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## Turn at the Front

Western Wheelers Charitable Giving

*David Schorow, President*

The Western Wheelers has a tradition of proudly making donations to a variety of causes every year. This year's donations were complicated by the cancellation of the Sequoia, normally the primary source for funding donations. However, we were still able to make significant donations using several avenues of funding.

It is useful to understand the finances of this year's canceled Sequoia to give some context. Prior to being canceled, the Sequoia had 389 paid registrants and had incurred significant expenses mostly around advertising, merchandise, insurance, and storage locker rent. Each of the paid registrants was given three options for their registration fee: 1) donate the entire registration fee to the club to help defray the club's sunk costs; 2) donate 50% to the club and receive a 50% refund; or 3) receive a 100% refund. Enough people chose options 1) and 2) to approximately cover the incurred expenses so that the Sequoia basically broke even.

While registering, participants were given an option to donate an additional \$25 to go toward the coastal charities listed below. After the Sequoia was canceled, no registrant asked for their donation to be refunded. These donations raised \$3,600. During the June meeting, the board unanimously approved the following allocation:

- \$1500 to [Puente](#)
- \$1500 to [Abundant Grace Coastside Worker](#)
- \$600 to [La Honda Volunteer Fire Brigade](#)

The money raised for Abundant Grace was further augmented by Western Wheelers club member participation in the Bike Hut Classic—a DIY timed ride up Tunitas Creek Road. 38 club members registered for this event and many of them also contributed additional money. The paid registrations and donations raised an additional \$3,605 for Abundant Grace for a total of \$5,105 from the club and its members. Western Wheelers was the second largest single source of contributions to this cause.

The Western Wheelers also typically contributes to bicycling related organizations, but with no money being raised from the Sequoia, that tradition was in question. In its July meeting, however, the board decided to maintain continuity with our donations and still contribute a reduced amount to most of our supported bicycling organizations. We allocated \$1,500 for these donations, half of what we've averaged in recent years. This was allocated as follows:

Bike Organization	Amount
<i>Advocacy - County, City</i>	
<a href="#">SV Bicycle Coalition</a>	400
<a href="#">Walk Bike Cupertino</a>	100
<a href="#">Great Streets MV</a>	100
<i>Volunteer Bike Repair and Donation</i>	
<a href="#">SV Bike Exchange</a>	250
<a href="#">Good Karma Bikes</a>	250
<a href="#">Community Cycles of CA</a>	250
<i>Other</i>	
<a href="#">The Bike Hut</a>	150
<b>Total</b>	<b>\$1,500</b>



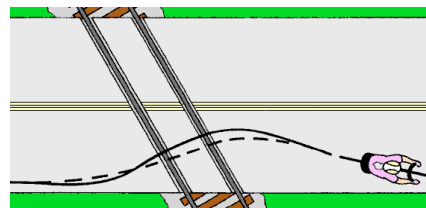
David Schorow, Club President, writes the monthly Turn at the Front column and Safety Tip.

## September Safety Tip - Crossing Train Tracks

*Work to eat. Eat to live.  
Live to bike. Bike to work.*  
~ **Unknown**

A while back a club member crashed while crossing train tracks at too narrow an angle. The tracks caught their wheel and they went down hard, sustaining serious injuries. This danger is dramatically demonstrated in this terrifying video showing over 50 cyclists crashing while crossing railroad tracks. Several of the cyclists look to be quite seriously hurt: <https://youtu.be/YfeQvblFBks>.

Crossing a railroad track at a shallow angle runs the risk of your wheel catching on the metal rail or the gaps next to it. The danger is much greater when the tracks are wet or when braking during the crossing. The simple key conclusion from the study associated with the video is that the **crash rate is dramatically reduced when the crossing angle is greater than 30° and is eliminated at greater than 60°**.



I know of a couple of risky skewed track crossings in our riding area. One is north bound on

[Winchester Blvd near 85 in Los Gatos](#); the other is where [tracks cross Cox Ave](#). The key is to turn away from the tracks in advance, then veer back toward the tracks to cross them at a greater angle. Of course, if either turn puts you into the lane of traffic, you'll need to make sure it is safe to do so.

If you know of other dangerous train track crossings, please comment on this safety tip on the web site.

*Note: The Safety Tips are published on the [Western Wheelers website](#) under menu SKILLS AND SAFETY. That page also supports commenting on the published tips.*

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## Club Calendar September 2023

10	Sun	Bike Skills Clinic 101
xx		No Board Meeting in September
20	Wed	<b>Flat Tyre</b> Deadline for Oct. Issue
29 <sup>th</sup> -Oct 1 <sup>st</sup>		Napa LDT Camping Trip

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

## DRAFT August 2023 Board Meeting Minutes

(Pending Board approval)

-Submitted by Gloria Kreitman, WWBC Secretary

**Date:** Wednesday August 9, 2023

**Time:** Social: 6:30 pm; Meeting: 7:00 pm

**Location:** Mountain View Community Center, 201 S. Rengstorff Avenue, Mountain View, CA and Zoom

### Call to Order at 7:01 pm

**Present:** Randall Braun, Peggy George, Brian Kaplan, Gloria Kreitman, Vito Mazzarino, Mike Rissi, David Schorow, Jean Symons, Vern Tucker and Fran Williams

**Absent:** Guy Shuman, Cathy Switzer

**Guests:** Jon Penn, Bill Sherwin (on Zoom)

### Standing Items

- Date of next meeting—October 11 (Tentative plan to skip September meeting)
- Location of next meeting—Zoom

- Approve the previous minutes—the July 2023 minutes were unanimously approved

### **New Business and Area Lead Updates:**

- iOS apps. A new account has been set up for the Western Wheelers iPhone app to streamline administrative tasks. Users will be notified in advance when they need to update the app on their phones to a new version.
- **Training and Skills:** Bill Sherwin provided an update on the skills clinics presented by [Savvy Bike](#), on behalf of Western Wheelers. Overall the program has gone well; however, registrations have been lower than expected for the Bike Skills 201 and 301 clinics. This year's program included the following sessions:

#### **Bike Skills 101—Fundamental Bike Handling**

- April 16, 2023 Clinic complete
- September 10, 2023 [Registration open](#)

#### **Bike Skills 201—Climbing + Descending Skills**

- May 7, 2023 Clinic complete
- June 11, 2023 Clinic complete
- July 9, 2023 Clinic complete
- August 20, 2023 [Registration open](#)

#### **Bike Skills 301—Pacelines + Group Riding**

- August 6, 2023 Clinic Complete  
Overall feedback about the clinics from participants has been positive. A few attendees of the recent 301 clinic felt the content for group riding was too advanced for beginners. Bill recommended that the Training and Skills program continue next year with fewer sessions.

- **Area Lead Updates**

- **Randall—Sequoia Chair:** Randall and Brian presented a draft plan for the 2024 Sequoia. This will be the 50th anniversary of the Sequoia and the steering committee proposed a new approach that celebrates “Cycling, Community, and Connections.” The plan includes multiple riding activities over a 2-week period culminating in a catered outdoor party for all

registrants (music, food, beer, wine) and prizes given to those who've earned the most points for rides/climbs and other criteria (e.g. treasure hunt). The draft plan addresses the following objectives:

- Mitigate overall risk to the club from dependence on a single date for the event
- Be more inclusive of A/B/C- riders and allow Sequoia volunteers to participate
- Reduce the need for club volunteers from ~200 down to 60
- Reduce costs for transportation, permitting and marketing

- Celebrate the 50th anniversary of the Sequoia

The Board discussed the proposed plan and provided feedback for the Sequoia steering committee to consider as they continue to refine and finalize the plan.

- **Jean—Event Chair:** Jean reported that the Ice Cream Social event on 8/13 at Shoup Park in Los Altos is on track with volunteers and a total of 171 registrants. Parking may be impacted due to the Los Altos Art Show, which is happening on the same day and time. Thirty people are registered for the Ride Leaders' BBQ event on 8/27. The Board agreed to hold the Annual Holiday Party and General Meeting in December at Michaels Restaurant at Shoreline in Mountain View. Jean will contact Michaels to make the reservation.
- **Peggy—Flat Tyre Editor:** Peggy reviewed the articles published in the August Flat Tyre including a ride stats report submitted by Eric Greer, Club Statistician. Submissions to the next issue of The Flat Tyre are due on 8/20.
- **Vern—Membership Chair:** Vern reported that we had 11 new members join since July 12th, which brings the total number of members to 928.
- **Vito—Webmaster:** Vito reported that the Sequoia pages have been updated and edited to remove the 2023 route information.

- **Mike—Treasurer:** Mike reviewed the club's YTD financial statement. The full year budget is on track and has not changed significantly from the July report.
- **David—Club President:** David reported that 38 Western Wheelers took part in the Bike Hut Classic. Through registration fees and donations, Western Wheelers raised over \$5,000 and ranked second among the bike clubs that participated in the Bike Hut Classic fundraising. David provided an update on the work being done by David Murphy in support of our iOS apps. A new account has been set up for the Western Wheelers iPhone app to streamline administrative tasks. Users will be notified in advance when they need to update the app on their phones to a new version. David also kicked off discussions with the board about re-election plans and preliminary election planning for next year. Communications announcing the election and call for nominees will begin in October.

There were no other updates by Board members.

The meeting adjourned at 8:59 pm.



*Board minutes submitted by Gloria Kreitman, Club Secretary*

## Welcome New Members August 2023

Please welcome the following new members to the Western Wheelers:

Anne-France Boyle	Menlo Park
Deborah Campbell & Jake Wine	Sunnyvale
Phillip Chavez	Fremont
Carolyn & Patrick Dupuis	Los Altos
Van Do & William Richards	Los Angeles
Dawn Freeman & Family	Belmont
Dan Jozefov	Palo Alto
Denise Larsen	Woodside
Paula Lee	Oakland
John Murphy & Family	Healdsburg
Trang Nguyen	Cupertino
Swapnil Shah	Los Altos
David Sheldon	Belmont
Mark & Heidi Witkowski	San Jose
Cyndy Woodman	San Mateo

*New members reported by  
Vern Tucker, Club Membership Chair*

## Oktoberfest

**Sunday, October 8, 2023 at  
1pm**

### Cuesta Park, Mountain View

Bring your appetites and join us for an old-fashioned Oktoberfest celebration as we enjoy a delicious selection of bratwurst (vegan options available), beer and salads at [Cuesta Park](#) in Mountain View.

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The Oktoberfest picnic will be in the group picnic area off Cuesta Drive (opposite Nilda Ave) and is free for members and \$10 for guests. **Please RSVP** by October 3<sup>rd</sup>, so we know how many to expect.

Want to earn your meal? Work up an appetite by joining one of the pre-party rides on our [ride calendar](#).

**Also, we will need volunteers to make this happen!** Please contact Jean & Fran at [events@westernwheelers.org](mailto:events@westernwheelers.org) if you can help with shopping, grilling, set up or clean up.

Danke Schön!



## Final 2023 Bike Skills Class

### Bike Skills 101 – Fundamental Bike Handling

I am happy to announce that we have scheduled one more Western Wheelers skills clinic for 2023. A waitlist is available for the inevitable last minute cancellations, so register to get on the waitlist.

#### Bike Skills 101 - Sunday, September 10, 2023

This members-only clinic is the foundation of everything else you'll learn on the bike. This is the clinic where we teach the old dogs new tricks and the newbies the fundamentals. You'll learn about balance and weight distribution and how that affects your ability to ride your bike safely and confidently. We'll learn skills like riding with no hands, emergency stops, and how to look behind you while holding your line, how to steer, and counter-steer. After just

four hours, we guarantee you'll be a better bike handler and have much more fun on the bike.

*Please note, Bike Skills 101 is a prerequisite for both Bike Skills 201 and 301, advanced clinics in the Savvy Bike curriculum.*

The Club is subsidizing the clinics, your Member cost is \$60 per person per clinic. Attendees must be Western Wheelers members in good standing, 18 years old or older. No guests, and registration is not refundable.

If anyone has any questions, please do not hesitate to contact me. See you out there!

Bill Sherwin

*Western Wheelers Skills/Training Coordinator*



## Adventure Across America on a Tandem and Post Offices

A contest to guess how many PO offices Cathy will photograph on her Journey across the USA on bike began at the start.

Cathy Switzer is riding across the USA on a Tandem with Craig with [Pactour Northern Route](#).

She started on Tuesday August 8 in **Everett** Washington and will end 35 days later at the Atlantic. **Tuesday, September 12th 2023 at Rye Beach, NH**

You can read Cathy's [Daily blog posts](#)

Gary Vishrup reports today (8/30) that “she finished day 22 of 35 at a total of 29 Post offices. We have 20 guesses and it looks like those in the 50 range are looking good!”

## Napa LDT Campout 2023

**September 29 - October 1**

*Submitted by Guy Shuman*

We've reserved our usual group campsite for the “**Fall Napa Valley LDT**” on **September 29<sup>th</sup> to October 1<sup>st</sup>**. We'll explore the Napa Valley on this fun 3 day camping excursion. Our weekend begins with a Friday afternoon ride starting in the city of Napa and climbing Mt. Veeder Road. On Saturday we'll have various routes that start from our Bothe-Napa Valley State Park campsite and explore the hill country west of Lake Berryessa. Routes include Howell Mountain, Pope Valley, and Ink Grade Road. Sunday's rides venture west to Calistoga and beyond to Franz Valley School Road and return to Calistoga for lunch to finish out the weekend.

This is primarily a camping weekend, but there are also hotels in nearby Calistoga and St. Helena, but they can be pretty pricey in autumn. Cheaper accommodations can be found in the city of Napa (20 miles south) or Santa Rosa (20 miles west).

**Registration is now open, with full details on logistics/cost on the online ride schedule (go to the [Saturday 9/30 ride listing](#)).**

who	guess		who	guess
Don J	30		Brian F	47
Mike Y	32		Kai W	48
Peter G	33		Guy S	50
Tina V	35		Linda V	51
David S	36		Fran	52
Gary V	37		Paul W	53
Norbert	40		Cheryl P	60
Jenn	42		Howard S	70
Mona S	43		Randy H	87.5
Cara dU	46		Steve R	94

## Club Ride Statistics

*Eric Greer, Club Statistician*

*Did you know the club keeps statistics for all members and leaders for rides led, mileage, elevation for each year?  
Eric has been volunteering for this job for 15 years and is looking for a replacement!*

*If you have an interest in this opportunity to support your club, please contact [Eric Greer](#).*

*Three rankings are : Individual Total Mileage, Individual Total Elevation, Leader Stats. Last month, individual total mileage greater than 500 was reported in the Flat Tyre.*

\*\*\*\*\*

### Leader Stats as of August 4, 2023 (top 10)

Rank	First Name	Last Name	Rides Led	Rides Co-Led	Total
1	Tom	Schnurbusch	120	0	120
2	Kai	Wiedman	32	2	34
3	Guy	Shuman	32	0	32
4	Vern	Tucker	27	2	29
5	Pam	Putnam	24	0	24
6	Gary	Goldman	21	0	21
7	Lisa	Burque	20	3	23
8	Cathy	Switzer	20	2	22
9	David	Schorow	14	4	18
10	Bill	Sherwin	14	2	16

84 club members have led at least one ride in 2023 and an additional 21 members have co-led at least one.  
[See full list of leaders](#) .

### Statisticians

since 2009: Eric Greer

2005–2008: Judy DeFranco

2004: Duane Linden

2003: Duane Linden and Carol Shaw

2000–2002: Irv Kasser

1998–1999: Bill Sievers

1996–1997: Carol Shaw

1994–1995: Damien Burnett<sup>1</sup>

<sup>1</sup> All 1995 data were entered by Damien Burnett, with final processing by Carol Shaw



# DO THE HARD THING: An Exploration in 4 Parts

By Lisa Meltzer Penn

## 1. Letting Go

Some years ago I found myself on a ropes course with a partner. High in the air, the object was to use teamwork to maneuver ourselves across twin tightropes to the opposite platform. We wore harnesses, and a safety net stretched below, so technically we couldn't fall to our deaths. My partner turned to me for guidance. "Let's just see how far we can get," I said. We held hands, looked each other in the eye, and took our first choreographed steps off the platform and onto the ropes. We had watched from below as other pairs attempted the crossing and from that vantage it didn't look too hard. But now that it was our turn, it seemed completely impossible. The harness and net were inconsequential. We were balanced on a rope! It felt as if we could fall at any second. Still, one step at a time, we inched sideways, some four-legged creature suspended in the air that couldn't quite fly. This activity was the kick-off for a 10-week class that would test the limits of what we could accomplish by setting and achieving a goal.



Photo by Marcelo  
Moreira on Pexels.com

We reached the middle of the rope, farther than I thought we could make it. "How about two more steps?" I said. My partner agreed. And then, not because it was impossible to continue, but because I didn't believe we could, because I didn't want to fall, and because the harness and net and other pair of hands did nothing to convince me otherwise, we willingly let go, and all the tension and fear dissipated on the way down. It was a relief to let go of trying, knowing we would be safely lowered to the ground. We were sheepish at the bottom and laughed it off as if it didn't matter. But it nagged at me. Why did I let go of that tension so easily? Why didn't I keep going and either reach this first goal or do everything I could to get there, risking an unplanned fall that would have been just as safe as the one we chose prematurely? Our teacher stressed that success comes only with 100% effort, and when you give only 90% you are doing almost as much work but not achieving your result. You are essentially giving up and only making it look like you did everything you could. Let's just say that the ropes course portended the rest of the 10-week class. My 90% effort did not get me to my goal.

## 2. Challenging Myself



Photo credit: Guy Shuman. Pictured: Lisa Meltzer Penn, Mindy Steiner, Joice White

With that shameful incident lodged somewhere in the back of my brain, I decided to give 100%

on last fall's challenging week of group road biking in the Solvang and Santa Barbara area. Jon and I had been invited to test ride the routes before they became official club rides this year. I never anticipated completing all five days of rides—after all, the full routes were mapped out for the advanced riders. Jon was advanced. I was intermediate. But what would happen, I wondered, if I kept riding and didn't let go, if I tested my limits, if I did the hard thing?

Days 1 and 2 were manageable, nothing too crazy. Then came Day 3 when we started literally from sea level at Santa Barbara's main beach, and climbed all the way to the top of Mount Gibraltar in the distance. It was very steep and dramatic looking back at the ocean far below where we had begun, and very challenging. After eating our sandwiches at the summit, I decided rather than turning back as planned, I would do the full route, continuing around the other side of the mountain with the few remaining members of our group (some had turned back and others had gone on ahead.) This required two more steep climbs before the equally steep descent all the way back down. It was about the hardest day of climbing I'd ever done, and I was elated at the end.

The next day was an equally difficult mountain climb up Mount Figueroa north of Los Olivos, and the conditions were worse — a three-mile section of road so rough it was pretty much all rough and no road, and then a huge climb in harsh gusting wind. Halfway through the ride I hit my limit, or in cycling terms, I bonked. But there was no easy way back to the start and no way an Uber could make it through. I needed about 40 minutes lying by the side of the road rehydrating and consuming electrolytes, amino acids, snacks, and energy blocks while being babysat by the ride leaders before I could even think of continuing the rest of the arduous climb. But I did it, even though I was almost blown off

the road by a particularly forceful gust of wind. I completed that ride and the next day's as well. That week do the hard thing meant pushing my limits. I'd wanted to test my mettle and see how far I could go without "letting go of the rope." By the end of the four and a half days I was exhausted, but ecstatic. I had made it through all five full routes: 200 miles and almost 20,000 vertical feet of climbing. I had done the hard thing.



*Photo credit: Guy Shuman. Pictured: Lisa Meltzer Penn, Joice White, Patty Koel*

### 3. Doing the Wrong Thing

Then came a recent misadventure on the Cazadero bike club weekend up in Occidental that made me rethink the meaning of the hard thing. And it involved a huge dog as big as a wolf.

On these club weekend trips, we do a warm-up ride on Friday, the big ride on Saturday, and an easier but still challenging "recovery" ride on Sunday. I'd done the Friday and Saturday rides the year before. Until those Solvang and Santa Barbara mountain climbs, Saturday's ride was one of the hardest I'd ever done to that point. And also the most gorgeous with its zones of high ridge, cows, and cattle guards up King Ridge Road, through Redwood and other forests on Meyers Grade, steep ascents and descents so

sharp at one point I couldn't stop my bike. Then down to the ocean with long, looping curves back and forth, and rolling up and down to get to Jenner and Cafe Aquatica, before returning to our hotel in Occidental. I'd been looking forward to doing it again. This time it was pouring rain on Saturday morning and we delayed the start a bit. We still got rained on but then it cleared and was a beautiful day for riding. Just as challenging as the year before, but I forged ahead and felt energized, making sure to hydrate well and have regular snacks. Then came Sunday's "recovery ride" which I had missed the year before. Though the rest of the weekend had gone well, that morning I was not feeling great. Sometimes that happens at the beginning of a ride, and once I get warmed up I adjust. I'd pushed through in the past so I decided to go ahead with the planned route, though I could have skipped it or dropped down a level. As the miles went by, I started to feel light-headed, and then a little nauseous. I had already fallen to the back of the pack when a steep hill appeared before me. In fact the other riders were already over the hill when I was starting up. I knew that after this, there was a downhill and then only a few more miles until the lunch break at a deli in town. But as I started up, a voice in my head said to stop. Mind over matter, I answered, overruling that other voice. Keep going. And I kept pushing the pedals around one slow circle at a time. The other voice got louder, and I had to work harder to tune it out. Please stop, it begged. Please, please stop. We all get those nagging voices in our heads, right? Usually mine was just being a little whiny. I'm tired, I'm hot, it's hard to get going again, etc. But then it would work itself out. This time was different, and I knew it, but I willfully chose not to listen.

Cue the hell hound:



*Photo by  
Green\_Grey Darya  
on Pexels.com*

It was then that the huge black dog like a hound from hell loped into the road at the crest of the hill and stopped stock still like a sentinel. It stared straight down at me with

its big saucer eyes.

"Turn back," it said, its eyes boring into me.

"This route is not for you."

"What do you know?" I replied belligerently, "you're just a dog." And I forged ahead. By now the voice in my head was all but screaming in the background.

I can just push through, I told myself. I've done it before. I was going so slow by then that my friend Mindy who was "the sweep" bringing up the tail finally had to pass me so she didn't fall off her bike. Everyone else was long gone.

The dog began pacing back and forth.

Finally I reached the top. I was nervous for what the dog was going to do, but at that point it gave up on me once and for all and vanished into a driveway. And instead of feeling the high that usually comes with flying down a hill after a big climb, I felt worse. The road was bumpy and potholed and I became even more nauseous and light-headed. When I finally reached the deli I was starving and had to beg food from friends until my sandwich was ready.

"Did you see that dog?" I asked them.

"What dog?"

The dog had appeared after they'd crested the hill. The dog had come for me.

I could have easily stayed at the picnic tables outside the deli and had Jon pick me up at the end of the ride. It was only 10 more miles back to the hotel. But I wanted to finish what I'd started, though even after all that food I still didn't feel well.

The voice in the back of my head and the dog had gone silent, their pleas unheeded. I'd covered them over with a giant mute button.

It was a bad choice. Not listening to my own voice, or even the dog's. The warnings were all there. In this instance Do the Hard Thing really meant stopping, as I had known deep inside it would someday. I just didn't want to listen. I made it to the end of the ride, but not well.

That extra amount broke me. My mind and body were trying so hard to communicate that it was too much, but I intentionally tuned it all out. Just keep riding, keep climbing, don't listen to those voices. Ride past them. Do the hard thing. Prove yourself. Bragging rights.

Brag to whom? Who cared?

In the final stretch, when I was struggling to not let the light-headedness and nausea overtake me, I asked Jon to stay close on his bike. I was excruciatingly slow by then, stopping every half mile or so for breaks. There weren't many hills. The road was mostly flat or with a slight incline. I willed myself to keep going. I didn't want to be a 90%'er.

So, I pushed through and "left everything on the road." And I was depleted. I was broken. It felt less like a challenge or a recovery ride and more like a punishment or a test. The right answer on that test was not to push forward but to ease back.

The next day my back went out. Though I've had some back issues in the past, this was far

worse than anything I'd ever experienced. It would be several weeks before I could even stand up from bed without stabbing pain, let alone get on my bike. I felt ill even thinking about riding again and was tired all the time. I had left it all on the road and there was nothing left.

#### 4. Lessons Learned



*Photo by Tima Miroshnichenko on Pexels.com*

So, then, what does it really mean to do the hard thing? It was time for some introspection and a reset. And because we're talking about

something hard, it took some time to figure this out.

First, there were some practical matters to take care of:

I saw my doctor and was scheduled for a round of Physical Therapy sessions. I also got prescriptions for extra strength Ibuprofen and muscle relaxants to keep on hand in case something extreme happened again.

I signed up for Pilates Reformer classes to strengthen my core and improve balance while I waited for the Physical Therapy to begin (which wasn't until eight weeks later.)

I replaced my running shoes and hiking boots, which I realized to my horror were in such bad shape that the soles were completely worn away,

and I'm sure that contributed to my back going out.

I made an appointment with my Naturopathic doctor whom I hadn't seen in several years and was diagnosed with a Vitamin B12 deficiency. She prescribed a series of B-12 shots to boost my energy along with several other supplements. I began biking again. I'm still rebuilding my strength. It will take a while, but I'm glad to be back.

And, I began this post. After several stabs at it and as many months trying to learn the answers to the questions "How do you know whether to push forward or ease back?" and "What is the hard thing, really?" I called up a few cycling friends for advice. And yeah, I knew by then that this question was probably about more than just biking....

Here is some of the wisdom I garnered:

Listen to your gut.

Know that you can push forward if necessary. Call upon that in an emergency, when there's no other way out, or for a special challenge. That's where having tested the limits comes in handy. You have to make some mistakes to learn your limits. (I was on track with that one!)

Once you know your limits, you make rules: i.e. When Mindy was training for a triathlon, some of her rules were: Don't run two days in a row. No hopping drills. Always stretch right after a run.

Know how you feel and don't be afraid to say you need a break.

Use the data you have: not what you want to be true but how you actually feel to be conscious about your choices.

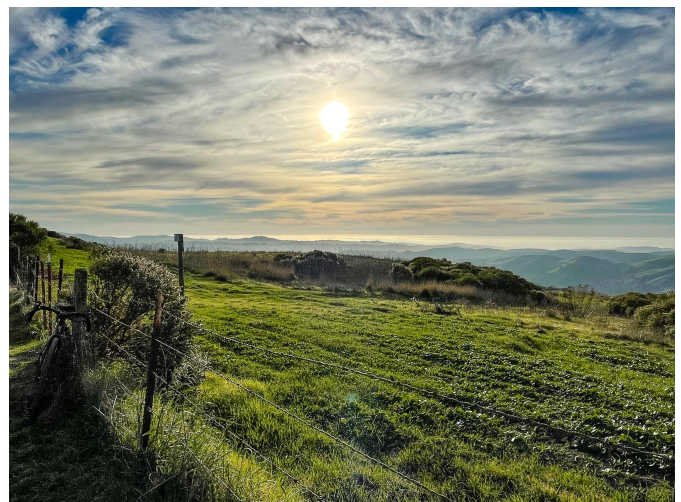
And my biggest epiphany: Just because you CAN do something doesn't mean you SHOULD do it!

Last but not least: If a giant dog appears in your path with a warning, you should probably pay attention!!!

First published on Lisa's blog:

<https://lisameltzerpenn.com/2023/08/04/do-the-hard-thing-an-exploration-in-4-parts/>

Subscribe to Lisa's blog and check out her other work here: <https://lisameltzerpenn.com/blog/>  
You can also leave comments!



*"Late fall afternoon on Skyline after a ride" submitted by Joe Wang for the 2021 Annual Club Photography Contest*

## Fall Fun Series 2023

The 2023 Fall Fun Series (FFS) begins on **Saturday, September 16, 2023 and is scheduled to run through Saturday, November 4, 2023.**

Please note that this schedule was prepared using knowledge available at the time about road closures, etc, and it is highly subject to change!

The FFS is designed primarily for C/D riders. B riders are welcome to join the FFS on a week by week, ad hoc basis, but a separate route is not provided for the B group. If you are interested in leading a B group on any given week, please contact Bill Sherwin by the Tuesday prior to the ride.

This year, as in past years, the series will consist mostly of rides within an hour's drive of PaloAlto/Redwood City. The FFS follows the same ride grouping format as the Long Distance Training (LDT) rides. The C ride is divided into "C-" and "C+" groups. The C- group is a social-paced ride with frequent mandatory regroupings (riders in this group should be able to maintain a modest C pace). The C+ group has fewer/shorter regroupings and also moves at a slightly faster pace. Whichever option you choose, the FFS is a great way to explore the local area, sometimes following LDT routes and sometimes introducing other adventures.

### Notes for 2023:

**GENERAL NEWS:** Updated FFS news/weather will be posted on the ["wwbc-RIDES" club email list](#). You can subscribe to the email list or visit the list site to get updated. Full information on email subscription options can be found at the club web site under the [EMAIL LISTS](#) menu item.

**[ROUTE SHEETS/MAPS/GPS INFO:](#)** This is a dedicated page on the web site (in the RIDE

INFORMATION section) where you will find the route sheets for all—or almost all —of the rides in the Fall Fun Series. This page also has links to Maps/GPS routes where you can examine the map or download directions to your GPS device. (Routes are sometimes altered before the ride, so please wait until the week of the ride to print your route sheets.)

**RIDE SCHEDULE:** Below, subject to change, is the schedule for FFS 2023.

9/16/2023	Local Hills
9/23/2023	Moraga/Pinehurst
9/30/2023	NO FFS Ride Scheduled - Napa LDT
10/7/2023	Seascape
10/14/2023	Marin Headlands
10/21/2023	Mines Road
10/28/2023	Carquinez Straits
11/4/2023	Morgan Hill/Henry Coe

**MEALS:** Due to the changes we have been thru in the last few years, it may be that some favorite restaurants from the past may have closed, or that service may still be slower than would otherwise be the case. If you prefer to linger at lunch the group may not wait for you. Riders are encouraged to be prepared by bringing sufficient food and water to avoid unnecessary delays.

I look forward to seeing all of you at the FFS in 2023!

Bill Sherwin  
2023 Fall Fun Series Coordinator

*Attention Club members! Are you planning a tour? Completed a tour? Send your story or tour plan announcement to the Flat Tyre for publication. [editors@westernwheelers](mailto:editors@westernwheelers).*

## WWBC Blood Donation Drive

Please consider joining us for our fifth Blood Drive Event of the year, on Monday, October 2, 2023.

According to the Stanford Blood Center, someone in the U.S. needs blood every 2 seconds. That means, by the time you finish reading this article, at least **35 people** have needed blood.

## STANFORD BLOOD CENTER

A small percentage of all hospitalized patients (one in seven) receive blood transfusions. Leading users can include patients with cancer, heart disease, gastrointestinal disease, fractures and trauma, anemia, bone and joint abnormalities, organ transplants, and lung, liver and kidney disease.

You can make a difference by donating, and we've made it easier than ever to make donations a habit—schedule your donation every two months, and receive a \$10 Target virtual gift card when you donate on a Western Wheelers Monday!

Three locations available, [all have bicycle parking available](#):

**1. Stanford Blood Center Menlo Park**, 445 Burgess Drive. Hours: 7 a.m.–3 p.m. [schedule your appointment >](#)

**2. Stanford Blood Center Mountain View**, 515 South Dr Suite #2. Hours: 7 a.m.–3 p.m. [schedule your appointment >](#)

**3. Stanford Blood Center South Bay in Campbell**, 295 Hamilton Ave. Hours: 12 noon–7:30 p.m. [schedule your appointment >](#)

Allow 1.5 hours for the full donation, that includes check in, actual donation, and post-donation process.

What's the experience? Review [Preparing to Donate](#). When you arrive at the Donor Center, tell the receptionist that you are participating in the Western Wheelers blood drive. You'll complete a questionnaire, and have a private session for getting your medical history (blood pressure, pulse, temperature, and a drop of blood to test your hemoglobin level). In the donor room, you'll put your feet up in a comfy lounge chair. A quick needle stick and you are donating! 10–15 minutes later, you are escorted to the Canteen for drinks (water, juice) and snacks (fresh fruit and veggies, Oreo cookies, [Pacific Cookie](#) cookies, and more). 15 minutes later, you're on your way home, to take care of yourself [after your donation](#).

Stanford has a 24-hour **vigorous** exercise restriction following blood donation, feel free to ride to/from your donation if it's an easy spin.

There are several [different types of donations and blood products](#). If you are a regular [Whole Blood](#) donor, or are planning on donating soon, please be aware that [Whole Blood](#) donors need a minimum of 56 days between donations.

Have extra time on Mondays? Consider an [Apheresis](#) donation!

Thanks for your time!

*Organized by Cathy Switzer, Board Member at Large.  
Lifetime donations at Stanford - more than 232 !!*

**Western Wheelers' 2023  
Donation Dates**  
Monday, Oct 2  
Monday, Dec

# 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 change 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 bikes are not allowed.





## September 2023 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. Couple of sprint locations (bragging rights only, no medals!), no sweep; one 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/RWGPS file](#).

### *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 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 5:15 for a 5:30 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 ridewithgps routes, will be posted to the wwbc-rides email list on the day before. Ride coordinator: **Richard Exley** (650-704-3801).

### *Every Wednesday*

**C+D and DE/3-4/35-70 HILLS R US** Meet at 8:45 AM for a 9:00 AM start. Two groups roll out and split along the way. Route varies weekly and 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. Start Location, route, lunch stop (or lack thereof), weather forecast and leaders announced 1-2 days beforehand via the [HRU Blog](#). Rain cancels. Ride Leaders rotate weekly [Don Johann](#), [Cathy Switzer](#), [Jack Jones](#) and [Steve Rempel](#).

**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 5:15 PM and will roll out at 5:30 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 first Sunday of every month*

**BCD/2-3/19-32 SINGLE CYCLISTS RIDES** If you are single and want to mingle... join us for a fun social ride in Menlo Park. We will have at least two different ride options for different skill/speed groups. All rides will begin and end at the same location, the Burgess Park parking lot next to Alma/train line. Please arrive before 10:00 and be ready to roll by 10:15. Both ride options will stop for lunch around 11:30 at Robert's Market (the one on Alpine) and then return to Burgess afterwards. Pack a snack and water for the ride and either bring lunch or plan on buying some at Robert's Market. Leader: [Carina Rossner](#) (650-285-3475) **NOTE: DUE TO LABOR DAY HOLIDAY THE RIDE WILL BE ON THE 2ND SATURDAY (9/9) THIS MONTH (ALSO TIME CHANGE)! SEE ONLINE SCHEDULE FOR DETAILS.**

### *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 9:15 AM for a 9:30 departure at Burgess Park. We will meet at the parking lot at Alma St and Burgess Dr. 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 regroup, but faster riders will form a separate C+ group at the start. Meet at McKenzie Park in Los Altos at 10:00am for a 10:15 am 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](#) 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.

