



Sierra Spokes

PRESIDENT'S COLUMN

Leave No Rider Behind and Misc. Ramblings

I mulled over several topics for this space until I finally settled on an appropriate theme and real life encounter I had on the road with my good friend, PSBC member, and long-time riding partner Ron Kvikstad.

My subject is **"Leave No Rider Behind,"** and as you'll see after reading this piece, a topic that hit

I'm relieved to report that foresight and hindsight triumphed and Ron is recovering in Castro Valley. Let's all send our best wishes for a speedy recovery and hope to see Ron back at his Plumas County home bicycling in the early fall. You can send your words of support to Ron Kvikstad, 7220 Morton Place, Castro Valley, CA 94552.

Since I have already revealed the climax and a happy ending to



very close to home and affected me for several days. A number of you heard through the club grape vine that Ron Kvikstad suffered a heart incident while riding with me in the Oakland hills. It eventually led to triple bypass surgery and a rather surreal series of events on my recent trip to the Bay Area.

this bicycling story, I'll back track a few weeks to the beginning and why I want to stress my column theme.

I was in the Bay Area a few weeks ago on business and family matters, indulging in my other passion Major League Baseball, and bicycling some old familiar

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routes in the Oakland/Berkeley hills. Thursday June 14th was unseasonably warm in the Bay Area. The typical fog bank sat well past the Golden Gate. It was already in the nineties at 11:00 AM.

Ron and I headed out in the heat from Castro Valley on one of our signature rides to the village of Montclair in Oakland for a breakfast and return trip home. The 31 mile route has many rolling hills, a couple of short steep climbs, and cool redwood-shaded canyons that are lined with ferns.

There's very little traffic. The route has not changed much in 20 years – the perfect bicycle ride.

Ron and I cruised at our normal riding pace. He'd pull ahead on the climbs and I'd push across the rollers and then take my pull. The late breakfast stop and ice water at the Montclair Egg Shop was a welcome break.

On the return ride Ron pulled over and complained of chest tightness. We stopped, psycho-analyzed the situation and attributed it to the hot weather, maybe a little indigestion, or your basic "whatever." Ron rode another minute before he pulled over again and decided to call his wife for a SAG. I told him I'd stay with him until she arrived, but again Ron assured me it was just one of those bad days in the saddle. He was fine. A visual observation would confirm that Ron was not

sweating, breathing erratically, and his face color was fine. It was just one of those crappy days that happen sometimes when you bicycle.

We actually bicycled another quarter-mile or so to the freeway off-ramp where Ron found a place to wait in the shade. I again suggested that maybe I should hang there, but Ron said to forge ahead. I had to make a brisk pace back to Castro Valley in order to get ready for a high school graduation I was attending.



I was a little perplexed when Ron's car was still at our starting point. He should have been long gone after his SAG. Calls to his cell phone and Castro Valley home went unanswered. Several hours later I learned Ron had a mild heart attack. After a visit to the emergency room, a night at Eden Hospital, transfer to Oakland, and cardiac catheterization, Ron required bypass surgery to repair the clogged arteries. A heart attack was not even something we considered since Ron is

a picture of good diet and exercise.

The good news is that the mild heart attack may have saved Ron's life. That still did nothing to erase some haunting visions I had of what might have been when I left Ron on the side of the road. I was glad to visit with Ron in the hospital after his surgery to reflect on the incident, trade some bad puns, and chase away some demons.

Here's where hindsight kicked in, and in this case, it's all good.

While there was nothing I could have physically done to aid Ron during this incident, you never leave someone behind if they report any kind of malady on the road. Any discomfort should be taken seriously whether it's "just a mild chest pain" as in Ron's case, a headache, or upset stomach – pick a symptom.

You may only be able to call 911, but that is something – a big something. Leave No Rider Behind...

On a more upbeat note, congrats to Alice Crema and Steve Lindberg for completing their first organized century. I had the pleasure of riding with them and Tom Frady in the Mile High Century (108 miles). The Mile High makes a great first century for anyone who wants to tackle 100 miles. Also congrats to Tom Frady for completing another AIDS ride from San Francisco to Southern California. Tom is al-

ready recruiting riding buddies for next year's ride. He assures everyone that raising funds for this most worthy cause is a piece of cake.

Summer Solstice Ride--Thanks to Kathy, Jeanne, Malcolm, Julie, Steve, and Keri (if I forgot someone, please pat yourself on the back!) for manning a club-supported rest stop at the recent Summer Solstice Century. Several riders applauded our stop as one of the best supported. Great job guys and congrats to club members who also completed

this tough super century from Quincy to Oroville and back.

Trail News--Mountain bike and trails enthusiasts be sure to read former club President Bill Morris' contribution to the newsletter. Bill is spearheading a new organization called Trails for Plumas County, which is developing a multi-use trails plan for the county. Good stuff!

The 2007 club jersey will be here in July -- promise!!! Stay tuned for details.

Good cycling. See you on the road!

Len Fernandes



MEMBERSHIP REPORT



Membership Drive Update

We have six new members since the last issue of Spokes. Please welcome William Weaver of Portola, Kim Fluty of Greenville, William and Margaret Eccleston of Stockton (with a cabin near Johnsville), Sally Thomas of Portola, and Guy Hinrichs of Quincy.

Remember we need a completed and signed membership form, especially page 2 entitled RELEASE & WAIVER OF LIABILITY, for insurance purposes every year. Dues are still just

\$15 each, or \$25 for a family. Either print, complete, and return the attached PDF file, or use the link below to get the forms. Make your checks out to PSBC and mail your renewal in today to the address on the back of the form: *PSBC, POB 635, Portola, CA 96122.*

<http://www.psbicycleclub.org/newletters/2007%20Membership%20Application.pdf>

Or, email Steve Lindberg for copies (Lindberg@Now2000.com).

SAFETY INFORMATION

On the road Safety ID

You can purchase safety ID riding bracelets, with info on them such as name address contact, etc. The website is www.RoadID.com.

ICE

It stands for "in case of Emergency" and should be put in your cell phone as ICE, along with who you would like contacted in case of your incapacity. Rescue personnel are trained to try to ascertain next of kin for victims on route to the ER and this info in your phone could save your life...

CLASSIFIEDS

Parts for Sale: Yakima Bike Rack for sale. About 4 years old but hardly used. Asking price \$100.

Please email Rod: rod@rodmac.org

NOTE:

Classifieds are free to PSBC members.



Trails for Plumas County! – A Master Plan Can Put Us on the Right Path

By Bill Morris



The mountain bike members of PSBC want more and better single track trails and back country roads. So do several locals who attended the recent County master plan visioning session in Graeagle. I passionately agree; we do need to maintain, develop, and promote trails and encourage residents and visitors to enjoy our mountains, valleys, and waterways. Trail use is healthy for individuals and beneficial for our local economies and I'm happy to report that a group has been organized to achieve that vision.

Plumas County is a scenic gem with recreational activities for everyone. But what our County does not yet have is a Master Plan for non-motorized trails to get us on the right path for future generations.

In every planning document, visioning process, and opinion survey for the last generation, County residents have consistently recommended and encouraged the development and maintenance of pathways for their own and visitors' enjoyment. Most recently in the *Plumas County Vision 2020 Report*, the Land Use and the Recreation sections called for development of a countywide master plan for

public and private biking, hiking and equestrian trails in a network to accommodate both motorized and non-motorized users.

Not only have trail needs been articulated; much effort over the years has readied Plumas County to plan, develop and promote trails in a coordinated manner. Our Visitors Guide does a superb job of presenting local trail attractions. Plumas National Forest has an extensive database of system trails. Chambers and visitor centers provide attractive information. Local authors have described the trails. Proactive groups have performed trail work and initiated grant proposals.

Despite these many positive desires and efforts, however, there still is no Master Plan and no development priorities for a countywide trail system. The daily grind weighs heavily on officials both elected and appointed. Their focus by default is on today, not on tomorrow. We urgently need a coordinated and comprehensive trail effort that looks to the future - including mountain bike routes. Trail work has been merely "catch as catch can". We can do better!

Thankfully, a strong group of individuals recently organized to articulate the vision of a trail Master Plan and to orchestrate the concept to completion. On May 8, after months of planning, *Trails for Plumas County* (TPC) was formed. Board members are from all five supervisory districts: Bill Morris (Acting Chair), Dan English, Jason Moghaddas, Pam Becwar, David Heaslett, Delaine Fragnoli, Scott Lawson, Dennis Miller, Erika Sharp and Julie Munger.



The TPC vision is as comprehensive as it is ambitious. The dream is to develop and implement a trails plan including both existing and desired trails in various regions of the county. The group will then make maps and trail descriptions available online and in user-friendly packages to help locals and tourists find and use the outstanding trails we have and develop.

Proposed TPC goals are to:
➤ Develop a trails inventory and master plan



- Coordinate trail crews
- Plan outings, events and courses that educate about nature, conservation, ecosystems, and trail safety and etiquette
- Help implement marketing strategies to increase trail use
- Help create and package maps and trail descriptions
- Publicize the opportunities for public support of trail related projects
- Improve understanding among trail user groups

The new organization is off to a good start. In two meetings the board has started organizing committees to reach the above goals. I was chosen as acting chairman of the board, so am in a good position to represent cycling interests as we develop a county-wide plan for all non-motorized trail users. Please let me know if you'd like to be involved in this new initiative; by working with TPC, PSBC can make a significant difference!

In addition to getting organized, on June 2nd a "Trails Festival" was held at Feather River College to celebrate the opening of the FRC Com-

munity Trail, a one-mile interpretive trail built by volunteers. The event also introduced the public to TPC and offered interpretive hikes and cycling tours (Thanks Pete Hochrein!) before and after the 9:30 ceremony. More educational workshops and public events are forthcoming.

If you would like to join or know more about TPC, give me a call at 832-5578 or email at bill_morris@sbcglobal.net. TPC is a great group to support financially or by helping with projects, including bike trail planning and trail maintenance. Memberships start at \$30.

Let's work together to improve the trails for all ages and travel modes. Join *Trails for Plumas County* and be in the loop!



The Indian Valley "Super" Century By Dolly B. Chapman

We can all be proud that our own Plumas County hosts the spectacular Memorial weekend century rides in Indian Valley. Over a dozen PSBC members participated this year. Many of us, still holding strong memories of last years snowy weather, waited until the last minute to sign up for the ride. Our fears of bad weather were unfounded – we enjoyed warm clear weather with very little wind. Here are some of the highlights:

The peloton! : Soon after the first rest stop, while riding along with some of our group, a pack of four very fit young men (in blue shorts) passed us at a good pace. Phil, Terry and Shannon stayed on their wheels,



and Tersh, Kimberly, Bill and I kept up the pace behind them. We zoomed along, passing many other cyclists and picking up those who could jump on. I was so enjoying the fast pace and conversation that I didn't notice how our group was growing until the noise of dozens of bike wheels began to sound like a giant fan. Spinning my pedals was almost effortless. I glanced at my cyclometer and saw that we were maintaining 26 miles per hour! It was a real thrill in spite of the awareness that one sloppy move near the front of the group could cause one of those pile-up crashes featured in bike race videos.

The climb! : There is a special exhilaration to climbing a hill at your very own pace. I can go just as fast alone as trying to keep up with a fast group, and I ride with less fatigue than when I am staying with slower folks. I fell behind some of our group at Genesee because I wanted to eat, yet I was ahead of some others who were looking for Tersh, who was tending a flat tire. So I rode alone with a promise to wait at the dam. The road follows Indian Creek, with a net elevation gain of 1,200 feet, but lots of rollers allow rest. My very own pace seems to be pretty quick up hills, so I caught up to lots of people and had enough wind to chat. It was lots of fun!

The Food! : Entering a century ride costs about as much a going out for a nice meal. I figure that riding my bike is free, so I'll get my money's worth from the food. That is no problem on the Indian Valley ride. All the rest stops were well stocked with the two categories of snack food: sweet and salty. Lunch at the lake featured a buffet of sandwich choices, fruit, and more of those yummy snacks. The food highlight was the barbecue in Genesee where I and my like minded riding buddies partook twice of the grilled chicken and ribs and many tasty side dishes.



The people! : The people out on the Indian Valley centuries rides fell into only a few categories: friends I knew I would see there, friends that I hadn't expected to see, friends who I met that day, and friends I didn't get to meet. All day long, people shared stories, sunscreen, tire pumps, hand cleaner, food, energy and smiles. If all the world would go bike riding together I don't think there would be any more war. We would all be too happy and tired.

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Indian Valley Ride Participants: Bob Bevers, Terry Daley, Tom Frady, Bill Harvey, Janet Hilde, Marcel Routh, Pete Hochrein, Shannon Hoyt, Dolly Chapman, Phil Kaznowski, Kimberly Kaznowski, Tersh Raybold, Malcom Mackey, Keri Zacher

**“The first 100 miles was the hardest”-
Musings from an Inaugural Century Ride
By Steve Lindberg
& Alice Crema**

I remember well the first day I started riding with the club. It was almost exactly 1 year ago, at the first June 2006 “Show and Go” in Graeagle. I had been apprehensive, and had put off showing up to ride for a couple months wondering if I could keep up with the group (whoever they

were), and also wondering where the heck they would ride. Since there were virtually no flats around here, I feared they were all hill climbers. Riding in east Tennessee where I'd worked for 30 years was mostly flats and small rollers. I was right-they dragged me up Gold Lakes Highway that night, and I was excited to finally make it to



the staging area, and not too far behind everyone else. In subsequent Show and Go's that summer I learned the fun (and pain) of climbing the nearby Johnsville and Grizzly Roads.

One thing that intrigued me that summer was listening to everyone's stories about something called "Centuries." Surely they didn't mean riding your bike for 100 miles? The farthest I'd ever ridden before I moved here was 40 miles and that was mostly downhill. It was the scenic Virginia Creeper Trail, worth trying if you are ever back east in the Southern Appalachians. You catch a van to the top of Whitetop Mountain (5500' elevation) and bike back down to your car coasting 75% of the way. But a hundred miles? In the Sierras? No way. Still, I wondered if I could do it, and decided to try and extend my rides over the winter and spring with an eye towards a summer Century.

By May, I'd done Tom's 60-mile "ride my age", led my own "60 on 60" ride (actually 75 miles), and done a few others of 50-70 miles. I decided to take the plunge. Len suggested the Mile High in Chester which had less than 3000 feet of climbing and he agreed to ride with me. I learned that Alice had also chosen the Mile High for her inaugural Century.

I didn't realize that "early" meant getting up around 4:30 am, but it was well worth it. Len and I carpoled to Quincy, picked up Tom and headed to Chester. Alice had was ahead of us at the start. we started at 7:15. am.

The route starts with a 25-mile out and back, with a spectacular view of Mt. Lassen at the turnaround, and only a few hundred feet of climbing. About 5 miles before we reached that view, we saw Alice on her way back. We each made guesses as to where we'd see her next (all

were quite wrong- too short; apparently, she was on a mission).

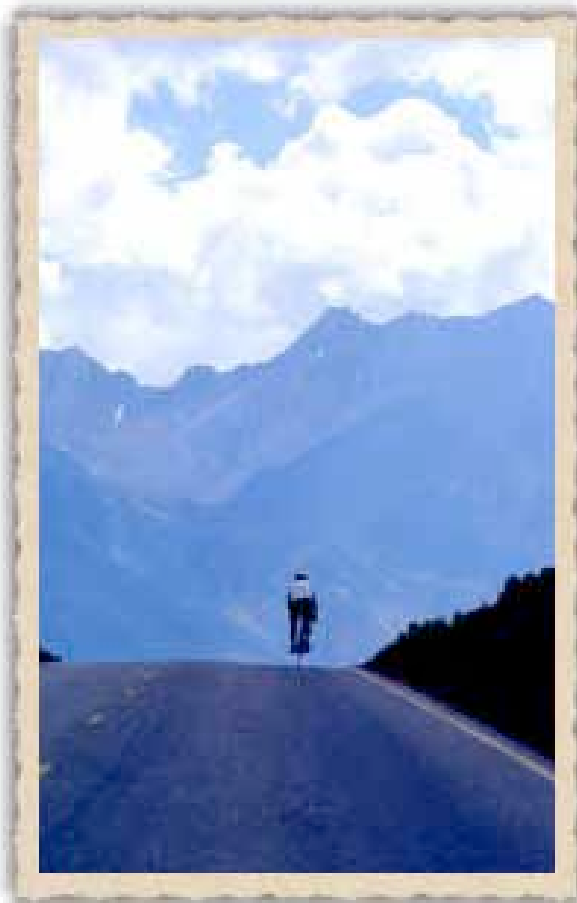
As most of you probably know, the route winds along the east side of Lake Almanor, heads down 89 where it loops around Indian Valley, then back uphill on 89 and along the western side of the lake and back to Chester, for a grand total of around 110 miles. During that out and back we encountered a few recumbent bike riders, a couple wheelchairs, and a guy with his dog in a bike basket. The out and back felt like a "regular weekend ride" to me, so the real ride seemed to start when we began to traverse the lake.

Soon after we finished the out and back we encountered the first of five rest stops -just in time, at mile 25 about 1.5 hours from the start. This was also the first real "bunch" of riders I saw.

One surprise to me was how few riders we encountered along the way. There were times we rode for maybe 30-45 mins without seeing anyone else, though we'd heard there were over 400 registrants. The rest stop was crowded, and for good reason.

In addition to plenty of liquids, they served up big chunks of poppy seed and carrot/nut breads. Maybe

it was the poppy seeds that gave me the lift I needed to get through the rest of the day. We stayed far longer than we should have, and (at least I) left with my pockets stuffed with bars and an extra piece of carrot bread. By the way, carrot bread is NOT the best thing to carry in your cycling jersey. About 30 minutes later, needing a lift, I pulled out a handful of bread crumbs, but did manage to down perhaps half of them. I suppose the other riders were able to follow my bread crumb trail for several miles.





I was waiting to hit the wall around 70-75 miles. Fortunately, the lunch stop arrived at that point and I never noticed a thing. I found that breaking the ride into 20-25 mile segments with rest stops made the ride feel even easier than many of our weekend rides where we often ride longer between stops.

Lunch (at which we arrived right around noon, or ~5 h after our start) was in a small park with shaded picnic tables and a nice spread of food (cheese & lunch meat sandwiches, chips, fruit, drinks; PS- stay away from the potato salad next year, but take plenty of the chocolate chip cookies when you leave). There were maybe 30-40 riders there with many coming and going during the 30 minutes we were stopped. Most appeared to be in pretty good shape (and ready to eat). We ate and talked with several riders hailing from Greenville to San Jose.

The ride held three major highlights for me: 1) Indian Valley, 2) the 1800 foot climb back up to the lake, and 3) the rest stop after the climb(!). I've wanted to ride Indian Valley for some time, and it didn't disappoint. I kept asking "are we there yet?" as we descended from Lake Almanor (into a periodically nasty headwind). It was obvious when gorgeous views and wildflowers came into view. By far, this was the best part of the ride for me, and we were there for almost 35 miles.

After lunch, we had about 10 easy miles to digest our food before we hit the "big climb". The climb covered 10 miles, with only a couple steep sections (over maybe 2 miles), but was apparently "bigger" for some folks than others. I'm

sure there were riders with minimal experience making their first century, but I never saw anyone down, nor do I recall seeing many riders SAG'd.

The climb was a highlight for me just because I wanted to see if I had any legs left after 85 miles. I'd guess we averaged around 4-6 mph, and were soon at the 93-mile rest stop, which was a welcome sight. Len and I pulled in and started gorging on watermelon and iced drinks. Tom (fresh off his Aids ride from SF to LA last weekend) arrived soon after, (rumor has it that he lost a few minutes on the hill while he was rescuing some kittens from a burning building), and Alice perhaps 10 minutes later.

While resting, we talked with the Girl Scouts who ran the stop, enjoyed the views of the lake, and (most fun) watched the incoming riders. People arrived in various states of exhaustion, but seemed to recover with rest, food, shade, and drink. We all felt the climb, but soon recovered to complete the final, mostly flat leg along the western shore of Lake Almanor, which included a scenic detour off 89 onto Almanor Drive.

Once back to 89, I was greeted by the longest, most flat section of road I'd seen since leaving Tennessee. For some reason, this inspired me to go crazy (still looking for any leftover legs I guess) and try to sprint the final 5 miles. It was a rush, and there must have been a



pretty nice tailwind, as I pushed my speed up to 25 mph. I was enjoying passing the other riders, and was wondering who might catch me. It wasn't long before Len roped me in (screaming, "what the heck are you doing?") and we joined in a spirited dash over the final few miles to the finish.

Some statistics: our riding time -- under 7 hours, my computer --110 miles (Len's --108, Tom's --109) Our average speeds ---14.5 to 15.5 mph.

I'd been worried about how my "seat" (both of them) would feel on this extended ride, and had just bought a new Specialized Alias 143 at Cyclesmith. I'd tried it on a 50-mile ride on Wednesday (it seemed OK), but thought better of using a new seat on my first Century, so rode on my stock Bontrager Race Lite. Normally, my butt has been wearing out around 40 miles, but somehow, it felt great for 60 miles, decided it had had enough of this foolishness for the next 30 miles, and went numb for the final 20. Not bad I guess, and I'm ready for my next Century, just not too soon.

Alice's Perspective--

The above was written by Steve and now this is Alice ... Steve describes the sights that I also really enjoyed as I rode around the lake and through Indian Valley. The guys were surprised to finally see me in Greenville -- a long way past their expectations. It wasn't that I was on a mission, but when you have such beautiful scenery and very quiet roads, you just pedal away and enjoy and let nature cleanse you!

Last year my goal was to ride a metric century where Jeanne Harper and I rode the female only Cinderella Classic metric century. This year as I turned 60 before Tom and Steve, I decided that a

century ride was my new goal.

My husband Rob was on a surf trip in Mexico during the Mile High Century but before he left we discussed when I should start the ride. Since it was my first century, we agreed that I would start when the event allowed the first riders to go which was what I did at 7 am. I rode a little bit of Indian Valley with the guys but most of the time I rode by myself or along side some other riders to chat.



I finished at 4:30 pm ... riding time 7 hr 45 min, average riding speed 14.3 mph for 109.5 miles! I rode my pace and nothing hurt except my hands that night ... I guess too much tight gripping while riding around Indian Valley and back to Chester with the head winds!

So I'm excited I finished my first century on my single bike and look forward to the next one ... which is June 30th when Rob and I will ride the Giro de Peninsula (starting at Bay Meadows, San Mateo) ... it has twice the amount of climbing as the Mile High Century!

The more you ride, the stronger you get, the faster you ride, and the more fun it is to ride!! Love your bike!!

Summer Solstice Ride



An aid station worker's perspective

By Kathy Daley

It was 37 degrees when I awoke in Portola at 6am that Saturday morning. I shuddered knowing that my husband and many others were already on their bikes pedaling towards LaPorte. I snuggled deeper under the covers.

Five of our Plumas-Sierra Bike Club members had decided to take on the challenge of riding the Summer Solstice bike ride that would take them from Quincy to La-Porte, down to Oroville and back, via the Oroville/Bucks Lake Hwy. It would be a total of 135 miles with a grueling 14 thousand feet of climbing. Little did I realize, that running an aid station for the event could be somewhat challenging too.



Six of us met at the County Fair Grounds at 10:30 and loaded up all the food, water and ice we could hold. We drove to the infamous Four Trees -- infamous for me, because last year we had to fend off swarms of wasps, as we tried to supply sustenance and rest for those that had ridden the nearly 100 miles in the sweltering 100 plus degree heat. Would this year hold the same for us and them? This year Dolly provided us with bee traps, in hopes that riders and aid workers would not be stung, and riders would not have to ride around in circles in the parking lot while we filled their bottles.

We drove the 30 plus miles of winding road past Bucks Lake and beyond, to our home for the day. The riders were scheduled to be there by noon, but I had a feeling that it might be later, because of the chilly morning. We hurried along anyway, just to make sure that we were ready at the appointed time. We weren't totally sure about what we were doing, as most of us were novices, and we had to improvise some, but we

followed the "Organization's" directions as best we could. There were tables to be set up, fruit to be sliced, munchies to be bagged, and Gatorade to be mixed. How much, what strength, how many – it was all guesswork. Soon we were ready, and then we waited while gallons of water and numerous bags of ice sat next to the truck, the ice slowly melting, as the time ticked away.

At 1:30, an hour and a half after their predicted arrival, the first riders began to trickle in. They were the fittest of the fit. You could tell they had ridden hard, but their training had prepared them well. They were courteous, appreciative and on their way, before we could dole out even a few portions of food.

After that the riders trickled in slowly. We tried our best to get them to eat, but they were still full from the wraps they had eaten for lunch a few stops ago. Even though it was thirty degrees cooler than last years ride, water, ice, and salty chips were the most popular items.

Soon we began to notice a change in the riders. We asked them what they wanted, told them what we had, and tried to get them to eat. (We had sooo much food!) We affectionately labeled them the "brain dead" riders. It wasn't that they were not excellent athletes, but they had ridden hard, maybe too hard, and it looked like they were very close to complete physical exhaustion. They sat in the lawn chairs in the shade, not moving or speaking for long periods of time. When one man was asked if he needed anything, he said he just wanted to be left alone. We wanted to help, we tried to help, but in a ride like this you just have to do it on your own.

One man came in with a blown tire. He tried patching the outside and putting a sleeve on the inside, but the cut was too big. The wire beading was actually frayed out in all directions. We



had some tools and tubes, but no spare tires. It wasn't until later that I thought, we should have tried duct tape. It couldn't have been any worse.

Another woman came in with blue lips and was white as a sheet. She had "lost her lunch" a while back on the side of the road. Jeanne counseled her and gave her medical advice, and while those who had witnessed the "event" urged us to make her take a ride in, only she could decide whether or not to abandon the ride. She chose to continue, against our hopes, so I just picked up her soaking wet jersey that she had abandoned for a windbreaker, and I flung it into the back of my truck. Eventually, one by one, they all drifted off, hopefully to finish their ride intact.

The last group that came into the rest stop was somewhat different than those in the first two groups. They sat in the chairs, visited with each other and seemed to genuinely be enjoying themselves. They were in no hurry. It appeared that they knew their limits, had paced themselves, and even though they might miss dinner, they knew they would complete the 135 miles.

It was getting near closing time for our aid station, but the word was that there were still many riders out on the road. We hadn't ridden 135

miles, but we had been on the go for almost eight hours and starting to get tired ourselves. We were out of ice and the food that had been out all day was not looking particularly appealing. Steve and Jeanne volunteered to stay a while longer, while the others stashed as much gear in our vehicles as we could, and headed back to Quincy.

Although we don't know how many people actu-



ally completed the whole ride, our group of five Plumas-Sierra members completed the 135 course with style and in good time. There were no blown tires or mechanicals, no cases of dehydration and no crashes. Everyone was in good spirits when we greeted them at the Four Trees aid station. And the six Plumas-Sierra Bike members that ran the aid station --- we did our best, had many complements, had fun and just might be back to do it again next year.



TREASURER'S REPORT

Treasurers Report, April 29th 2007 thru June 26, 2007

Receipts

Dues	\$30.00
Jerseys	\$1,603.00
Jersey Sponsor	\$350.00
Service Charge Refund	<u>\$13.00</u>
Total Receipts	\$1,996.00

Expenses

Jerseys	\$2160.51
Meeting Refreshments	<u>\$80.00</u>
Total Expenses	\$2,240.51

Balance

\$1,616.44

Bob Bevers Treasurer

2007 CALENDAR



JULY 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Calpine Monday nite time trials 6 pm	3 Quincy Cranks Dame Shirley Plaza 9 am	4 Show 'n Go-- Portola 6 pm	5	6	7
8	9 Calpine Monday nite time trials 6 pm	10 Quincy Cranks Dame Shirley Plaza 9 am	11 Show 'n Go-- Portola 6 pm	12	13	14
15 Nelson Creek Bugaloo 9 am	16 Calpine Monday nite time trials 6 pm	17 Quincy Cranks Dame Shirley Plaza 9 am	18 Show 'n Go-- Graeagle 6 pm	19	20	21 Chapman Saddle redoux MTB
22	23 Calpine Monday nite time trials 6 pm	24 Quincy Cranks Dame Shirley Plaza 9 am	25 Show 'n Go-- Graeagle 6 pm	26	27	28
29	30 Calpine Monday nite time trials 6 pm	31 Quincy Cranks Dame Shirley Plaza 9 am				



AUGUST 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Show 'n Go-- Portola 6 pm	2	3	4
5 Mt. Shasta Summit Century	6 Calpine Mon- day nite time trials 6 pm	7 Quincy Cranks Dame Shirley Plaza 9 am	8 Show 'n Go-- Portola 6 pm	9	10	11 Eureka peak circle MTB
12	13 Calpine Monday nite time trials 6 pm	14 Quincy Cranks Dame Shirley Plaza 9 am	15 Show 'n Go-- Graeagle 6 pm	16	17	18
19	20 Calpine Monday nite time trials 6 pm	21 Quincy Cranks Dame Shirley Plaza 9 am	22 Show 'n Go-- Graeagle 6 pm	23	24	25
26	27 Calpine Monday nite time trials 6 pm	28 Quincy Cranks Dame Shirley Plaza 9 am	29 Steve's Mtn bike ride up Mohawk chapman Rd. 6 pm	30	31	

SEPTEMBER 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			29 Steve's Mtn bike ride up Mohawk chapman Rd. 6 pm			1
2	3 Calpine Mon- day nite time trials 6 pm	4 Quincy Cranks Dame Shirley Plaza 9 am	5 Show 'n Go-- Portola 6 pm	6	7	8
9	10 Calpine Monday nite time trials 6 pm	11 Quincy Cranks Dame Shirley Plaza 9 am	12 Show 'n Go-- Portola 6 pm	13	14	15
16	17 Calpine Monday nite time trials 6 pm	18 Quincy Cranks Dame Shirley Plaza 9 am	19 Show 'n Go-- Graeagle 6 pm	20	21	22
23	24 Calpine Monday nite time trials 6 pm	25 Quincy Cranks Dame Shirley Plaza 9 am	26 Show 'n Go-- Graeagle 6 pm	27	28	29
30						



Plumas-Sierra Bicycle Club Ride Calendar & Events

Please show up at all rides with a helmet (required), pump, patch kit, water bottles, etc... and be ready to leave by the time listed. Note that bad weather (rain, snow, ice, high winds) may cancel a scheduled ride. So watch your email for late changes to the schedule.

RIDE RATINGS LISTED IN RIDES NAMES ARE AS FOLLOWS:

TERRAIN		PACE: Classifications are based on an individual riding at a sustained pace on level road. Actual speed may change depending upon terrain/weather conditions. Riding skills required are also listed.	
1	Completely flat	AA SLOW	Less than 10 mph. For families with children and for those who would like a slower pace. Regroups often. Waits for slower riders.
2	Gentle rolling hills	A LEISURELY	10-12 mph. Stops as needed. Some riding skills required. Waits for slower riders.
3	Moderate climbing	B MODERATE	13-15 mph. Good riders. Social pace. Regroups every 30-45 minutes. Waits for slower riders.
4	Major climbing	C BRISK	16-19 mph. Experienced riders. Social pace. Regroups every hour +/- . Requires pace line riding. Will wait for slower riders unless stated as a no-drop ride.
		D FAST	20+ mph. Strong riders. Race pace. Infrequent stops. Requires pace line riding. No obligation to wait.

ACTIVITIES DIRECTOR'S NOTES:

As of June 10th, the PSBC has:

On weekends:

- had nine different ride leaders
- completed 19 weekend rides
- had a total of 118 people join those rides
- ridden approximately 4, 325 miles
- burned somewhere around 160 thousand calories

The PSBC has also:

- held 13 Show and Go Rides, with 56 rides attending
- held 8 Quincy Crank Rides
- held 8 Time Trials with a total of 40 riders (and consumed lots of delicious cookies)
- had 4 mountain bike rides
- helped out at the CRC Bike Rodeo



- there were 15 PSBC riders that participated in the Indian Valley Century Ride
- the riders completed 1, 365 miles (plus whatever extra Pete rode going back to check on riders)
- burned approximately 50 thousand calories on the ride (did Shannon, Dolly and Pete really eat that much chicken?)

Amazingly all this has happened before summer has even officially begun. Have you been part of the fun? It's not too late!

Kathy Daley

RIDE LEADERSHIP NEEDED:

Kathy & Tom can't do it all. Make a goal this year to lead a ride. It's easier than you think. Call Kathy or Tom about the ride you have in mind so they can broadcast it, and then go to this link to print your ride form. Show up at the appointed time and place, and have FUN!! [To Ride Leaders Form](#)

Bicycling Events:

Coming Soon! --Our Annual Summer Picnic!-- watch for e-mail news

08/05/07	Mt. Shasta Summit Century	135, 100, 70, 35 mile routes
09/08/07	High Sierra Fall Century	100,
09/09/07	Tour de Tahoe	75, 35 mile routes
09/17/07	Tour de Organics, Sebastopol	100, 65, 35 mile routes

For more info --check out this link:

<http://www.bbcnet.com/RideCalendar/RideListDate.asp>

Show N Go—Rated Terrain 1-4 depending on route, Pace A-C depending on goals of riders.

Calpine Monday Nite Time Trials---Rated Terrain 2-4 depending on route, Pace C-D or your pace, the event's purpose is to advance your own riding skills and fitness level.

Quincy Cranks Ride--- Rated Terrain 1-4 depending on route, Pace A-C

Saturday Rides: check your e-mails for rides on Saturdays.

SPONSORS

Plumas-Sierra Bicycle Club members enjoy discounts and special offers from these fine merchants:

Quincy Natural Foods--

[\(http://www.qnf.coop/\)](http://www.qnf.coop/) **located on Main St.** Quincy Natural Foods (QNF) is a consumer coop, selling local produce, and owned by the people who shop there. They provide the community with quality, affordable foods and products while supporting organic sustainable agriculture and promoting health

awareness. Every summer Thursday at 5 PM they sponsor a great Farmer's Market with live music right across the street. There are many great fresh-baked snacks and healthy drinks to enjoy before or after a ride.

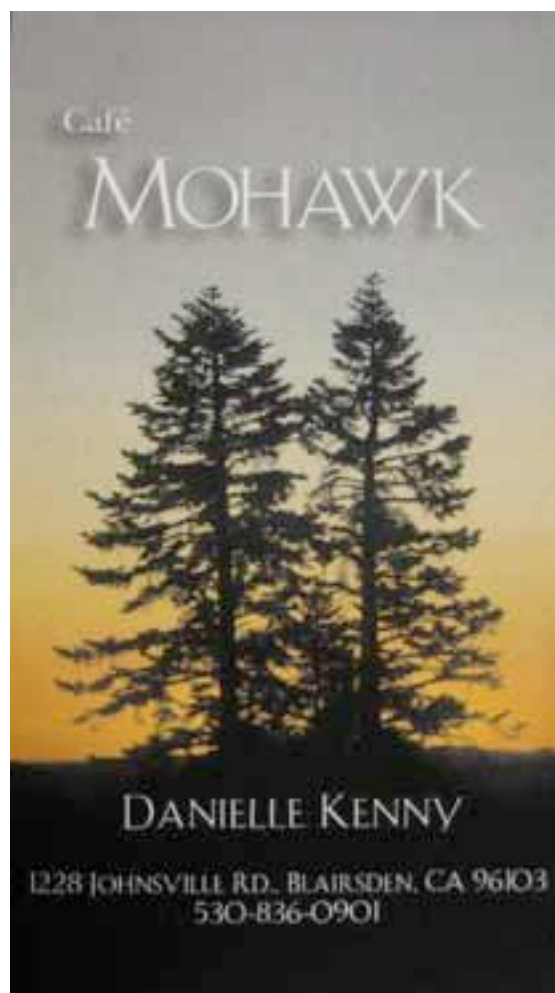
Sierra Cyclesmith (Reno, NV) --10% discount on most items in the store (bicycles excluded). **Sierra Cyclesmith is located on 7007 So. Virginia Street in Reno, Hours are M-F 11-7 PM and Sat 10-5 PM. Phone: 775-852-9253.**



Clio Deli and Molly's Bed & Breakfast (Clio, CA) -- Clio Deli and Molly's Bed & Breakfast are located at 276 Lower Main Street. Phone: 530-836-4433 Carolyn Van Stralen is offering club members a 10% discount on food purchases in the deli. The deli serves submarine and panini sandwiches, coffee drinks, sodas, deli salads, and has a great selection of wine and beer. The Clio Deli also has a shaded patio with seating where you can cool down and refuel after a long ride.

Café Mohawk (Blairsden, CA) - 1228 Graeagle - Johnsville Rd. In Blairsden. Phone: 530-836-0901. 10% discount on breakfast and lunches upon presentation of PSBC membership card prior to ordering your meal. Their convenient location is right at the base of the Johnsville climb and centric to bicycling the Blairsden, Mohawk, Graeagle loops.

Chalet View Lodge (Maybe, CA) --72056 Hwy 70 in Maybe. Phone: 800-510-8439. 10% discount on all meals with presentation of PSBC membership card.





2007 Club Officers & Board Members

President: Len Fernandes

lencom@earthlink.net

832-1612

Vice President: Kathy Daly

Ktdaley@psln.com

832.0909

Treasurer: Bob Bevers

bbevers@hotmail.com

836-2406

Secretary: Jeanne Harper

832-1612

Co-Activities Director:

Kathy Daley

Ktdaley@psln.com

832.0909 AND

Tom Frady

tdfrady@digitalpath.net

283-1159

Membership Dir.:

Steve Lindberg

lindberg@now2000.com

836-2320

Trails Director.: Terry Daley

Ktdaley@psln.com

832-0909

Newsletter: Jeanne Harper

jeanneharper@earthlink.net

832-1612

Webmaster: Tersh Raybold

tersh@theraybolds.com

832-9968

Calendar

July 2007

Death Ride

Fall River Century

August 2007

Mt. Shasta Summit Century

September 2007

Tour de Tahoe

Tahoe Sierra Century

Plumas-Sierra Bicycle Club

P.O. Box 635

Portola, CA 96122

