

Sacramento Wheelmen Club Newsletter



2021, Issue 1

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Membership Update

Our ranks have expanded by 6 members, a combination of both new and returning riders.

NEW MEMBERS – A BIG WARM WELCOME!

Dale Ainsworth, Johnny Arce, and Craig Merry - Our new members live throughout the Sacramento region including Folsom, Elk Grove, and Carmichael

“I CAN’T QUIT YOU” - WELCOME BACK TO OUR RETURNING MEMBERS!

Caron and Sean McMillan and Tim Mosbarger

Event Calendar Report

Next Club Business Meeting – Wednesday, January 20, 2021 at 6:30 PM – via ZOOM. The ZOOM meeting invitation follows:

Topic: Sacramento Wheelmen Bus/Gen Meeting

Time: Jan 20, 2021 06:30 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83973410724?pwd=SXhFeklrRDkrUUE2VWRpQTgrVmRZdz09>

Meeting ID: 824 8238 4889

Passcode: 096229

If you need ZOOM assistance on January 20, call Tom Adams at 916-764-7019. Please feel free to call in as early as 6:15 to ensure that meeting starts on time.

The tentative agenda for this meeting includes:

1. Minutes
2. Budget report
3. Ride Director report
4. Membership report
5. 2021 Club Insurance
6. Mileage shirts update
7. 2020 Awards Presentation plan

Club Business Report

BOARD MEETING SUMMARIES FOR OCTOBER AND NOVEMBER

The Covid-19 pandemic killed the club's Oregon Tour in 2020, and as a result, the club had to dip into its financial reserves to pay its bills. That was the sobering news from club treasurer Bob Storelli who gave his end of the year financial report at the Oct. 14 business meeting, but the club should do much better in 2021 if pandemic restrictions are lifted.

In 2021, Tim Koch is bringing back the Glide Down the Drain Oregon tour, tentatively scheduled to run from July 25-31. He gave a presentation at November's Zoom meeting, attended by about 35 people, after which club members were encouraged to email him to sign up on a first-come, first-served basis. His email address is: mtkoch44@aol.com. Besides your name and email address, he will need your cell phone number. As of Nov. 21, 10 members had signed up. The tour is limited to 45 participants.

A better financial future is based in part on rebooting the Oregon Tour for 2021. With the Sierra Century dormant, the Oregon Tour has surfaced as the club's best fund raiser while also still remaining an incredible bargain. The Oregon Tour distinguishes the club, as do its Zodiac tours. Following Ride Director Mabel Wong's October call for club members to step forward to lead Zodiacs in 2021, three zodiacs were tentatively added to the 2021 calendar: the Napa Zodiac, beginning Jan. 12; Guerneville Zodiac, beginning May 3; and Mount Shasta Zodiac, beginning June 15. Post Meeting Note: The Napa Zodiac is cancelled due to pandemic restrictions.

In other club business, thanks to Rich Percival and Bob Evans, the club is making a smooth transition from Yahoo Groups to Groups.io. Group email has proved to be an essential club tool used by weekday ride leaders. At the October meeting, Percival and Evans volunteered to research alternatives to Yahoo Groups closing on Dec. 15, 2020. Afterwards, the board endorsed their recommendation of Groups.io. Percival and Evans also took charge of making the transition happen, communicating with the membership through emails providing an easy transitional link to Groups.io. The transition is underway. By Nov. 21, 147 club members had signed up for Groups.io.

Club members nominated for board positions in October ran unopposed and were elected in November. The new board is: Tom Adams, president; Debra Lebish, vice president; Debbie Finley, secretary; Bob Storelli, treasurer; and Mabel Wong, ride director. Ron Davies will serve on the board in 2021 as the past-

president. Other club members who will continue to serve in critical roles include Bryan Stevinson, membership; Mike Snyder, mileage recorder; Dick Shultz, insurance liaison; and Dan Anglim, website administrator.

At the November meeting, those in attendance decided to switch from long-sleeve mileage recognition t-shirts to polo shirts for 2020 mileage. The women's polo shirts will be V-neck shirts and the men's standard polo shirts, both short-sleeve. The polo shirts will cost about \$3 more per shirt. The club also voted to cover any potential shirt expenses beyond the \$1,500 budgeted. Members who want to help the club stay within budget may choose to pay for theirs. Estimated cost: about \$25. Sandy Yarrow will take charge of the design. Each shirt will include the year's accumulated mileage. All members who ride 500 miles or more during the 12-month period qualify for the shirt award. Shirts are normally distributed at the annual club banquet in January or February, but the banquet has been cancelled due to the pandemic, so an alternative distribution method will be used this time around.

The same situation holds true for the club neck gaiters Yarrow has designed. Those who ordered one will be contacted and delivery arranged. A few extras will be available for purchase.

The constitutional amendment to change the quorum requirement from 10 to 5 members failed to pass in October. In fact, only three of the 30 members participating in the club's second Zoom meeting voted for it. Passage requires a 60% majority of those present. Tom Adams, who originally advocated for the amendment, voted against it. He said that he believes the club can put together quorums for its board meetings in the future, if not at a physical location like REI, then at a Zoom meeting. The board is committed to publishing, through emails and the club's newsletter, all action items requiring a vote prior to business meetings.

The status of the club's annual club picnic remains uncertain due to the pandemic. As of the November meeting, the traditional location at Loomis Park was still closed because of Covid-19.

Beginning with the October club meeting, Yvonne Robinson encouraged the club to support the Virtual Run to Feed the Hungry. As of Nov. 21, 23 members were signed up.

Bryan Stevinson reported that total membership, as of the November meeting, was 370. He personally contacts members who memberships have lapsed.

A budget deficit of \$985 was projected for the budget year beginning 10/1/19 and ending 9/30/20, but the actual deficit, largely due to the canceled Oregon tour, was \$4,799. For the next budget year (10/1/20 to 9/30/21), income over expenses is projected to be \$790. We currently have a reserve of \$74,000.

Ride Calendar Report

We have another full riding calendar for January. Go here to see the current calendar on our website: <https://sacwheelmen.wildapricot.org/page-1658114>

Travel Report

Group travel, both domestic and international, is still on hold as are near-term Zodiacs including the Napa Zodiac planned for January. See the Club Calendar for "officially sanctioned" bike travel trips and stay tuned for updates.

Communication and Social Media Report

The Wheelmen is now using the email group service [Groups.io](https://groups.io/static/about) (<https://groups.io/static/about>) for email communication of all club activities and information. Please sign up if you haven't already done so.

The Honest Nutrition Corner by Diana Price, MS, RDN

HONEST NUTRITION 

*Empowering you to elevate
your health through
food and nutrition.*



Diana Price, MS, RDN | Functional Nutritionist

925.290.7499 | dp@honestnutritionusa.com | www.honestnutritionusa.com

Join me for the next 5-Day Reset - January 10-14, 2021

Food is such an important part of our health. How we fuel our body affects everything - energy levels, weight, immune system, hormones, all of it!

My 5-Day Fall Reset is perfect for you if:

- You've gone overboard with snacks and treats – maybe you aren't even eating REAL meals.
- You want to improve your eating habits.
- You want to Reset your taste buds.
- You're experiencing sugar and/or salt cravings on a regular basis.
- Your favorite clothes feel too tight.
- You're carrying excess weight around your belly.

If you answered yes to any of these questions, it might be time for a whole foods Reset. Reset your eating habits, focus on eating whole foods, and learn how to feed your body what it really wants. Are you ready to get healthy?

With the 5-Day Reset, you can expect to:

- Reset your eating habits and focus on joining delicious fresh food like whole grains, lean proteins, and lots and lots of cleansing veggies.
- Kick your sugar and salt habit to the curb.
- Get back on track with your eating habits in a way that won't leave you feeling hungry or deprived.
- Learn how to really feed your body so you have radiant health and energy instead of relying on caffeine and sugar to get you through the day.

My 5-Day Reset can help to:

- Give your body a break! Digestion takes a lot of energy. It's important to give our digestive systems a break every now and then - a break from processed, fried, and sugary foods.
- Reset your habits. Have you noticed that you're reaching for the candy bowl more often than before? Are you drinking more wine than water these days? Become aware of your bad habits so you can start changing them.
- Make you feel better than you've ever felt before. Many of my clients tell me they have more energy, sleep better, and have more drive for life than ever before – pretty incredible for just 5 days!

Yeah, but...will this really work for me?

I know there are a lot of diets out there promising to be a miracle cure, but the 5-Day Reset is different. It focuses on introducing lots of healthy, nutrient-dense foods into your diet instead of restricting you to a few foods and drinks. I promise you won't feel deprived.

This Reset is for you if:

- Want more energy for your busy and demanding life.
- Find yourself dragging at 3:00 pm and use sugar and caffeine to make it through the day.
- You want to eat better, but you're just not sure where to start.
- You want to find out how to feed your body instead of following another fad diet.
- You know things need to change, but you also know you need some support and guidance to get healthy the RIGHT now.

What you get with the 5-Day Reset for Beginners kit:

- A 5-day meal plan with tons of support and guidance from me, a registered dietitian. I'm not going to let you slip between the cracks or hideout.
- Recipes for breakfasts, lunches, and dinners along with snacks. Plus, ideas on how to tweak the recipes so they meet your own flavor needs.
- A LIVE training call (Zoom) with me where I'll explain the Reset step-by-step. You'll also have a chance to ask all your questions before we get started.
- A done for you daily protocol that spells out exactly what to do and when to do it, so you won't be wondering what's next.

Access to my exclusive MEMBERS ONLY Facebook group where you'll be able to connect with me and other members to get all the support you need to stick with the program.

I'm all about making this EASY and FUN - two words that usually aren't associated with a Reset diet. In fact, I'm so committed to your success that you'll get the following bonuses!

Bonus #1: A LIVE post-Reset strategy session with me to help you figure out what to do next and how you can avoid going back to your old habits.

Bonus #2: Smoothie and Green Juice Recipe Book

Bonus #3: Self Care Secrets Handbook

Bonus #4: Food Reintroduction Guide

Bonus #5: EWG Dirty Dozen and Clean Fifteen Guide

You get everything listed for just \$97. [Sign up NOW to change your life and your health for the better!](#)

Member Spotlight

A VISIT TO PATRIOT BICYCLES

By Pete Becker, psbeck19@gmail.com

Scott Barrette's store, Patriot Bicycles, situated in Citrus Heights, would give pause to any passerby who looked in the window. Gleaming bicycles and components adorn the window display: Giant, Specialized, Bianchi, and SE BMX bikes, just to name a few.

Gaining access to the inside of the store is a different story. There is a sign on the door that requests that one please knock. People are wary, people are cautious. Covid is everywhere. The store has a



limited capacity during the pandemic. A young man comes to the door and I tell him I'm here to interview Scott for the Wheelmen Newsletter. I follow him back to where Scott is immersed in running his business. Scott works the floor, he's in the shop, or in the office, always doing something.

At 59 yrs of age, tall, lean, obviously fit, and with a confident, pleasant demeanor, Scott looks as if he

could still do the tricks and race the races that he once did on BMX bikes that gained him national prominence.

Scott raced BMX bikes for 6 years, up to 1982. When he wasn't racing solo, he teamed up with his brother Craig to race in the BMX Sidehack class. A

Sidehack is a BMX bike with a side platform for a 2nd person to stand helping to balance the rig. (Maybe it adds danger to the crazy courses and jumps that the riders have to navigate.) Scott also won a BMX national regional title and raced pro for a year. Craig went on to become Chief Communications Officer for a national BMX association, while Scott took the entrepreneurial route and created the Patriot Bicycles store. That was 27 years ago. Over the years, Scott has employed and mentored several aspiring BMX athletes, one of whom competed in the X Games and on the pro circuit.



Scott 1982



I asked Scott how COVID is affecting bike sales.

Scott: We had record sales between March and June 2020. Customers were lined up outside waiting to come in and purchase.

Q: Since cycling is a healthy alternative to a crowded gym or sheltering in place, do you think this trend will continue?

Scott: Supply is now a problem. I have 20 bikes on the floor right now. The store holds 160 bikes. I have 300 on order. Even seats and components are in short supply. Now some merchandise is starting to come in, though it may be that we don't truly catch up until the spring or summer of 2021. Some customers are putting in orders now for high end bikes and are just waiting on an unknown delivery date. Cycling will continue to grow as supply picks up.

Q: When was the last bike boom?

Scott: The biggest prior bike craze was in the 1970s. Schwinn was mass producing the Varsity and the Continental road bikes. They resembled a European road bike but didn't measure up in terms of weight, performance, and components. They were so popular that some of the shops went to the rail yard as soon as the boxcars were unloaded to collect the bikes. Some shops were running 3 shifts, assembling the bikes. Schwinn dealers did very well during those days.

Q: What happened to Schwinn?

Scott: They went bankrupt. They couldn't adapt. They couldn't exploit the coming mountain bike market or the interest in BMX style bikes. Also, once USA riders became aware of quality road bikes, the interest in Schwinn's alternatives faded.

Me: for a synopsis of the downfall of Schwinn, check out this webpage: <https://www.strategy-business.com/article/17848?qko=4ab31>

Q: last week I saw hundreds of teenagers and young adults on mostly BMX style bikes- doing wheelies, etc., riding along without helmets and having a lot of fun. What do you know about that?

Scott: That's the 6061 Sacramento Ride Out. They ride from Suzie Burger, 29th & P most every Saturday. The 6061 is the name of the aluminum tubing used in quality BMX bikes.

They are organized in various cities around California, by SE bikes. That's a favorite BMX bike for many and a brand we carry.

E-BIKES

Q: What's the e-bike market like these days?

Scott: Well, it's growing, especially with older riders, people with physical limitations, folks who bike commute to work, and bike friends or couples where one doesn't have the power to keep up with the other.

Q: Is there a place for e- bikes in the road bike community?

Scott: If the group knows you and you are discreet about your new power it shouldn't be a problem. Also I've seen e-bikes used as a rehab or a conditioning tool. Riders who have just about given up riding because they can't keep up, have gotten back on the road again with an e-bike and regained strength.

Q: What e-bike brands do you carry

Scott: We carry Bianchi, Giant and Specialized.

(for reviews and more information on road e-bikes see the links below)

Me: Thanks for your time Scott, it's been a pleasure chatting with you.

Note: Scott Barrett is a long time member of the Sacramento Wheelmen, has attended several tours, and still manages to ride locally 2-3 times per week

Bianchi Aria, \$6,500 carbon fiber, 26.6 lbs, Ultegra, 250 watts

<https://www.bianchiusa.com/bikes/e-bike/aria-e-road/>

Review:

<https://www.shutuplegs.org/bianchi-aria-e-road-bike-review/#:~:text=Subtle%2C%20cool%2C%20and%20great,.bike%20is%20a%20road%20bike.>

Giant Road E+1 pro, \$4,600, aluminum. 500 watts

<https://www.giant-bicycles.com/us/road-eplus-1-pro-2021>

Review: <https://www.theproscloset.com/blogs/news/e-bike-review-giant-road-e-full-e>

Specialized Turbo Creo SL & S Works Turbo Creo SL.

\$5,000-\$14,500. 10 models. (during this pandemic economic upheaval, some models are currently unavailable to ship from the factory. Listed prices may be unstable as well)

<https://www.specialized.com/us/en/shop/bikes/turbo-e-bikes-its-you-only-faster/e-road-bikes/turbo-creo/c/eturbocreo>

Miscellaneous

Building on Existing Bike Trails: The Great California Delta Trail

By Tom Adams

If, or maybe I should say when, it is built, The Great Delta Trail will connect to bike trails in West Sacramento and/or Freeport so that we can ride into the Delta on a dedicated path without having to contest with motor vehicles. Wouldn't that be nice!

In December, I participated in a Zoom meeting of 32 representatives, most of them public servants, who were asked to comment on the Economic Sustainability Plan for the Sacramento-San Joaquin Delta: 2020 Recreation and Tourism Chapter Update.

It was commissioned by the Delta Protection Commission (DPC). The commission reached out to the Sacramento Wheelmen this year because cycling is a part of tourism in the Delta. The "Primary Zone" stretches from just south of West Sacramento to just north of Tracy. Walnut Grove is the largest "legacy community" within the primary zone.

The purpose of the meeting was to get feedback on the Executive Summary of the plan prepared for the DPC. While it is true that building a trail into the Delta is not going to happen in the near future, I was pleased to see that the participants at the meeting recognize its potential for revitalizing Delta tourism. When asked to choose among a list of priorities, 79% of the participants polled selected: maintain and upgrade existing public facilities, expand public facilities, and implement the Great Delta Trail.

Implementation of the Great Delta Trail, also referred to as the Great California Delta Trail, will take years and probably cost millions. In the meantime, the plan recommends focusing on rejuvenating boating tourism which has seen a decline since 2008. How do you do that in the short term? The plan recommends supporting Marinas, making it easier for small businesses to get permits in the Delta, improving public access to the water ways, cleaning up the water ways, and promoting tourism in the Delta through various means.

There was a lot of discussion about crime and homelessness in the Delta. The homeless are not seen as the source of crime, but crime and homelessness in the Delta reportedly is discouraging people from boating.

Whether attracting recreational boaters in the short term or building a trail for recreational cyclists and others over the long term, the DPC is struggling to implement recommendations. It's an old story. Coming up with a to-do list is one thing. Getting stuff done is another matter. At the end of the meeting, discussion shifted to implementation and most of the focus was on establishing a Joint Powers Authority. Hopefully something will work out. There is money out there for projects like the Great Delta Trail. According to a recent article in *Adventure Cyclist*, "The Sierra Buttes Trail Stewardship (SBTS), a nonprofit organization that builds and maintains multiuse trails in the Sierra Buttes, Tahoe, Plumas, and Lassen national forests, recently received a grant from the Clean Water and Parks Act (also known as Proposition 68) to begin the first stage of their Connected Communities project."



After the meeting, I sent DPC Program Manager Virginia Gardiner the following response to the plan:

I agree that the most cost-effective and immediate way to restore tourism in the Delta would be to improve the experience for boaters. Although the Great Delta Trail will be expensive to build, I also think it represents the best long-term investment if you want to substantially grow tourism in the Delta.

Retail and service businesses in the Delta, either existing or to be developed, should directly benefit from a trail system connecting Delta communities and offering cycling, hiking, and equestrian recreation safely removed from vehicle traffic. Such a trail system would also be an amenity for Delta residents in existing communities.

Building these trails is a growing national phenomenon and the Delta Commission has allies for this work, such as the Rails-to-Trails Conservancy which “link(s) trail advocates around the nation with funding opportunities to create trails in their own communities.”

If you create a trail that minimizes sharing the road with vehicles, then existing tourism by automobile will not be adversely impacted. It’s a win-win. I also think it’s important to embrace the vision of an extensive trail which loops through the Delta. The Great Delta Trail needs to connect to existing communities and parking should be developed in these communities so that recreational cyclists and hikers can choose where to start. This will also be where they spend their tourism dollars.

An extensive trail system will also appeal to recreational cyclists who will be able to use existing bike trails which run from Folsom, CA, to West Sacramento and Freeport. The Clarksburg Branch Line Trail in West Sacramento is only 4.3 miles long. Connect to it. Abandoned rails of the Walnut Grove Branch of the Southern Pacific pass through Freeport, by Hood, through Walnut Grove and terminate near Isleton. On the west side of the Sacramento River, an abandoned line of the Sacramento Northern Railroad passes near Clarksburg and terminates at Oxford Road. Would it be possible to connect these abandoned rail lines into a grand loop trail? I hope so.

On its website home page (<http://delta.ca.gov>), the DPC provides the following introduction: “The Delta Protection Commission is committed to the protection and health of the Sacramento-San Joaquin Delta in California. We protect, maintain, enhance and enrich the overall quality of the Delta environment and economy. We do this with a focus on agriculture, heritage, recreation, and natural resources while remaining mindful of the importance of the Delta to all Californians. Valuing the needs of the Delta as well as the needs of the State is fundamental to achieving the Commission’s vision: an ideal synthesis of cultural, ecological, and agricultural values in a sustainable, healthy, and celebrated way of life.”

The website visitcadelta.com, promoted during the Zoom meeting, provides this description of the Great Delta Trail: “In 2006, the California Legislature authorized a plan to adopt the ‘Great California Delta Trail.’ The Delta Trail is intended to be a continuous regional recreational corridor extending through the Delta, including the shorelines in all five Delta counties, and linking the San Francisco Bay Trail system to the Sacramento River trails in Yolo and Sacramento Counties. The Delta Trail is also intended to link to park and recreational facilities and land and water trail systems throughout the Delta.”

The following pictures are of the existing Clarksburg Branchline trail that mostly consists of converted railroad routes and levee roads as walking and biking (mostly gravel) trails. The photos were taken at various locations between Nugget in West Sacramento and Clarksburg.



THE WHEELMEN RAN (OR BIKED) TO FEED THE HUNGRY

The Wheelmen participated in the 2020 virtual Run to Feed the Hungry fun run and fundraising event that benefited the Sacramento Food Bank & Family Services (SFBFS). The Wheelmen raised \$1357.75 and donated 100 turkeys to the food bank - we can all be enormously proud of our collective contribution. Thank you, Yvonne Robinson and Dennis King, for organizing!

Enjoy these pics of members having fun at this year's virtual event!



Vince and Linda McDonald are so perfectly Fall!



Michael Goble and bride Annemarie - coffee or bloody mary?!



Deb and Dad Finley show that RTFTH is all in the family!



Big smiles on Tom and Peggy Adams on Thanksgiving 2020!

OTHER ANNOUNCEMENTS

Birthdays!

Do you like friends to acknowledge your birthday with good cheer and tidings? Do you think that every birthday is a blessing? Do you want to know your friend's birthdays so you send warm wishes their way? We would like to start celebrating Wheelmen birthdays with rides, gatherings (when able) and other celebrations. All you have to do is send your birthday info and your birthday wishes may come true! Please send your name and month and day (not year) to Debra Lebish at Deb.Lebish@gmail.com to get the wheel rolling!

How Would YOU Improve Walking and Rolling in Sacramento County?

Sacramento County is creating its very first Active Transportation Plan (ATP)! The Plan will focus on walking, biking, and rolling (wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, shopping carts, etc.). Input from community members (like you!) will help us develop this Plan. We hope you will share your experiences, challenges, and vision of walking and biking with us. At the end of the project, the plan will have a list of project recommendations that will help the County:

- Solve infrastructure problems for people who walk, bike, and roll
- Create new routes for people to walk, bike, and roll
- Make walking and biking easier, safer, and more comfortable for people of all ages and

What: Introduction to the Active Transportation Plan

When: Thursday, January 14th, 4:00 - 5:30 PM

Where: Via Zoom. Register for the meeting here:

<https://us02web.zoom.us/meeting/register/tZYucOutrTkiG9DPCJkZKmfKqCApWFiGHXh> *Spanish Translations provided

Unable to join? Make your voice heard and take the survey instead (available in English and Spanish) here: <https://walkbikesaccounty.net/>

If you have questions or comments please contact ActiveTransportationPlan@SacCounty.net or 916.875.4769

New Mileage Polo Shirts

Instead of T-shirts, this year the club is ordering men's or women's polo shirts. This shirt is an ultra-comfortable polo that combines moisture-wicking performance with unbeatable tri-blend softness. Sizes run from XS to 4XL. Below is a photo of the women's polo shirt style. The men's will have the traditional polo shirt collar. Please see the January 2, 2021 group.io email from Tom Adams for ordering instructions.

