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## Turn at the Front

### Job Opening (Mine)

*David Schorow, President*

Can you believe the summer is already half over? The days are getting shorter, Autumn is just around the corner, and as they say in Game of Thrones, “Winter is coming.” And so is the end of my fourth and last year as the president of Western Wheelers.

I was wondering how my time as president compares to past presidents. A list of all of the “Big Wheels” of the club — board members and key volunteers — is maintained on the WW [archive site](#). For those interested in the club's history, it is interesting to browse the list of [Big Wheels 1968 – Present](#). Here is what I learned about our club's presidents.

For the 55 years beginning in 1968, there have been 39 different presidential office holders. Twice, the job was shared by two people; in those instances, the two are counted as one president. Nearly all of them only served only one or two years, with 29 people serving one year, and 7 people serving two. No one served

longer than two years until Mindy Steiner served three years as president starting in 2011. Her record was shattered by her successor, Robert Sexton, who served five years. I split the difference between the two and served four years.

In comparison, people have served much longer terms in other board positions. Dave Ziegler was the Flat Tyre editor for 21 years, Mike Rissi has been Treasurer for 21 years (and counting), and Vern Tucker is in his 17th year as Membership chair. In my opinion, those positions and several others are served well by having competent and long-serving office holders. They bring consistency and institutional memory to those functions. In contrast, the president position, no matter how competent an office holder might be, benefits from getting new blood on a regular basis.

Hence, I'm using this month's column to advertise the job opening for the position of president for 2023. While all presidents bring their own style, methods, and priorities to the position, here are some attributes I feel are useful to be president (from my biased point of view).

- A desire and willingness to continue or improve the rides, events, and other benefits our club provides to members.
- Frequent participation in club rides and events. It will help you get elected if you are well known in the club and help you serve if you are deeply engaged in club activities.
- Competence at organizing and leading meetings, preparing agendas, keeping discussions on track, making sure everyone gets heard, and driving issues to consensus when possible.
- Being supportive and actively helpful to make other board members, ride leaders, or any club volunteers successful in their endeavors.

BTW, one attribute that is **not** a requirement to be president is having previously served on the board. Neither Mindy nor I were previously on the board before becoming president.

If you are interested in running for president, feel free to contact me, any past president, or any board member about the position. The president, like all

board members, is chosen by an election in which any club member in good standing can run.

I'll also mention that if you are interested in volunteering to help run the club, other than being president, we also need to fill two other positions. We are looking for a Facebook Editor to take over managing the club's Facebook page from Ken Lee, who has done a wonderful job but is looking to step back from those duties. We are also looking for a Travel Case Coordinator to take some or all of the club's [bike travel cases](#) and manage lending them out to club members (I've been filling in for this role since Khuyen moved out of the area).

David Schorow, Club President, writes the monthly Turn at the Front column and Safety Tip.



## Ben Lefkowitz Bridge Dedication

**July 12, 2022:** With the constant rush of Bayshore Freeway traffic behind us, Western Wheelers members joined Ben Lefkowitz' friends and family, with Palo Alto city officials and staff, for the dedication of the Ben Lefkowitz Bridge.



*"no better tribute to a man who builds bridges over rush of cars"*

The memorial plaque reads: "In 1989 the City of Palo Alto named the US Highway 101 undercrossing at Adobe Creek for the south Palo Alto resident Benjamin Lefkowitz. A native of Brooklyn, New York, Mr Lefkowitz advocated for bicycle safety and access in Palo Alto. The Adobe Creek undercrossing served the citizens of Palo Alto for three decades before its replacement with this new, all-season overcrossing. The City of Palo Alto remembers and honors the work of Benjamin Lefkowitz. – Rededicated 2021"

It seems to me that Ben was more than what the plaque would credit. His contributions are not just to Palo Alto, but to the entire cycling community. The undercrossing and the bridge is symbolic of the visibility and credibility he brought to cycling. He was one of the earliest of adopters, a leading advocate of bicycling as a regular mode of transportation. Before it was popular.

The effort to realize the undercrossing and inspire the new bridge must have been a mighty uphill climb for Ben and his circle of family and friends. In the cycling jargon, "**HC – Hors Catégorie:** From the French term meaning beyond categorisation. The toughest of the tough. The longest or steepest climbs, often both combined. An uncategorized Hill.

Thank you Ben Lefkowitz!



Western Wheelers at the dedication ceremony: Cathy, Jim, David, Tina, Randall, Alan

For an interesting biography of Ben, read the Letter from Western Wheelers to the City of Palo Alto, [here](#). More info at Palo Alto Online [here](#).

submitted by Jim Takasugi (pictured above) Co-ride leader of the Monday Morning Mocha Moch C Ride

## BIG WHEELS 2022

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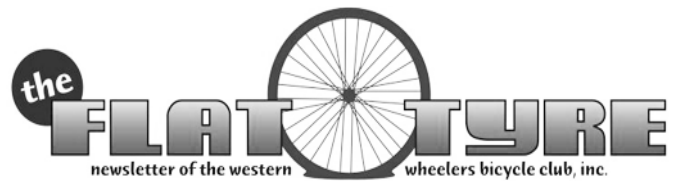
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Have space to store? Contact any Board member to volunteer for this position.



### Club Calendar August 2022

10	Wed	Board Meeting
20	Sat	Flat Tyre Deadline
21	Sun	Ride Leaders' BBQ

The **FLAT TYRE** is the monthly newsletter of the Western Wheelers Bicycle Club, Inc., P.O. Box 60367, Palo Alto, CA 94306. Submit articles for the **FLAT TYRE** by email to [Editors@westernwheelers.org](mailto:Editors@westernwheelers.org)

## July 2022 Board Meeting Minutes

(Pending Board approval)

**Date:** Wednesday, July 13, 2022

**Time:** Dinner/social: 6:30 pm; Meeting: 7:00 pm

**Location:** Willow Room, Mountain View Community Center, 201 S. Rengstorff Avenue

### Call to Order at 7:01 pm

**Present:** David Schorow, Patty Koel, Guy Shuman, Vern Tucker, Randall Braun, Jean Symons, Vito Mazzarino, Bill Sherwin, and Cathy Switzer. Attending remotely: Mike Rissi, Fran Williams, and Peggy George.

### Standing Items

- Date of next Board meeting - August 10, 2022
- Location of next Board meeting - Zoom
- Food Wrangler - N/A
- The May 2022 and June 2022 Board meeting minutes were unanimously approved.

### New Business and Area Lead Updates:

- **Randall—Sequoia:** Randall's final impressions on The Sequoia 2022 were that despite the unexpected weather, the energy and spirits were high, and the Team Captains' performances were outstanding and that overall The Sequoia 2022 was amazing. Our Food

Captain, who implemented a new food acquisition program, and our SAG and Radio volunteers, who dealt with a high activity level, were particularly commended.

- **Mike—Treasurer:** Mike shared a report on the club's financial condition and a more detailed report specifically on Sequoia. Although this year's Sequoia appears to have had the highest revenue on record compared to prior years, its net profits appear to be lower than usual, even with a few final invoices not yet received. It was noted that on a per-rider basis our contribution to charities will be much higher than in prior years. It was also noted that this year's registration fees were not increased enough to cover the actual cost of the jersey. Overall, our cash reserves are decreasing more quickly than had previously been expected for two primary reasons: the increased cost for picnics and parties due to inflation and the lower expected contribution of the Sequoia net profits to the club.
- **Vito—Sequoia Survey Results.** Vito shared results from two sources: Sequoia registration answers from about 740 registered riders and the 143 responses to a Google post-ride survey. A couple insights gained were that most riders live nearby and several have ridden The Sequoia for multiple years. Ninety percent of riders live within 90 miles of Los Altos. The top five reported reasons for riding The Sequoia, in order of frequency, were the challenge, the scenery, to ride with friends, to donate to charity and to enjoy the rest stops. While most felt that the fee was reasonable, the highest negativity was that the jersey was required with the registration.
- **Cathy—WWBC Logo.** Cathy reviewed our logo objectives and considerations so far. She presented the final eight logo choices to the Board. The Board chose its favorite logo and voted to officially adopt it. Cathy will present a launch plan for the new logo at a future meeting.
- **Bill—Skills.** Skills classes for 101 and 201 have been filling quickly. Our 2022 budget to partially support the cost of the skills class for

our members will be used up with the next two classes planned in August. More classes will be offered in 2023. Bill is also exploring the possibility of offering free bicycle maintenance classes through the Sports Basement.

- **Membership Fees.** Although the Board felt there wasn't enough time to fully discuss potentially raising our membership fees in the meeting time remaining, a few thoughts and ideas were exchanged. The Board agreed to resume the discussion at a future meeting.
- **Fran—Events.** Fran will soon send out an email recruiting volunteers for our Ice Cream Social on July 24. Other upcoming events for the year are the July 20 Blood Drive, a Ride Leader's picnic on August 21, the Oktoberfest on October 9, and the Holiday Party at Michael's Restaurant on December 11. While looking at the club calendar, Bill noted that the Fall Fun series will start on September 24.
- **Vern—Membership.** Our membership total is at 1060. Cathy reported that she has heard from some potential members that they are having difficulty signing up or renewing their membership. The issue seems to be related to difficulty using our website and paying with PayPal.
- **David—Bike Hut and Ben Lefkowitz.** David reported that the Bike Hut was very pleased with our Gold level sponsorship. Our logo is prominent on the 2022 Bike Hut Classic tee-shirt. Also, David reported that a dedication and plaque for Ben Lefkowitz occurred recently at the new bike bridge in Palo Alto near Adobe Creek. Six Western Wheelers were in attendance.

There were no other updates by Board members.

The meeting adjourned at 9:06 pm.

*Board minutes were submitted by Patty Koel, Western Wheelers Club Secretary*





## Ride Leaders BBQ

**Sunday, August 21 at 1 pm**

Ride Leaders Rock! Have you led a ride this year, served as a Big Wheel or organized a WWBC event? If so, you are invited to join us at Mike Rissi's house in Portola Valley on Sunday, August 21 at 1 pm for our annual Ride Leaders BBQ. Join us for some fun in the sun with your fellow cyclists!

The club will provide meat, vegan options, and drinks, but please bring a salad, side dish or dessert. And don't forget your swimsuit, since Mike has a lovely pool!

Please [register](#) so we know how many people to expect. The address will be provided at registration.

Not a ride leader but want to attend and help out? We need people like you to make these events a success! Please contact Fran & Jean at [events@westernwheelers.org](mailto:events@westernwheelers.org) if you can help BBQ, shop, set up or clean up. Thank you!

*Note: If you haven't led a ride yet this year, there is still time! You can submit your ride by emailing [addride@westernwheelers.org](mailto:addride@westernwheelers.org), by using our handy [ride listing assistant](#) or by visiting our handy [ride leader's guide](#) on our website.*

## Welcome New Members July 2022

Please welcome the following new members to the Western Wheelers:

Paul Buttery	Redwood City
Hao Chen	San Jose
Alex Hashimoto	Palo Alto
Jeffrey Hewitt	Mountain View
Raymond Jackson	Hayward
Peter Kelleher	Burlingame
Jerome Leugers	Atherton
Ksai Liang & Family	Fremont
John McCaughey	San Carlos
William Mueller	Campbell
Diana Nemet	Palo Alto
Alison Mittelstadt & Family	San Anselmo
Marian Alin Petre	Redwood City
Loretta Guarino Reid	Palo Alto
Ferris Say	Fremont
Charles Scafe	Palo Alto



*New members were reported by Vern Tucker,  
Western Wheelers Club Membership Chair*

## Napa Valley LDT Campout

Join us for this fall LDT Weekend trip September 30th to October 2nd! We'll explore beautiful Napa Valley, Pope Valley, and Lake Berryessa, starting at our group campsite at Bothe-Napa Valley State Park. This ride is doable as a day trip, but riders are encouraged to join us at our group campsite, which can accommodate up to 35 campers. Our group campsite will likely fill early, but we'll maintain a waitlist for late openings. Hotels are numerous in the Napa Valley, but they are all quite expensive and most require a two night stay. Lodging is available in Calistoga (4 miles), but is a little cheaper in Napa (21 miles). There is no charge for people NOT staying at our campsite, but all participants should register. See the Saturday (10/1) [online ride listing](#) for full details and registration information.



## Eastern Sierra Escape 2022

Join friends from Western Wheelers (and ACTC) who will gather in Mammoth Lakes, Bishop, and Lone Pine to explore riding in this great area of California. Most routes start in the wide open Owens Valley and climb to beautiful alpine meadows and forests with fabulous views. While the routes include some of the longest and steepest climbs anywhere in the world, there will also be shorter versions to allow those with less fitness/endurance to enjoy these treasures by starting above the valley floor. Note that while these climbs are difficult due to extended stretches of climbing, there are few (if any) sections where the grade exceeds 10-12 percent. Most rides are “out-n-backs”, climbing during cooler morning hours from the valley up into the alpine forests then descending back to town during the heat of the day. E-bikes are welcome on this tour and ideal for the long climbs, but make sure you have a good understanding of your bike’s capabilities.

This is primarily a hotel/base camp trip. While there are campgrounds available, most participants stay in hotels. Afternoons in Owens Valley are often quite hot, so it is nice to come back to a hotel room and pool after your ride. Trip members usually get together at a common location for an optional happy hour and group dinner each evening. Over the 14 days of the trip there are 11 scheduled riding days, with impromptu (or sometimes scheduled) group hikes on the off days. Participants are always welcome to take a day off or do a different ride/hike than the one scheduled for that day. Some come for the whole adventure, but many participants join for just part of the trip, coming for 3-7

days. There are no group fees for this trip. Your expenses will be only for your transportation, accommodations and meals. Happy hours are “pot luck”. Rides are unsupported - no SAG. Some days have lunch purchase options and water availability, while on others you must carry your food and water.

See [WEBSITE](#) for detailed information and REGISTRATION.



Questions: [Guy Shuman](#)

**SEE ONLINE RIDE SCHEDULE FOR DETAILED RIDE INFORMATION!**

(NOTE–Schedule has been modified from recent years!)

Date	Ride	Hotel Location
Tues 9/6/22	Tioga Pass Option  Lake Mary Warmup Option (2:30 pm)	Mammoth Lakes
Weds 9/7/22	June Lake Out-n-Back	Mammoth Lakes
Thurs 9/8/22	Devils Postpile (+ Lake Mary Option)	Mammoth Lakes
Fri 9/9/22	Rock Creek/Mosquito Flat	Bishop (Drive to start, then to Bishop after ride)
Sat 9/10/22	South Lake & Lake Sabrina	Bishop
Sun 9/11/22	<i>Relax or hike South/Sabrina Lake</i>	Bishop

Mon 9/12/22	Bristlecone Pine Forest	Bishop
Tues. 9/13/22	Pine Creek	Bishop
Weds 9/14/22	Glacier Lodge (+ Waucoba Option)	Bishop
Thurs 9/15/22	<i>Relax or hike at Glacier Lodge</i>	Bishop
Fri 9/16/22	Onion Valley	Lone Pine (Drive to start, then to Lone Pine)
Sat 9/17/22	Horseshoe Meadows	Lone Pine
Sun 9/18/22	Whitney Portal	Lone Pine
Mon 9/19/22	<i>Alabama Hills / Movius Arch Hike</i>	<i>Optional morning hike before departure</i>

## Long Distance Training, It Is! Or Tales of a B to C- Rider

In October 2020 when the bike shop said it would cost more to repair my 25-year-old mountain bike than it was worth, my husband Jon convinced me to trade it in for a sleek red Trek Domane road bike. I hadn't used the old one for mountain biking in years. What a revelation that trade was. I grew up with bikes, my dad had a bike store, but except for some short family jaunts when our kids were younger it had been a long hiatus. Finally I was biking again!

I joined Western Wheelers, and when the COVID-delayed LDT season began, Jon and I drove to Morgan Hill. He went off with the D riders, and with great trepidation I embarked on my fledgling LDT B ride. There were 1,500 feet of hills. There were 37 miles. I was sure I would be left behind. (I wasn't.) I could barely move afterward and slept for 12 hours. I still maintain that was the hardest ride I ever did.

But I came back for more. As the season continued, I was constantly worried about being left behind, of getting lost, of my Garmin not working (It took a full year before I figured out how to consistently load up my routes properly), of the paper route sheet snapping off into the wind. At times I had unbidden fantasies of losing control on the downhills and sailing over my handlebars onto the asphalt road. Every LDT morning started with my stomach twisted in knots.

Eventually I grew to love the climbs, the burn in my thighs of pushing the pedals around one circle at a time, the incredible views. I started to make friends. My biggest cycling triumph in 2021 was summiting Mt. Diablo, and I achieved my distance and elevation goals for the year.

I decided now that my bike was broken in, it was time to give her a name. We'd earned it. It took a while to come up with it, but finally it came to me: "Miss Spoke." When I told my friends, they laughed. "It's perfect," one of them said. I said "Are you sure?" Which made it even more perfect. Misspoke. It was who I was, who we were together. I had to laugh.

In 2022 I leveled up from the B to the C- group. New routes: longer, higher, faster-paced. It was hard all over again as I scrambled to keep up with the group. I set a modest goal to complete 10% more miles and hills. Now only halfway through the year I've already blown past my elevation goal and almost achieved my mileage goal. I made it to all three summits in the LDT series. I completed the Sequoia "Green-ish" route (though a few days after the main event due to a schedule conflict—thank you, Lisa B!) and other crazy rides I never thought I could do. These days you can sometimes even find me in the middle of the pack. And it's time to set some new goals: I'm adding some mid-week hill climbing, taking bike skills classes, and hope to learn some basic maintenance, or at least how to change a flat.

I drank the KoolAid, I caught the bug, I'm happiest on my bike with the burn in my thighs going up those hills, and the breeze in my face coming down.

It takes a club! Thank you, Wheelers, for all your support. I never could have done it without you. Special thanks to Jon, Mindy (who "certified" me as a C- rider) and Guy, Duane (my first LDT ride leader!), Maria, Tina, Tom & the Seal Point riders, all the ride leaders who plot out those amazing routes and make them happen, and so many more WW friends who offered encouragement and convinced me to keep on rolling. Here's to the next season of riding!

submitted by Lisa Meltzer Penn (pictured below)

Lisa's [blog](#)



## TOUR DE MENLO – The Scholarship Ride

On September 17<sup>th</sup>

The TOUR DE MENLO is a scholarship ride to raise funds for college scholarships for under-represented local high school seniors. Rides are 35, 43, and 63 miles, plus a new 16-mile family ride. All rides are fully supported with water, rest stops, and SAG; 7 am-10 am start at The Church of Jesus Christ of Latter-Day Saints, 1105 Valparaiso Ave., Menlo Park, CA; hot lunch; stunningly designed T-shirts and Jerseys for sale; ride-day registration 7-10 am; and a **30% registration discount to Western Wheelers by typing "BIKECLUB" in the promotion code area of the online registration form.** Come join us for a good cause and enjoy the fun ride!

Register at [TOURDEMENLO.COM](http://TOURDEMENLO.COM)

## Vintage Corner

### *The Joy of Riding Vintage Bicycles Part II*

"Look at all of these relics!" a rider observed. Then came a rapid retort "Yeah, and some of them brought their bikes!"



Trading stories at Fremont Camp Park, Menlo Park, midway through the ride.

Thus, the *Monday Morning Mocha Mooch* riders shared the joy of riding their vintage bikes on a recent Special Edition of Vintage Bike Ride. "No, this is not the *Eroica*" when asked if there were any special qualifications as a "vintage" bike. This was a lighthearted affair where all bikes were welcome, vintage or not, as long as it was rideable. Still, some 20 pre-modern era "vintage" bikes participated this second time around (see [Vintage Club Ride Part I](#)). Many rode on steel frames with lugs, fitted with friction shifters. And at least one rolled on traditional sew-up tires. Some were rare prototypes. Quite a collection worthy of a bike history museum.

*...there's no lack of stories about their vintage bikes.*

Chatting at our mid-point coffee stop in Menlo Park, there's no lack of story-telling about their vintage bikes. As riders, DIY mechanics and dilettante collectors, their pride and enthusiasm comes through.

(Vintage Corner continues on the following pages)



Here are just a few of their stories:



Karl Doll – Blue 1978 Guerciotti : “A good friend bought it new, as a teenage racer. His wife gave it to me after he passed away, 5 years ago, at a young age.”



Jim Takasugi –1972 Mondia Special: “Gathering dust for a couple decades, I rescued this classic Swiss bike from my cousin Jerry’s garage last year. Being a novice, it’s taking me a looong time researching its history and restoring it to its original condition as much as possible. But it’s a labor of love as it reminds me of my 70’s ItalVega I used to ride back in my college days.”(read my [Vintage Club Ride Part I](#))



Bob Parker – 2000 Klein Quantum Pro: “I raced on this bike from 2000 till 2008.”

Jenny Warila – 1993 Specialized Epic: “... with an early carbon fiber skinny-tube frame. It’s been my only road bike, taking me from novice cyclist



struggling to climb to Huddart Park to AIDS Ride finisher and from pulling a baby in a bike trailer to accompanying that child to high school in her bike. I only just replaced it this spring.”



Cindy Asrir  
– 1988  
Peugeot  
Versailles: “I  
bought this  
beautiful  
touring bike  
in 1988  
when I was  
a student at  
the  
University

of Nebraska. I had always wanted a Peugeot, and I loved the white frame and rainbow spray paint. In the past 34 years, she’s lived with me in Nebraska, New York and California. I’ve ridden her around NYC and used to commute to work on her in San Francisco (so much faster and more pleasant than MUNI!). Amazingly, she’s never been stolen, although someone did take her back wheel when she was locked up in a garage in SF several years ago. I learned then how difficult it is to find parts to replace a vintage 12-speed freewheel! Hopefully I’ll have her for many more years to come.”



Michael  
Khaw –  
late

1990s–early 2000s Steve Rex: “Custom hand-made fillet-brazed steel. It’s my first bike with a larger big gear on the cassette than the smallest chainring. It has enough frame clearance to take fat (>32 mm) tires for gravel riding.”



John Langbein  
– 1967 Frejus:  
“Bought new  
in 1967 while  
in High  
School. Did  
some racing  
while in high  
school.  
(Washington  
DC area).  
1972 – cycled  
from Troy NY  
to Anchorage  
AK; served as

a commute bike both in Seattle and on the Peninsula to about 2012; Repainted by Cycle-Art in 1990; For its 55th “b-day”, I rode it to the coast and back!”



Linda Vanderhule – 1992 Miyata Seven/21: “I won a Mt Bike at Villa Montalvo in a raffle. Recently already purchasing a Mt bike I was able to return the Montalvo bike to Spectrum Cycles for a store credit. I put the monies toward a nice brand new Miyata Seven/21, Sierra Green. I have ridden that bike several times from San Jose to Santa Barbara on Memorial Day Holidays. It is a smooth, quiet and comfortable ride.”



Colin Moy – 1991 Colnago Master Olympic Race Team Mapei, sponsored 1994: “The Master Olympic (1991) shares with its predecessors the famous profiled tubes, originally designed by Gilberto Colombo to make the frame stiffer and more reactive. The Olympic distinguished itself for slightly oversized tubes and very eye-catching paint schemes. The Master Olympic is constructed of Columbus nivachrome “Gilco” shaped steel tubing with top, seat and down tube drawn in “star shape” with chromed chainstays and straight fork.”



Andy Kirk – 1986 Kestrel 4000: “I purchased it about 1989 from the Outfitter in Los Altos, It had been written up in 1986 in “bicycle mag as possibly the

ultimate bike, as we have seen this was not the case. But I think it was the first carbon bike. At the time I bought it the newer model 400 had come out and it was on sale. I had a number of broken spokes with the original 36 spoke wheel and so Jim Chaskin built me a new wheel using 32 spokes and using a new seven speed cassette instead of the 6 speed freewheel. I have had no spoke issues with the wheel Jim built. Eventually I had the bike converted to a triple giving me 21 speeds with a low of 24 inches. The original “gruppo” was all Campy but the new hub was Shimano and as the changes progressed we started to use more of their parts. I rode the bike for a month in France covering about 600 miles and was very happy to have that 21st gear. I retired the bike in 2011 after doing a few repairs and started to ride my new Bianchi with only 20 speeds. I estimate that I have about 150 thousand miles on it including 500+ miles in France.”



David Schorow – 1982 Trek model 515: “Purchased 6/1/1982 at a time when few people had heard of Trek and seeing other Treks out on the road was rare. I actually still have the original brochure for the bike, which is also [online](#). My dad bought me the bike while I was a graduate student at Berkeley through a second cousin who owned a bike shop. I had to assemble it, but it served me well as my primary bicycle for many years. I met Mona, my wife to be, on this bike, rode the Death Ride with it, as well as the Sequoia Century in 92, used it on our honeymoon trip through New England, and even put a trailer on it to carry my infant

son on rides, including riding on the not-yet-completed Highway 85.”



Judy Colwell – 1971 English Raleigh Sports 3sp: “Her name is “Zelda, The Amazing Three Speed.” In the beginning it carried two children to nursery school (both on the bike, one in front of me, one in back); it spent years commuting (with me in a dress and heels) to SRI and then to Stanford; now it is my around-town commute bike and occasional trips up/back Alpine.”





Due to popular demand, the future of vintage club rides looks promising! Keep an eye out on the Western Wheelers Bicycle Club notifications and calendar entries for future vintage rides!



## To Ride or Not to Ride - Assessing Fitness to Ride After a Crash

—sections copied from *Bicycling Magazine* April 2022:  
5 Things You Should Do After Falling Off a Bike:

<https://www.bicycling.com/rides/a20047696/5-things-you-need-to-do-after-a-bike-crash/>

I have been on several rides where a rider crashed. The steps taken after a crash have varied based on the rider's self-assessment and the extent of injuries. But what if the rider thinks he/she is fine and can keep riding but everyone else around them thinks they should get their head examined. It is the rider's

decision whether to keep riding but just as mountaineers make turn-back decisions prior to initiating a climb knowing that oxygen deprivation may affect their ability to make a sensible decision, perhaps we should make decisions on when to stop riding before we crash.

### **What do experts have to say about what to do after a crash?**

According to Dr. Michael Ross, a former physician for professional cycling teams, the best thing to do is take your time in getting up and moving around. First, check and make sure there are no major injuries. “Before you start riding, can you walk around?” he asked. “Can you move your arms in all directions? Can you look up, down, left, and right without any pain?” Take a minute and assess, then decide whether you can pedal off—or need to wait for help.

In my experience, when the rider had a physical injury, we knew that completing the ride was out of the question and immediately called 911. Riders blocked traffic and kept the rider as comfortable as possible while waiting for emergency medical attention to arrive. We knew not to attempt to move the rider as that may exacerbate injuries.

If not as obvious as a broken limb or a rider who cannot stand back up, how do you assess riding readiness? Specifically, how do you know if there is a concussion or other traumatic brain injury (TBI). Checking to see if you bent or cracked your helmet is a quick way to assess whether you hit your head. If your helmet is cracked or bent, the safest thing to do is to stop riding.

Sports trainers and coaches use assessment tools to make return-to-play decisions. Some of these tools may be useful for us to use on club rides.

<http://www.concussionvitalsigns.com/Manuals/CVS-SidelineAssessment.pdf>

Sideline assessments for athletes include three areas - symptoms, memory function and balance testing. Symptoms may include headache, neck pain, nausea,

dizziness, blurred vision, balance problems, feeling like "in a fog" or general confusion, among others. Even if you think you are okay, if others around you note you seem off-balance or confused, perhaps you should play it safe and stop riding until you get checked out by a medical professional.

To test memory function, fellow riders may ask you where you are, where you started the ride from or a variety of other questions to assess whether you are thinking clearly.

To test balance, athletes are instructed to stand heel-to-toe with the non-dominant foot in back and weight evenly distributed across both feet. The athlete should maintain stability for 20 seconds with hands on hips and eyes closed. The tester will count the number of times the athlete moves out of this position. If he/she stumbles out of this position, he/she will open eyes and return to the start position and continue balancing. If the athlete makes more than 5 errors in the 20 seconds, this may indicate a concussion.

Even if we do not feel qualified to administer a true balance test, we can check if the rider who crashed can maintain this stance or a single-leg stance for more than a few seconds.

If you did hit your head, there is a chance you have a concussion and should stop riding immediately. One risk is having another fall, resulting in second impact syndrome, which occurs when an athlete returns to play too early after suffering from an initial concussion. Another risk is riding off the road or into oncoming traffic if you are confused or off-kilter in any way. We need to ask ourselves - is it worth taking a chance?

### **What about your bike's readiness to ride?**

If everything seems fine physically, the next step is to check your bike. When Scott Kelly, who has been a head mechanic for pro cycling teams, is working the pit at a race and a rider comes running in with a banged-up bike, he looks for a few key things:

**Wheels:** Typically, the wheels take the brunt of the crash and incur the easiest problems to diagnose. Check that the tires hold air, the wheels are true and there are no broken spokes sticking out. Also check that the brakes—rim or disc—haven't jammed up.

**Components:** Kelly always checks the position of the brake levers and shifters on any bike after a crash. He says it's usually easy to push them back into place, but you don't want to ride away only to realize your lever is so tilted that it's hard to grab. He also checks for a bent derailleur hanger before he shifts gears, since it could snap as soon he clicks the shifter. Then, examine the chain: Is it jammed, are there any frozen links, and is it still in one piece? Finally, just do a quick check on your saddle to make sure it's still firmly attached to your seatpost.

**Frame:** The last thing Kelly checks is the bike frame, inspecting carefully for cracks or deep scratches. This becomes more important on a carbon frame, since a crack can quickly turn into a serious problem as you pedal away, whereas bends and cracks in aluminum or steel frames tend to be more forgiving.

Though we all hope that we will never be in a situation requiring these assessments or decisions, it may be helpful to think about them. Stay safe and enjoy the ride!

*submitted by Lisa Burque, Club Member*

## August Safety Tip - The Emergency Stop

*Every time I see an adult on a bicycle,  
I no longer despair for the future of  
the human race.*

~ H. G. Wells

On a recent Saturday I was fortunate enough to take the Bike Skills 101 class offered through Western Wheelers and taught by Lorri Lown of [Savvy Bike](#). One of the many great skills she taught was the emergency stop. It's much better learned through seeing and doing, but I'll describe it here.

The emergency stop begins with your hands on the drops so you can apply more leverage on the brake levers and be in a lower position. When the need for a fast stop occurs, you put your pedals to a neutral level position (one front one back), push your butt way back, optimally behind your saddle, and brake hard with both brake levers. You should instinctively know which brake lever is your front and which is your rear, but you use both to brake. Your front brake is providing most of the braking power, while your rear brake acts as a stabilizer.

It will be next to impossible to think this through in an emergency situation, so the key is to practice, practice, practice. Lorri had us ride around a building with an empty parking lot and practice this stopping maneuver repeatedly, coming close to a complete stop before peddling again. We must have done at least twenty iterations of the stop during this drill. One needs to practice this maneuver until it becomes instinctual and automatic.

The YouTube video [Emergency stops on the bike](#) gives a description and demonstration of the stop as well as mentions several of the related tips that Lorri emphasized in her excellent class.

*All Safety Tips are published on the club website [Western Wheelers > SKILLS AND SAFETY > Safety Tips](#). Comments are welcome.*



*David Schorow, Club President,  
writes the monthly Turn at the Front  
column and Safety Tip.*



*Daphne riding with beautiful Mt. Shasta in view.*

## Fall River Century 2022

Close to thirty Western Wheelers made the long drive to Fall River Mills to participate in this special biking event. Fall River Mills is nestled in a pristine northeastern California valley. With Mt. Shasta to the northwest and Lassen Peak to the south, this area provides solitude, beauty and miles of nice roads.

We kicked off our weekend with a happy hour at the shady campsite. We had an opportunity to meet the Wheelers we did not yet know and catch up with ones we did. Happy hour gave us a chance to compare notes on who was doing what routes and when everyone was planning to start their rides. The official ride included a choice of a metric, century or double metric course. But several of us created alternate courses picking and choosing among the various out-and-backs and rest stops.

Randall led a group of six riders on his alternate metric, culminating in an overwhelming array of baked goods and cold showers at the Day Rd rest stop. Lisa, Rob and Diana opted for an 83-mile option, building on the standard metric course by adding the out-and-back to Little Valley, stopping for delicious apricot bars at the water stop along the way before reaching the tree-nestled rest stop. A few Wheelers did the standard metric, while several others opted for the century or double metric options. With temperatures reaching the mid to high 90's by early afternoon, the double metric riders faced a combination of wind and heat.

Many of us gathered around the campsite after our rides to chat and partake in the after-ride meal of pasta, quinoa salad and ceviche.

On Sunday, many of the Wheelers ventured to Burney to enjoy the magnificent site and get a nice walk in before departing for the Bay Area or our next vacation destinations.



*Sarah, Chantal, Lisa and Jim at Burney Falls*

What did your fellow Wheelers think of the ride?

*Randy Heen: Wonderful to see the moon as we began the ride just after 6am. Randy appreciated Sarah Coyle's reverse cycology of saying "sure is cold today" all afternoon.*

*David Cho: It was great to meet and commune with more WWers.*



*Marlin Deckert: I really like the varied scenery on the double-metric route, and the homemade goodies at the rest stops. The people running the rest stops are all very friendly; one of them even gave me an ice cold, water soaked towel for my neck at one of the hottest parts of the ride!*

*Cindy Asrir: It was great that so many Western Wheelers could come and experience riding in Northern California, and small town Americana. I've done this ride before but it was great to see so many other WWers participating and enjoying it. And camping and meals were fun, but I wish it would've been a little cooler for the ride! :-)*



*Bin, Randall, Dave, Bill, Joice and Amanda*



*Karen, Marlin, Sarah and Randy looking fresh at the start of their ride*



*Randall, Dave and Bobbie on the road.*



*Lisa, Diana and Rob - first to arrive at Little Valley.*



*John with Mt. Shasta in the background (below)*



**(Left, Top to bottom)**

Bin cutting watermelon after the ride with Lisa, Joice, Samir, Jim, Betty, Bob and Randall

Randall enjoying the cold spring water shower at the Day Rd rest stop

Campsite

**(Above, Top to bottom)**

David, Marlin and Karen - A well-deserved nap after riding 130 miles

Where's Cindy? Taking beautiful photos



\*\*\*\*\*  
 Thanks to Randall for introducing all of us to one of the most beautiful rides in California.  
 \*\*\*\*\*

*submitted by Lisa Burque, Club Member*

## COVID Guidelines for joining Western Wheelers Club Rides

— Updated January 14, 2022

In order to keep our riders safe and stay in compliance with local regulations, the following guidelines are now in effect for all club rides.

### Ride Guidelines:

1. **Riders are required to follow [CA CDPH Guidelines for face coverings](#).** These guidelines require mask use based on vaccination status. **Fully vaccinated individuals** are NOT required to wear facemasks during normal outdoor activities involved in a WW ride. When visiting any indoor location (restaurants/restrooms) or stopping at an event (festival/farmers market, etc) riders must follow CA CPDH guidelines. **Unvaccinated individuals** are required to wear face coverings at the start of each ride and whenever physical distancing (6 feet) cannot be maintained.
2. **All riders must carry a face covering** to be worn when required as above.
3. There is no restriction on location of rides (any county), club membership (guests are now permitted), or special leadership qualification (any club member may lead a ride).
4. **Ride leaders can establish more restrictive requirements for their ride if desired.** Any such restrictions will be included in the online ride description.
5. Availability of water and restrooms may be limited so plan your intake and distances accordingly.

### Risks, Privacy and Safety

There is risk in all gatherings, since people without symptoms can transmit COVID-19. Participation in club rides is voluntary. Members assume the full and complete risk that is associated with exposure to and infection by COVID-19 during such participation. Please note that in the event Western Wheelers is asked by the department of public health for a list of riders participating in any club ride for purposes of COVID-19 exposure tracing, Western Wheelers will comply with such requests.

If you are sick, do not come on club rides. People with COVID-19 have had a wide range of symptoms reported – ranging from mild symptoms to severe illness. Symptoms may appear 2–14 days after exposure to the virus. People with these symptoms may have COVID-19:

- Fever or chills
- Cough
- Shortness of breath or difficulty breathing
- Fatigue
- Muscle or body aches
- Headache
- New loss of taste or smell
- Sore throat
- Congestion or runny nose
- Nausea or vomiting
- Diarrhea

### COVID-19 Notification Protocol:

With the Omicron variant spreading rapidly through California, it is inevitable that some of our members will contract or test positive for COVID-19 after participating in a WWBC ride. Our rides are currently fully permissible under county and state regulations.

**If within 72 hours (3 days) of attending a club ride, a rider starts experiencing symptoms of COVID-19 or tests positive for COVID-19, they are asked to contact [David Schorow \(WWBC President\)](#) with that information. David will notify all ride participants of their possible exposure. The identity of the rider testing positive will be kept private unless they explicitly agree to let their identity be known to the other riders.**

Everyone is requested to NOT attend a WWBC ride or event if they are showing any COVID-19, cold, or Flu symptoms (see [COVID Guidelines](#)), or have recently tested positive for COVID-19.

# Western Wheelers

## Ride Information

**DETAILS OF RIDE CLASSIFICATION: The format of the ratings is:**

**PACE/HILLINESS (total climbing if known) /DISTANCE**

**PACE (A–F):** Indicates the average speed while riding, with A being the slowest and F being the fastest. Non-riding time is not counted, so rides with long stops may have the same average speed as rides with short stops

**HILLINESS (0–5):** Rates the terrain based on the average feet climbed per mile for the entire ride. This is the ratio of the total climb to the total distance, all divided by 25.

Hilliness Rating	0	1	2	3	4	5
Average Climb (Feet/Mile)	0	25	50	75	100	125

The longer, steeper and more frequent the hills, the higher the hilliness rating and the slower the average speed. However, a low hilliness rating does not guarantee that a ride contains no long or steep hills, because the rating could be diluted by flat stretches around the hills. If a ride contains an unusually challenging hill for its hilliness rating, an exclamation point (!) is appended to the hilliness rating. The ride description should provide more details. It is possible but rare to have a hilliness rating greater than 5.

**AVERAGE SPEEDS:** The average speeds (mph) for the different pace and hilliness ratings are:

HILLINESS RATING						
Pace Rating	0	1	2	3	4	5
						Average OLH Time
A	10	9	8	NA	NA	NA NA
B	12	11	10	9	8	7 43-54 min.
C	14	13	12	11	10	9 34-43 min.
D	16	15	14	13	12	11 27-34 min.
E	18	17	16	15	14	13 22-27 min.

If the pace rating letter has + or - appended to it, the average speed is changed by 1 mph.

**CHOOSING YOUR RIDE:** The speeds in the above table may seem low because you know you can ride faster at times. Remember, however, that the numbers represent the average speed for the entire ride. Don't attempt rides beyond your ability. If you are taking your first club ride, err on the conservative side. Novice cyclists are welcome on A rides. A, B, and C rides are typically more leisurely and have more regroupings than D, E, and F

rides, which are brisker-paced rides for more experienced and self-sufficient cyclists.

If you are unsure which group to go with on hilly rides, time yourself up Old La Honda road, and compare your time with the time ranges shown in the above table. If your time is within the range for a certain group, you can feel comfortable riding with that group on hilly rides. Note that the OLH time does not refer to your personal best time, but to the time in which you can comfortably climb Old La Honda, and perhaps not just once, but repeatedly, because that is the pace the group will be maintaining all day on multiple climbs.

If you choose to ride with a slower group, you should not expect them to speed up for you, and if you choose to ride with a faster group, you should not expect them to wait for you.

**RIDE RATING EXAMPLES:** "C+/2/40" indicates a 40-mile ride with about 2000 feet of climbing, ridden at an average speed of 12 mph. "E/4!(9700')/100" indicates a 100-mile ride with 9700 feet of climbing, some of it very steep, ridden at an average speed of 13 mph.

**WEATHER CONSIDERATIONS:** Rides may be canceled if rain seems likely during the ride. If in doubt, contact the ride leader.

**RECOMMENDED EQUIPMENT:** Please try to bring basic tools, sunglasses and sunscreen, water bottles, food or food money, a first-aid kit, phone charge or cellphone, "layered" clothing, etc. Bright clothing recommended.

**COMMON LOCATIONS – Please check ride listings for other locations**

**GUNN HIGH SCHOOL** The main entrance is on Arastradero Rd. just east of Foothill Expressway in Palo Alto. Meet in the parking lot AWAY FROM BUILDINGS. Don't use this location when school is in session.

**McKENZIE PARK** Between Loyola Corners and Springer/Magdalena (Rancho Shopping Center) on Fremont Ave.

**BURGESS PARK** (Menlo REC. Center) is between Alma and Laurel Streets at Burgess Dr. (near Ravenswood Ave) in Menlo Park. Meet on the Alma side unless otherwise specified.

**PEERS PARK** in Palo Alto is on Park Blvd located just north of California Ave. Caltrain Station. Note: There is a car barrier just South of the park on Park Blvd.

**SHOUP PARK** is in Los Altos, on University Ave. near Main Street, off Foothill.

**SUNNYVALE COMMUNITY CENTER** is at Manet and Remington in Sunnyvale. Meet at the south side of the complex.

**IMPORTANT**

- Helmets and brakes are required on all rides
- Unsafe bicycles are not allowed.
- Earbuds and Headphones are not allowed.
- For insurance reasons, only club members may lead rides.
- For insurance reasons, only Category 1 and 3 e-bikes are allowed on club rides. Category 2 e-bikes are not allowed.



## August 2022 Weekly and Repeating Club Rides

### *Every Monday*

#### **A/0/15 SOCIALLY PACED MONDAY MORNING COFFEE**

**RIDE** If you are not ready for the faster pace of the other Monday morning coffee rides until after you've had your coffee, then this ride might be just right for you. Meet [Pam Putman](#) and [Pat Elson](#) at Rengstorff Community Center, 201 S. Rengstorff Ave., Mtn. View. Meet at 8:45 for a 9:00 am departure for coffee at the Peet's Coffee in Menlo Park. We'll travel at a mild, social and comfortable "A" pace through residential neighborhoods to reach our destination; Nobody left behind, we are all in this together. Always carry a mask should you choose to go into Peets to purchase coffee. After purchasing our coffees we'll go to the park across the street to enjoy them. The ride is expected to last almost 3 hours, returning to Rengstorff Community Center around 11:50 am. Rain cancels.

**C/1/24 MONDAY MORNING MOCHA MOOCH.** Start your week with a morning coffee ride to Menlo Park. Pace along Foothill Expressway is quick, but feel free to ride at a slower pace and meet us in Menlo Park. We'll get take-out coffee at Peets at University and Santa Cruz, consume it at the park across University, and then head back via different routes depending on the week (see ride schedule for details/route sheets). There are no sweeps on this ride, so if you are unfamiliar with the routes, please use the links on the ride schedule and load them onto your GPS device (or print a route sheet) prior to the ride. Meet at 9:15 for a 9:30 am departure at the [Grant Park](#)

[and Community Center](#) parking lot (Grant Park, 1575 Holt Ave, Los Altos, CA 94024). Restrooms available. Ride Leaders: David Schorow (408-314-3769, email in member directory) and [Jim Takasugi](#) (408-391-2057) share leadership on this ride.

**BCD/2/47 JAVA JIVE FROM SAN MATEO.** The Monday morning ride for bicyclists who live in the northern cities of the Peninsula is growing in numbers. The Java Jive ride consists of flats and 1400 feet of climbing for 47 miles. The regroup spots are: the Starbucks in Menlo Park at the corner of Avy Ave. and Alameda de Las Pulgas, Canada Road and Woodside Road in Woodside, the Water Temple on Canada Road, Crystal Springs Road at Sawyer Camp Trail South entrance, Pepper and Floribunda Avenues intersection and return to Los Prados Park. Meet at Los Prados Park in Foster City at 8:30 am for departure at 8:45 am. Directions: From 101, drive east on Hillsdale Blvd., take the first right on Norfolk St. and right again on La Selva; take the first left onto Casa de Campo. The Park is on the left. For more information contact [Tom Schnurbusch](#). Rain/muddy conditions cancel.

**DE/1/26 JAVA JIVE DOUBLE EXPRESSO.** Meet at 9:00 am and jump out of the starting blocks at 9:15 am with an express trip to enjoy coffee at Peet's Coffee in Menlo Park. We will work our way back along the foothills after coffee. No sweep; one socially distanced regroup for coffee. Meet at the Bicycle Outfitter, 963 Fremont Ave (Loyola Corners), Los Altos, near the corner of Fremont, Miramonte and Foothill Expwy. Leaders: David Fitch and Cathy Switzer. Route: [BO26 Java Jive Double Expresso](#)

### *Every Tuesday*

**CD/2/30-35 SHAW-BLASBERG'S TUESDAY LOOP RIDE.** Peter B. has now retired from leading this ride. In honor of his many years of dedicated service we have named the ride after him and Carol Shaw, who created this ride with him many years ago. The immortal words of his ride description will be retained here, mostly intact. So here we go: Retired, home executive, between jobs, playing hooky? We'd love to have you join us each Tuesday during the year, rain or shine, at the Starbucks parking lot in the Westmoor Shopping Center in Sunnyvale, corner of Fremont and Mary. The route is a variation of the Portola loop with lunch stops at various eating places in the Palo Alto area. There are hilly C and D routes as well as a flat route. All rides meet at 10:45 a start time of 11:00 am. The hilly route varies through the month. See the online Ride Calendar for links to routes in Excel and PDF formats. Leader: [Vern Tucker](#), home 408-730-2548, cell 408-893-6008. GPS Files: [Tuesday Loop GPS Files](#)

**C/3/15+; D/4/15+ TUESDAY EVENING RIDE.** Join us after work every Tuesday evening for a backroads tour of Woodside and environs, including some moderate hills. Meet in the parking lot behind the Pioneer Saloon in downtown Woodside at 5:00 for a 5:15 PM departure. Ride leader and route sheet

vary from week to week. Measurable rain cancels. Please equip your bike with front and back lights for added safety in evening low light conditions. Exact ride details, including ride withgps routes, will be posted to the wwbcc-rides email list on the day before. Ride coordinator: [Richard Exley](#) (650-704-3801)

### *Every Tuesday through Saturday*

**BC/0/23 SEAL POINT/REDWOOD SHORES.** Meet [Tom Schnurbusch](#) at the north end of Seal Point Park in San Mateo by the parking lot and bridge for a ride from Seal Point Park via bay trail and streets down to and through Redwood Shores. Regroup and coffee at the MarketPlace on Redwood Shores Parkway, taking the Electronic Arts cross-street exit to the MarketPlace. Continue down Redwood Shores Parkway to the end to return to Seal Point Park. This no-drop ride will take place daily from Tuesday through Saturday. Meet by 8:45 am and depart by 9:00 am. Rain cancels.

### *Every Wednesday*

**D/3-4/35-65 HILLS R US.** This is a social-paced D ride with regroup; faster riders are welcome to form a D+/E group. The Route often includes Hwy 9, Page Mill, Old La Honda, Kings Mountain, West Alpine or Tunitas Creek. Always be prepared for variable weather on Skyline. Foul weather in the hills keeps the ride in the valley. Rain cancels. See ride [blog](#) for starting time/location/route/leader contact information.

### **CD/2-3/15-30 WEDNESDAY EVENING HUMP-DAY RIDE.**

Join Sarah for a fun ride of the Peninsula and Woodside lumps and bumps and get rid of your mid-week slumps!! We will meet at the Pioneer Hotel in Woodside at 5:00 PM and will roll out at 5:15 PM. Routes will change each week, but we will continue with our 3rd Wednesday of the month climb up Old La Honda and the last Wednesday of the month climb up Kings Mountain Road. We can break up into C and D groups to allow the faster riders to zoom ahead! Please join us for a great ride with lots of laughs and camaraderie! Front and back lights are strongly recommended during the winter/spring months since we may be returning around dusk. Please contact [Sarah Coyle](#) at (650-454-5890) if you have any questions. Heavy rain cancels.

### *Every Thursday*

**CD/2-3/15-30 THE THURSDAY EVENING TOUR.** This is a series of evening rides varying from 15 to 30 miles in Los Altos Hills, Portola Valley and Saratoga, sampling local hills and out-of-the-way roads. Meet at Shoup Park in Los Altos at 5:45 pm, for a 6:00 departure. The routes vary each week, to take advantage of the available daylight. Every effort will be made to get riders back before dark, but bring lights just in case. Leader: [Gary Goldman](#) (650-279-5315). See individual ride descriptions in the online ride calendar.

### *Every Friday*

**B/2/30-50 FRIDAY B RIDE** Meet [Vern Tucker](#) (408-730-2548) every Friday at 10:00 AM at McKenzie Park for a 10:15 AM ride start. Rides will be a mix of hills and flatter residential roads, with a lunch stop along the way. (Bring or buy)

### *The second Sunday of every month*

**B/2/24 2ND SUNDAY – JEFFERSON LOOP.** Monthly ride to Jefferson, Hillcrest and Lakeview via Manzanita, Albion and Cañada. Lunch is at Sancho's Taqueria (cash only) and returns via Alameda de las Pulgas. Social pace with regroup. Meet at Burgess Park in Menlo Park at 10:00 am, for a 10:15 departure. Estimated return 2-2:30pm. **Leader:** [Mike Jenkins](#) (408-239-6131) . Rain cancels. **Route sheets/Maps:** [Route/GPS](#)

**C/2/27 2ND SUNDAY RWC CROSS.** Monthly ride to the Redwood City Cross via Tripp, Cañada and Godetia. Optional Huddart Park Loop and return via Alameda de las Pulgas. Bring snacks/lunch to enjoy at a regroup. This is a social-paced ride with regroup, but faster riders are welcome to form a separate C+ group at the start. Meet at Burgess Park in Menlo Park at 10:00 AM for a 10:15 AM departure. Please ensure social distance at the ride start as the ride leader captures riders names and sends out groups of up to 15 riders each. Estimated return 2-2:30pm. **Leader:** [Howard Koel](#) (650-302-1053). Rain cancels. **Route sheets/Maps:** [Route/GPS](#)

### *The third Sunday of every month*

**C-/0.5 (500')/39 LOVELY BAY GRAVEL RIDE.** Meet [Fredo Cirne](#) (408-931-4133) and [Eduardo Colaco](#) on the third Sunday of the month at 9:45 AM for a 10:00 departure at Burgess Park. This is a scenic gravel ride by the Bay, with few cars even when we are on paved roads. Starting from Burgess Park, we head towards the Bay and across 101 on the Menlo Park bike bridge. Return is inland via low traffic streets, avoiding the headwinds by the Bay. Leader recommends a gravel or city bike with 38mm tires or more.

### *The fourth Sunday of every month*

**B/2.5/25 4th SUNDAY - SARATOGA.** Hello Social "B"s. Join us on a leisurely ride heading up Mt. Eden, then meandering through The Maze to downtown Saratoga where we will stop for a snack break in a local park (bring - no place to buy) before heading back via Seven Springs Parkway. Meet at McKenzie Park in Los Altos (near tennis courts) at 10am for 10:15 departure. Rain cancels. Check ride calendar for leader information. **Route sheet:** [4th Sunday B Ride \(Saratoga\)](#) or **GPS:** [Map/GPS File](#)

**C/3/35 4th SUNDAY - LOS GATOS.** Monthly ride to Los Gatos via Mt. Eden, Pierce, and Villa Montalvo. Lunch in the park in Los Gatos (bring or buy) and return through the Maze. This is a socially paced ride with mandatory regroupings, but faster riders will form a separate C+ group at the start. Meet at McKenzie Park in Los Altos at 10:00am for a 10:15am departure. Check ride calendar for leader information. Rain cancels. **Route sheets/Maps:** [4th Sunday C Ride](#).

Learn about [becoming a member](#)

Any Western Wheelers club member can propose a Ride by using the online Ride Listing Assistant on the Ride Leaders Resources page found [here](#) or by sending a ride description containing complete details to:

[addride@westernwheelers.org](mailto:addride@westernwheelers.org)

Be sure to include date, title, start time/place, distance, rating, lunch arrangements, and your phone/email contact information. The earlier you list your ride, the more participation you are likely to have. There is no strict deadline, but please try to submit your ride at least two days before the ride. Do NOT email your listing directly to the email list(s).

Go [here](#) to read/post/subscribe to our club email list for ride cancellations, road conditions, and miscellaneous club ride topics.

Planning a tour? Completed a great tour?  
Celebrating a life event? Just had a fun or interesting ride and want to tell us about it? Have some photos to share? We are interested in your stories for publication in the Flat Tyre! Send correspondence to [Editors@westernwheelers.org](mailto:Editors@westernwheelers.org)

