

November 2013



THE ORANGE COUNTY WHEELMEN NEWS

www.ocwheelmen.org



Thursday, November 28

## General Meeting

Wednesday, November 13, 2013

Kevin and Ximena Ansel

Tustin Library - 345 East Main Street, Tustin 92780

Kevin And Ximena Ansel will present their recent bicycle tour on the Old West Scenic Bikeway. Their unsupported tour took them on a 175 mile loop through eastern Oregon. For more information about the route and two minute video, log onto the following link: [www.youtube.com/watch?v=ZSVYwzk9q78](http://www.youtube.com/watch?v=ZSVYwzk9q78)

A light dinner will be served at 6:30pm with the meeting starting at 7pm. Door prizes awarded throughout the meeting. Check the website for more information.

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### CALENDAR OF EVENTS

Ride Like a Pro	Saturday	@	8am
Goat Hill	Saturday	@	8am
Board Meeting	Sunday	Nov.	3
General Meeting	Wednesday	Nov.	13
Club Jersey Photo Day	Saturday	Nov.	16

# ORANGE COUNTY WHEELMEN BOARD

## OFFICERS

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Training	Greg Kline, LCI	949.554.9919

## DIRECTORS

Saturday Rides	Bob Fairfield, LCI	657.900.2027
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Web Master	Mike Lee, LCI	949.458.0205
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Director at Large	Alvan Trafton	310.489.1044
Director at Large	Randy Keifer	949.653.6346
Director at Large	Doris Bingo	714.225.9091
Director at Large	Alan Dager	714.846.0862

# BOARD MEETING

Sunday, November 3, 11:00 am

Carl's Jr., Newport Beach. Take the 405 Freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr. (at Von Karman). All Officers and Directors are expected to attend to conduct business. Other interested members may also attend.

## SPECIAL THANKS TO Alan and Michelle Vester

For hosting the  
October Folding Party

## FOLDING PARTY November 21, 2013 6:30 pm

Hosted by John Renowden, Greg and  
Stacy Kline

957 Promontory Drive West  
Newport Beach 92660

Please RSVP: [jsrenowden@mac.com](mailto:jsrenowden@mac.com)

If you would like to host a Folding Party or supply refreshments for the General Meeting, please contact  
**Miguel Perea at 714.849.3519**

**(OCW reimburses up to \$100)**

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## President's Message

by Jim Brewer

### "Get Out Of My Way"

It has been observed from my car, that slower drivers sometimes honk at me when moving too slowly especially when shooting videos and stills for OCW. A few motorists expressed their rudeness by ruining the video when honking. As a result, keeping my finger on the shutter release was difficult. This brings up the point that sometimes we as cyclists are treated as second class citizens. For a small percent of immature drivers, the attitude is that "you are in my way and should abide by my rules." For me, it is important to understand this and obey the laws and ignore those "want-to-be-bullies" by not giving them the pleasure of hair-trigger reactions.

### Great Deal

OCW volunteer TS101 instructors have done a tremendous job of teaching the laws and how to cycle safely and coping with traffic and other problems that we face. Stacy Kline and the other fine instructors have skillfully taught the techniques of cycling that are necessary to ride sanely and safely. This has been stressed before, but we need to emphasize the need to enroll in one of the upcoming classes. For OCW members, the "price is right." It is the best investment that you will make!

CPR will soon be part of our training. Board member, Steve Loughran re-introduced the idea of CPR training as part of our overall training program. The Board is optimistic to the idea and a date for this will be determined soon.

### Just Do It

October, summer has ended so it's time to reflect on 2013 and start thinking about 2014 but have you reached your 2013 goals? Have you ridden enough miles or climbed all those local mountains? If not, then you need to get out there and just "do it."

The Holiday Party Sunday, December 8, is just around the corner. This event is a great way to bond with other cyclist, enjoy eating dinner with friends and being entertained by some guy with a crazy recap video/slide show. Also, it is a chance to donate to Hannah's House a gift for abused children.

### Photo Op

Mike Lee will be shooting a group photo before the Saturday ride sometime in November. The date will be posted as soon as we know the exact date. All members of our club that are wearing a club jersey will be photographed. Make sure you are wearing the club jersey that day. As you know, Mike Lee is a professional photographer and he will make most of us look "really good."

### Fonts, Graphics, Photos, Deadlines, and More Profile of Michelle Vester

As you might know, Board Member Michelle Vester is the editor of our classic newsletter, Chain Reaction. This is a job that is ongoing, year round. Michelle has morphed the newsletter into somewhat all-around information "booklet" that includes all facets of our club. She loves to receive photos of any activity, events or interesting articles that are related to cycling. It is not an easy task for a busy lady that works full time and is riding a road or mountain bike every weekend. Each month she makes sure dates are correct, photos are 1MB or smaller and authors email articles to meet deadline. She has changed a couple things that make the paper more diverse, such as adding a recipe and more hiking trip photos. Also, minutes from the Board meetings have been taken out and placed in "Assets" on the website. This is a tough job.

Thanks, Michelle.



Left: Alan Vester, Goat Hill Ride Leader  
Middle: Larry Linn, Chain Reaction Proof Reader  
Right: Michelle Vester, Chain Reaction Editor

# President's Ride

By Jim Brewer

Once each month, the President's Ride starts at Carl's Jr., located in Irvine on the corner of Campus and Von Karman and begins at 8:00 am.

It is always a no drop 20-30 mile ride and is followed by the Board Meeting. We try to make the Board Meeting as exciting as the ride, but try to make up for it with friendly conversation and good refreshments. All members are invited to the Board Meeting to see how we make decisions regarding club policies.

We have many club rides during the week, but two advantages of the Sunday Ride are that there is less traffic on Sunday and starting locations change from week to week. Come join us and meet new riders and have some fun.



President's Ride Group Photo

# Friends of OCW

By Terry Kessler

## Lisa Kanno - The Unlikely Cyclist

The Unlikely Cyclist is a local bike shop ... for women by women. The store offers the finest bikes from Bianchi and has a full service department. They also sell a wide variety of quality cycling apparel and nutritional supplies.

Lisa Kanno, the owner of the Unlikely Cyclist, offers bike maintenance clinics and group rides for women. Her goal is to empower all women regardless of age, size or ability to excel in the sport of road cycling. Lisa has been very supportive of Orange Country Wheelmen's efforts to help get more women riding safely and confidently on the road.

When OCW started the Women's Training Series, Lisa helped to get the word out. She displayed the flyer in her shop, posted the event on her Orange County Women on Wheels Meet Up page, and spread the word to other women riders in her community.

During one of the OCW training rides, Lisa sponsored a sag stop at her shop with great snacks and refreshments. She invited the OCW Women's Training Series riders to join her group of cycling women for a few special bike rides. She has been a positive mentor to the ladies on numerous occasions. Lisa also went out of her way to open her shop on a holiday for the OCW Pink Jersey distribution event.



According to the Orange County Register article by Mike Reicher last year, Lisa opened her unique shop because she was frustrated with walking into the local bike shops. There were hardly ever women's products on the floor, especially for a larger-size rider. She wanted to create something special for women bicyclists.

When asked why she decided to get into cycling, she explained, "I am actually a two-time cancer survivor. When I got cancer the first time, I just decided to change my lifestyle, stopped working 60 hours a week, and took some time for myself. Riding, for me, has always been about fixing myself one way or another."

Thank you Lisa Kanno for being such a positive role model for women riders and for offering a shop for women ... by women! You have made a difference for the women of the Orange County Wheelmen!

The Unlikely Cyclist  
1673 Irvine Ave., Space L  
Costa Mesa  
(949) 566-5202  
[www.theunlikelycyclist.com](http://www.theunlikelycyclist.com)



# Hiking Corner



Article By: Larry Linn  
Pictures By: Doris Bingo

## Mt. San Gorgonio September 1, 2013

The Hiking Corner in the October Chain Reaction might have left you avid fans sitting on the edge of your seats, (er, aah saddles), wondering, "What was that hike they nearly squeezed in during August, after returning on Aug. 28th from Half Dome in Yosemite?" The title of this article has probably already given you a clue. Early in the morning of Sunday, September 1, Doris Bingo, Victor Matloff, and Larry Linn were at the Vivian Creek trailhead in upper Forest Falls in the San Bernardino Mountains to start the hike to Mt. San Gorgonio. The hike almost didn't happen because of the earlier rainstorms that had dumped several inches of water in the mountain areas. Valley of the Falls Road in Forest Falls was buried in several places under tons of mud slides, rocks and other debris. The Caltrans crews did a great job getting the road opened again. We hiked the Vivian Creek Trail up to the summit of San Gorgonio (11,503'). The trail was in good condition in spite of the rainstorms. While this is not a trail for beginners, it sure gave us a good workout. Photo opportunities from various viewpoints along the trail were great. The weather was cloudy at times, but it never rained on us. The temperature was moderate to cool, which is the best for hikes like this one. As we neared the summit, Larry got this sudden surge of energy and tried to beat Doris to the top.

She was waiting up there at the treeless, bold-ery top when he finally arrived. Surprisingly, there were about 25 or so other hikers already up there when we arrived. Victor was dealing with some leg cramps that slowed him down, so we cheered for him when he finally arrived. At the top, we were bothered by the pesky Golden Mantle Ground Squirrels that live up there. They must survive on food items left by all the hikers that visit the peak every day. The Golden Mantle looks a lot like a Chipmunk, but the Golden Mantle is a little larger than the Chipmunk and its stripe extend along its side and ends just past its neck. After a light lunch and picture taking session, we headed back down the trail. The round trip hike was 18.5 miles with 5500 feet of gain. The three of us had been to this summit in times past, but it was still a very rewarding hike. After the hike, we enjoyed a fine dinner at the El Mexicano #1 restaurant in Forest Falls. And now you know the rest of the story!





Top Left: Golden Mantle Ground Squirrel on Rock at Summit  
Middle Left: Larry with San Gorgonio Sign at Summit  
Bottom Left: Victor with San Gorgonio Sign at Summit

Top Right: Trail to Summit of San Gorgonio  
Middle Right: Doris with San Gorgonio Sign at Summit  
Bottom Right: Clouds over San Jacinto From San Gorgonio

# CASCADE HUTS Adventure Cycling

By Lee and Cathy Painter

In September, Cathy and I did a six day hut to hut trip around Mount Hood in Oregon. We bought the tour in a fundraising auction put on by Adventure Cycling; the trip operator was Cascade Huts. The trip was a total of about 140 miles on a combination of pavement, logging roads and singletrack.

Highlights included riding the old Columbia River Highway with views of the gorge, views of Mount Hood as it went in and out of the clouds, seeing such a wide variety of mushrooms, and the 4000' descent on the last day.

The first surprise of the trip happened when we were within a few miles of the first hut. We came up to a forest service truck, and the ranger asked us if we'd seen the road closed signs – we said no. Turns out there was a forest fire, and while it was 100% contained, they had closed many of the roads so they could bring in heavy equipment for the cleanup. Apparently there are too many little roads to put signs on all of them. After discussing our route and destination with the ranger, the conclusion was it would be safe to continue to the hut. Good thing, there weren't a lot of other places to stay for miles and miles. The only road closed sign we saw was as we left the closed area.

The second surprise was on the fifth day. Shortly after we started, we came to a bridge over a creek that was being prepared for demolition. The crew said the bridge would be gone by the end of the day. They let us through; otherwise we'd have had the choice of crossing the creek on foot, or a very long detour.

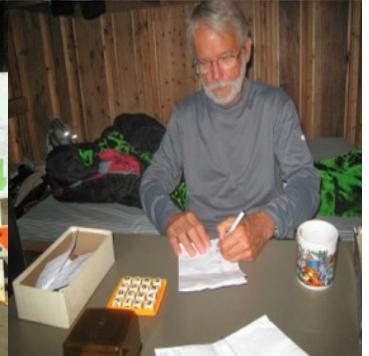
Getting lost wasn't a surprise, even with a GPS track to follow and turn by turn route instructions. We missed a turn and continued parallel to the planned route, and I just wondered why my track didn't quite match the one I'd downloaded. Eventually the mismatch got to the point where we knew we had to get out the topo map. Luckily we found a road that would get us back on course with only a little backtracking (of course it was a granny gear climb).

Getting rain on the trip wasn't a surprise either, we were in Oregon in September, and the forecast said there was a chance of showers. Day five alternated between mist, drizzle and light rain. Our breathable jackets, hoods and pants passed the test, keeping us almost warm on the descents and comfy on the climbs. Had the rain been a little harder or the temperatures lower, we'd have wished for shoe covers. Even with the rain, the dirt roads were fine – should have known, what's the point of a dirt road in Oregon if you can't use it in the rain?

In the past, we've used BoB trailers to carry our spare clothes, warm stuff, camp shoes, spare parts and so on. It works, but it's overkill for this kind of trip. This time we used oversized underseat bags and tubular handlebar bags made by Revelate. They attach with various straps, and unlike racks with panniers, they tend to flop around a fair amount. It didn't seem to matter, the bike zigs this way, the bags zag that way, but they don't seem to affect how the bike handles. Best of all, everything in the bags stayed dry.

We enjoyed the challenges of trying to make interesting and sort of nutritional food when everything comes out of a box or can, and using things you almost never have at home. When was the last time you had Spam? Consider a breakfast of pancake mix made with the juice from canned peaches, chopping the peaches and putting them in the batter, and adding walnuts sorted from a bag of mixed nuts. Or a lunch of canned salmon and salsa burritos. Or a dinner of curry noodle mix, canned chicken, canned green beans and canned mushrooms.

Our only regret from the trip is skipping what was advertised as the best singletrack of the tour because we were anxious to get out of the rain. Something to look forward to next time.



**First row left to right:** Bikes drying after 30 miles in rain; We didn't try eating these mushrooms; Lonely road.

**Second row left to right:** View from Lolo Hut; Starting the descent on Day 6; Taking a break.

**Third row left to right:** Short Riding Day Means It's Game Night; Road Closed Due to Fire on Day One; Lee taking Taking it Easy.

**Fourth row left to right:** Barlow Road Hut; The Pantry.

# Training Hub

By Greg Kline, Training Director, LCI

*"It made for a funny conversation in the Hess store when, as we got our usual range of weird looks and puzzled questions, a guy in the checkout line asked me if any of us had ever ridden 100 mi all in one day. When I explained that we had in fact just ridden 512 mi since Friday morning, but had only another 110 to go before we were done, and expected to finish up that night, all I got in response was a priceless expression of dumbfounded confusion."*

- Emily O'Brien

## Intro to Randonneuring

I first found out about randonneuring on the internet while researching training tips for my first century. I came across ride reports like Emily O'Brien's description of the Eastern Pennsylvania 1000K brevet (which she rode on a fixed gear). The randonneurs in the photos looked like regular cyclists, albeit with more high-viz clothing and reflective gear than is usual (since they ride in all conditions and sometimes all night long). Their bikes looked like regular bikes but with larger than usual saddlebags or handlebar bags for carrying extra clothing and food. But the distances they covered were staggering, something so far beyond what I imagined a cyclist could do it caught my imagination. I had to try it, so Stacy and I signed up for our first 200K brevet and gave it a go. The first 200K was a blast, so we decided to try to ride a Super Randonneur series. In a Super-Randonneur series you need to complete four rides within one year: a 200K, 300K, 400K and 600K. Each ride was further than anything we had ridden before. We were able to complete every ride and this year we rode the longest brevet offered, a 1200K.

If you visit the home page of American Randonneuring, RUSA.org, you'll find the following description of Randonneuring:

"Randonneuring is long-distance unsupported endurance cycling. This style of riding is non-competitive in nature, and self-sufficiency is paramount. When riders participate in randonneuring events, they are part of a long tradition that goes back to the beginning of the sport of cycling in France and Italy. Friendly camaraderie, not competition, is the hallmark of randonneuring."

The history of the sport dates back to the early days of the bicycle when cyclists were trying to find the limits of machine and man. Today, the machines have proven themselves, the only question is whether or not the rider is up to the challenge.

## Finding and signing up for Brevets

The first thing you'll want to do is go to RUSA.org (Randonneurs USA) and become a member. For your membership fee you'll get credit for your rides, and also a great "how to" book about randonneuring, access to the store where you can buy reflective gear (which is mandatory for night brevets), clothing and other items such as medals for the rides you completed.

Once you've joined RUSA you can find brevets on their web site under rides, or you can go directly to the web site for your local Randonneuring group. In California we have the

- **San Diego Randonneurs** [www.sandiegorandonneurs.com](http://www.sandiegorandonneurs.com)
- **PCH Randonneurs** [www.pchrandos.com](http://www.pchrandos.com)
- **Santa Cruz Randonneurs** [www.santacruzrandonneurs.org](http://www.santacruzrandonneurs.org)
- **San Francisco Randonneurs** [www.sfrandonneurs.org](http://www.sfrandonneurs.org)
- **Santa Rosa Randonneurs** [src.memberlodge.com/Brevet](http://src.memberlodge.com/Brevet)
- **Davis Bike Club Randonneurs** [www.davisbikeclub.org/annual\\_events/ultra-distance-brevets-randonneuring](http://www.davisbikeclub.org/annual_events/ultra-distance-brevets-randonneuring)

Rides range in length from 100km (60 miles) to 1200km (750 miles). Signing up for the ride usually involves printing and signing a waiver and mailing in a check (or sometimes PayPal) a week or so before the ride.

Brevets start exactly at the start time, be ready to ride. There is usually a pre-ride briefing by the ride administrator about 10 minutes before the start where he or she will talk a little about the route and point out any hazards that may exist. You will be given a cue sheet and a brevet card to record your ride. At the end of the ride you will give your brevet card back to the administrator as proof that you completed the route. Brevets go on rain or shine, so be prepared for any possible weather conditions you may encounter.

Brevets are not races, but there are time limits which you will have to meet. For a 200km brevet you will need to average 15km per hour, but the clock is running the entire time even when you are stopped. There are a series of mandatory stops on the route, called controls, where you will be required to obtain proof that you were there. Usually the controls are at a convenience store or restaurant where a receipt is required. Sometimes the controls are "information controls" where you will need to answer a question on the brevet card, or a "postcard control" where you will mail a pre-stamped postcard at the designated post office.

Riders are expected to be self-sufficient on brevets, and outside assistance is permitted only at the controls. Be sure your bike is in excellent mechanical condition and that you are able to do basic side-of-the-road repairs like fixing flats and brake and derailleur adjustments.

If you are one of the crazy ones (like me) who thinks this sounds like fun, give it a try. You might surprise yourself as you surpass your imagined limits.



Shai Sprung rides his fixed gear bike on quiet county roads in the San Luis Obispo North County Ramble 400k



Donato DeJesus and Stacy Kline rolling out of Atascadero on the San Luis Obispo North County Ramble 400k Brevet

# Saturday Rides

Go to <http://www.ocwheelmen.org> for up-to-date OCW info.

Please arrive at the ride location with enough time to have your bike ready to roll at the scheduled time. Also it is recommended that you bring tire tools, frame pump, spare tube, patch kit and water bottle to all rides. A helmet is legally required for all minors and **OCW REQUIRES THAT ALL ADULTS WEAR A HELMET**. Earphones are illegal and unsafe. Please remember that the California Vehicle Code applies to bicycles.

The Saturday rides are offered to improve individual and group riding skills and to promote the sport of bicycling. We do not ride when weather conditions are unsafe or if there is an OCW special event on Saturday. If you are new to OCW rides or are just returning to cycling, let us know, so we can suggest a group that fits your current riding ability.

If the ride is cancelled, the calendar will be updated at least 1 hour prior to the ride start time with the word "CANCELLED".

## RIDES START AT 8:30AM

**November 2, 2013 The Square, Irvine.** Take the San Diego Fwy (405) to the MacArthur exit. Go north 0.1 miles to Main Street. The Square is located at Main and MacArthur in Irvine near the John Wayne Airport. Park in the lot West of Starbucks.

25 Miles. Flat ride thru Irvine. 600 Feet Elevation Gain

37 Miles. Rolling to Hilly ride thru Irvine, Laguna Beach & Newport Beach with a climb up Newport Coast. 1200 Feet Elevation Gain.

63 Miles Rolling ride thru Irvine, Tustin, Orange Santa Ana Cyn returning on the SART. 1100 Feet Elevation Gain.

**November 9, 2013 The Square, Irvine.**

26 Miles. Flat to rolling ride thru Irvine. 600 Feet Elevation Gain.

33 Miles. Rolling ride thru Irvine, Lake Forest & Mission Viejo. 810 Feet Elevation Gain.

59 Miles. Rolling to Hilly ride thru Irvine, Mission Viejo to Dana Point returning thru Laguna Hills.

**November 16, 2013 The Square, Irvine.**

27 Miles. Flat to rolling ride thru Irvine & Newport Beach. 600 Feet Elevation Gain.

37 Miles. Hilly ride thru Irvine & Mission Viejo. 1400 Feet Elevation Gain.

55 Miles. Flat ride thru western Orange County to Long Beach and returning thru Seal Beach and PCH.

**November 23, 2013 The Square, Irvine.**

29 Miles. Rolling ride thru Irvine & Lake Forest. 700 Feet Elevation Gain.

37 Miles. Rolling to Hilly ride thru Irvine, Newport Beach & Laguna Beach returning up Laguna Cyn. 1300 Feet Elevation Gain

58 Miles. Hilly ride thru Irvine, Mission Viejo, Dana Point with a little climb up Stone Hill returning on Crown Valley, Moulton / Irvine Center Dr. 2900 Feet Elevation Gain.

**November 30, 2013 The Square, Irvine.**

21 Miles. Flat ride thru Irvine

37 Miles. Rolling to Hilly ride thru Irvine, Laguna Beach & Newport Beach. 1650 Feet Elevation Gain.

52 Miles. Hilly ride thru Irvine, Tustin, Orange, Villa Park, Anaheim Hills returning on the Santa Ana River Trail. 1750 Feet Elevation Gain

# Sunday Rides

Go to <http://www.ocwheelmen.org> for up-to-date OCW info.

Please arrive at the ride location with enough time to have your bike ready to roll at the scheduled time. Also it is recommended that you bring tire tools, frame pump, spare tube, patch kit and water bottle to all rides. A helmet is legally required for all minors and **OCW REQUIRES THAT ALL ADULTS WEAR A HELMET**. Earphones are illegal and unsafe. Please remember that the California Vehicle Code applies to bicycles. If the ride is cancelled, the calendar will be updated at least 1 hour prior to the ride start time with the word "CANCELLED".

## RIDES START AT 9:00AM (Day Light Savings Time ends on November 3rd)

**November 3, 2013 Carl's Jr. Newport Beach. (Board meeting scheduled at 11:00 AM).** Take the 405 freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr. 27 Miles. Flat ride thru Irvine & Tustin. 600 Feet Elevation Gain.

32 Miles. Rolling to Hilly ride thru Newport Beach, Laguna Beach & Irvine. 1100 Feet Elevation Gain.

40 Miles. Hilly ride thru Newport Beach with a climb up Spy Glass & Turtle Rock returning thru the flat lands of Irvine. 1460 Feet Elevation Gain.

**November 10, 2013 Tri-City Park, Placentia.** Take the Orange Fwy (57) to Imperial Hwy exit. Go east 1.0 mile to Kraemer Blvd. and turn right. Go 0.5 mile to Golden Ave. and turn right into the park. Park in the lot next to restrooms.

24 Miles. Hilly ride thru Brea & Diamond Bar riding up and down Brea Cyn Rd.

35 Miles. Hilly ride thru Fullerton, Whittier & La Habra Heights returning on Brea Cyn.

52 Miles. Hilly ride up Brea Cyn thru Diamond Bar, Chino, Ontario, Corona & Yorba Linda. 2000 Feet Elevation Gain.

**November 17, 2013 Pavilions, Seal Beach.** Take the 405 Freeway to Seal Beach Blvd exit South. Go 3.0 miles on Seal Beach Blvd to Pacific Coast Hwy and turn right. Go 0.3 mile, turn right into the Pavilions parking lot. Park closest to PCH.

26 Miles. Flat ride thru Seal Beach, Huntington Beach & Santa Ana River Trail.

35 Miles. Flat to Rolling ride thru Seal Beach, Huntington Beach, Costa Mesa & Newport Beach. 400 Feet Elevation Gain.

42 Miles. Flat to Rolling ride thru Seal Beach, Huntington Beach & Costa Mesa.

**November 24, 2013 Albertson's Center, Orange.** Take the 55 Freeway to the Chapman Avenue exit East. Go 4.1 miles and turn right into the Albertson's shopping center (Jamboree & Chapman). Park near Taco Bell.

25 Miles. Rolling ride thru North Irvine, Tustin & Orange.

35 Miles. Hilly ride thru Orange & Anaheim Hills returning on SART. 1550 Feet Elevation Gain.

43 Miles. Hilly ride thru Santiago Cyn., Mission Viejo returning thru Tustin and up Jamboree Rd. 2540 Feet Elevation Gain.

**December 1, 2013 Carl's Jr, Newport Beach. (Board meeting scheduled at 11:00 AM).** Take the 405 freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr.

28 Miles. Flat ride thru Newport Beach, Huntington Beach & Irvine. 350 Feet Elevation Gain.

33 Miles. Flat to Rolling ride thru Irvine, Newport Beach & Huntington Beach. 550 Feet Elevation Gain.

54 Miles. Hilly ride thru Irvine, Lake Forest climbing Live Oak returning thru Santa Margarita, Mission Viejo & Laguna Hills.

# Weekday Rides

## TUESDAY

RIDE STARTS AT 9:00 A.M.

**Albertson's Center, Orange.** Take the 55 Freeway to the Chapman Avenue exit East. Go 4.1 miles and turn right into the Albertson's shopping center (Jamboree & Chapman). Park near Taco Bell. Ride leader Harry Gunther, 949.632.9809 or email at hbgmv@cox.net.

30 Miles. This is a moderate paced ride intended for hill training.  
1500 Feet Elevation Gain.

## THURSDAY

RIDE STARTS AT 8:30 A.M.

**Rock N' Road Cyclery, Mission Viejo.** Take 5 Freeway to El Toro Rd exit. Left on El Toro for 4.6 miles. Right on Santa Margarita Pkwy for .6 miles. Rock N' Road Cyclery is 1st left signal after Los Alisos Blvd. Ride leader Harry Gunther 949.632.9809 or email at hbgmv@cox.net.

35 Miles. This is a moderate paced ride for fun & exercise.

## FRIDAY

RIDE STARTS AT 9:00 A.M.

**Deerfield Park, Irvine.** Take the 405 Freeway to Culver Dr exit North. Go 2.1 miles to Irvine Center Dr. and turn right. Go 0.4 mile to Deerwood and turn left. Park on nearby residential streets. Ride leader Dan Gorman, 714.771.7741 or email at dmgorman@aol.com.

40 Miles. This is moderate to fast paced ride with a food stop at the end.

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## Board Meeting Minutes

Sunday, November 3, 2013

**The Board Minutes can be viewed in detail at [www.ocwheelmen.org/page/show/876559-2013-board-meeting-minutes](http://www.ocwheelmen.org/page/show/876559-2013-board-meeting-minutes). Please note that the board minutes are only viewable to the general membership and you must be logged in by using your id and password.**





# The Hungry Cyclist

## Turkey Sage Chowder

### INGREDIENTS

4 bacon slices (about 4 ounces), coarsely chopped  
2 cups chopped onions  
1 pound russet potatoes, peeled, cut into 1/2-inch pieces  
2 cups whole milk  
1 cup canned low-salt chicken broth  
2/3 cup condensed cream of potato soup (from one 10 3/4-ounce can)  
2 tablespoons chopped fresh sage  
2 1/2 cups diced cooked turkey

### PREPARATION

Cook bacon in heavy large saucepan over medium heat until crisp, about 8 minutes. Transfer bacon to paper towels to drain. Pour off all but 2 tablespoons drippings from pan. Increase heat to medium-high, add onions and sauté until tender, about 5 minutes. Mix in potatoes, milk, broth, cream of potato soup, and 1 tablespoon sage. Bring to boil. Reduce heat to medium-low and simmer until potatoes are tender, stirring occasionally, about 10 minutes. Add turkey meat, bacon, and remaining 1 tablespoon sage. Simmer until heated through, stirring occasionally, about 4 minutes. Season to taste with salt and pepper and serve.

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## Rosarito-Ensenada "One Way Ride"

By Miguel Perea

The "One Way Ride" faction of the Orange County Wheelmen had, once again, an amazing weekend in Mexico. Three riders rode from Irvine to Puerto Nuevo (135 miles) on Friday, while one rode to the border before returning due to previous obligations. Then did the Rosarito-Ensenada ride the following day, with the rest of the "One Way" riders, including Stuart Gaston, just a few weeks after his hernia surgery. Amazing how a few beers can make one forget all the duress... At the end we all donated our bikes to charity... Sweet sorrow parting with a saddle where I sat for so many hours. Gave away to charity 8 bikes in total, for anyone who needs cheap transportation to go to work.

OCW was represented by Paul D'Aquanni, Randy Kiefer, Stuart Gaston, Steve Loughran (to the border), and Miguel Perea.

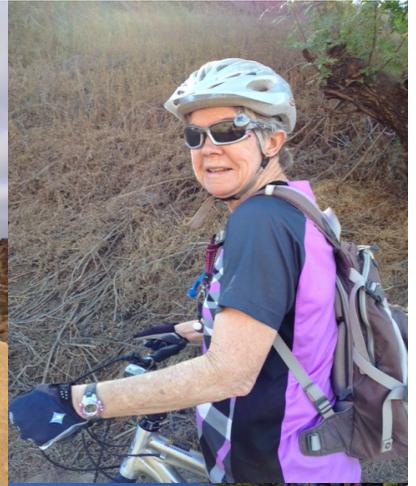




# Goat Hill

By Alan Vester

## Mountain Bikers Having Fun!



Top Left: Alan Vester popping a "off bike" wheelie in Chino Hills State Park

Top Middle: Alan, Cliff Heck and Juergen Fisher at the Flag off Santiago Truck Trail before heading up to Old Camp

Top Right: Cathy Painter ready to roll on Telegraph Road in Chino Hills State Park

Above Left: Lee Painter, Doug McIntyre, Alan Vester and John Ravera fixing a flat on Telegraph Road in Chino Hills State Park

Above Middle: Looking toward San Geronio Peak from Beek's Place at the top of Black Star on the Main Divide

Above Right: Looking into one of the two ruins at Beek's Place. This very small ruin, next to the main house, had a fireplace

For more information on Goat Hill or to be added to the e-mail list just send me a note at: [alanvester7@gmail.com](mailto:alanvester7@gmail.com)

# General Meeting Wrap-Up

By Paul D'Aquanni, Vice President, LCI

Those in attendance were in for a great treat as Shuji Sakai, Training Coordinator for Shimano explained some very cool new products & improvements to their product line. High tech materials and machining, lead us to a hydraulic disk brake rotor, that proves to be a cool piece of equipment. Ice Technology Breaking Systems, is a functional road bike brake rotor. This was developed to deal with the heat generated under severe road bike conditions of high speed with continuous usage. Along with the breaking system, Shuji demonstrated the modular system of switches, cables, battery, and shifters. These are all products to make our riding more enjoyable, and cool!

Thanks Shuji, can't wait to see what Shimano does for us next! Thanks to all that helped make this a successful meeting.

At the November General Meeting, we will have Kevin & Ximena Ansel taking us with them on their latest cycling journey through the Old West Scenic Bikeway in eastern Oregon, and Jim Brewer will give a very short preview of what we can expect at the upcoming Holiday Party.



Top Left: Shuji Sakai (speaker) and Paul D'Aquanni  
Top Right: Looking over the new Shimano rotor  
Bottom Middle: Bob Mills and Arun Trivikraman

Top Middle: New product from Shimano; disc brakes  
Bottom Left: Tom Warnack and Megan Denny  
Bottom Right: Someone was really hungry!



# PARAMOUNT RACING



## TEAM MEETING

Check the Paramount WEB Site for Location, Dates, and Times

President	John McKee	ajmckee@sbcglobal.net
Secretary	Luke Ramseth/Christine Pai	lramseth@gmail.com
Racer Development/Recruitment	Marcos Corona	coronam@uci.edu

[www.ocwheelmen.org/page/show/418418-paramount-racing](http://www.ocwheelmen.org/page/show/418418-paramount-racing)

### PARAMOUNT TEAM TRAINING RIDE

**Saturday:** 8:00 am. Meets at Jax Bicycles Irvine (14280 Culver Drive). Route, pace and distance will change based on the racing season. E-mail us for information on the current ride.

**Sunday:** "Old Como". The ride meets at 8:00 am, Tustin Market Place, in the parking lot near the Red Robin Restaurant off Jamboree (34 miles fast paced through Santiago Canyon).

Once the racing season starts, the weekend rides may change or be cancelled due to races. Please e-mail us for further information. We encourage anyone with an interest in racing next season to join us for this ride.

## RACE TEAM SPONSORS



# OCW Women's Appreciation Day

By Terry Kessler

Saturday, November 9th is a special day to celebrate the incredible women of OCW. All women of the club are invited for this special event. Whether you have been involved in the training events, are a new member, haven't been riding lately, or are a rider's wife, we are grateful and proud to have you in our biking community.

We will begin the celebration at the regular Saturday morning ride start at Main and MacArthur. There will be complimentary hot coffee and cocoa, juice, fruit and delicious pastries from 7:45 – 8:15 A.M.. You can earn raffle tickets towards some wonderful prizes. The raffle prizes will include a woman's pink jersey, OCW socks and bottles, a few gift cards to the local bike shops and restaurants, and more. If you wear an OCW jersey, you will get an additional raffle ticket.

After the raffle, we will have a group picture at 8:20, then head out on one of the club's special "no drop" rides of the day (short, medium, or long) at 8:30. Check out the club calendar to choose your ride. When you return, there will be cold drinks and a small gift of appreciation for each lady. Guests are welcome too!

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## Double Ten Thousand Foot Peak Adventure

By Alan Dauger

Photos by Doris Bingo and Alan Dauger

Hey, climbing one ten-thousand foot mountain is not enough, let's climb two of them today! So Doris Bingo, Larry Linn, Lorna Laugen, and Alan Dauger set out to do so on Sunday, September 29. We started at the Fish Creek Trailhead, which is reached after 5 miles on a really bad road, 4WD recommended. The weather was perfect, a cool 35 degrees, so we didn't work up much of a sweat as we climbed 2000 feet in the gorgeous San Gorgonio Wilderness to Fish Creek Saddle. At this camping area we met just one person, a U.S. Forest Service ranger who checked out our wilderness permit.

Now it was time to leave the trail for a quarter-mile cross-country jaunt to the summit of Lake Peak, elevation 10,161 feet. After some rock-scrambling to get to the top, we were rewarded with fine views of San Gorgonio Mountain above and Dry Lake below. The lake looked more like a golf course. Then it was a quick run back down the slope to Fish Creek Saddle

where we took time for lunch. I was ready for a long nap at that point, but there was no time for sleeping because instead it was time for another summiting effort.

We then headed due north up a half-mile long use trail to the summit of Grinnell Mountain, elevation 10,284 feet. This mountain has a broad relatively flat top, so it took us a bit of exploring to find the actual highest point. Now we could rest a bit and figure out our return route. Not being content to go back the same way, we searched out a cross-country route on the east ridge of the mountain, where if we didn't get lost, would bring us right back to the Fish Creek Trail. To our surprise, this ridge was ducked (with cairns, small stacks of rocks) which helped us find the most efficient route. Safely back on the trail again, we hiked back to our SUV. Though the total distance was only 11.7 miles, it seemed much longer, possibly due to the altitude and the rugged cross-country sections.



**Top:** Wilderness Trio: Larry, Doris and Lorna

**Bottom:** Alan atop Lake Peak

# Public Relations

By Stacy Kline, LCI

## An Exceptional Cycling Club

Orange County Wheelmen is an exceptional club with exceptional cyclists! Members are friendly, supportive, not to mention, exceptional cyclists! We have cyclists who tour, such as the Anselms and the Lindquists. We have cyclists who race, such as with Paramount, or the Furnace Creek 508. We have cyclists who volunteer regularly at club events. Something that makes OCW even more exceptional, however, are the OCW cyclists who advocate for the rights of all cyclists.

Recently, OCW sent out three email blasts about different opportunities to advocate for cycling. Lee Stebbins encouraged OCW members to contact California governor Jerry Brown in support of the the 3' passing law, and it passed...great job, Lee! Mike Lee encouraged OCW members to contact the city of Newport Beach to assist with the city's bike count as the city prepares its Bicycle Master Plan. I sent out an email encouraging OCW members to attend the OCTA's Bikeways meeting at the Costa Mesa Public Library where participants were asked to help OCTA prioritize the major Bikeways projects that are currently on the table. Another way OCW members advocate for cycling is by joining local cycling advisory boards such as with the Orange County Bicycle Coalition, on whose board our own Michelle Vester has sat. Terry Kessler has been tirelessly advocating for women cyclists by creating the Women's Century group to prepare them for the Amtrak Century. She is now avidly planning the November 9th OCW Women Cyclists Appreciation Day with "no-drop" rides and motivating treats to get more women to come out and ride! OCW may even be the only OC bicycle club that offers free League of American Bicyclists "Safe Cycling" or TS 101 classes to its members, with yet another class being offered on November 14 & 16.

The central theme to this advocacy is to protect cyclists, and to preserve the right of equal access to

the road. Equally important is to remind all road users that cyclists are people on bicycles. At a recent meeting of the Newport Beach Bicycle Master Plan Oversight Committee, of which my husband, Greg, is a member, I advocated for the right of cyclists to use the full lane while cycling. After the meeting, I was interviewed by OC Register reporter, Hayley Barber, who asked me to comment on the state of bicycle advocacy as I saw it today. Following are three major talking points Greg and I developed to help clarify the issues facing cyclists.

See you on the road, and at the next opportunity to advocate for safe cycling!



Bike Lane - Bad Design

## #1 Priority for Bicycle Advocacy Educating People: people riding bikes and people driving cars

Differentiating between motorist and cyclist only serves to create the notion of the “other”. When reminded that people ride bikes and people drive cars, there is no adversary to rally against. All road users, whether operating a car, motorcycle, scooter, or bicycle are safest when they follow the rules of the road. All road users are safest when they occupy a position of visibility in the center of the lane.

### #1 Hurdle to Safe Cycling The belief that people riding bicycles are second-class road users

The law makes no such distinction. It grants people riding bicycles all the rights and all of the responsibilities of any other road user. It is this mistaken sense of inferiority that leads people riding bicycles to behave in a manner that decreases their safety on the road by riding on the sidewalk, too far to the right, or against traffic, and leads people driving cars who encounter a person riding a bicycle legally, to respond with anger or confusion. It is the same belief in a cyclist’s inferiority that leads public agencies to create infrastructure that ostensibly is for the safety of cyclists, but often has the effect of decreasing the safety of bicyclists.

### #1 Danger to all Road Users Speed

Speed can be exhilarating, but with speed comes great responsibility. Most road users do not have an opportunity to drive a car or ride a bike on a closed course. When operating a motorized vehicle, drivers must be aware of the vulnerable users who share the road with the same rights and responsibilities. High speed traffic has no place within city limits. High speed merge lanes and free right turns create exceptionally dangerous scenarios for drivers of cars and bicycles alike. Intersections are safest when traffic slows and proceeds cautiously, aware of the inherent danger when two or more vehicles meet, not at high speeds as facilitated by a free right turn lane. High speed merge lanes within the city do not allow more vulnerable road users the opportunity to change lanes safely, and therefore pose an exceptional risk.



**Top Left to Right:**

Greg “Super Fly” Kline on the 508  
Bike Lane Violation  
Lee Stebbins  
Ron Hearn - Amtrak Volunteer

**Bottom Left to Right:**

Kevin Ansel - TS 101 Instructor  
LA Metro Bike Advocacy  
Robert Neuber - TS 101 Instructor

# Riding for Charity

By Theresa Nelson

Many riders started riding seriously because they signed up for a distance charity event and needed to train to get ready (think Team in Training, MS etc). Being able to support a cause that you believe in is certainly a great way to start, but I find I don't want to override my welcome on family and friends more than once every two years or so to do fund raising and get pledges. Although, I do my share of donating to people I meet that are really pushing themselves to train for an event that is outside of their comfort zone.

However, there are many smaller charity rides that can be fun to do as a group. Many of these are sponsored by a local bike shop. During the summer many of us did the "Ride 2 Recovery" (ride2recover.com) that was put on by A Road Bike 4 You bike shop. It was a great day and they are a great organization.

More recently a group of the women (and their supportive men) from the Saturday Women's Century Training group decided to have a fun Sunday ride and participated in Rock 'n Road Cyclery's "Poker Ride" benefitting Bikes for Boobs (Bikesforboobs.org). They are a non-profit organization who provides funding to breast centers globally through their Mammograms in Action Grant Program as a "last resort" resource for thousands of people who do not qualify for government funding or other charitable resources in the detection of breast cancer.

The event fee was only \$25 and the full registration went to Bikes for Boobs organization. Some of us (ok, four of us) had done the Hill Climbing ride the day before but we were up and ready to ride at 8 a.m. on Sunday. (Some team members who will remain nameless decided to stay home in bed). We decided to don our pink club jerseys which did get the attention of other riders getting ready. Rock 'n Road actually has a pretty active Women's group (Rock 'n Road Divas) and I heard one passing comment saying, "Hey, where are our Divas?" I did notice there was a very few women that showed up to do the ride.

The goal of the Poker ride is to visit all four of the Rock 'n Road Cyclery shops and draw a playing card at each stop. The person with the best poker hand at the end of the ride is the winner. We had

called the shop prior to the ride to get important details (like, what are they serving for lunch? – Mexican) and were told that there would NOT be a route/cue sheet. Julie Morey took that as a challenge to create our own route. It turned out the day of the ride, the store did have some slips which were full 8 ½ x 11 size, a separate one for each shop to shop portion, but we were eager to try out our route.

The ride started at the Rock 'n Road in Mission Viejo and our first trek was up through Santiago Canyon to the Anaheim Hills Store. This was the hilliest and longest part of our ride and some riders, Kat Liem, Paul and Cyndi Nelson, decided to do Cannon (both ways) to cut out a little mileage and take on the challenge.

Wearing club clothing during events and following good rider etiquette really does help promote the club. As I was tackling the rolling terrain through Santiago Canyon and getting passed (normal to me), I received many comments. A strong female mountain bike rider, said she "loved" my jersey, right before she took off up a dirt road with at least a 15% grade, which seemed faster than I was riding on the road.

I was passed by group who gave me some encouragement saying I was "ahead" of the other Pinks. Of course this group hadn't caught up to Kat and Cyndi yet. Then the next group of ShoAir riders (honest the last group to pass me before I went flying through the down hills and flats), also shouted out "Go OCW". I overheard one of the women riding with him asked, "Do the OCW men have Pink Jerseys too?" To which he replied with a great explanation about our special jersey for the OCW Women's Century Training group (You are famous, Terry).

Steve Nelson and I met up with Kurt Richardson and Chris Carrier at the Anaheim Hills store and decided to wait for the rest of the "Pinks" to finish our ride. Lisa Cain Kickey, who had finished her very first century, Amtrak, a few weeks before, rode up passing the other girls even though she had started late at 8:30. Since Sheryl Malkin along with Gordi and Julie Morey had stopped for a quick "comfort break", Pat Herold was the next to arrive. The comfort break must have been needed since Gordi decided to attack Modjeska Canyon grade, the back way, on his

way through the canyon. Pat was having shifter problems. I think it was contagious from Terry Kessler's bike the day before. We warned them not to park their bikes so close to each other.

The bike shop put Pat's bike on the work stand and adjusted her cables while we waited. Then the rest of the group arrived in time to put Sheryl's bike on the work stand to work on her bent back derailleur. All the employees were very welcoming and helpful. They had water for refilling bottles and wonderful much needed restrooms, for the ones that hadn't taken a comfort break along the road. While waiting on the bike adjustments a lady had parked her car and came running over to us after noticing our Pink Jerseys very exciting asking, "Are you woman's group who rides?" I told her about our normal Saturday rides and provided her information on the "Ride Like a Pro" program when she seemed a little concerned about our average speed and ride distances. After drawing the next cards for our hand, we took off together in search of the Irvine Rock 'n Road Store. This trek was a little shorter and only had the small grade along Irvine Blvd which seemed easy after Saturday's hill climbing ride. The Irvine store had more water, and frosted sugar cookies to enjoy before we were off to the next store – Laguna Niguel off of La Paz road.

We had some great down hills on this trek but I kept

thinking we were going to have to climb back up all of that to get back to Mission Viejo. After the Laguna Niguel store with 55 miles under our tires, we still had another 8 miles left to get back to the starting point (and our Mexican food lunch). It turns out Kat had the best poker hand with a Flush and went home with the top prize of a brand new Garmin 810 bundle.

So for a small registration fee which went to the charity (they raised over \$2000) we had good fellowship, promoted the club, got stronger riding and had lunch. It made for a great day.

During the month of October many stores that carry Trek will be having fun family oriented charity rides for Breast Cancer Awareness. Some of us will be attending Two Wheel One Planet's ride on October 12th which has a 10 mile and 25 mile option. Again the full registration fee goes toward Breast Cancer Awareness. Jax's in Long Beach is sponsoring a ride as well. These are great events to introduce to new riders or friends who "think" they might want to start riding.

OCW also supports the Juvenile Diabetes Research Foundation as part of our annual Spring Metric. Instead of just cranking out miles every week, why not give each crank a purpose by riding for charity. Maybe it's time for you to think about finding and signing up for an event.



Ready to ride - Gordi Morey, Chris Carrier, Pat Herold, Steve & Theresa Nelson, Julie Morey, Kat Liem, Cyndi & Paul Nelson (Sheryl Malkin was putting on her shoes and didn't make the photo)

# Please Support the Sustaining Members of the Orange County Wheelmen

Many Sustaining Members offer discounts to OCW members.

Tell them you're from OCW and continue to support those who support us!

## **A Road Bike 4 U**

17985 Sky Park Circle  
Suite E  
Irvine, CA 92614  
949.752.2080

## **Emergent Success**

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Laguna Hills, CA 92653  
949.885.6467

## **Pace Sportswear**

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Garden Grove, CA 92841  
714.891.8716

## **Irvine Bicycles**

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949-450-9906

## **LegalShield**

Thomas "Cliff" McClain  
Independent Associate  
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and  
Group Benefits Specialist  
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tcmclain@legalsshield.com

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## **Yorba Linda Physical Therapy**

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Yorba Linda, CA 92886  
714.577.0745

## **MVP Massage Therapy**

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Suite J-104  
Irvine, CA 92618  
949.439.0673

## **Trails End Cycling**

1920 E. Warner Ave.  
Suite 3C  
Santa Ana, CA 92705  
949.525.6070

## **AdventureCORPS, Inc.**

638 Lindero Canyon Rd., #311  
Oak Park, CA 91377  
www.adventurecorps.com

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### ***THE ORANGE COUNTY WHEELMEN***

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## **FIRST CLASS MAIL**

