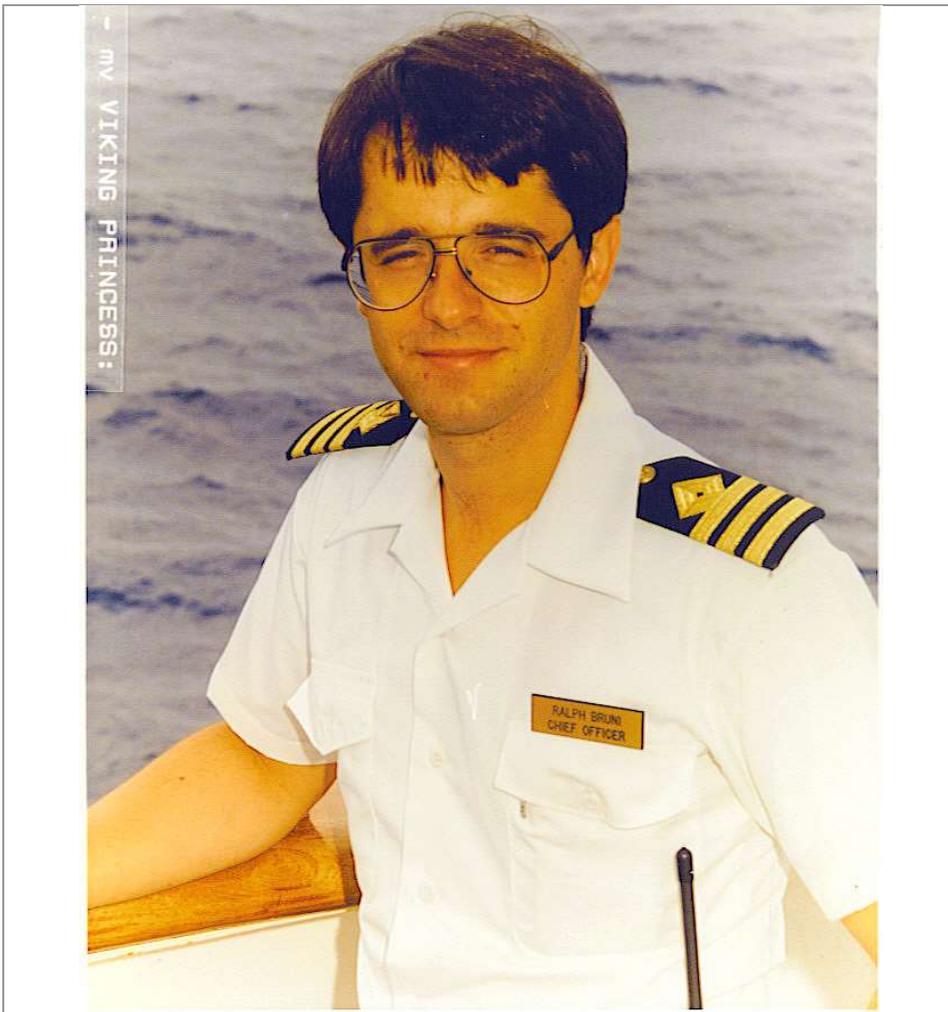




# TEAM ALAMEDA NEWSLETTER

Spring 2021 (Final Coronavirus Issue)

## Message from the President



President "Captain Eurotrash" Ralph Bruni (1992)

My Friends:

It has been a long year. Now comes the time to re-connect. As you may have heard, Team Alameda is opening up group rides and our dormant ride calendar on **01 May 2021**, which is this Saturday. This will be an auspicious and historic day for our club, so I will expect everybody to show up, if you are able to and have no other pressing commitments.

There will be some new members among us and a few more, who will have discovered the benefits of our sport during the pandemic. Please make them feel welcome and provide the helpful tips for group riding so essential for our activities.

Your Board has been discussing how best to transfer to unrestricted group riding in a safe manner, recognizing that Alameda County has vaccinated about 1,419,774 individuals, with **55.0%** having received one shot and 35.6% two injections as of 27 April 2021. Experts say, that about **85%** of a population needs to be fully vaccinated to bring this pandemic under control and we have not reached this number yet.

In order to attain open, pre-COVID, group riding conditions and until every member has been administered his or her shot(s), we will have to do this with one intermediate stage. This newsletter will list the riding etiquette to be adopted as an honor system. It includes masking at assembly points and maintaining a 6-foot physical distance as much as is practicable. The rules of conduct are an amalgam of what the League of American Bicyclists (LAB) and our insurance company are recommending.

By now, most everybody will have signed the Waiver, which distinguishes itself from the old Waiver by adding the phrase "INCLUDING VIRAL INFECTIONS, BACTERIAL INFECTIONS AND OTHER COMMUNICABLE DISEASES AND ILLNESSES". This is imposed by LAB as an added requirement for cycling clubs. I would urge the 16 members who have not electronically signed this document to do so before joining us on our outings.

We are thinking about opening up with a great celebration in Lincoln Park, particularly since we had to skip it last year. We may give it the theme "Straight Outta Quarantine!". Please send us your suggestions. More about that with our next announcement.

Further topics in this newsletter:

- Saturday slow rides
- How to write a letter to get out of a traffic ticket
- Nutritional ideas for cyclists
- Armed robberies in the hills

See you soon,

Ralph

**Team Alameda President**



**Link for our customary assembly point in front of the Kaiser clinic:**

<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>

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## COVID-19 Checklist

Will remain in effect, until the pandemic is officially declared as under control or is completely over. Please make yourself familiar with its provisions, particularly the requirement for masking at assembly points and the physical distancing:



American Specialty  
INSURANCE

# COVID-19 SAFETY CHECKLIST

## LAB RETURN-TO-RIDE CONSIDERATIONS

### CYCLING EVENTS

#### RISK FACTOR RATING

1	Solo rides.	<b>VERY SAFE</b>
2	Small group rides with family members or close contacts.	<b>LIKELY SAFE</b>
3	Small group rides with individuals other than family members and close contacts.	<b>CAN BE RISKY</b> <i>Risk can be mitigated with basic risk management guidelines and procedures in place.</i>
4	Large group rides open to the general public and/or with individuals other than family members and close contacts.	<b>RISKY</b> <i>May not be allowed in some states and/or local jurisdictions.</i>

#### PRIOR TO PARTICIPATION (IF NOT FULLY VACCINATED + Wait Time of Two Weeks after Vaccination)

1	All riders should be symptom free for at least 14 days prior to any ride.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
2	Consider conducting temperature checks before rides.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
3	Individuals with flu like symptoms, or preexisting medical conditions, or a known exposure to Covid-19 within the last 10 days should not participate.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>

#### PHYSICAL DISTANCING

1	All riders stay aware of the proper physical distancing policies and procedures. We recommend riding side-by-side or more than 6 feet behind when it is safe to do so.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
2	Riders should be encouraged not to draft and only pass other riders if necessary.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
3	Riders should maintain physical distancing during breaks.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
4	Ensure Ride Leaders brief all riders of the safety policies and procedures prior to each ride.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>

#### CLEANING, DISINFECTING & HYGIENE

1	Riders should maintain physical distancing and wear masks at all assembly points.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
2	Riders should avoid touching their mouth, nose, face, and eyes.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
3	Riders should wash their hands with warm soapy water for at least 20 seconds prior to the ride and carry hand sanitizers with them during the ride.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
4	Riders should not share water bottles or food.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
5	Riders should not spit or "snot-rocket" on rides or around other riders.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
6	Riders should remember the proper cough and sneeze etiquette.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>

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## 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:

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
1: 0-2 % Essentially flat/ All Alameda, Marina rides 2: 2-6 % A Few Low Hills/ Montclair Peets, Domingo Peets rides 3: 6-8 % Moderately Hilly/ Tunnel, Skyline, Redwood, Butters Canyon 4: 6-12 % Very Hilly / Three Bears, Pinehurst, Snake Rd., Claremont 5: 12+ % Extremely Hilly / Marin, Vollmer, Hiller, Thorndale, Ascot, Donald Dr.	<b>A: 14-16 Fast pace, for strong experienced riders, maybe one stop.</b> B: 12-14 Steady faster pace, most century riders are this pace. C: 10-12 Steady pace, fewer stops, for experienced and new riders.	<b>58</b> Post the number of miles next <a href="http://www.ridewithgps.com">www.ridewithgps.com</a> 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 Keep an eye out for the weather forecast to determine the likelihood of high temperatures and winds

See you on the road ...

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## How to Get Out of a Traffic Ticket

No guarantees are given here, but it has worked for me in the past on other occasions. Proof this approach works is shown in the letter below, which requires some work and research to get right. Follow this example as a guide and I wish you luck, until such time California passes a law that permits cyclists to treat stop signs as yield admonitions.

**Bike Stop-as-Yield Bill Passes First Hurdle.** The California Assembly Transportation Committee passed a new bill on 24 March 2021, which will allow exactly this provision:

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB122](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB122)

Of course, it still needs to be enacted by the legislature!

Superior Court – San Mateo  
Traffic Division  
1050 Mission Road  
South San Francisco, CA 94080  
Tel.: (650) 363-4300 or (650) 261-5100, option 5

06 September, 2020

Subj.: Traffic Citation 92-149977  
Issued 02 September 2020, 1329 hours  
Docket No. \_\_\_\_\_

From: Ralph J. Bruni  
950 Shorepoint Court, Unit 210  
Alameda, CA 94501

I declare under penalty of  
perjury that this statement is  
true and correct

Your Honor:

I am writing you this letter, in order to appeal a citation under Section CVC 21200 (A), Operation of Bicycles, and Section CVC 22450 (A), Failure to Stop at a Stop Sign, circled on the ticket as an infraction.

#### Background

I have been riding the road since 1992 and am president of Team Alameda, a social riding, not a racing, club of over 100 members. On Wednesday, September 2, 2020, I was riding solo, since our club rides have been suspended due to the pandemic.

#### The Facts

I was proceeding along Cañada Road in a southward direction within a marked bike lane towards Woodside. The T-intersection to my left and the main road I was on each had a stop sign. There was no car waiting at that junction to turn onto the main road I was on. I scanned the intersection, ingrained after many years of riding, and proceeded through. I was prepared to stop and remained in the bike lane.

As the law mandates, I was proceeding along the right-hand side of the road and was quite visible with my orange-and-blue club kit and pulsing LED lights I mount on my bicycle. A helmet was worn, of course. As mentioned, there was no vehicle waiting at that intersection.

The appearance of that location, as it was also at the time under consideration, is shown in the Google Street View below:



Source: <https://www.google.com/maps/@37.4361144,-122.2603825,3a,75y,120.87h,57.73t/data=!3m6!1e1!3m4!1s3FvYY5yo09FaCOcG8XW-8A!2e0!7i16384!8i8192>

Officer J. Christian, Badge 1124, must have been well behind the stop sign on Glenwood Road and I could hear a severe acceleration of his engine and the wailing of his siren. I moved over further to the right, inches away from the edge of the tarmac to afford the emergency vehicle more room.

Instead, and to my surprise, he pulled into the bike lane directly ahead of me and then dramatically slowed. Since I was at 25 mph, I had to take utmost care not to run into his vehicle. This was an extremely hazardous maneuver on his part. There was no need for this added risk, as there was little chance I was going to outpace his car. Instead, he should have used his flashers only, direct me through loudspeaker, desist from using the deafening and disorientating siren, then pull in behind me.

He cited me for failure to stop at a stop sign. We had a cordial and respectful conversation and after considering my appeal, allowed that I would not have been ticketed, if only I had “slowed” for this stop sign. This appears to be a compromise enacted in Woodside, between a full stop and the “blowing” through a stop sign, that I also abhor when a trafficked intersection appears.

Had I known about this prevarication on the actual law, which is enacted to control the behavior of motorized vehicles, I certainly would have “slowed”. It has been many years since I cycled in Woodside, so I was not aware of this interpretation.

### Bike-Friendly Woodside

The officer added, that Woodside has a bike-friendly attitude. There is nothing “bike friendly” about city infrastructure that penalizes people who are trying to pursue their sport. The concept “bike friendly” must mean that we encourage cycling, not make it more challenging and less attractive because of counter-productive punitive measures.

Many people don’t even try cycling, because they perceive riding on the road as inherently dangerous. That is because we do not have laws that address the unique characteristics of bicycles.

These traffic laws must be applied with some reasonable judgment against the true scofflaws and anarchists out there who make all cyclists look bad. Our club allows pedestrians the right-of-way, even those who choose to jaywalk, since we are aware that a cyclist can harm a “walker” as we call them.

In fact, the opposite is the case for cyclists who are responsible: cars drive three to four times as fast, take up ten times more space and weigh 200 times more, so we are quite aware of our vulnerability. If a motorist ignores traffic laws, he will injure or kill us. If we disdain rules of the road, we run risk of going to the emergency room in an ambulance.

In some ways we are different from motor vehicles and pedestrians, so it is reasonable to expect we would be treated differently. Bikes are bikes, a distinct mode of transportation, requiring some degree of judgment on the part of law enforcement when enforcing laws intended for motorists.

There is no catch-all that says “because it’s the law.” Experienced cyclists know it’s the law, but they’re actually asking a different question: Why is it the law, when it doesn’t make any sense? When they get ticketed, they’re frustrated, because they think the law is being misapplied, and enforcement traps are a waste of resources that do nothing to increase traffic safety.

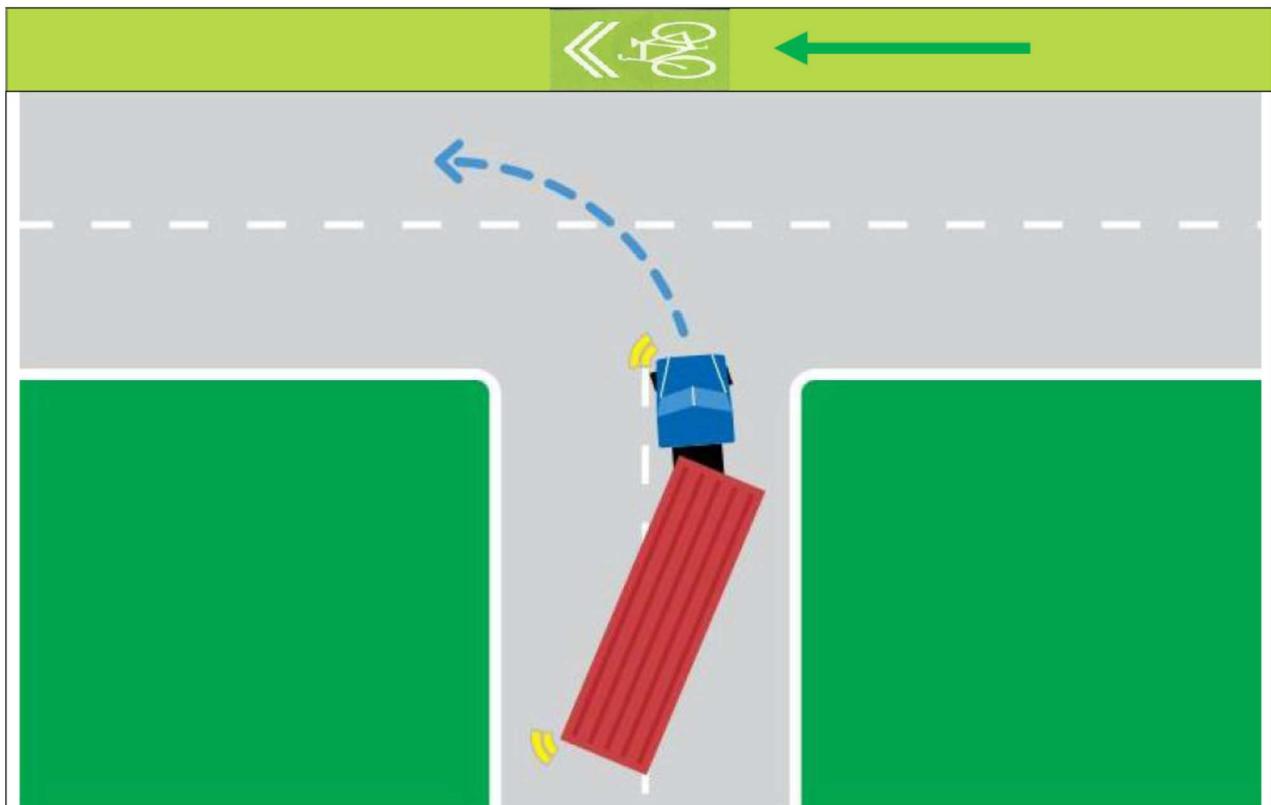
Idaho is both the largest and longest practitioner of the stop-as-yield provision for cyclists. Mark McNeese, Bicycle/Pedestrian Coordinator for the Idaho Transportation Department, says that "Idaho bicycle-collision statistics confirm that the Idaho law has resulted in no discernible increase in injuries or fatalities to bicyclists."

Source: [https://en.wikipedia.org/wiki/Idaho\\_stop](https://en.wikipedia.org/wiki/Idaho_stop)

### Enforcement

- Bicycles do not have brake lights as cars do, so it is difficult for a police officer to gauge the actual stopping duration and force exerted
- For the above reasons, many jurisdictions have introduced laws, that a cyclist may treat a stop sign like a yield sign, provided he exercise due caution (admittedly, this is not the case for California, but the day will come)
- It must be taken into account, that I was not engaged in crossing an intersection either, where more care is required. On Cañada Road, I was riding along a continuous straight road with T-intersections to my left. A much wider car would be expected to stop completely, because this intrusion into the T-intersection could cause a collision. Cyclists would pose no such danger as we do not encroach upon the middle expanse of the roadway in this scenario. I remained on the right shoulder and within the bike lane.

Even with a truck turning left from Glenwood Avenue, there is no overlap with the bike lane:



My action of “running” a stop sign therefore cannot be regarded as endangering other motorists.

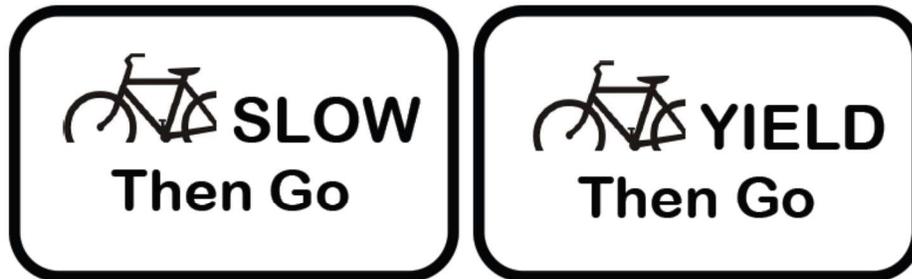
Laws work best when they are voluntarily heeded by people who regard them as reasonable. If cycling laws are to be applied as a measured response to actual cycling conditions rather than an awkward misapplication of motor vehicle laws, compliance rates would rise dramatically. Otherwise, this law enforcement action can only be regarded as arbitrary in nature and will only create resentment among cyclists, who are trying their best to share the road and show they are responsible users. They will seek other venues to ply their demanding sport as it is enough uncertainty out there with encased and protected motorists whizzing by at close range and carrying out unpredictable and sometimes fatal maneuvers.

We have had a fatality in our ranks ten years ago, and that was due solely to the poor road surface. His name was Allen Lee. My club has an ongoing safety program and my Board reviews the rules of conduct constantly and, if necessary, we advise a member to correct his/her behavior.

I am not an opportunistic rider. I believe a slowing maneuver at a(ny) stop sign to be quite reasonable, given there is a posting to that effect.

#### Suggested Solutions

Add sign to stop sign. A very economical option, as this would encourage the behavior you are expecting, even from those individuals who do not live locally:



Create a separated bike lane with reboundable traffic posts (no stops needed):



Appeal

I would like to appeal, because the citation, as written, should not apply to a T-intersection where the stop sign is erected to avoid car-on-car collisions. Further, I am 63 years of age and have never been involved in an accident where I was held at fault.

Your Honor, I cordially request a dismissal of this fine as my action cannot be regarded as a willful flaunting of traffic regulations that would endanger other road users.

Most respectfully,



Ralph J. Bruni  
President, Team Alameda

Attached: Copy of Traffic Infraction 92-149977

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER



Judicial Council of California  
On Behalf of San Mateo Superior Court  
PO Box 981268  
West Sacramento, CA 95798  
(650) 261-5049 EXT

BANK OF AMERICA  
Controlled Disbursement  
Bank of America, N.A.  
Atlanta, DeKalb County, Georgia

64-1278  
611

CHECK No.  
4120041694  
03/24/2021

PAY  
\*\*\*TWO HUNDRED THIRTY-EIGHT USD\*\*\*

To  
The  
Order  
of

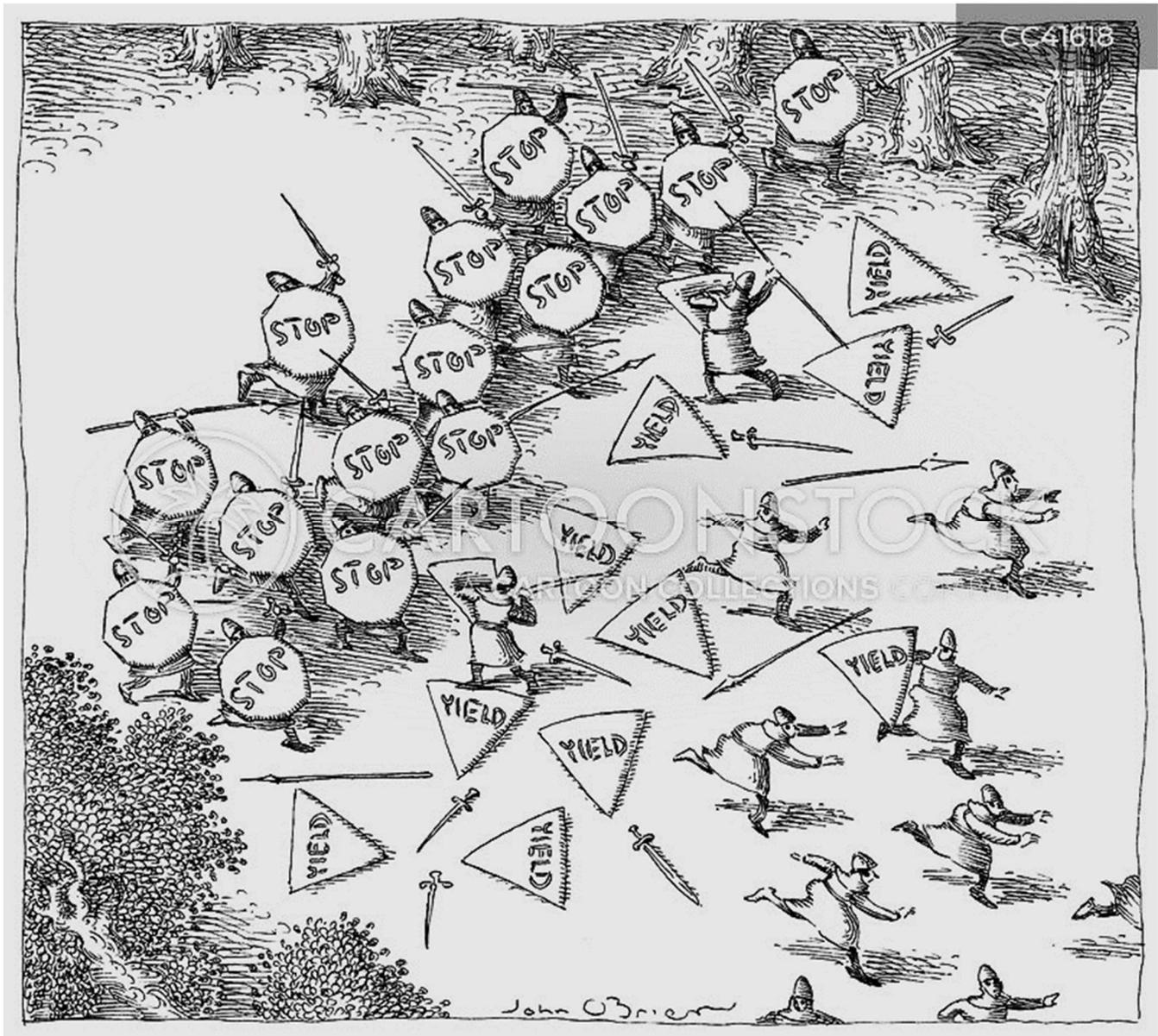
RALPH JOSEPH BRUNI  
950 SHOREPOINT CT UNIT 210  
ALAMEDA CA 94501

\$238.00

SUPERIOR COURTS OF CALIFORNIA  
VOID SIX MONTHS AFTER DATE

PER *Zlatko Theodorov*

⑆4 2004 1694⑆ ⑆06 1 1 2788⑆ 335 986 668 1⑆



## Slow Ride Series

Announcing the return of the "Team Alameda Second Saturday Slow Ride!" The first one will be on **8 May 2021**.

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.

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## Nutrition

Some quick tips, that might help you transition to a healthier and more varied diet:

### Oatmeal

Many of us eat a bowl of oatmeal before heading out on a ride. This warm, gooey substance has long been recognized by cyclists for its property of containing low-glycemic carbohydrates that provides lasting energy. It tastes rather bland otherwise, so follow the following two steps:

1. Instructions say use water, but use milk instead. If you are Lactose intolerant, there is milk available for those individuals, marked with a yellow cap and banding on the carton, some with reduced fat content.



2. Now to the topping.

It used to be applesauce in the past, but now fruit cups have been expanded to include some exotic varieties. Do not use anything with sugar in it, such as

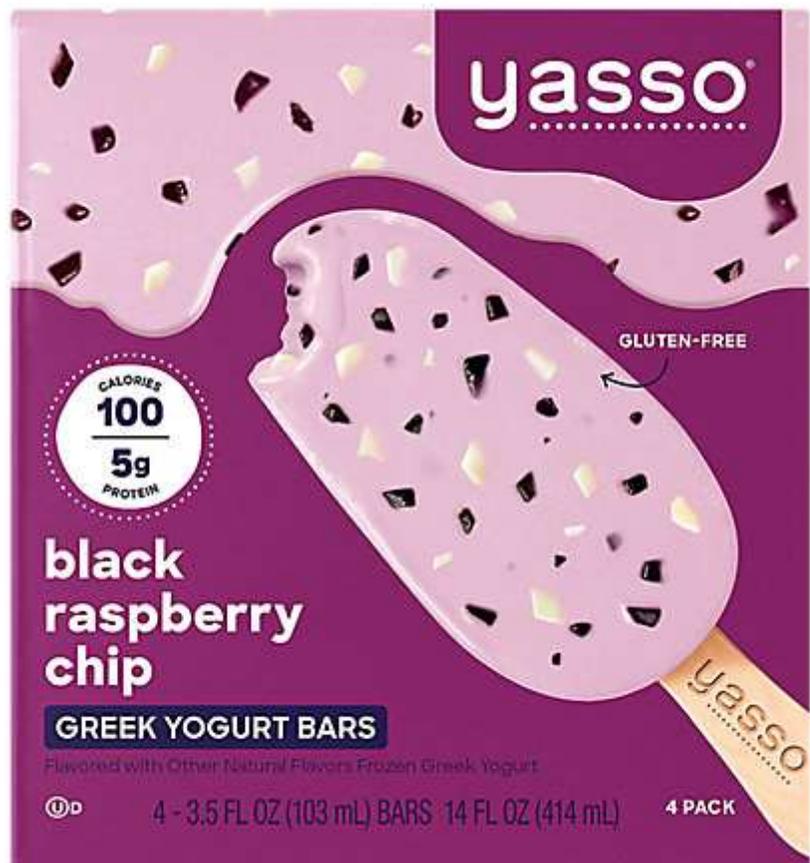
mixed with cinnamon. Sugar is

not good for you, even though it bestows a quick-burning, but short burst of energy. We have so much sugar in our so-called “regular” food anyway.



## ❑ Frozen Yogurt

Since we are talking about sugar, what about ice cream? Go check the frozen desert aisle for frozen yogurt instead. Initially you may miss the rich, creamy taste of the cream in the ice cream, but you will wean yourself away from this and end up enjoying frozen yogurt just as much. Also available in cups.



## ❑ Cranberries and Cranberry Juice

Your urinary tract will thank you! Cranberry juice and dried cranberries are a good natural defense against potential urinary tract infections. A better option than supplements, although these have their place.

## ❑ Olive Oil in Foods (Mediterranean Diet)

Anything with olive oil is preferable to other types of oil, whether cooking with it, as an ingredient or simply used as a salad topping. It has some major health benefits for cardiovascular health and has slowly found its way in foods that did not have this before. Think Mediterranean diet! For example, try using butter infused with olive oil.



## □ New and Healthy Carbonated Drinks

If you want the fizz, without the sugar, which is bad for your tooth enamel, buy some sugar-free drinks. No chemicals either ...



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## Gear or “My feet hurt!”

If you suffer from hot foot or general ill-fitting cycling shoes, have a look at the X-Comfort Zone, described as: “The X-Comfort Zone is an expandable zone that stretches up to 5 mm to provide comfort and prevent numbness during long rides. In addition, the X-Comfort allows shoes to fit two different widths, from C to D, thanks to a ventilated elastomer-spandex insert. The X-Comfort Zone creates a dynamic, non-constrictive fit for the foot’s natural toe splay, which improves power, reduces injuries, and creates

unsurpassed comfort.” I can attest to these properties and confirm, that this membrane can be found on both sides in the upper:



<https://garneau.com/blog/x-comfort-cycling-shoe/>

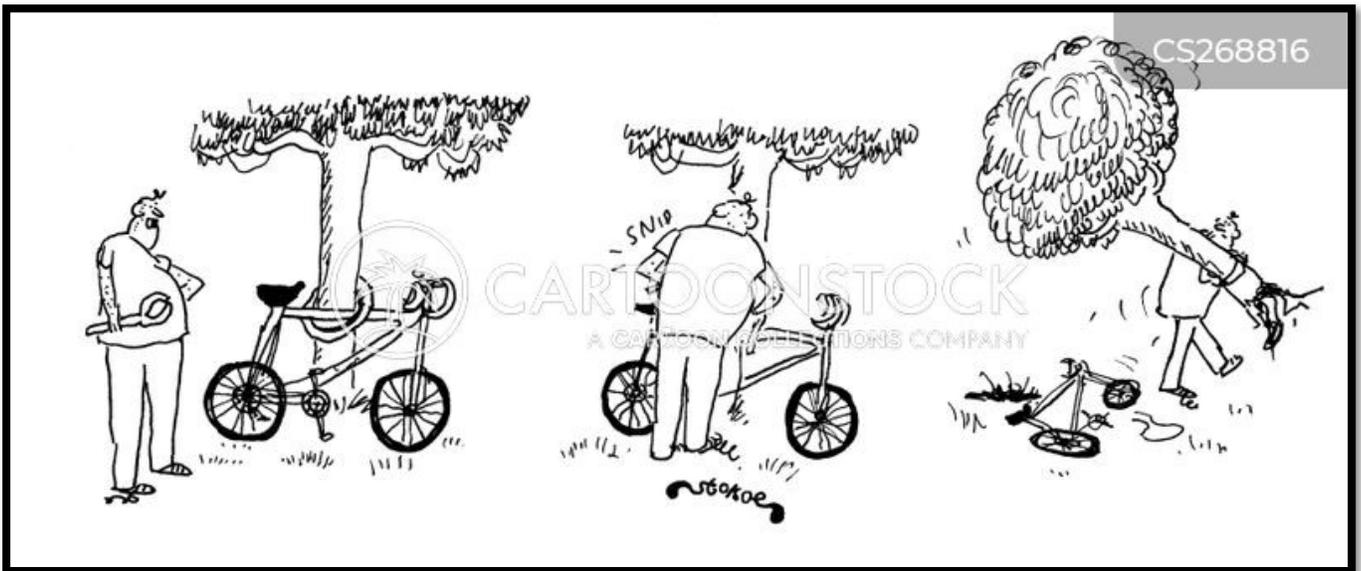
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## Thefts in the Hills

# Cyclists report armed robberies of bikes while riding in the East Bay hills

“Our community needs to be made aware,” said a cyclist who asked to remain anonymous because the investigation is underway.

By Emilie Raguso April 1, 2021, 4:57 p.m.



Concern has been growing this week after armed robbers confronted at least three cyclists and took their bikes in the course of just seven days, with at least one other armed robbery attempted, the cycling community reports.

On Monday, between 6 and 6:30 p.m., two men were robbed of their bikes on Grizzly Peak Boulevard, according to local cycling group Cal Triathlon.

Another cyclist told *Berkeleyside* he was riding on Grizzly Peak at 6:30 that evening — it was still daylight — when several men in a car confronted him at gunpoint. He was able to evade them without injury but was still spooked.

“Our community needs to be made aware,” said the cyclist, who asked to remain anonymous because the investigation is underway.

Those incidents followed a robbery March 23 when, according to community reports to the Grizzly Peak Cyclists club, “a cyclist on Wildcat Canyon was robbed of his bicycle by armed persons. As reported by

the club member who spoke with the victim, ‘[the victim] said that he had been run off the road about halfway between El Toyonol and Inspiration Point, by two men in a grey VW or Toyota sedan – ‘looked like primer’. He surrendered his bike when threatened with a knife,” another community member told *Berkeleyside*.

“These armed robberies are dominating the communications in both the Grizzly Peak Cyclists bicycle club and the Berkeley Bicycle Club communities,” he said. “Some in the clubs are now recommending against riding along Wildcat Canyon and Grizzly Peak Blvd.”

Another cyclist told *Berkeleyside* she too, may have nearly been the victim of a robbery after a driver in a “small, black, racy car” blocked her route Saturday at about 11:30 a.m. on Grizzly Peak between Fish Ranch Road and the Tilden steam train.

“I was riding up Grizzly Peak toward Tilden, about a quarter-mile uphill from Fish Ranch, when suddenly a small black car tried to run me off the road by veering right and stopping abruptly right in front of me,” she told *Berkeleyside*. “A black SUV was right behind it, effectively boxing me in (no escape route as there was no shoulder in that spot). Fortunately both cars took off quickly (leaving me unharmed), and I am not sure if it was because other cyclists were coming up the hill in the distance.”

The East Bay hills are policed by a patchwork of local law enforcement agencies serving UC Berkeley, Berkeley, Oakland, Orinda and the East Bay Regional Park District. That often makes finding out about public safety incidents in the hills a challenge.

*Berkeleyside* has asked the Oakland Police Department — which may have handled several of the incidents near the Berkeley border — for additional information about these cases. *Berkeleyside* will update this story if additional details are made available.

The recent armed robberies of cyclists are taking place amid a broader armed robbery series that has been under investigation in Berkeley and neighboring cities. Police have not said which incidents may be part of that series, citing the ongoing investigation.

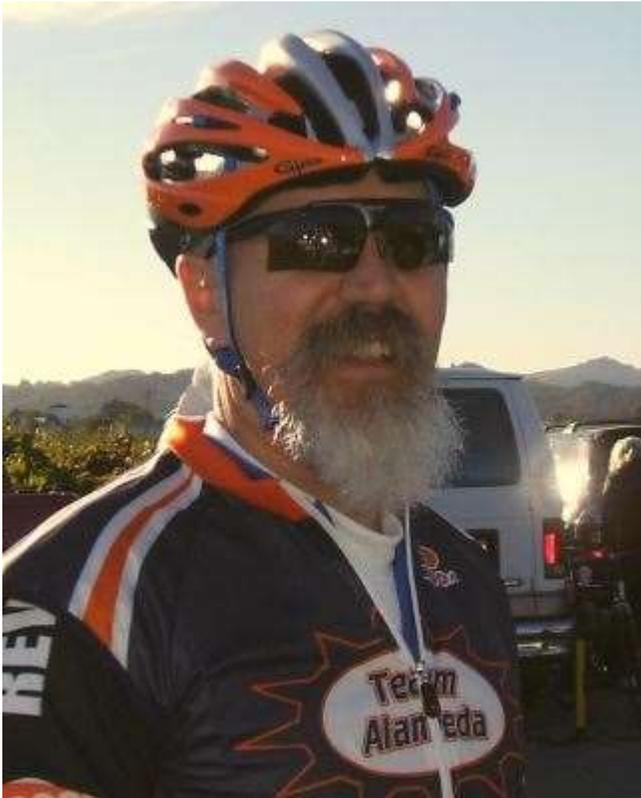
BPD did say, however, during a public safety town hall Wednesday night on Zoom, that local police have made three arrests in connection with that investigation. Additional work is underway.

*Note: Berkeleyside added details about the incident near Fish Ranch Road after publication when they became available and also clarified that it was Grizzly Peak Cyclist club members, not club leadership, who shared the information about Wildcat Canyon.*

Note from the Prez: Certainly riding as a group removes many of these concerns!

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## Learn How to Ride Safely



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](#)

“I will be teaching an **online** Traffic skills 101 Class the afternoon of May 8.”

Anthony DiSalvo

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

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## Team-Up Ride Calendar

Group rides will be resumed on 1 May 2021. Check the on-line calendar!

Before you roll, be sure to double-check the calendar and forums for any ride changes! While Ride Leaders try to avoid last-minute changes to posted rides, such changes are at times inevitable (such as the rain squalls or smoke moving through the Bay region). It is good practice to check the calendar the night before the ride, or even better, first thing in the morning. You can install a shortcut on your cell phone and check before you even get out of bed!

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## Club Facebook Page

We have started posting lots of ideas, articles, and suggestions for staying fit and engaged during the Shelter in Place on our Facebook page. If you are a Facebook user, please enter Team Alameda Cycling Club into the Search field in the upper left-hand corner and then click on any of the Team Alameda Cycling Club links to get to our page and see the postings. Don't forget to Like and Follow the page as well in order to get notifications of new postings. We hope to keep using this tool as a means to keep our team members notified and engaged on local happenings and club activities. Thanks!

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## Gentle Reminder

If you're having problems with links from the homepage, or can't seem to get into the forums, make sure you've logged in first or send an email to our Webmaster!

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## Upcoming Events and Rides for 2021

Many organized rides have been postponed or cancelled outright:

Ride Date (2021)	Ride Name	Location	Link
No Posting	Cinderella Classic [women only]	Pleasanton, CA	<a href="https://www.valleyspokesmen.org/cinderellaclassic">https://www.valleyspokesmen.org/cinderellaclassic</a>
Cancelled	Tierra Bella	Gilroy, CA	<a href="https://tierrabella.org/">https://tierrabella.org/</a>
07-10 October	Sea Otter Classic	Monterey, CA	<a href="https://www.seaotterclassic.com/">https://www.seaotterclassic.com/</a>
24 April-09 May	Chico Velo Wildflower Century	Chico, CA	<a href="https://www.wildflowercentury.org/">https://www.wildflowercentury.org/</a>
25 September	Wine Country Century	Santa Rosa, CA	<a href="https://www.findafondo.com/event/142/wine-country-century">https://www.findafondo.com/event/142/wine-country-century</a>
?? May TBD	Rosarito Ensenada	Rosarito, Mexico	<a href="http://www.rosaritoensenada.com/ingles/evento.php">http://www.rosaritoensenada.com/ingles/evento.php</a>

12 September	Grizzly Peak Century	Moraga, CA	<a href="https://www.grizz.org/century/home/index.php">https://www.grizz.org/century/home/index.php</a>
Cancelled	Sonoma County Backroad Challenge	Petaluma, CA	<a href="https://backroadchallenge.com/">https://backroadchallenge.com/</a>
Not this year	Strawberry Fields Forever	Watsonville, CA	<a href="https://www.cyclistsforculturalexchange.org/sff">https://www.cyclistsforculturalexchange.org/sff</a>
11 September	Gold Country Cycling Challenge	Grass Valley, CA	<a href="http://www.rotarygoldcountrychallenge.com/home.html">http://www.rotarygoldcountrychallenge.com/home.html</a>
Not announced	Bike the Bridges	Martinez, CA	<a href="https://www.sonc.org/thebridgeride">https://www.sonc.org/thebridgeride</a>

Our own Forum section and past rides on the Team Alameda calendar will give you added ideas and routes for rides, often complemented by the corresponding RideWithGPS <https://ridewithgps.com> links. Create your own route or utilize the BART train to venture further from our customary roads. Your imagination is the limit, and Google Street View will give you a good idea where the turns are located on unfamiliar roads and bike paths.

This is especially true for our Ride Leaders and you are encouraged to vary your rides accordingly, including getting to and from rides via BART, as long as masks are worn and physical distancing restrictions are adhered to. Particularly Saturday rides may take the form of longer outings, without the need to resort to carpooling.

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## Welcome New Members!

First Name	Last Name	Joining Date (2021)
Joel	Villamil	16 February
Kara	Eastwood	07 April

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## Mac McJunkin

A very good friend of Team Alameda, Mac McJunkin, passed away last Thursday on 22 April 2021 in Arizona. Sadly, Mac passed away following a two year battle with cancer; another great guy who died too young at 76.



Mac, lived an active, adventure-filled life. He loved life and lived it to its fullest as only Mac could do, with a smile on his face and his friends by his side. Whether it was cycling, rock climbing, hiking or simply taking a road trip, if Mac was with friends or going to see friends he was happy and in his element. For all the riding that Mac did around the world, he cherished the times he got to ride with his friends that he made in Team Alameda. Mac was one of a kind and he will be missed by all who had the pleasure of sharing the road with him.

May He Rest in Peace

**Obituary** (includes links for donations):

[https://www.clarkgashawfh.com/obituary/LloydMac-McJunkin?fbclid=IwAR1BXgyJk5moxFKE0EzVzrFFKiNuOSqt\\_e8k8gbLFJZRG3Q1B1XOv4fP88](https://www.clarkgashawfh.com/obituary/LloydMac-McJunkin?fbclid=IwAR1BXgyJk5moxFKE0EzVzrFFKiNuOSqt_e8k8gbLFJZRG3Q1B1XOv4fP88)

*Lloyd (Mac) McJunkin*

February 26, 1945 ~ April 22, 2021 (age 76)

Mac passed away at his home in Congress, AZ succumbing to the cancer that he had fought so well for the last few years. He died shortly after a recent visit from his sister, Linda McJunkin Cloutier and her husband, Dean. They left him under the good care of Hospice and cyclist friend's Don and Beth Huston.

Mac approached his death the way he did everything; "trying to get his head around it," staying as fit as possible and not worrying too much about the details; he always was more interested in the big picture. In the end, he stayed on his bike as long as possible, he said farewell to as many as possible and kept up the good fight as bravely as possible.

Mac was born in Dallas, Texas, immediately adopted by Lloyd and Lena (Bryson) McJunkin (both deceased) and raised in the countryside of Tipp City, OH and then Mt. Clemens, MI along with his adopted younger sister, Linda. Throughout their lives, Mac and Linda would have a loving and close relationship. It seemed that from the beginning Mac was destined for a life of challenge and adventure. At age two, he climbed out his bedroom window one evening and was found climbing a statue on the town green before he was brought home.

After attending Port Huron J.C. and employment at GM in Detroit, Mac was drafted and served in the US Army 101st Airborne Division. He was deployed to Vietnam where he was wounded in action; then needing a blood transfusion, he acquired Hepatitis C from tainted blood. This was the genesis of his demise that would be over 50 years later. He eventually was treated at Walter Reed Hospital and discharged honorably with a Purple Heart.

Mac would go on to live an amazing life as a premier athlete, avid reader and deep thinker. Although he was married for a short time, he lived life largely as a single man with companions, friends and his small family providing the meaningful relationships in his life. He lived in California for many years and owned a mountaineering shop, "Mountain Affair", in Laguna Beach. During this time his interest in cycling began. Years later, he lived with his companion, Bernice in Bluffton, SC. While there he owned a bike shop, he would eventually call "Road Fish" on Hilton Head Island, which remains to this day.

Mac loved God's creation and the great outdoors; he especially enjoyed rock/mountain climbing, hiking and cycling. He climbed El Capitan in Yosemite, rode in numerous, high level cycling events, even winning some! He rode in "Ride the Rockies", across Georgia, South Carolina, Oregon and events in Mexico and California, while other men his age, would be resting in easy chairs. Until recently he was hiking up desert peaks in Arizona and riding his bike 60 miles a day.

Mac leaves behind his loving sister, Linda and her husband Dean, some distant family and a host of saddened friends. He loved to post his thoughts and articles of interest on Face Book and kept in touch with a wide and eclectic group of people. Mac was unique and in his own way touched the lives of many. His interest in others, a love of learning and sharing that knowledge was Mac at his very best. We will all miss him and though he wanted to reach out to many more of his friends, his strength failed and he accepted the end with peace and dignity.

All are invited to celebrate the life of Mac McJunkin by remembering him with a donation in His name to one of the charities listed on this page.

We also invite you to share your memories, stories and legends of Mac here on his page. Nothing helps us more with closure than sharing with one another. Mac always loved stories! Finally, thank you to those who joined Mac on his journey through life and for caring for a beloved brother.

To send flowers to the family or plant a tree in memory of Lloyd (Mac) McJunkin, please visit our floral store. [\[refer to link above\]](#)

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## Team Alameda 2021 Board of Directors

Please send your ideas, suggestions and concerns directly to the appropriate Board member:

Board Position	Contact
President Newsletter	Bruni, Ralph <a href="mailto:president@teamalameda.com">president@teamalameda.com</a>
Vice President (COVID-19 Advisor)	Palacios, Emil <a href="mailto:vicepresident@teamalameda.com">vicepresident@teamalameda.com</a>
Ride Leader Coordinator/Calendar	Elias, Steve <a href="mailto:ridecoordinator@teamalameda.com">ridecoordinator@teamalameda.com</a>
Treasurer	Pigott, Jack <a href="mailto:treasurer@teamalameda.com">treasurer@teamalameda.com</a>
Membership	Michael Castro <a href="mailto:membership@teamalameda.com">membership@teamalameda.com</a>
Secretary	McNulty, Zoraida <a href="mailto:secretary@teamalameda.com">secretary@teamalameda.com</a>
Sponsors and Publicity	Shaver, Janet <a href="mailto:sponsorship@teamalameda.com">sponsorship@teamalameda.com</a>
Webmaster	Schniederger, Klaus <a href="mailto:webmaster@teamalameda.com">webmaster@teamalameda.com</a>
Process Ride Sheets Assistant Webmaster	Woo, Norman <a href="mailto:ridesheets@teamalameda.com">ridesheets@teamalameda.com</a> <a href="mailto:webmaster@teamalameda.com">webmaster@teamalameda.com</a>
Member at Large Annual Picnic	Ng, Tony <a href="mailto:memberatlarge@teamalameda.com">memberatlarge@teamalameda.com</a>

Please consider your past experience and skills for any of these positions as officer on the Board. Your ideas and suggestions will be welcome and may make a huge difference. Every Board member casts a vote on important issues and challenges.

**Interested in assisting in any of these areas?**

We do need a new Ride Leader/Ride Calendar Coordinator.

Please contact the appropriate committee chair.

**Questions or suggestions?**

Please contact any of our Board Members.

**Note the email addresses!**

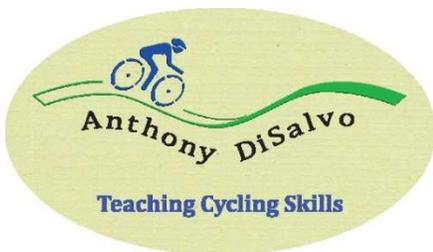
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Next time you're out and about, whether in the saddle or not, take the time to thank our sponsors for their generous support.

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.

### **Anthony Di Salvo Teaching Cycling Skills**



### **Alameda Bicycle**



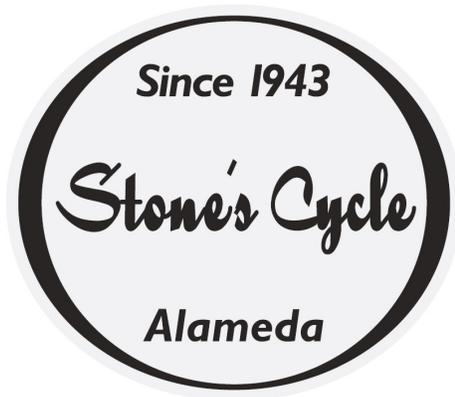
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