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TEAM ALAMEDA NEWSLETTER - Winter 2021-2022

TeamAlameda <admin@teamalameda.com>
Reply-To: Ralph Jennings <newsletter@teamalameda.com>
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Fri, Jan 28, 2022 at 8:01 AM



TEAM ALAMEDA NEWSLETTER

Winter 2021-2022

Message from Team President Janet Shaver



Hello Team Alamedans, and Happy New Year!!!

I am writing to you as your new Team Alameda president, a role that I am very excited to embrace in order to give back to the team that has brought so much joy to my life.

I got into biking in my teenage years, as a way to avoid being late to class due to my very unhurried brother who drove me to high school in the mornings.

At the time, I didn't know how much I would fall in love with the riding itself. First, it started out as just feeling free from having to rely on someone else, but that quickly turned into a general and exhilarating sense of freedom. I loved and still love going on bike adventures, the feeling of powering myself up and around hills, the sense that I can dodge around almost any obstacle. I stopped biking for a while but, after settling down with kids, I got a hybrid bike for commuting and have been riding ever since.

Around 2016, I was hanging out at Sibley Park (*park shown in photo*) after

climbing Tunnel Road, and ran into a bunch of Team Alamedans. After chatting for a while, they convinced me, first, to keep going with my ride that day instead of turning around and heading home, and, second, to come out and ride with Team Alameda. Being a bit shy, I hemmed and hawed a bit. But the fact of the matter was that my family and I had not made many friends in Alameda since moving here in 2000 – two of our three kids didn't go to school here, and both my husband and I had jobs outside of Alameda.

So, in an effort to be more involved with my local community, I decided to join a few rides. I was convinced that I would be able to ride comfortably with the B-paced riders – I mean, I had completed the Waves to Wine a couple of times, done the Aids Lifecycle ride from SF to LA, and even rode the Levi Leipheimer Gran Fondo a couple of times...but man, was I wrong! Some crazy folks with nicknames like Handsome Bob, Rico Suave, Boogie, and Happy Jack were just leaving me in the dust! Thankfully, everyone was super supportive, and their friendly attitudes and no-drop policy provided me with motivation enough to keep riding with the Team.

Within a year's time, I talked my husband, **Kurt Borowski**, into riding with us too. Through this club, we have gained riding strength, speed and stamina. But most importantly and above all else, we have made some amazing friends. We have travelled together with club members, have tackled amazing challenges (Cycle Oregon with its 28-degree mornings come to mind), have sadly lost a few (rest in peace, **Mac McJunkin** and **Graham Ellicott**). In general, our lives are greatly enriched. I will be forever grateful to Team Alameda.

Looking forward, I am excited to get closer to the members of Team Alameda while working to ensure that we are a vital and important club for not only the members but the community at large. We already have a couple of internal projects coming up – for example, revisiting our by-laws, designing new team jerseys, distributing “crash kits” to all of our Ride Leaders and updating our library of rides on our website to make it more interactive. We are eager as well to find new ways to build our membership and ride leader rosters so that we can provide everyone with interesting, varied rides that meet their skill sets.

Here's to lots of great riding in 2022.

Janet Shaver

Board Changes: Kickstands down, Heads up!

Election results are in! **Ralph Jennings** is taking over the quarterly Newsletter, with this being his first issue. **Kurt Borowski** has been waiting in the wings and now, with the handover complete, will be managing the Ride Leaders,

Ride Calendar and Ride Sheets. Please send your congratulations to them next time you see them out on the road.

The Board is also saying goodbye to two very valuable board members – **Steve Elias**, who has played many different roles on the board but, most recently, was our ride lead coordinator, as is **Norman Wu**, our former webmaster and ride sheet coordinator. Both **Steve** and **Norm** have volunteered their time for Team Alameda over many, many years and we will miss their ideas, feedback and guidance as we move into 2022.

And, with **Janet Shaver** moving off the sponsorship role and **Ralph Bruni** assuming the position of vice president, other responsibilities were amended:

- **Mike Castro** became sponsor and publicity chair
- **Tony Ng** for membership
- **Emil Palacios** as member at large and COVID-19 advisor

A massive thank you to **Ralph Bruni** for his time as president. He accomplished so much – overseeing the redesign of our website, stewarding us all through the crazy vagaries around the COVID shutdowns, documenting the various roles and responsibilities for our volunteer board members, recruiting new board members and ride leaders, helping to negotiate deals for our members with our sponsors, writing our quarterly newsletters, and so many other accomplishments both big and small.

Team Alameda is a 100% volunteer organization. Without the hours donated by our board members and ride leaders, we simply would not have a club, and we consider ourselves fortunate to have such knowledgeable individuals willing to donate their time to our club.

Team Alameda 2022 Board of Directors

Board Position	Contact
President	Shaver, Janet president@teamalameda.com
Vice President	Bruni, Ralph vicepresident@teamalameda.com

Ride Leader Coordinator, Calendar, Ride Sheets	Kurt Borowski ridecoordinator@teamalameda.com
Treasurer	Pigott, Jack treasurer@teamalameda.com
Membership	Ng, Tony membership@teamalameda.com
Secretary	McNulty, Zoraida secretary@teamalameda.com
Sponsors, Publicity	Castro, Mike sponsorship@teamalameda.com
Webmaster	Schniederger, Klaus webmaster@teamalameda.com
Communications, Newsletter	Jennings, Ralph newsletter@teamalameda.com
Member at Large (COVID-19 Advisor)	Palacios, Emil memberatlarge@teamalameda.com

Your ideas and suggestions will be welcome and can make a huge difference. Every board member casts a vote on important issues and challenges.

Questions or suggestions?

Please contact any of our Board Members.

Note the email addresses!



Message from Outgoing President Ralph Bruni

Team Alameda:

Once you read this, we will have concluded this year's election cycle. Our new board includes a cast of individuals, who, in my opinion, are superbly qualified and experienced.

*This Newsletter, for example, is being edited by **Ralph Jennings**, who is a journalist by profession.*

*Our Member at Large, **Emil Palacios**, is a molecular and cellular immunologist with a PhD in Biomedical Science. As such, we as a club may need to prepare for new health precautions that may be introduced by the health authorities with the spread of the Omicron variant.*

At any rate, we do not police our members for vaccinations, but would urge all members to seek out the necessary half-dose booster shot (25 ml) and keep abreast of developments and future Team Alameda announcements. Generally, we are not concerned regarding our group rides, since we are out in the open air and are pursuing a safe sport in terms of any COVID strain.

***Kurt Borowski** will be our duly appointed Ride Leader/Calendar Coordinator and knows how to mix things up with amended old routes and completely new roads. Another announcement will be made by him regarding first aid kits that may be carried by our ride leaders, in the rare instance they may be needed.*

***Klaus Schniederger**s, our Web“meister” and software engineering manager and developer, will be posting select rides and GPS-links under a dedicated tab on the website, which will be completely interactive and display color-coded routes. This resource will allow ride leaders to quickly find the more popular routes and download them directly.*

Without the board, many of these developments would not be possible and I consider myself fortunate to have such knowledgeable individuals at my side! Ride groups have become larger, and the good humor and banter remain active, so join us if you are not already a member. If you are a member, then raise your hand from your handlebar and volunteer to become a ride leader, so we may discover your favorite places!

Ralph Bruni

Vice President

Highlights and Taillights

Since the last Newsletter, Team Alameda has brought on six new members, **Mark Schoenrock** (joined on October 24, 2021), **Bruce Stoffmacher** (October 30, 2021), **Khaled “Khal” Ghanem** (January 7, 2022), **David Fong** (January 8, 2022), **Ernesto Sarmiento** (January 18, 2022) and **Robert Wallace** (January 24, 2022). Welcome aboard!

To join a ride, we recommend you install an illuminated taillight. It's safer than a simple reflector. Headlights don't hurt either. Black ice sometimes forms along the Pinehurst-Redwood circuit that a lot of our B-level rides take.

On the riding front, among the headier B-paced rides of this past quarter was **John McCabe's** five-hour trek through the South Bay starting from the Milpitas BART station. The same leader took a group to San Francisco by ferry en route to the Golden Gate Bridge, onward into Marin County and back over the Richmond-San Rafael Bridge.

Team Alameda discovered, or for some re-discovered, Fruitvale Avenue as a conduit from Alameda into the Oakland Hills where we launch rides on back streets parallel to Joaquin Miller Road. Fruitvale has a bike lane or sharrows and saves time zigzagging around to reach Park Avenue. The top of Fruitvale gets us within two or three side streets of Leimert Boulevard, which leads quickly to the bottom of the Joaquin Miller grade. As a group, we rode safely through East Oakland to the greener hills along Fruitvale as well as the return route: East 35th Street between I-580 and Fruitvale BART.



Team Alameda riders stop in downtown Orinda during a Moraga-Wildcat Canyon trek



Team Alameda riders gather at the Kaiser clinic on Central Avenue in Alameda to start a trek group ride

On the C-ride side, Board Member **Zoraida McNulty** reports: “*Cruiser bike pro Elaine Hassler has been encouraged by ride leaders Jayne Moeller and Jack Scullion to go on hilly, longer rides. She is getting stronger all the time. Kristin Vernon celebrated her birthday by cycling a 50-mile ride led by Jayne. It was her longest ride yet for her along with recent joiner Dan Norton, a real accomplishment for both.*”

Finally, the club recommends you install an illuminated taillight. It's safer than a simple reflector. Headlights don't hurt either. For example, black ice sometimes forms along the Pinehurst-Redwood circuit that a lot of our B-level rides take.



New Member Profile

When I moved to Alameda in July and borrowed a bike from a friend, I turned to Alameda's most pressing question – how do I get out of this place on two wheels? The nine-meter vertical climb from Shoreline Park to the spine of the mighty Cordillera Alameda along Encinal Avenue wasn't a long enough hill for me. So, I tried a Team Alameda ride in August and found that our group intimately knew the zigzags through Oakland from the Park Street bridge into hillier regions of the East Bay. Thirty-five dollars later, I was a Team Alameda member and never looked back except to make sure my rear tire wasn't flat on account of roadside broken glass.



By the way, my name is **Ralph Jennings**. I grew up in Oregon and spent the past 15 years cycling in Taiwan where I worked as a foreign correspondent. I am now responsible for this Newsletter.

You'll know me at a glance on a Team ride because I use a child's water bottle instead of a pro cycling one, cycle in my Skechers instead of a Pair Of Serious Shoes and don't own any cold-weather bike clothes. My real bike and its fixings remain stuck, for now, in a Taipei condo.

City of Oakland Answers Team Alameda's Letter Urging Cleanup of a Dangerous Homeless Encampment in the Kennedy Street Bike Lane

Team Alameda queried the City of Oakland about a homeless encampment that's spilling onto the bike lane of Kennedy Street near the Park Street bridge where a lot of us ride. The OPD responded:

Good Day,

I received your letter dated November 17th regarding traffic and public safety issues near Kennedy and Embarcadero. The OPD is aware of the conditions here and we continue to work under the city's direction and Encampment Management Team and Encampment Management Policy. Cleaning, clearing, and abatement are prioritized and organized with OPD fulfilling a supporting operational role. I forwarded the letter to be shared with the wider team and to make sure that the safety concerns and impediments to traffic are known.

I am sorry for the conditions and for your frustration and concern. Thank you for taking the time to communicate the problem and suggested solutions.

More information is available here: <https://www.oaklandca.gov/topics/encampment-management-team>

Respectfully,

Chris Bolton

Deputy Chief of Police

Bureau of Field Operations 1

Oakland Police Department





**Link for our customary assembly point in front of the Kaiser clinic at
2417 Central Avenue, Alameda:**

<https://www.google.com/maps/place/Kaiser+Permanente+Alameda+Medical+Offices/@37.764173,-122.241916,15z/data=!4m5!3m4!1s0x0:0x22c8d06c2d0072d6!8m2!3d37.764173!4d-122.241916>

How Satisfied Are We with Team Alameda?

Team Alameda board member **Jack Pigott** reveals these answers based on a membership survey, which we took during our September 2021 picnic:

Overall, members rated their overall experience as a mean of 4.5 (5 is excellent and 1 is poor).

At the picnic on September 19, 2021, we asked the members to complete a survey to help guide the future of Team Alameda. We also emailed the survey to the membership. Forty-eight members responded, and here are the results. (Some members checked multiple boxes, so totals do not add up to 48.)

Of the respondents, 17 identified themselves as A riders, 22 as B riders, and 10 as C riders. 32 indicated that they are weekend riders, and 22 are weekday riders. When asked what type of rides they would participate in, the response was as follows:

More A rides: 12

More B rides: 22

More C rides: 13

Day away rides that involve driving to the ride: 22

Overnight rides: 14

Rides organized by others: 15

When asked if the Team Alameda board is responsive to their concerns, 28 responded yes and 4 responded no. With respect to the level of safety on rides, where 5 is very safe and 1 is unsafe, the mean response was 4. Regarding the overall experience where 5 is excellent and 1 is poor, the mean response was **4.5**.

The Team Alameda board will use these results as a guide in filling the ride calendar with the types of rides that members want, and to address concerns of the membership. Please see the bottom of this newsletter for the email addresses of all of our Board members should you want to share your thoughts, concerns, and ideas with us. All are welcome!



Team Alameda at the Richmond marina

Cycling the Bay Bridge Path



The Bay Bridge allows cyclists between the toll plaza and Yerba Buena Island. Veteran ride leader Zoraida McNulty explains, in detail, how:

*Cycling onto the Bay Bridge is an experience that many of us waited anxiously for a long time while the construction of the Bay Bridge Bike Trail took place. Once it opened, in October 2016, riding on the Bay Bridge provided cyclists sights of the bay from a completely different scenic perspective. As described on the **AllTrails** app, the trail grade on the bridge increases from its low point of estimated 1% to 12% at 2.5 miles into the trail. Riding from Alameda, a cyclist may access the Bay Bridge trail using two different paths. One path goes past the Port of Oakland from Alameda. Cyclists can reach it via Embarcadero, to 3rd Street to Adeline, Middle Harbor Road, 7th Street, Maritime Street and Burma Road to where the Bay Bridge trail is then entered.*

This route winds through the Port of Oakland commercial properties, with challenging road surfaces, as trucks rule the roads and roadways are sometimes rough due to their heavy use. Wise cyclists avoid this route on weekdays but will usually find safe passage there on quieter weekends.

The alternative route also leaves Alameda via Embarcadero to 3rd Street, then to Mandela Parkway, Horton to 40th Street, to Shellmound street (by the Emeryville IKEA store) where the Bay Bridge trail has an entrance.

When the rider enters the new trail, the roadway surface becomes refreshingly smooth, and it is typically at least 10 feet wide. Wow! Made it! The path is split into sections, with a lane in each direction for bicycles and a separate third lane for pedestrians. The pedestrian portion of the path is at least 5 feet wide. Cyclists follow the bridge across the span of the Bay Bridge until reaching the vista point by Yerba Buena Islands. That's where the view is to be taken in. Of course, all along the trail there are fabulous views too.

At Yerba Buena, currently, the trail ends. Plans are in place for access to Yerba Buena and to the retired U.S. Naval Air Station, now a part of San Francisco: that's Treasure Island. So, the easy downhill glide from Yerba Buena is a reward and it's back to the return routes that got you there. Riding on the bridge is relaxing, the views remind you why so many people travel from all over the world to come to San Francisco. At times the weather is sunny and warm or it can also be very windy. Wear layers if you are planning to enjoy this ride.

According to a November 9, 2021, update from the San Francisco County Transportation Authority's report, bike and pedestrian access through Yerba Buena/Treasure Island is restricted until "at least" mid-January 2022. This is due to what is called the Southgate Road Realignment Project. This project will realign Southgate Road, the critical local connection between the I-80 westbound and eastbound on-and off-ramp to Yerba Buena Island. Updates for this project are found at <https://511.org/biking/bay-bridge-trail>.



Ride Report: Millbrae BART to Warm Springs BART

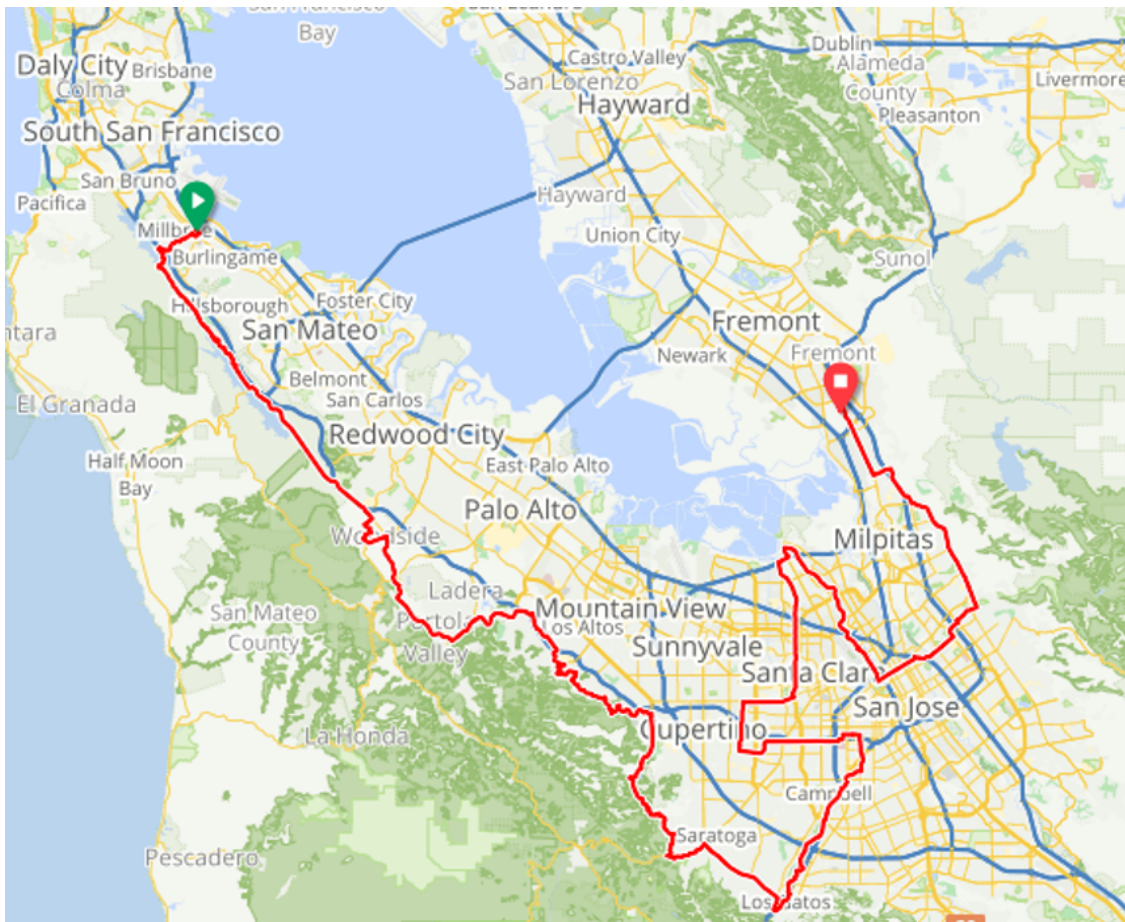
By Ralph Bruni

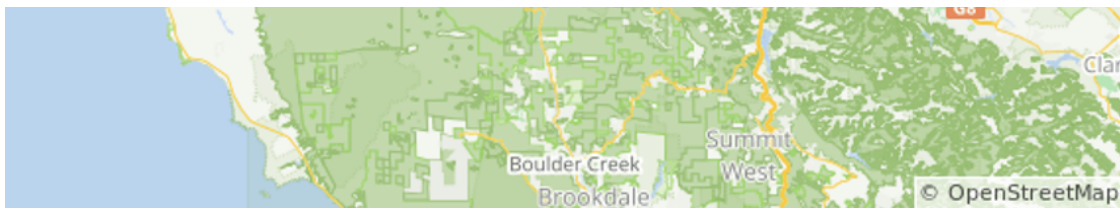
Photos by John

3/B/100 – 5,000 feet

This was termed an exploratory route, since many roads, especially bike paths, were unknown. However, Ride Leader **John** had done his usual thorough research, and we did not encounter any obstacles or unsafe conditions, the closest being a partially flooded bike path underpass that was easily skirted. Count on seven hours in the saddle at an A-pace, though **John** has since shortened this route to a metric century (100 kilometers). This amendment allows for less urban transit towards the end and an earlier approach to the Berryessa/North San Jose BART station, a ride I am looking forward to.

Link for route: <https://ridewithgps.com/routes/37909887>





I had to get up early for this one, since we were destined to catch the 7:47 a.m. train out of Fruitvale. Yes, it was a nearly one-hour journey to reach Millbrae, but one must take advantage of public transport to reach the new roads you wish to ride. With this newly created route came some beautiful scenery, especially for the first 60 hilly miles.

John and I started with a warmup of two miles up Millbrae Avenue with an average gradient of 7%, an unavoidable obstacle to reach the Sawyer Camp Recreational Trail. At this early part of a Saturday morning, there were only a few walkers and joggers about and we were greeted with beautiful vistas of the hills and Santa Clara Valley.



View from San Andreas Lake Dam into San Jose



Sawyer Camp Recreational Trail

On Cañada Road, we meet a peloton in a tight bunch of about 100 cyclists tearing along at 30 mph. Once they made the turnaround, they overtook us as if we were standing still. Triathlon athletes and TT riders were also evident, spooling ahead with the distinctive sound of deep-section wheels. We slowed at the infamous Woodside stop sign, that has resulted in so many tickets for cyclists, and turned off that beaten path.





John

Ralph

In this fashion, we reached the hills above San Jose, where we encountered horse farms and marveled at the gorgeous villas and mansions of the superrich. The plots of land they command would encompass a whole village. The lawns and trees and manicured to the degree that rows of Italian cypresses are pruned to the same height. The sun had by now come out fully.



Hills and no cars

At about Mile 45 we climbed a double-hump of hills - I called them "the camel's back" - to eventually ride an extensive network of paved bike paths leading in a meandering pattern through San Jose. John had designed this circuitous route to achieve 100 miles, and I reached the Warm Springs BART station at 5:50 p.m. I was home at 6:12 p.m., completing a dawn-to-dusk ride.



Bike path in San Jose

Altogether, our breaks amounted to one hour, and we had not expended too much effort to maintain a fairly rapid pace. Riding in California during the winter is quite pleasant, as long as you layer sufficiently. It is the hot summer to come that one must be mindful of the effects of heat on your body and metabolism.

Conclusions

The next ride in this region will be posted when the days are longer. This exercise underscores how one can safely plan routes and explore new vistas simply by hopping on the BART. Some of our ride leaders have started to explore these options with the aid of RideWithGPS and employing Google Street View. BART itself is a safe mode of transport, as long as you wear a mask and abide by the physical distancing.

Ride Categories

We have changed our pace categories to be in line with those used by other cycling clubs. It pays to be mindful of these levels, especially for our **Ride Leaders**, who have the sole dispensation to post these rides on our Calendar.

We have many more members, but not a sufficient number of Ride Leaders (RL). If you have taken part in a number of group rides, but would like to dictate the pace, miles and route, please consider becoming a RL yourself. It is a simple 2-step program:

1. Volunteer as **Co-Ride Leader**. Enter your name and cell phone number at the top right of the Sign-In Sheet and assist the RL with his duties. You may end up leading certain segments yourself or sweeping stragglers from behind. Whatever is needed, you will be certain to quickly become familiar with navigating groups along the route in a safe and orderly manner.
2. Be recorded as Co-Ride Leader three (3) times. The Board member for Ride Sheets [ridesheets@teamalameda.com] will confirm your participation and you will then be inducted as RL after going through a roughly **half-hour RL seminar** with the Ride Leader Coordinator [ridecoordinator@teamalameda.com], who is member of the Board.

Attend the RL meetings with the RL Coordinator, so that our RL calendar can be filled. You will be given the credentials to enter your chosen route into this calendar and will learn how to create routes on *RideWithGPS*. In this fashion, we assure trained Ride Leaders can take the helm and learn more about our sport in the process.

TEAM ALAMEDA rides are rated by hills, pace and distance in this order =

HILLINESS / PACE / MILEAGE, posted thusly: **3/A/58**

HILLINESS [1-5]	PACE [A, B, C]	MILEAGE
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<p>1: 0-2 % Essentially flat/ All Alameda, Marina rides</p> <p>2: 2-6 % A Few Low Hills/ Montclair Peets, Domingo Peets rides</p> <p>3: 6-8 % Moderately Hilly/ Tunnel, Skyline, Redwood, Butters Canyon</p> <p>4: 6-12 % Very Hilly / Three Bears, Pinehurst, Snake Rd., Claremont</p> <p>5: 12+ % Extremely Hilly / Marin, Vollmer, Hiller, Thorndale, Ascot, Donald Dr.</p>	<p>A: 14-16 Fast pace, for strong experienced riders, maybe one stop.</p> <p>B: 12-14 Steady faster pace, most century riders are this pace.</p> <p>C: 10-12 Steady pace, fewer stops, for experienced and new riders.</p>	<p>58</p> <p>Post the number of miles next</p> <p>www.ridewithgps.com gives you a very good planning tool and can deliver a printable cue sheet and GPS file that may be exported to your bicycle computer</p> <p>Keep an eye out for the weather forecast to determine the likelihood of high temperatures and winds</p>
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See you on the road ...

Hack for Water Bottle Cages

If you own carbon water bottle holders, you will eventually discover an inherent design flaw. The L-shaped tab at the bottom, designed to keep the bottle from sliding down, may break, as may ensue with repeated placing of heavy bottles into the cage. Rather than simply throwing a rather expensive holder away, I suggest, save the remainder of the cage by inserting relatively small and inexpensive parts.

This issue is compounded, if you wish to insert another securement between cage and tube, such as for a pump or CO₂ cartridges. In those instances, measurements, spatial tolerances and primarily the length of the bolts need to be considered. Standard length bolts may not be long enough to grab purchase into the mount threads within the frame.

To illustrate:



Measure the vertical distance between the lower bolt hole and the position the failed retaining tab used to be. This will determine the length of bracket you need to order. In this real-world example, this measurement derived a steel angle of 30mm x 30mm. Select a black anodized finish to match the color of the cage. Note the thickness of 2mm, another reason to order longer bolts, at least for this lower end of the holder.



The 5mm countersunk bolt holes are 5mm in diameter, so need to be reamed out with a round file to create an opening large enough to accommodate the standard bolt. Cage bolts are 5mm in circumference, so they will otherwise not slide through the holes provided. Standard bolts are 20mm in length, so order replacements of 25mm, designated as M5-0.8 x 25mm DIN 7991 Hex Drive Class 10.9 Black Oxide Finish Alloy Steel Flat Socket Cap Screws or equivalent, as long as a different head does not protrude too far into the confines of the cage. The number 0.8 is the thread pitch; any other pitch will not function.

New, longer bolt and shorter, existing bolt and steel brackets are obtainable here:

https://www.amazon.com/dp/B081XS1133?psc=1&ref=ppx_yo2_dt_b_product_details



Final assembly, and a lot of money saved:





Steel is stronger than carbon in this configuration. No more worries!

Slow Ride Series

Know anyone new to cycling? This Team Alameda group ride will occur on the second Saturday of each month and is intended as an introduction to group riding for the novice.

These rides will be co-led by **Jane Moeller** and **Anthony DiSalvo**, excellent leaders and long-time veterans of our club. Please spread the word to those who may be interested.



Ride Leader, and veteran **Anthony DiSalvo** is certified to teach various cycling education classes. The classes are free but require an online sign-up. This class is **highly** recommended, for new riders and as a refresher for experienced riders alike!

Link for Bike East Bay classes,

[Bicycle Education Classes | Bike East Bay](#)

Anthony DiSalvo

<http://www.ebbc.org/safety>

When It's Time to Get a New Helmet

Team Alameda Ride Leader and club member **Janet Shaver** offers this advice:

This past Winter, a club member took a tumble and ended up hitting his head in the process. He showed up for a club ride a few days later with his helmet glued back together, at which time the ride leader asked him to not complete the ride and only return after replacing the broken helmet. That got us thinking and talking about the right time to invest in a new helmet.

Your bike helmet is a critical piece of your bike equipment – one that can save your life! There is almost a 70% reduction in the chance of a serious head injury when you wear your helmet.



Your bike helmet is a critical piece of your bike equipment – one that can save your life! There is almost a 70% reduction in the chance of a serious head injury when you wear your helmet. As such, our Team Alameda policy is that all riders must wear their helmets when on a club ride.

However, purchasing a helmet can also be a hit to one's wallet, so knowing when the correct time to purchase a new helmet is important.

All bike helmets are single-use safety products – meaning, they only provide true protection for one crash. During impact, the bulk of the force is absorbed by the foam liner, and that foam, once compressed, does not spring back. Should another impact occur later on, the force from the next impact will be transferred directly to your head. Even if the helmet looks unscathed from the outside, the liner may have been compressed during a head strike.

Similarly, should either the outer shell or the foam liner looks damaged – for example, the shell is separating from the foam, there is a crack in the foam, the buckles and straps look frayed or broken, or the outside looks like UV rays have started deteriorating the polycarbonate shell and thus making it brittle – the effectiveness of the helmet is compromised.

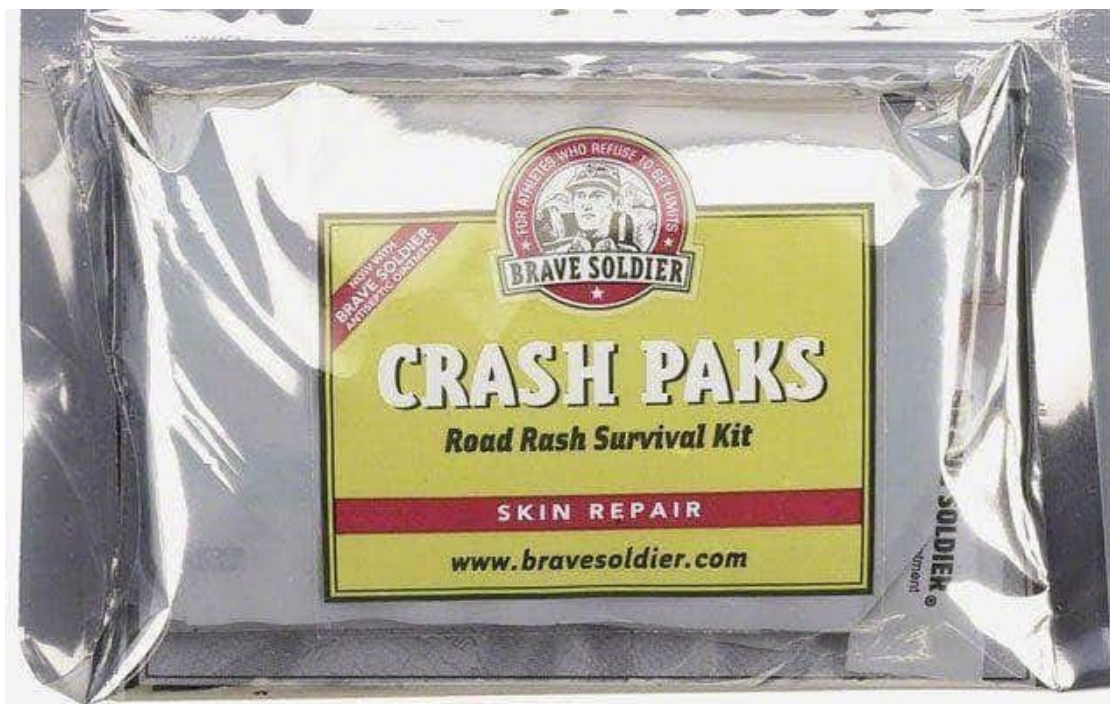
Even though there have been studies that show that non-impacted protective foam can perform for up to 25+ years, helmet manufacturers recommend getting a new helmet every 5 to 10 years. Both the Snell Foundation and Consumer Reports recommend that a commonly used helmet that has not been in a crash should be replaced at around the 5-year mark. That's because the straps or the exterior shell could fail and become brittle over time.

In summary, be sure to:

- Always replace your helmet if you have been in a crash.
- Inspect your helmet regularly for broken or frayed straps, a brittle or broken outer shell, cracks in the foam, or any other structural damage due to exposure and general wear and tear and replace it should you find damage.
- Consider updating your helmet after 5+ years – or if you simply cannot resist the new technologies that appear every year or so, such as Bontrager *WaveCels*

Cure for the Common Road Rash





The Team Alameda board voted in November to buy first-aid safety kits for use by ride leaders during team-organized rides. Not to scare anyone with vivid imagery, but these kits are named “Brave Soldier Crash Pack, Road Rash Survival Kit”. We snagged 100 4x4-inch gauze bandages too. These will be placed in the packages and distributed by our ride leader coordinator, **Kurt**.

More info here: <https://www.bravesoldier.com/first-aid>

Below is a complete description and list, as written by the maker:

The Brave Soldier Crash Pak™ kit contains everything you need to effectively treat a common road rash injury immediately after crashing. Proper use of this kit helps prevent abrasions from healing with dirt and debris embedded in the wound. This kit should be carried by the Ride Leader, during group rides.

Keep on hand in case of skin abrasions, cuts, and blisters. ***Brave Soldier Crash Pak™*** is the all-inclusive kit for any outdoor active individual. ***Crash Pak*** contains the essentials needed to effectively treat small and large skin wounds, road rash injuries, and skin scrapes. Properly treat multiple wounds with this lightweight, resealable, and waterproof kit. Compact packaging stows away perfectly in any jersey pocket.

You may wish to print out the list and tuck it inside this kit for reference. The so-called Road Rash Info Card contains a similar list:

- (2) Antiseptic Healing Ointment 1oz (see description below)
- (2) Large Blue Nitrile Gloves
- (2) 4"x 3" Non-Adherent Pads
- (3) 4"x 4" Non-Adherent Pads
- (2) 3"x 3" Non-Woven Sponges
- (2) ½" x 2 yard waterproof tape
- (2) 2"x 4" Oversized Bandages
- (2) 1" x 3" Bandages
- (5) Butterfly Wound Closures
- (2) Providone Iodine Prep Pads
- (2) BZK Towelettes
- (2) Ibuprofen Pain Relief Tablets
- (1) Road Rash Info Card; and all are conveniently tucked away in our
- (1) Lightweight, re-sealable, waterproof 6" x 8" Mylar bag

Weight: 2 ounces (57 grams)

Antiseptic Healing Ointment

The original *Brave Soldier* product, formulated specifically to speed the healing of road rash. A unique blend of healing botanicals and powerful pharmaceuticals can help wounds heal faster and greatly reduce the chance of scarring. Great for sports injuries as well as everyday cuts, scrapes and abrasions.

***TriSeven* Frame Bag**

If you have sufficient mounting space, you may carry this first aid kit in a frame bag.

The *TriSeven* Aero 20 Carbon Cycling Frame Bag (\$24.99) affords sufficient room and can be mounted directly behind the stem on the top tube or vertically on the seat post (see photo). Three Velcro straps are provided and can be cut to size. The red cross made from electrical tape is not part of this bag, but a useful idea. In this fashion, you can avoid carrying it in a jersey pocket.

Additional features of this bag:



TriSeven bag with first aid kit mounted to a seat post

- dimensions 18cm long x 3.8cm wide x 11cm high
- removeable D-ring
- three (3) Velcro straps
- red zipper pull tab
- lead-free PVC fabric main body
- anti-slip bottom of the bag
- translucent, removeable stiffener with four (4) holes for mounting with bolts
- room for up to 7 gels, nutritional packs, a tire pump, CO₂ cartridge, car/house keys, cell phone, tools, Samsung Galaxy & iPhone 6/7/8 in lieu of first aid kit
- silicone audio port for cable to headphone or power bank
- rigid insert prevents crushing and facilitates the extraction of the contents
- strips without rigid elements, will not scratch the frame, can be shortened
- waterproof material

Upcoming Events and Rides for 2022

Ride Date (2022)	Ride Name	Location	Link
Cancelled	Sonoma County Backroad Challenge	Petaluma, CA	Link does not function
05 March	Solvang Century	Buellton, CA	https://planetultra.com/solvang-century/
7-10 April	Sea Otter Classic	Monterey, CA	https://www.seaotterclassic.com/
09 April	Cinderella Classic [women only; dependent on Covid-19 restrictions]	Pleasanton, CA	https://www.valleyspokesmen.org/cinderellaclassic
23 April	Tierra Bella	Gilroy, CA	https://tierrabella.org/

23-24 April	Chico Wildflower Century	Chico, CA	https://www.wildflowercentury.org/
01 May	Grizzly Peak Century	Moraga, CA	https://www.grizz.org/century/home/index.php
07 May	Wine Country Century	Santa Rosa, CA	https://www.winecountrycentury.com/
15 May	Strawberry Fields Forever	Watsonville, CA	https://www.cyclistsforculturalexchange.org/sff
?? May	Rosarito Ensenada	Rosarito, Mexico	http://www.rosaritoensenada.com/ingles/index.php
11 June	Gold Country Cycling Challenge	Grass Valley, CA	https://www.rotarygoldcountrychallenge.com/home.html
?? June	Bike the Bridges	Martinez, CA	https://www.sonc.org/thebridgeride
10-17 September	Cycle Oregon	Monument, OR	https://cycleoregon.com/
?? September	The Jensie Gran Fondo	Stafford Lakes Bike Park, Novato, CA	https://thejensiegranfondo.com/

Additional organized ride resources and links can be found on

http://bbcnet.com/ridecalendar/Ride_Calendar.aspx?ID=2&Area=3&Sort=1

NEW TEAM ALAMEDA SPONSOR - THE ELECTRIC BIKE WAREHOUSE!

HEY Team Alamedans!

We are so happy to announce that we have a new Sponsor – **The Electric Bike Warehouse** (formerly “Island City Bikes”), a full-service electric bike retail, service, and repair center founded and run by our very own Alvin Carpenter!

Alvin began Island City Bikes back in 2017 when he recognized the upcoming wave of demand for electric bikes. He first concentrated on converting standard bicycles to electric bikes and, since that time, has converted nearly 3,000 standard bikes to electric. Since founding, Alvin had to move his business twice due to quick growth and the need for ever more space. When moving to San Leandro, at 2551 Williams Street, he changed the name of his company to The Electric Bike Warehouse.

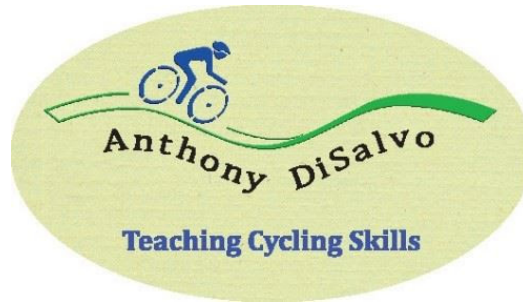
The Electric Bike Warehouse is the Bay Area authorized dealer of Aventon electric bikes, and also have a large selection of other electric bikes such as Eunorau, Snapcycle, Addmotor and Nakto. They also continue to undertake bike conversions using products from the Bafang Corporation, and have a full-service repair shop for helping customers with electric bike repairs, tune-ups and safety checks. And, the company also maintains a wonderful blog on their website where you can read and learn about electric bikes.

Please be sure to visit their website at www.electricbikewarehouse.com and swing by their warehouse to see upwards of 40 different electric bikes from a variety of suppliers!

Please Support Team Alameda Sponsors

Next time you're out and about, whether in the saddle or not, take the time to thank our sponsors for their generous support.

Our sponsors logos are on our website homepage and Team Alameda jerseys. Better yet, give something back when you can and shop locally! Many of our activities would not be possible without the support of our sponsors.



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