thursday 10 a.m. Gizdich Pie Ride still starts and ends.



The Santa Cruz roller coaster in May is empty due to shelter in place restrictions!



Left photo: Kelly of Surf City Critter Care walks five well-behaved dogs at Santa Cruz Small Craft Harbor; center, Isaac Arguel adds background art to fish mosaic created by Beth Purcell at retaining wall uphill from where Aldo's Restaurant at the harbor used to be; right photo, single bicyclist rides bike path at an empty UCSC campus.



Ride your bike to win \$100!

Would you like to receive a \$100 gift certificate at a Santa Cruz bike shop just by riding and recording online your bike rides during the month of July? Ecology Action has declared July as Bike Month, and it is celebrating by sponsoring a Love to Ride campaign to encourage as many folks as possible to ride bikes.

It's easy to qualify. Go to ecoact.org/bikemonth and register. Then ride your bike! Ecology Action will give out five \$100 gift certificates every Friday for all five Fridays in July. Once you register, you may begin recording your rides. Winners will be notified via Strava, Facebook or email. What are you waiting for? Register today!

Bicycling Feedback

The County of Santa Cruz is creating an Active Transportation Plan to guide future improvements for walking and biking in the unincorporated county, including Davenport, Live Oak, Aptos, and Rio Del Mar. Tell Ecology Action about hazards, crashes, near misses, or safe places that you've experienced while walking or bicycling in the unincorporated parts of the county. You may also share ideas for new projects that you'd like to see. To do so, click on link from ecoact.org/bikemonth.



New look, safer lanes for Water Street

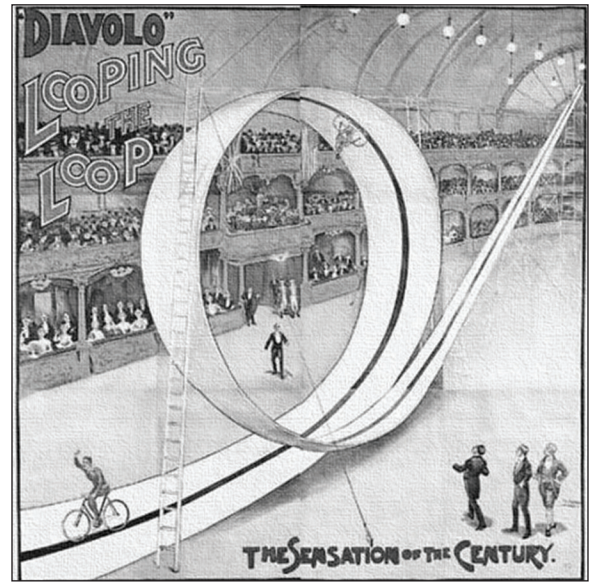
Top photo, left: SCCCC members Paula Bradley, in front, and Linda Halloran check out the new protected bike lane on Water Street from Branciforte to River Street. Bollards, or posts (right photo), separate the bicyclist physically from moving traffic. Striped green lanes also draw attention to the protected lanes, while pedestrians benefit from the newly-striped green and white pedestrian crossings. The project was completed by the City of Santa Cruz Public Works. (See more bike safety construction projects on page 9.)

Howard Burman writes book about daredevil bicyclist Vandervoort

Recently I completed writing a book based on the amazing true story of Robert Vandervoort. In 1896 in New York, Vandervoort built a giant wooden loop (right photo), which he rode completely around on a bicycle! Bikes were just coming into vogue in 1896, and he rode a two-wheel, chain-driven bicycle down a steep ramp into a huge wooden structure in the shape of an “O.” The picture here is from a poster advertising his feat, which astounded people. It didn’t seem possible. Vandervoort was willing to trust his life to centrifugal force and a lot of personal pluck.

The year 1896 was a seminal one for people taking up cycling. Bicycles had become the sensation of the time. A revolution in locomotion was in the air. People were proclaiming the wheel was a boon to all mankind, a thing of beauty, good for the spirits, good for health, indeed one’s whole outlook on life. One doctor writing in the *Brooklyn Daily Eagle* concluded “the bicycle is one of the greatest inventions of the 19th century.”

On the first gorgeous day of spring bicycles appeared by the thousands. Apparently, all mankind was a-wheel. Those on nothing but legs were beginning to look like strange animals. The bicycle crowd had completely subjugated the streets. Cafés were often filled by people in bicycle clothes. All manner of stores were crammed with bicycle goods. Bicycle repair shops popped up all over. Even the billboards had surrendered. With all the flaming vehemence of circus art, they advertised wheels, lamps, tires, saddles. Even when they wouldn’t condescend to advertise a patent medicine, they were wont to confront the viewer with a lithograph of a young person sitting on a wheel: “Yes, George, I find that



Robert Vandervoort, aka Diavolo, completed his daredevil act by riding around a giant wooden loop!

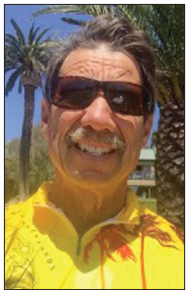
Willowrum always refreshes me after these long rides.”

Vandervoort took advantage of this, changed his name to Diavolo and toured the world with his daring act. My book, *Diavolo's Loop or How He Became the Sensation of the Century* (with technical help from Jim Starr and Osman Isvan) is being reviewed for publication now.

While researching the book, I came across a few fascinating cycling photos from Santa Cruz in the late 19th century, including a club photo of the Parajo Wheelmen (No women, of course).
—Howard Burman

Bike safety with Pete Pearson: Never underestimate the value of Gore-Tex!

Over a lifetime I have come to realize the importance of technical gear for biking, hiking and skiing. We often find ourselves going out into the weather to sweat in the heat or cold. Sweat in cold weather lingers in cotton and has an adverse effect on our bodies. First we had wool, and then Gore-Tex discovered years ago that it was possible to develop fabric with pores large enough to allow heat and water to escape, yet small enough to keep rain and snow from entering.



In years past I would shun the idea of spending extra money on tech gear from Patagonia, Specialized, Pearl Izumi, Marmot, North Face and the like. Of course, back then, I didn’t have the money!

Companies like Gore-Tex have labs that run extensive tests to determine the amount of water a fabric will repel and how much vapor will be retained or repelled. This is known as “evaporative resistance.” If your cotton jersey is holding moisture, then you are feeling clammy and wet. Pretty soon

this distraction has you no longer enjoying the ride and you begin fighting the weather and the miles.

Gore-Tex lab can replicate rainfall between 40 and 80 degrees and up to three inches per hour, from a light mist to hurricane settings at any angle in a stainless steel room. Wind speeds can reach five meters per second! A second rain room douses a stationary bike rider head on with rain at a rate of 22 inches per hour.

One of the important aspects of tech gear is that seams, pockets and zippers are all designed to keep out water. I never realized the importance of this until I had a tent that leaked like a sieve in a downpour! Gore-Tex also uses 138 washing machines to test durability of their clothing. Fabrics are tested 500 to 1500 hours. The company strives to understand through testing what makes us cold, wet and uncomfortable.

—Pete Pearson

(This article was based on *Popular Mechanics*, December 2019, “Inside the Torture Chamber” by Scott Yorko, p58-63.)

Bicyclean's mastermind rides to clear trash from county roads

Editor's note: Occasionally I think of organizing a 'Road Clean Up Day by Bicycle' for SCCC members who are tired of seeing our beautiful roads littered with trash. However I can't solve the logistics! How to get the job done safely? Where to put the mountain of collected trash? As a result, inertia sets in, and I do nothing! However, Rick Denman of Los Altos has been more enterprising, turning his Bicyclean operation into a full-blown trash pick-up machine, resulting in less litter on our roads. Here's how he does it.

Rick Denman of Los Altos has the answer when it comes to keeping county roads clear of roadside trash. Using a bike trailer loaded with a garbage can, a smaller bin with plastic bag and carrying a long-handled 36" "pick up and reach" gripper in one hand (while still holding onto his handlebars), Denman rides daily with a small group of like-minded friends, stopping to grab empty beer cartons, soft drink cans and other roadside litter. His friends deposit what they grab into Rick's trash bin, sometimes riding at a speed of 10 mph while spearing a piece of trash. Local residents help out by letting the group use their trash bins or informing them which public parks have dumpsters for them to use. The result has been cleaner county roads and, with the help of local publicity, free pizza evenings at local restaurants for the Bicyclean-ers!

Bicyclean is a labor of love for Denman. "When I started riding these gorgeous roads up in the Santa Cruz Mountains, I kept seeing litter everywhere," he said. "Sometimes

I'd see the same piece of trash month after month. I would get this bad taste when I'd see how much litter was on the roads." To date, Denman estimates the group has picked up thousands of pounds of trash littering 140 miles of roads, including Santa Cruz County's Empire Grade and sections of Highway 9. (Katie Hall's Memorial Day "Everesting" bike ride success was preceded by Bicyclean riders cleaning up both sides of Bonny Doon Road.)

"As cyclists," Denman says, "we will enjoy our rides a lot more if the roads are clean. I find this area so beautiful, but if every time I ride I see the same piece of trash week after week, ride after ride, it adversely affects enjoyment of the ride."

Youthful Trash Picker-Upper

While Denman may have started out as a one-man cleaning crew, today he credits his Southern California roots and local friends for Bicyclean's success. As a young member of the Topanga Trash Warriors, he helped pick up trash on foot every week, a non-environmental solution as members drove to various locations to do the job, stopping by the side of the road each time to pick up individual pieces of trash. That solution now seems less than desirable. Bicyclists, Denman says, see more trash and can stop and pick it up more easily than motorists.

As an adult, Denman, 62, says Bicyclean is as much the result of his friendship with Katheryn Curi, a pro cyclist and former winner of the US National Road



Rick Denman with bicycle trash collector trailer.

Race Championship. They met through a weekday evening cycling group and Curi's connections lead to a committed group of clean up cyclists. (Denman is a former bike racer who served as film consultant for bicycling movies like "American Flyer.")

Another friend, David Coale, who met Denman through another cycling group, says he was eager to join the group to promote a better image of bicyclists. "The driving community often sees the cycling community as a nuisance, so this is a great goodwill gesture," Coale said. "I mean, we are mostly picking up their trash. That trash is not from cyclists."

Denman says his goal is "to get cyclists everywhere to adopt roads and trails near and dear to them—it's too big a job for any person or local organization to take on, but not if cyclists worldwide take on the challenge!"

For those interested in helping Bicyclean keep local roads clean, check it out on Facebook!

Pick your poison: When does the bicyclist take the road? A drama in three acts

Act 1: While riding your bike, that car coming up from behind did not pass you. But there is no oncoming traffic, so what's up with the driver? Uh oh. Here comes the grate in the gutter! I choose the grate over swerving into the lane (where is that car, anyway... and there's no time to look).

Act 2: Argh! Two sticks lengthwise just past the grate, too big to safely roll over, so I choose the path between them, and they funnel me up against the curb.

Act 3: No time to free my feet so over I go.!

The result of this short drama: road rash and bruises on my right hip and right knee, bruised hands and stinging fingers.

I have mulled over this sequence quite a bit. My wife Debby had safely gone around the grate (and probably never even noticed the sticks), and that is the path I was heading for, but I had to wait for the car

behind to pass me. I had lost track of the car; it was somewhere behind me.

Trying to locate it and deciding if I could swerve into the lane would take too long, and if I could not swerve, then I would already be on the grate before I could bring my attention back to my path. Or, I could brake hard, but that grate looked way too slippery. First choice, correct!

Then those sticks! I had not really noticed them. They were behind the grate, which I was going to go around, so they were a minor detail. I would not cut back towards the curb that quickly. If I hit either stick (they were about 1" in diameter) they would likely roll and toss me in one direction or the other... say 50/50 of going into the road or onto the curb. Bad odds considering that car lurked back there somewhere! Second choice: correct! Bingo, no more choices, just a crash.

The mistake I made occurred before this little drama even started. I assumed the car behind me was going to pass and then I wasted time waiting for that to happen.

The moral of all this? I had made assumptions about driver behavior, but we must make SOME assumptions, (like drivers are not actually gunning for us), or we would never ride bikes on the road. We also cannot safely ride by always looking to the rear. So, the moral is this: do not waste time waiting for something, use that time to map alternatives. (Sometimes you need to choose to crash!) The driver stopped and ran over to help me get untangled from the bike. He had a cell phone in his hand. (But my coronavirus concern overrode everything else.) What a dilemma! How to help someone in need nowadays? Being a good Samaritan is so much more complicated!

—Jim Kleck

Roadwork projects improve bicycle safety around the county



The City of Scotts Valley is widening Glenwood Road near Scotts Valley High School to accommodate a wider bike lane (upper left photo), while (lower left photo) the City of Capitola is improving Brommer Street between 41st and 38th avenues, installing a sidewalk and widening the bike lane there, as well as repaving that section of Brommer. Center photo above shows newly-paved Pioneer Road while, right photo above, shows Varni Road repaved between Amesti and Browns Valley Road. Hoorah and a big thank you to city and county public works agencies!

Volunteers deliver groceries by bike during the Coronavirus era

Ecology Action and The Volunteer Center of Santa Cruz have teamed up to help senior citizens receive weekly groceries without having to shop for them in person due to fear of contracting the Coronavirus. Two of the EA volunteers delivering to their clients by bicycle are Brooke Wright and Matt Miller. Both enthusiastically endorse the program, saying they receive a feeling of satisfaction by filling a need for seniors wanting to remain at home.

“I’m so happy that I signed up for this program and I know I will continue with it for a long time!” says Wright. “I’m not only helping the participant, but I’m also lowering the Covid-19 risk by reducing the number of people shopping, as well as greenhouse gases by using my bike.”

Miller, (upper right photo), a program specialist for Ecology Action, echoes Wright’s sentiments on how the program is self-rewarding as well as an aid to shelter-in-place seniors.

“For me, when conditions of the world feel overwhelming and hard, the best antidote is action, whether it’s a global pandemic or racial injustice.

Biking to the grocery store to help provide food covers that basic human connection with your neighbor, and doubles as a demonstration of how practical and viable a bike can be for shopping trips and transportation. Not to mention, it’s just so fun! Fresh air, sunshine and movement, on top of providing a necessary service!”

The program is simple, and anyone may sign up with the Volunteer Center. The center responds with a list of clients, and the volunteer contacts a prospective client to learn his/her grocery needs. Email helps with a grocery list and when the volunteer may pick up the check for the groceries, as well as time of delivery. Text messages help the client know when the food has arrived.

“The first trip took me a couple hours, just getting familiar with everything. Then my second trip shaved 30 minutes off; it gets easier each time,” says Miller.

If you are interested in volunteering, go to scvvolunteercenter.org. Delivering groceries by bike or EV is encouraged but not required! You may also donate to the program.



CCE member buys Covid masks

Remember a few months ago when Covid 19 masks for the public were hard to find? That’s when Cycling for Cultural Exchange’s CJ Wang stepped forward and saved the day. Jim Starr describes CJ’s efforts.

“The shipment of masks was done through the efforts of CJ Wang, our good and generous friend, who lives in Carson City, NV. CJ donated most of the money needed to purchase over 32,000 masks, and he also made all arrangements for their shipment from China. To date, he has shipped 16,000 masks to CCE members in Italy, Poland and Spain. Locally, CCE has donated 12,000 masks to a dozen or so local nursing homes, county sheriff and local police departments, Rite-Aid, Second Harvest Food Bank, Grey Bears and numerous senior living facilities.”

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*

*Street Address

*City

*State

*Zip

*Roadrunner Newsletter delivered by US Mail

League of American Bicyclists (LAB)

Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement ("Agreement")

Each applicant for membership shall read and sign the following Release Agreement

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

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

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

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

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

Signature of Applicant

Date

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

Date

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

Minor Release

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

Printed Name of Parent or Guardian

Signature of Parent or Guardian

Signature of Minor

Please sign waiver — Incomplete Forms Will Be Returned

Enclosed is \$_____ dues for membership in the Santa Cruz County Cycling Club which entitles me to all the rights and privileges of membership.

Make check payable to SCCCC and mail to: Santa Cruz County Cycling Club, P.O. Box 8342, Santa Cruz, CA 95061-8342

July—August, 2020

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

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



SCCC
 PO Box 8342
 Santa Cruz, CA
 95061-8342