

Sacramento Wheelmen Club Newsletter



2021, Issue 2

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Membership Update

NEW MEMBERS – A BIG WARM WELCOME!

Please join me in welcoming Dawn Foster, Ryan Foster, Leslie Ogden, Patrick Proctor, and James Seerey to the Wheelmen family! We can't wait to get to know them and go for a ride!

Event Calendar Report

This year's Awards Banquet has been reimagined as a ZOOM experience! Think of all the benefits:

- Clothes and deodorant are optional,
- Better food than rubber chicken and vegetarian lasagna,
- You can accept your award wearing your sweatpants and no one will know,
- Presentations are condensed with no stage hook required, and
- Drinks are so much cheaper!!

The Wednesday event has more social time to allow us to chat and catch up with each other. Please join in to find out who the award winners are and to celebrate their accomplishments! Let the good times roll!

Don't miss it - Wednesday, February 17, 2021 at 6:30 PM – via ZOOM. The ZOOM meeting invitation follows:

Topic: 2020 Awards ZOOM meeting

Time: Feb 17, 2021 06:30 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/88050986099?pwd=RXVyeWxEZXg1em1tMXlXRUpPNXQ2Zz09>

Meeting ID: 880 5098 6099

Passcode: 198144

We are all getting so good at ZOOM (cat lawyer, anyone?) but if you need assistance please do not hesitate to call Tom Adams at 916-764-7019. Feel free to call in as early as 6:15 to ensure that meeting starts on time and enjoy some extra social time.

2020 Awards Zoom Meeting Agenda

1. Social time
2. Approval of January Minutes
3. 2020 Slide Show
4. 2020 Awards Presentation
5. Social time

Club Business Report

January Club Meeting Summary

In another well-attended club Zoom meeting on Jan. 20, members voted in favor of club insurance changes, found out what types of ebikes are allowed to be ridden by club members, and were briefed on plans to distribute our 2019-20 mileage shirts.

When our club insurance was up for renewal in December 2020, two carriers declined to cover us. After more than 35 years of claims-free experience, they were unwilling to cover us due to COVID-19. Prior to this, the club had \$1 million of General Liability and \$1 million of Excess Liability insurance, and it cost us \$1,367 per year.

Ironically, we will be saving money because we do not need Excess Liability insurance if we are not putting on the Sierra Century.

Working with the McKay insurance agency, our insurance liaison, Dick Shultz, recommended changes, approved by our members at the Jan. 20 Zoom meeting, which will provide the club adequate General Liability coverage and reduce our annual club insurance expenditure. We qualify for McKay's Silent Sports Insurance Program priced at \$2.43 per member for the first \$1 million of liability coverage. This coverage is only good for club-sponsored activities within the United States and Canada. The annual Oregon Tour open to members only is included. Estimated cost, based on current membership, is \$710 per year.

When we were putting on the Oregon Tour and the Sierra Century, it made sense to pay for annual truck rental insurance, but we will now be saving money by insuring Oregon Tour rental truck(s) through the truck rental agency. The cost of that insurance will be added to the cost of the Oregon Tour.

The club also has Directors and Officers insurance, which will be combined with the General Liability insurance through McKay. And the club carries a member accident liability policy which provides secondary medical insurance for members who have an accident due to club negligence. The cost of that is 70 cents per member, estimated at \$204.40 per year. This policy is in effect until April 1, 2021.

While working out the details with McKay, Shultz reported that the Silent Sports Insurance Program allows for the use of pedal-assist electric bikes, but not bikes equipped with throttle-actuated motors capable of propulsion without pedaling. Therefore, those throttle-actuated bikes will not be allowed on club rides for the foreseeable future.

The club received orders for 67 mileage shirts by the deadline of Jan. 20. Given that some members donated money to the club to cover the cost of the more expensive polo shirts being awarded this year, the club should be very close to the amount of money budgeted for this annual expense. Bob Evans, after entering data into his sophisticated Excel spreadsheet with embedded mathematical formulas, has sent the order to Ethan Wade in a format which enables them to print these shirts efficiently even with all the mileage numbers. The order this year also had to be broken down into a men's order and a women's order given the two polo shirt styles. The shirts should be ready for pickup by Feb. 10. The plan is to distribute them at Gold River Shopping Center, William Pond Park, and Miller Park at days and times to be communicated through club email, hopefully before our next club meeting on Feb. 17.

That meeting will be an awards presentation Zoom meeting and will take the place of the awards banquet which has been cancelled this year due to COVID-19.

Finally, our membership director, Bryan Stevinson, reported that the club has 289 active club members and 18 who are overdue on their annual dues.

Ride Calendar Report

Check out the Club's calendar on our website for the up-to-date ride information:

<https://sacwheelmen.wildapricot.org/page-1658114>

Travel Report

Group travel, both domestic and international, is still on hold. Please see the Club Ride Calendar for “officially sanctioned” bike travel trips and stay tuned for updates.

The January Napa Zodiac was cancelled because health officials announced a Regional Stay-At-Home order. This zodiac is a Club favorite, and we all look forward to it next January!!



Napa Zodiac 2014 – Looking sharp at Lake Hennessey in Napa County



Sunday riders stop to catch their breath...and smile

Ron, Super Dave, and Casey in their mini-pod!



The A team poses for a picture, so poised.



Great balls of grapes! Debra, Tom, and Harold brave Napa in 2021

Miscellaneous

Pandemic Group Riding: If It Ain't Broke, Don't Fix It

By Tom Adams

When Harold Alves, Debra Lebish, and I stopped in Sonoma on our way to Glen Ellen on January 13, we masked up and visited with a group of riders with the Santa Rosa Cycling Club (SRCC) who beat us to the bakery on the square. After a few minutes of conversation, we learned that the SRCC began posting start locations and start times last summer for members willing to abide by COVID-19 group-riding restrictions.

Our jaws dropped. Who knew?

When this came up at our January Zoom meeting, Mike Kersten reported that the Grizzly Peak Cycling Club (GPC) has resumed club rides under pandemic rules adopted by the club, and Joni Bauer reported the same is true for the Stockton Bicycle Club (SBC).

Okay. Well, now we all know it appears to be a possibility for us. But is it something that the Sacramento Wheelmen wants to pursue? Or should we just continue operating as we are now and wait for the pandemic to pass?

On Jan. 24, the first draft of this article was sent out to club members through our club email account. Club members were asked: Is the membership interested in resuming group club rides that are COVID-guideline compliant?

Of the 23 replies addressing this question, 7 were in favor, 15 were not, and one respondent recommended making these proposed COVID compliant rides optional. Opposition to the idea ran ahead of approval 2 to 1.

Many respondents agreed with ride leader Dale Johnson who said, "Sounds like a lot of additional work when we already have a system in place where some people are already meeting for small group rides and others that prefer to ride alone are doing what they prefer. My preference is to leave well enough alone until we see some significant improvement in getting people vaccinated and COVID is showing definite signs of being behind us."

At this time, SRCC, GPC, and SCB club members are expected to sign a waiver releasing the club, the ride leaders, ride participants, and the club officers from all liability with regard to COVID-19 exposure and illness. Masks and six feet of social distancing are required when participants are off the bike. These clubs also limit the number of participants. The SRCC limits its groups to 12 riders, plus 2 leaders. The GPC limits its groups to 10 riders, plus 2 leaders. The SBC limits its groups to less than 10 riders. More than one group can participate on a given route and ride so long as they congregate and leave at different times.

For the GPC and the SRCC, group rides at this time are for members only. Members must register for these rides through the club website prior to the day of the ride. There are no sign-ups at the start of rides. The GPC calls for more than 6 feet of distance between riders when on the bike. SRCC riders may draft if they belong to the same household but otherwise are expected to maintain 6-feet of social distancing on and off the bike. SBC's COVID release form states: "I understand drafting may be a risk in itself to my well-being."

More than one Wheelmen responding to the earlier draft of this information question the adequacy of six feet social distancing when riding in the slipstream of others. Cycling organizations and publications also question the adequacy of six feet of social distance between riders. The California Department of Public Health (CDPH), however, only requires six feet of social distance for outdoor recreational participants.

The SRCC is abiding by the group size limitation of 12 participants plus up to 2 ride leaders established by Sonoma County's guidance on outdoor recreation. According to the SRCC, its guidelines meet the standards set by Marin, Napa, Mendocino, and Sonoma counties, but not San Francisco and Alameda counties.

In her response to an inquiry, GPC President Mary Ann Jawili said, "Even though GPC is based in Berkeley/Alameda County, we frequently ride in Marin, Contra Costa, Santa Clara, and San Mateo counties. We based our restriction of 10 participants and 2 ride leaders on limits set on group fitness classes, which are allowed under SIP orders. Ten participants and 2 ride leaders was the lowest common denominator across the counties, as far as we could tell."

SBC's president had Steve Neiner respond to my question about group size. He said, "I don't remember exactly where we came up with 10. I do remember seeing other clubs limiting rider groups. There is nothing scientific about 10. It's just to keep the social circle of riders small. It would be easier for contact tracing, we can stay physically distant at stops, avoid crowding stores, and just lower the chance of having an infected person in the group. So far so good. In the past year, we only had one member contract COVID-19, and that person believed they caught it at work. We started rides back in August."

Emails to county health officers in Sacramento, Yolo, El Dorado, and Placer counties have yielded no specific information regarding group size, although clearly limiting group size for contact tracing and social distancing is supported. Yolo county requires that face masks be worn by cyclists at all times, on and off the bike, while riding in groups. These counties defer to California Department of Public Health (CDPH) guidelines for outdoor recreation. Those guidelines address social distancing but little else. CDPH guidelines for Campgrounds, RV Parks, Ski Operators, and Other Outdoor Recreation are specific about social distancing, requiring that masks be worn when participants are less than six feet apart. Facilities are supposed to use a reservation system.

Nick Mori, program planner for Sacramento County Public Health, was presented with this list of common practices by other cycling clubs: groups limited to a maximum of 12 people (plus 2 ride leaders), names and contact information to be tracked (for contract tracing, if necessary), no congregating before or after the ride, follow social distancing and hygiene protocols, and don't ride if you have any COVID symptoms. His response: "We do not have established protocols for the activity you describe but believe you can conduct your rides using the measures you have outlined. We would also recommend maintaining a stable group of participants to further reduce COVID-19 risks."

All this information indicates that we could go back to start times and start locations if we were willing to go through all the work, and assuming our insurance provider would support us, but in their response to this possibility, a majority of our club members prefer the current system of riding by themselves or in cohorts of their choosing, contacting each other as individuals, and waiting for the pandemic to abate before resuming group rides, covered by our insurance, with start times and start locations, and where riders are expected to sign in and sign out.

As of Feb. 6, many of us over 65 have already had our first of two COVID-19 vaccinations, and perhaps some of us are fully vaccinated. The virus, however, is still spreading. Although infection rates are easing up, new, more contagious variants have arrived. There are a lot of questions. How long will the vaccinations last? How effective will they be against the new mutations? Will vaccinated people still pose a risk to others? We are in a race against the virus and the pace of vaccinations is thankfully picking up. We look forward to the day our state and nation has established herd immunity against this virus so that we can return to our normal lives.