



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN

FALL 2014

Change Lanes to Pass a Bicyclist: An Idea Whose Time Has Come

By Stacy Kline, Public Relations, LCI

“When you change lanes to pass, there is no risk of misjudging passing distance. When you change lanes, the bicyclist is clearly visible to a driver behind you. When you change lanes, you encourage other drivers to do the same. Save a life. Change lanes.” Keri Caffrey

California’s new “3 Feet for Safety Act”, CVC 21760, went into effect on September 16, 2014. Possibly more important than the new law itself is the awareness that the law brings about the vulnerability of bicyclists, and the need for motorists to allow sufficient room when passing. Even though the penalties are low, and enforcement is problematic, the impact of this law cannot be overstated. In one fell swoop, cyclists are portrayed as legitimate users of the road, and motorists are made aware of their duty to pass a bicyclist safely.

In addition to this awareness, another important result of the new law is the discussion it generates pertaining to the safety of cyclists. The discussion is no longer whether or not cyclists belong on the road, rather it is how motorists should

respond when they encounter a bicyclist. Bicyclists are afforded all of the rights, and are subject to all of the responsibilities, of any driver. Yet of all drivers, cyclists have the least amount of physical protection. This is the essence of the definition of a vulnerable road user. Speed differential also plays an important part in this vulnerability because speed differentials are much greater for cyclists than any other vehicle type. And yet there remains an incomprehensible expectation that cyclists can be passed in a manner that would be unacceptable for any other road user.

Keri Caffrey, co-founder of the [American Bicycling Education Association](#), which includes the [Cycling Savvy traffic cycling course](#) and the [I Am Traffic](#) website promoting cycling as a normal part of traffic, explains this most eloquently, “No other driver is required to share a lane. Why are we—the most vulnerable, on the least robust vehicles, passed with the highest speed differentials required—or encouraged through misinformation—to share lanes with much heavier faster vehicles? Speed-centric bigotry, lack of per-

spective, control mythology...”

Keri further explains that, “a bicycle driver has the right and duty to manage her space for vantage & visibility and to communicate to others that they need to change lanes to pass her safely. That’s defensive driving. No citizen should be denied the right to drive defensively or in any way be discouraged from driving defensively.”

Keri’s quote at the beginning of this article was sent to Greg Kline while the two collaborated on the new “Change Lanes to Pass” bumper sticker with that message in mind, a sticker that clearly demonstrates correct lane positioning for the cyclist and the safest possible pass by the motorist. **CONTINUED ON PAGE 5**



OCW CLUB LINKS

HOME PAGE: www.ocwheelmen.org

CALENDAR: www.ocwheelmen.org/page/show/418357-calendar

OFFICERS: www.ocwheelmen.org/page/show/419328-officers

DIRECTORS: www.ocwheelmen.org/page/show/419332-directors

SUPPORTING MEMBERS: www.ocwheelmen.org/page/show/424483-supporting-memberships

MONTHLY BOARD MEETINGS

Held the first Sunday of each month starting 11am at 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.

MONTHLY BRAINSTORMING PARTIES

Held once a month, typically the last Thursday or Saturday of the month. These special "parties" are a way for OCW members to get together and "brainstorm" articles and ideas for our monthly NewsBlast and quarterly Chain Reaction while enjoying food and beverage. COME JOIN US!

If you would like to host a Brainstorming Party or supply food or beverage please contact Miguel Perea at 714.849.3519. OCW REIMBURSES UP TO \$150!

REGISTRATION FOR OCW EVENTS

All Registration for OCW events require the registrant to be logged in. Be sure to always check for discount codes. You will only see the discount code if you are a current member of OCW. The discount code if applicable will be located on a seperate page in the specific event area. To confirm if you are current, check the membership data base. If you do not see the link for the membership data base, your membership has expired by at least a month or more.

The new website, registration code, and discount codes are only visible to current members. The website functions are different and I have learned new ways within this site logic, to apply new and different ways of maintaining privacy for our members from email skimmers and other nefarious internet hacking. I am continually upgrading the website when there are better ways to protect your personal information, but have it available for our members to connect to each other.

Thank you for you continued support and membership to OCW. Mike Lee, Events

Editors Musings



Michelle Vester, LCI

TIME AND CHANGE

This issue is near and dear to my heart as it contains several articles on advocacy, the Three Feet for Safety Act and a wonderful but sad piece about Matthew O'Neill, a randonneur and friend of Greg and Stacy Kline who was hit and killed while doing what he loved; riding his bike.

It is overwhelming to me that, according to this new "Three Feet Law" a bicyclist's life is only worth \$35.

Recently I was listening to the news about a lady who had a large stuffed bear strapped into the front passenger seat of her car while she was driving in the carpool lane. The newscaster mentioned if caught she would receive a ticket for up to \$300, yet we are only worth \$35.

While this new law needs a lot of work my hope is that it educates motorists on Sharing the road. Only time will tell.

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EVENTS 2014

Fall Metric 10/25/14



President's Message

Paul D'Aquanni, LCI

My First Amtrak

One year ago, after my son PJ rode the Amtrak 39, he suggested to me that it would be cool to ride Amtrak on the 40th anniversary together. We also invited my brother Peter from Taos, NM. That quickly became the plan.

You see, I have never experienced Amtrak strictly from a rider's perspective, as I have always volunteered at different rest stops or positions. While I always came away with a better feel for all that goes into the ride, the joy of riding along with 1200+ riders and a party train back to the OC, was still elusive to me. I am aware of some of the behind-the-scene prep work that goes into a cycling event but I wanted to learn and share with the riders, the experience of this ride. My plan was to ride the ride and talk to as many riders as I could.

Friday morning Peter and I along with a bunch of truck drivers, shoppers, and packers participated in what we call "prep day". Peter got a kick out of this day, as he is familiar with logistics and operations from his professional career. He also was very engaging with those he met which helped the day go smoothly.

As a rider, our process started on Friday evening 'packet pick-up'. Riders were very patient as the line wrapped around the La Quinta hotel at 5:30. They were very talkative about their upcoming adventure which would start 12-13 hours later. If any riders had any issue with getting their packet, they were directed to the problem line, where their problem was quickly handled. While waiting in line, you could buy or order a Ride Jersey, if you did not wait too long, as they sold out!

Twelve hours later Peter, PJ, and I were pulling into the parking deck at the Irvine Transportation Center. It was still dark and headlights on bikes could be seen already starting on their way to San Diego. The process of prepping the bikes and ourselves for the ride along with all the other riders, was anxious enthusiasm and smooth. We wheeled our bikes over to the baggage truck with our bags, put an ID on the bags and left them with the volunteers to pack for the trip south. The facilities at the ITC were very capable of handling this 2-hour surge of 1200 people to come and go with no stress.

Once on the road, we quickly got into our ride rhythm. I chatted with as many riders as I could, while keeping safety paramount. Initially, through Irvine down to south county, large groups were present at all red lights which had riders chatting up about the ride, the weather, and everything else that came to mind. Some complained that there were too many lights in the

first 27 miles, (sorry Peter, this is not Taos NM) but this gave me the opportunity to engage riders, and enjoy the camaraderie.

I will not single out any rest stop, as they were all a delight to stop at. For those who were trying to set a personal record to San Diego, I hope you stopped long enough to enjoy the 1st-class treatment that was given to the riders. Maybe it was the efficient service that allowed you to get on the way again quickly and helped you achieve that PR? Either way, it was great to be treated so well by so many fantastic volunteers. I personally savored the time spent at the rest stops engaging riders and volunteers and recharging with the delightful fruit, treats, and cold drinks. The lunch was a perfect mid-ride snack that satisfied me to get to the finish.

The views off to the right of the high surf, were just breathtaking. Think about those who are riding this ride from inland areas and do not regularly get to experience this. What a treat! I could not get enough of this. I must thank PJ for the special instruction on how to ride at 31 MPH on Carlsbad Blvd, a bit wild but fun! The sharrows and smooth road surface were very much appreciated in the beach towns south. For all of the 1st-time century riders, the famed "Torrey Pines Climb" or "Popsicle Hill", is the real measurement of making it and is considered the last and biggest challenge of the day. I know better, as getting into downtown

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COME RIDE WITH US

www.ocwheelmen.org



SATURDAY RIDE LIKE A PRO

Please check out the opportunity to ride the Saturday short ride with one of our friendly League Certified Instructors.

We are fortunate that we have a dedicated group of LCIs that volunteer to head this ride every Saturday.

This ride is for those who would like to have a bit of personalized training, like learning to be a bit more comfortable riding on the road. Our LCIs cover many topics, and you can ask all the questions you want.

The Saturday Ride Like a Pro is a slow “no drop” ride to sharpen your skills. So come on out, learn to ride safer and have some fun!

For more information go to: www.ocwheelmen.org/page/show/419732-ride-like-a-pro-rides

Change Lanes to Pass a Bicyclist

CONTINUED FROM PAGE 1

OC Wheelmen produced 3000 stickers and passed them out all over the state of California prior to the new law going into effect to help raise awareness.

It never fails to impress me that motorists will give a parked car more space than a bicyclist when passing. If motorists won't pass a car with three feet or less, why then do they pass a bicyclist with that little room?

Although it's not a new message, it's now clear how both motorist and cyclist can create an environment on the road that is welcoming to all road users, regardless of their size or speed. A cyclist's position in a lane of traffic, which makes it clear to motorists whether or not a lane is shareable, and motorists changing the lane completely when overtaking a cyclist, will go a long way towards improving safety on the road for our most vulnerable road user, the cyclist.

Change lanes and save a life; it only takes the time of a heartbeat.

Stacy Kline, Public Reations, LCI



CHANGE LANES TO PASS

MAY USE FULL LANE

3 FT

MINIMUM

California State Law
CVC 21760

Change Lanes to Pass a Bicyclist.

40th Annual Amtrak Wrap-Up

Mike Lee, Events-Webmaster and , LCI

Out of all the rides I have been managing on the day of event, none have felt as stressful as this year's Amtrak. Do I have enough volunteers? Are all the shopping lists complete? Will I have enough volunteers on event day? But by event day it was game on and everyone from volunteers to sponsors came together with great Southern California weather.

Without the great support and generous donations from Bristol Farms this ride would not have been as Exciting, Fun and such a well-fed group of cyclists. Kevin Davis, CEO, Bristol Farms and his support group did a spectacular job of working with our logistics to get everything packaged and transferred to our rental trucks. It's great to have this corporate support for this ride, we are truly grateful and appreciative for their donations. I have a shout-out to a couple of my direct contacts, Patrick with the bulk food and Pia for the Box Lunches for Saturday, you guys rock!

Thank You to the 3 supporting Bike shops that showed up early to help our riders keep moving. Irvine – 2 Wheeler Dealer, Rest Stop 1 – A Road Bike 4U, Rest Stop 2 – Jax Bicycle Center, Irvine

I feel an immense amount of appreciation for this volunteer team that never ceased to amaze me how they all rose to the occasion. It just goes to show cyclists are not afraid of a little work. **THANK YOU OCW VOLUNTEER TEAM!**

Thank you to Randy P, for the last-minute support. I guess all I had to do was ask?





More Amtrak Pictures.....





President's Message

CONTINUED FROM PAGE 3

San Diego is a challenge and we riders need to stay alert for the route, the road conditions, and the traffic. The reward for doing this is a great venue for a finish, the B St. pier, where I got a finishers medal, a place to change, some additional treats, iced-down drinks, and continued to be awed by the views of the maritime activity, all while waiting for the call to board the train.

The return on the train from points south after a bike ride is not a new experience for me, but sharing it with 900 other riders was. Although I spent the entire trip in one car, I got to socialize with many of the very happy and satisfied riders. The atmosphere on the train was just awesome. I met some 1st-time century riders, who were given the perfect atmosphere to celebrate in their own way their new achievement.

Arriving back at ITC, where the day started 13 hours earlier, the trucks were waiting with our bikes. As what has become the ritual, riders will jump up and help with the unloading until their bike is reached, then pass the job on to someone whose bike is still buried a bit deeper. All of this is done with the smiling faces of those who have just completed a great day of cycling and camaraderie.

For me, this day was very special for many reasons. I can now repeat the words that I have heard so many times, "OCW really knows how to put on an event."

Great job to all of you who participated and made my 1st Amtrak special.

Ride safe & have fun,

Paul D'Aquanni, President, LCI





2014

Thank You!

By Jim Brewer

Orange County Wheelmen's 40th Amtrak Century was a great success. From the yearlong preparation to the train ride back to Irvine and the Sunday wrap-up displayed OCW's dedication to executing the ultimate century enjoyed by 1200 cyclists. This could have not been possible without the hard work by countless numbers of volunteers and vendors like Bristol Farms.

Ideal weather added to comfort for all the cyclists and helped make this an almost incident-free event. All of Orange County Wheelmen want to thank everyone involved who made this our premier event extremely successful.

Bristol Farms
Your Extraordinary Food Store



THE SHETLAND PONY INCIDENT

by Michael Wright

I was asked to contribute a story about one of my most “Memorable rides.” I’ve had many, but this stands out.

99% of the time I’m a road cyclist. Occasionally I’ll pull out my old Schwinn mountain bike and hit the trails. A few years ago, on a particularly fine summer day, I headed out for the Palos Verdes peninsula to climb the dirt roads above Portuguese Bend. I clipped in and took off. It hadn’t rained for months, so the trail was dry and the climbing a little slick, but otherwise it was another perfect Southern California day.

About a third of the way up the climb I rounded a corner and saw a beautiful woman riding an equally beautiful horse. Strolling beside the pair was an adorable little Shetland pony. I rode alongside and waved to the beautiful woman. She waved back. “Cute pony” I called out. “Careful, he doesn’t like strangers” she replied. I laughed. “Beautiful, and funny too” I thought, “my kind of woman”. I pedaled on ahead.

A few minutes later I hear the unmistakable clippity clop of the horse again. “Lucky me”, I think, “she’s following me”. I look back over my shoulder, but it’s not the horse, it’s the Shetland pony, and it’s bearing down on me. “Strange”...I pick up the pace.

It’s not long before I hear the clippity cloppity of Mr. Shetland pony again. I notice it looks a lot less adorable now, especially with all that froth coming out of that mouth full of teeth. I crank up the pace in earnest and dive off the service road into the twisting single track that runs through a broad expanse of eye-high reeds. “Ta ta, ya dope!”

I know these trails like the back of my sweaty hand. They’re mostly flat so I can maintain a relatively brisk pace. There is one issue though, about a quarter mile on, the trail dead-ends into the base of a steep berm. I’ve tried many times, but I’ve never been able to make it all the way up to the top on my bike. I’d have to dismount and carry it up. If this nut-job pony has it in for me, this will be our High Noon. Mano-A-Pony. I pedaled on. I can see the berm off in the distance. No pony sound. I say a silent “Thank you” to whoever watches over bicyclists. I continue on to the berm.

That’s when I hear it.

Clippity cloppity. Dear god, I have not succeeded in losing the Shetland pony! Pedaling with every ounce of strength I have left, I punch it towards the base of the hill and slam on the brakes. In a cloud of dust I jump off and grab my bike. Holding it high over my head, I turn, and in my spandex shorts I face the beast.

“BACK THE ##### OFF!” I scream.

Under the hot mid-day sun a stillness settled with the dust. The Shetland pony’s gaze fixed on me. My eyes fixed square back on it. The tension, as they say, could be cut with a knife. It was, however, a kid pointing down from the top of the berm and laughing hysterically that did the cutting. Then his parents joined in. Apparently they were picnicking and saw my entire, pathetic display. The pony seemed to find some strange pony pleasure in this. He snorted, then turned back down the single track, swallowed by the tall reeds. It clippity clopped proudly out of sight.

I gathered up my Schwinn and whatever shred of dignity I had remaining, and climbed up the berm in search of the nearest porta-potty.



Michael Wright
Represented by Creators Syndicate
www.michaelwrightland.com
www.creators.com



After a long, hot day on the trail, we hitch our rides up outside the local watering hole.



Then we mosey on up to the bar and order up a round of drinks



About my cartoon strip “Home Office”. I’ve been told that Bob Jacobsen (the first guy speaking in the strip), is my middle-aged alter ego. Like me, Bob works out of his home office. Also like me, he loves his wife and kids, and to a slightly lesser degree, cycling. In the strip, Bob occasionally goes on rides with his ride buddies, a pastime I have come to cherish in my own life.

Michael Wright

President's No Drop Ride

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 ride, approximately 20 miles, and as being a League Certified Instructor I will offer riding tips to those who are new to riding on the road, or those who just want to sharpen their skills. Maybe those who just want to have a relaxing “recovery” ride, come on out and join us.

Immediately following the ride, OCW will conduct a Board Meeting, to which all are invited to attend. There will be refreshments for all, and it is a good way to understand how the club makes decisions on our policies and decisions which affect us all.

This ride will cater to beginner riders, and we will ride through low-traffic areas, relaxing, social and safe. Hope to see you on the first Sunday of each month.





Goat Hill

By Alan Vester, Mountain Bike Dude

Well, I just finished my first season of mountain bike racing here in Irvine. Irvine Lake to be exact. I so dislike mountain bike racing, but I decided to commit to it this year for the 12-race "Over the Hump" series. I'm a recreational rider, who goes out on the weekends, cruises at my own pace and has a blast. There is a problem with this riding style. I rarely push my body and always stay within my limits when it comes to distance and technical trails.

Racing is so much different because it brings out every weakness and flaw you have as a mountain biker. If you are out of shape, it will come out on race day. Crack the top on one too many Budweisers the night before the event and it will cost you time on race day. Forget to check the tire pressure or the mechanical condition of your bike before the race; it could make the difference between 1st place and 12th place. You have to think from the minute the race starts until you cross the finish line. You have to know when to accelerate hard, pick the perfect line, and pass another rider and when to back off. You have no time to think about the pain your legs are in, due to lactic acid buildup. You see a rider in front of you go down; great, you just picked up one or two places in the standings.

Nutrition plays a big part of racing. You have to ingest the correct amount of fluid so you can make it through the race without becoming dehydrated or having to stop for the bathroom. There is no time to neither eat or drink while you're riding at full throttle for 10 miles. Eat the wrong food; you are sluggish on race day. Eat the right food and you are full of energy.

Over the Hump Series Part II

I race in the 60+ open category, which means anyone, male or female, 60 or older may race this class. The average age in this class is about 65. The racer who usually finishes 1st, is Craig Erion and he is 60. The guy who normally finishes 2nd, is John Ganahl, and he is 70. I normally finish 4th or 5th. The truth is, I had an absolute blast this year. I met a great group of guys who cheer each other on before the race, go out and pound the daylights out of you and the course, and at the end, offer you a beer and want to hear about your ride. It does not get much better.

I still hate racing. Too hard, too demanding, too humbling, too much dust. Rest assured, I'll be the first guy to sign up next year for the 2015 "Over the Hump" race series at Irvine Lake. Maybe I can scratch my way up to third place next season. Cannot wait for a full season of misery, which shows no mercy and requires you to pay money for the privilege.

See you on the trails



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



Events, etc.

By Mike Lee, ICI - Events - Webmaster

Fall Metric – Sylvan Park, Redlands - October 25, 2014

Registration is open and the ride is filling up fast. 150 riders Max. OCW Members only. What you're not a member? Get your free website account and then join the greatest Bike Club in the OC. Be sure to note the member discount code in the Fall Metric section of the website, otherwise you'll pay twice.



Articles Wanted

Have you been somewhere interesting on your bike, or maybe on a hike, or other event? Share your story by writing an article (with pictures of course) in our new Chain Reaction!!

Please email articles in .doc or .docx format and send pictures separate in .jpeg format. Do not embed pictures with text.

ALSO.....Do you know of an individual or company who has donated their time to OCW? If so please write an article for Friends of OCW.

I look forward to hearing from you!

Michelle Vester
editor@ocwheelmen.org

California's 3 Feet for Safety Act and its Shortcomings

By Greg Kline, ICI

Although the recent implementation of the 3 Feet for Safety Act has clearly informed motorists of the need to leave sufficient space when passing cyclists, it still does not fully address the needs of cyclists nor of motorists when it comes to narrow two-lane roads with long sections of double-yellow lines. Currently it is not legal for faster motorists to pass slower cyclists over a double yellow line, even when safe to do so. Drivers of motor vehicles are now forced to make the decision to either endanger a cyclist's life and break the law (CVC 21760 three feet for safety act) by passing too closely or break another law (CVC 21460 double lines) by crossing a double yellow to pass safely.

The majority of roads in California, and almost all two-lane roads have lanes that are too narrow for cyclists to safely share with motor vehicles. Let me explain why.

A bicycle is a two-wheeled articulated vehicle that remains upright by balance. A cyclist is approximately 2' wide, and requires at minimum 12" on either side for balance and minor obstacle avoidance. Assume a 4' minimum operating space for a bicyclist, the operating width used by the AASHTO design manual and the guidelines set forth by the Federal Highway Administration.

If you add the 4' operating space for a cyclist to the 3' required for minimum legal safe passing clearance and 8.5' (*excluding* mirrors) maximum vehicle width in California you come up with 15.5'. Most lanes in California are 10 to 12 feet wide and require moving into the next lane to safely pass a cyclist.

Most rural roads have lanes much narrower than 15.5' and many miles of double yellow. It is unreasonable to assume that motor vehicle traffic will slow to the speed of cyclists until there is either a passing lane or a turnout. Faster vehicles will either pass unsafely and illegally (too closely) or just illegally (by crossing, at least partially, a double yellow).

Yet a previous version of California's three foot law was specifically vetoed by Governor Brown for allowing for such passes when safe to do so:

California Senate Bill 1464
(f) The driver of a motor vehicle on a two-lane highway may drive to the left of either of the markings specified in subdivision (a) or (c) to pass a person operating a bicycle proceeding in the same direction if in compliance with Section 21751 and if both of the following conditions are met:

(1) The left side of the road is clearly visible and free of oncoming traffic for a sufficient

distance ahead to permit overtaking and passing of the bicycle to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction.

(2) The driver operates the motor vehicle to the left of either of the markings specified in subdivision (a) or (c) only to the extent reasonably necessary to comply with Section 21750.1.

Governor Brown's reasoning in his veto of Senate Bill 1464 in September of 2012:

"Crossing a double yellow line is an inherently dangerous act that increases the risk of head-on collisions. When a collision occurs, it will result in a lawsuit where the state is likely to be sued as a "deep pocket." By making it legal to cross a double yellow line, the bill weakens the state's defense to these lawsuits."

By vetoing SB 1464, and subsequently passing the watered-down version that became law, Governor Brown prioritized the safety, speed and convenience of motorists, protected by airbags and crumple zones, over the lives and safety of cyclists who have no protections.

In my opinion Brown's veto of SB 1464 and passage of Assembly Bill No. 1371 was a decision to not afford cyclists the

same protections that other road users enjoy. As such, it does not shield the state from “deep pocket” lawsuits from cyclists. That may be what is required to amend the law to give cyclists the protection the 3 foot law was intended to confer.

Many states have laws that allow motorists to cross double yellows when passing a slow-moving vehicle such as a cyclist or slow-moving farm equipment. For example, here is Ohio’s statute.

§4511.31. *Hazardous zones*
(A) *The department of transportation may determine those portions of any state highway where overtaking and passing other traffic or driving to the left of the center or center line of the roadway would be especially hazardous and may, by appropriate signs or markings on the highway, indicate the beginning and end of such zones. ...*

(B) *Division (A) of this section does not apply when all of the following apply:*

(1) *The slower vehicle is proceeding at less than half the speed of the speed limit applicable to that location.*

(2) *The faster vehicle is capable of overtaking and passing the slower vehicle without exceeding the speed limit.*

(3) *There is sufficient clear sight distance to the left of the center or center line of the roadway to meet the overtaking and passing provisions of section 4511.29 of the Revised Code, considering the speed of the slower vehicle.*

Comment: Section 4511.31(B) should help reduce tension between cyclists and faster drivers. Now, they can pass in “no passing” zones IF passing is safe.

By allowing faster traffic to pass slower cyclists when safe to do so, drivers of motor vehicles would not be forced to make the decision they now need to make in California: either endanger a cyclist’s life and break a law, or merely break a different law. The choice, obvious as it is, isn’t as clear as it needs to be. The three foot law needs to be amended to meet the needs of all road users.



David Park showing off his bumper sticker



Training Hub

By Greg Kline, LCI

White Mountain Double Century

September 13, 2014

"White Mountain Double is truly a different and most difficult ride. The climb is epic. Like Colorado's Mount Evans epic. What a challenge!!" -Chuck Bramwell

Several Orange County Wheelmen turned out to ride the 2014 edition of the White Mountain Double Century the second weekend of September hosted by Jim Cook of ND Zone.

David Park, Ron Hearn and Charles Berzon joined Greg & Stacy Kline for one of the most beautiful of all the Double Centuries in California. All five OCW riders rolled out at 4:00 AM to take advantage of the cooler morning temperatures as the forecast was for high temperatures that day.

The route heads south from Bishop, California to Big Pine, where it turns east on the 168 to climb into the White Mountain range at dawn. The road (and the oxygen) fade away at over 10,000' at the Shulman grove of bristlecone pines - some of the oldest trees in the world.

Some of the trees in the Ancient Bristlecone Pine Forest are believed to be over 5,000 years old.

Fortunately we were able to finish the big climb of the day shortly after sunrise since the forecast of a hot day looked like it was going to be accurate. The descent down the mountain was quick but too steep and gravelly to really let the bike go. Once

we got back to the 168 the road was perfect for a long fast descent into Deep Springs Valley.



Here we faced typical desert basin-and-range topography where the climb we were heading towards, Gilbert Pass, looked impossibly far away. Imperceptibly it grew closer and closer until finally we were on the climb itself as the temperatures continued to rise into the "officially hot" range. A well-placed rest stop at the top of the climb gave us a chance to cool off and refuel before another fun descent into Fish Lake Valley.

The route continued to cir-

cle the White Mountain range and into Nevada for our lunch stop. The heat was beginning to take its toll on the riders, and it took a while to get started again. Ron Hearn's Garmin was reporting 109°. Although it wasn't 109°, it felt like it at times. After lunch we continued up Fish Lake Valley to a small climb that took us up Highway 6 and the smoothie stop.

The second biggest climb of the day, Montgomery Pass stood between us and Bishop. By now it was late in the afternoon, and the heat had already caused a record number of DNFs. Support crews were busy treating overheated and dehydrated riders.





On the climb we caught up with the tandem of randonneuring friends Mike and Trina. Unfortunately Trina was no longer aboard as she had been unable to continue due to heat exhaustion. Mike wasn't sure he'd be able to finish on the tandem by himself. I was able to give my bike to one of the SAG drivers to drive to the finish and took over as stoker on the tandem. Although I'd captained a tandem before, this was my first time in the back seat. Eventually I got the hang of it and we soon finished the last climb of the day.

By the time we finished the climb up Montgomery Pass we realized that we were in luck. The usual headwind that makes the final stretch back to Bishop tough even though it's mostly downhill had died away. The temperatures were starting to drop as the sun began to set, and the last 50 miles were quite pleasant.

Congratulations to all of OCW's Double Century Riders for completing a tough but beautiful ride!



**Photos Opposite Page: Charles Berzon - Greg and Stacy Kline
Photos This Page: Ron Hearn - David Park - Stacy Kline**

Wrench and Ride Program Funded by OCW

By Paul Nagel from The Bicycle Tree

www.thebicycletree.org

The 36 students who have participated in The Bicycle Tree's Wrench and Ride program so far this year have gained more than the bicycle, helmet, lock, and lights they received through the program. After participating in eight two-hour classes and workshops, they have gained knowledge and skills that can contribute to a lifetime of cycling.

The participants in the first round of Wrench and Ride were students of OCW member and Public Relations Officer Stacy Kline, who teaches at Spurgeon Intermediate School in Santa Ana. Stacy's enthusiasm and persistence, coupled with the lure of a free bicycle, attracted 20 students to the program, which was mostly funded by a generous \$1,000 grant from the OCW. Stacy went on to seek additional funding for these students, who predominately are from lower-income households. Through DonorsChoose.org and the generosity of several donors, Stacy raised the additional money to ensure that all her students who wished to participate had the opportunity.

With Bicycle Tree founder and Project Director Paul Nagel as the primary instructor, students learned about many things related to bicycling, most involving hands-on activities. Subjects included bicycle anatomy, the different types of bikes, the benefits of bicycling, bike safety, how to fix a flat tire, bearing overhauls, cables, brakes, and derailleurs. During the fourth class, each student chose a bike from our selection of donated used bicycles, which they went on to repair with the help of The Bicycle Tree's mechanics (and Stacy's husband Greg Kline!).

On the final day of the program, students received their helmets, locks, and lights, along with a graduation certificate and a copy of California Bicycling Street Smarts by John S. Allen. After doing the ABC Quick Check on their bikes, the students took their bikes for a test ride, with the work they put into their bikes paying off with smiles and laughter.

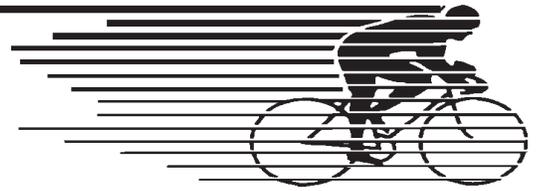
Since Ms. Kline's Spurgeon Intermediate students completed the program, youth from two community organizations in Santa Ana - KidWorks and Latino Health Access - have also graduated. We have augmented the bike safety instruction, increased the time spent riding as a group, and otherwise refined the program. Though not a part of the Wrench and Ride program, each participant during these Summer sessions took part in a train and bike tour of Los Angeles infrastructure and advocates (including a visit to the LA County Bicycle Coalition offices) organized by Santa Ana Active Streets Coalition (SAAS), a bicycle and pedestrian advocacy group created through a partnership of Latino Health Access, KidWorks, NeighborWorks OC, El Fenix, The Bicycle Tree, the OC Health Care Agency, El Centro Cultural de México, Neighbors for the Santiago Creek Trail, and other groups and individuals.

We are extremely grateful to the Orange County Wheelmen for your belief in and support of this new program, which we intend to continue. An OCW jersey has been hanging next to The Bicycle Tree's entrance since early this year in appreciation of your organization helping young people to wrench and ride!





PARAMOUNT RACING



By John McKee

The 2nd half of the Paramount race season has seen member Monty Pettus shine like never before. Monty went to track nationals in Seattle, Wash. and came away with 2 national championship jerseys and gold medals. Monty pulled home several other medals besides. Not to leave success behind him, Monty traveled to Ogden, Utah and placed 2nd in the Criterium National Championship, missing 1st place by a very small margin. Congratulations Monty Pettus!



Upper Left: Jersey and medals from Track Nationals.

Upper Right: Podium at Track Nationals.

Left: Finish at the Criterium Championships.



OUCH! I'VE CRASHED, NOW WHAT?

by Dr. Scott Vrzal, DC, DBBP, DMBBP, DMBM, DAAIM

If you've ridden long enough you have likely hit the dirt or pavement at least once. It is part of the learning process unfortunately. When I first started riding mountain bikes in the early '90s I had no fear and no skill which was a bad combination. My wife would give me the once over after each ride to determine what I had done this time. After countless abrasions, a separated shoulder and helping literally thousands of injured athletes this is what I find helpful.

Lord willing, your injury is just an abrasion, or minor loss of skin as I did in tonight's race. By this point in your riding career, most of you likely already have what you have found to be helpful. Many like Neosporin or the other anti-bacterial, lubricating gels. Others say cover it and keep it moist. I say clean it and let it heal. After dealing with 100s of personal abrasions I typically prefer to use peroxide immediately and regularly during the first 2-3 days while the wound is still fresh. The bubbling you see is the oxidation of bacteria and contaminants. On the occasions that I have had a race or epic event the day after a sizable abrasion has been procured, I will then use one of the available clear sealing bandages to keep the area soft, clean, protected and heat sterilized while I complete the event.

My initial treatment is to first spray or rinse the area with hydrogen peroxide, then scrub briskly with a soft brush in the shower and shave the affected area. This obviously is the least inspiring part of the process. Immediately after drying off I will again spray or rinse the area with peroxide. This is where many differing options come. I prefer to loosely cover the area with non-stick bandages to protect my clothes, other people and the sheets, trying to uncover and expose the area whenever possible. Then as a scar begins to form I may use a calendula cream or USF Ointment by Standard Process. FYI Using vitamin E before the scab is gone is more likely to exaggerate scarring. Vitamin E is most beneficial after the scab is gone for the scar repair.

Now for more profound, less available insight. Anti-inflammatory medications (NSAIDs) can cause leaky gut syndromes, G.I. hemorrhage, decreased vitamin C and folic acid (both profoundly necessary for tissue regeneration), erosion of hyalin cartilage, and increased chemical sensitivity. NSAIDs inhibit the primary pathway in the liver (sulfation) in which new healthy tissue is regenerated. This is

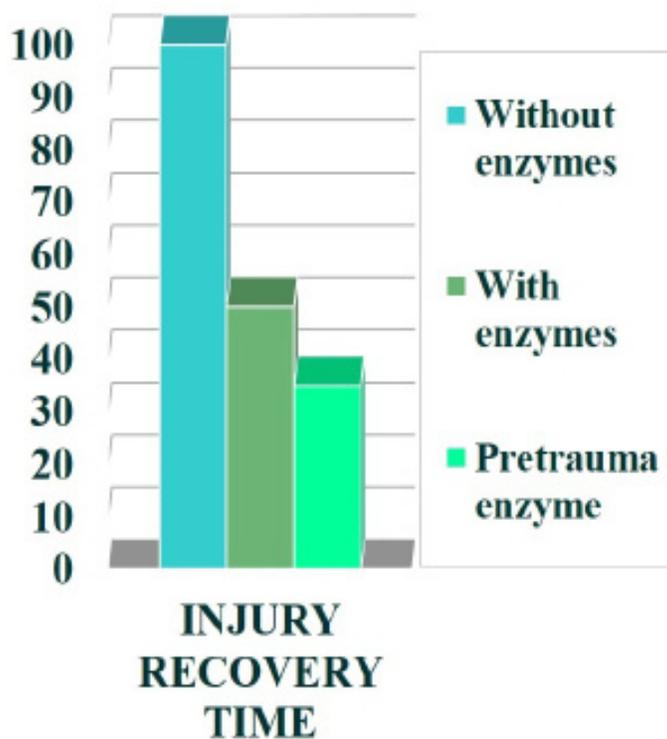


the process chondroitin sulfate and glucosamine sulfate hope to facilitate, though unsuccessfully if sulfation is dysfunctional.

A drastically better option is to take proteolytic enzymes immediately following an injury. Even better yet, take them before the injury. How? If you are engaging in an event where there is a high risk of injury, like football, take them before engaging in the activity. If you are scheduled for a surgery, take 1-2 capsules 3 times the day before the procedure. Since they facilitate recovery as well, try taking 1-2 before a race or epic training event. Then, the magic happens when you take them hourly, away from food immediately following an injury or surgery. Take them every waking hour for 1-4 weeks following the trauma until you begin to feel mild gastric distress. Then reduce to 1-2 capsules three times per day until complete recovery is accomplished.

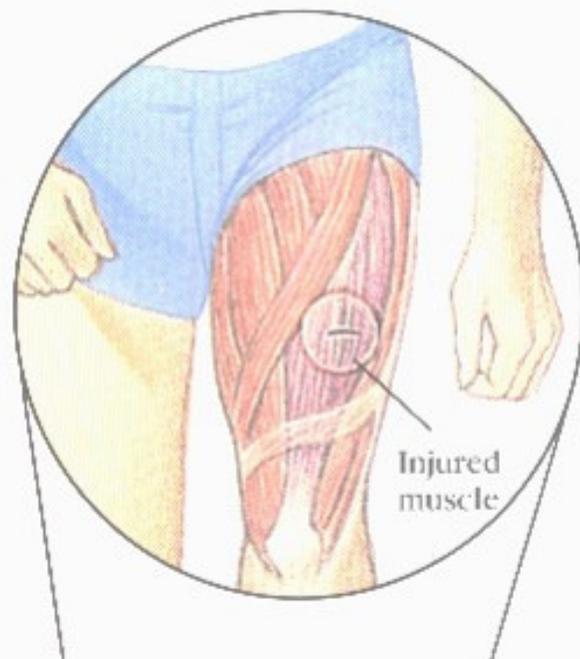
Digestive enzymes, the main ones of which we are considering are proteolytic enzymes (protein digesting) have many beneficial effects. They reduce inflammation so synthesis, repair and regeneration of injured tissue can begin sooner. They reduce pain and edema, reduce scar formation and improve blood supply. All this combines to dramatically accelerate and enhance the recovery process, while minimizing pain sensations. See chart statistics from "Enzymes: What the Experts Know" by Tom Bohager and volumes of work by Dr. Evan Maladenhoff and his work with the Kansas City Chiefs.

Some of the commercially available sources of proteolytic enzymes are Wobenzyme, or Garden of Life makes a couple enzyme products. You are looking for "Digestive enzymes" without HCl in them.



Digestive enzymes without HCl taken away from food digest the protein byproducts of inflammation. Meaning they are naturally anti-inflammatory. This is what you want for injuries and training recovery. Some may contain the beneficial anti-inflammatory herbs of boswellia or turmeric which also aid in this process. Digestive enzymes with HCl in them are designed to aid in the digestion of meals and are used for a different clinical picture. Consider these if you have frontal or left sided headaches, sluggish digestion, bloating or constipation.

Another thing you should truly consider in a traumatic injury is good Chiropractic manipulation. Again after dealing with countless injuries both personally and professionally, manual manipulation as expertly done by a skilled Chiropractor shows tremendous benefit. I have treated many who have preferred that I use more conservative, passive-style adjustments which I use often clinically. They get better. However, the outcome in full recovery, speed of recovery, and renewed proprioception (sense of balance)



is far greater when specific adjustments are rendered.

Cycling is a wonderful sport and the best way to maintain health that I have seen. If you encounter an injury, take advantage of the great therapies available to get you back on the bike ASAP! There are similar blog posts at <https://pearlsofhealth.wordpress.com> Follow <https://www.facebook.com/drscott.vrzal> for regular health insights.





Public Relations

By Stacy Kline, LCI

Public Relations OC Wheelmen Style PR + Advocacy = Safe & Legal & Fun Cycling

Spreading the word about OC Wheelmen has never been easier. Between the website, social media, local bike shops, email lists, and good old word of mouth, OC Wheelmen is known as the Safe & Legal Cycling Club and knows how to have fun, too!

This past month, OCW celebrated its 40th edition of its incredibly popular Amtrak Century. Although no century is easy, this century is very approachable to the majority of cyclists, and was my first century in 2009. It is exceptionally well-supported thanks to the competent guidance of Mike Lee, Lee Stebbins, Paul D'Aquanni, Miguel Perea, and a legion of volunteers. Equally important, OCW has an exceptional training program for first-time century riders under the amazing guidance of Terry Kessler, Randy Profetta, and Bob Fairfield, including fully supported practice rides with the extraordinary Team Walker (Jim and Irene). Each year, more and more new riders receive a cherished medal celebrating their achievement, due in no small part to the support they received from OCW members.

Next month, on October 25, is one of the most enjoyable metric centuries that I've ever had the pleasure to ride, OCW's Fall Metric from Redlands to Oak Glen and back. Another exceptionally supported ride, it includes a delicious lunch in the So Cal apple country town of Oak Glen. Riders can even buy a pie and have it shipped back to the start. At the finish, all riders receive all the pizza and apple cobbler they can eat, celebrating a job well done.

Add those rides to the OC Spring Metric, June's challenging Ride Around the Bear century, summer picnics, daily club rides accommodating all types of riders from shorter, moderately paced no-drop rides and "on the rivet" tempo rides, to longer 50+ mile rides, multiple Traffic Skills courses, annual holiday party and banquet, monthly gourmet brainstorming parties at OCW members' homes, and loads of swag, and you have discovered the bike club that is nonpareil in the local cycling community.

The bottom line is, if you're willing to commit, OCW has the resources you need to be successful on your bike.

OCW always puts out an effort of 110%, and promoting OCW's philosophy of Safe and Legal Cycling is no exception. This past month, to prepare for California's new "Three Feet for Safety Act", president Paul D'Aquanni approached me about putting a bumper sticker in the nearly 1300 Amtrak registration envelopes to spread the word about the new law. Greg Kline and I scoured the web for a bumper sticker that truly represented the essence of this law, but we weren't satisfied with what we found. Being a vehicular cycling/bicycle driving club, we know that for cyclists lane positioning is critical to being visible to motorists and we wanted OCW's sticker to represent the safest lane position for a cyclist, and to model the best practice for a motorist overtaking a cyclist, changing lanes to pass rather than passing with just the minimum legal requirement. OC Wheelmen paid to produce 3000 stickers, and these stickers have been distributed throughout California, among bicycle clubs, randonneur groups, bike advocacy clubs, and even the Lawrence Berkeley labs during their traffic safety week! The image has been shared worldwide and has been tweeted by CalTrans, the CHP, ABC, the California Bicycle Coalition, OCTA, and bicycle groups around the country. It was also featured in the OC Register's September 16 article about the new "3 Feet for Safety Act" on the day the law went into effect. In short, the sticker has been a hit! We still have plenty of stickers for members who still want one, so come to one of our future events, or send me an email and we'll save you one. A very special thanks to Keri Caffrey for designing the sticker to meet these needs, to the folks at makestickers.com for producing the high-quality die-cut stickers, Greg Kline for endless hours collaborating on the final image, and to Paul D'Aquanni for his vision to get the message out about the new 3 foot law.

Change Lanes to Pass a Cyclist. This message brought to you by the Orange County Wheelmen.

Thank You to Jim and Irene Walker for Hosting the September Brain Storming Party!!

What is a Brain Storming Party (Folding Party)?

Hosting a party only requires two things. Open your house for about a dozen members to discuss the quarterly newsletter and monthly updates, and provide a dinner. OCW reimburses the host up to \$150 for dinner. If you would like to host a folding party, pick a month that is convenient for you. They fall on the last Thursday or Saturday of the month. From 6:30 pm - until 9:00 pm. We request that members RSVP to you so you will have a head count for dinner. You can prepare your favorite dish or call your favorite restaurant for a meal. We're not too picky, and desserts are always welcome. And we'll clean up our mess (usually there is none), and OCW reimburses up to \$150.

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

Miguel Perea
Phone: 714-849-3519

Next Brain Storming Party:

Saturday, October 18
Lee and Cathy Painter
Orange



John Greg Colvin was riding his bicycle along the east side of Pacific Coast Highway, heading home to his family, when a car hit from behind, killing him, police said.

Coincidentally, the 55-year-old business executive's wife and daughter both passed the scene on their drives home after the June 17 collision. Neither of them had any idea the injured cyclist was Colvin.

Nothing can bring back the Laguna Beach resident or the approximately dozen bicyclists killed on Orange County roads each year. But friends, family members and fellow cyclists of Colvin and others who have been hurt or killed by vehicles hope a law that goes into effect Tuesday, known as the "three-foot law," will help prevent more tragedies.

"The three-foot law is absolutely bringing all this positive light on the vulnerability of cyclists and their right to be there," said Stacy Kline, spokeswoman for the local bicycling club, the Orange County Wheelmen. "It's time for people to understand you need to change lanes because nobody, no matter how mad they are, wants to run over cyclists."

The new law requires drivers leave at least three feet of space when passing a bicyclist or slow down to a "reasonable and prudent" speed and wait for a chance to pass safely. There's a \$35 fine for violating the law and a \$220 fine if there is a

collision and the bicyclist gets hurt. With court fees, fines are about \$230 and \$960, respectively, according to the California Bicycle Coalition.

About two dozen states have a similar three-foot law.

California long has required drivers to provide a safe distance when passing bicyclists, but the new law provides a "bright line" so that everyone – drivers, bicyclists, law enforcement and the courts – knows the minimum distance the law considers safe, supporters of the law said.

Santa Ana police Sgt. Norm Gielda said police plan to do extra enforcement to encourage bicyclist and pedestrian safety. But he acknowledged that enforcing the three-foot law may be easier said than done.

"I think it's going to be a challenge enforcing this because of the vagueness in the law and the judgment call required on the part of the officer," Gielda said. "If it's going to be to that close of an outside measurement, it's going to be a tough call."

Huntington Beach police Sgt. David Dereszynski said that after the law takes effect, police will conduct extra enforcement on roads such as Beach Boulevard, where there is no bike lane but many bicyclists share the road. Starting out, officers will give violators warnings instead of citations and will explain

the law.

"We want to educate the public first and give people an opportunity to familiarize themselves with the law before we start (writing tickets)," Dereszynski said.

"Nothing absolves the bicyclist from following the rules of the road as well, but if everybody does their part they can get where they're going safely," Dereszynski added.

LAW DEBATED

Although Kline and other bicyclists praised the law as a step in the right direction, they say it doesn't go far enough to protect bicyclists.

"Frankly, we think the law should have said that you have to change lanes and pass them with a full lane change," said Bill Sellin, a bicycle enthusiast and founding member of the Bicycle Club of Irvine. Sellin said the law also doesn't allow drivers to cross a double yellow line to give bicyclists space, nor does it set a specific speed differential that qualifies as "reasonable and prudent."

"If you pass them at 5 to 10 mph, that's a reasonable and prudent speed," said Deputy Michael Matranga of the Orange County Sheriff's Department Regional Traffic Bureau. "The deputy or officer on the street is going to make that judgment call."

Matranga said that, unless there is a collision, a law enforcement officer must witness a driver violating



Stacy Kline, left, and Greg Kline occupy a full lane while riding on Balboa Boulevard in Newport Beach, so drivers don't straddle two lanes. "Motorists have trouble judging distance on the right side of their vehicles," said Stacy Kline, "so it's best to change lanes to pass a cyclist to be sure of a safe passing distance."

Photo by Ana Venegas, Orange County Register

the law in order to cite the driver. For Peter Van Nuys, executive director for the Orange County Bicycle Coalition, the new law gives drivers too much wiggle room to justify passing too close to bicyclists and at too fast a speed.

"It doesn't make any difference from the previous law," he said. "It's a feel-good law. "The only thing we can hope is that, given the average motorists complete ignorance of the California Vehicle Code, that the idea of 3 feet will somehow stick in their mind," he said.

But bicyclists need to know and follow the state's traffic laws, too, Sellin and Van Nuys agreed.

"Put yourself in the line of traffic so drivers see you as traffic, use signals and obey traffic laws," Sellin advised bicyclists. "And once you start learning to ride your bicycle that way, you are part of traffic instead of a possible victim of traffic."

When drivers don't respect bicyclists' right to ride in normal traffic and bicyclists don't obey traffic laws, it contributes to a dangerous us-versus-them mentality, bicyclists said.

"They (drivers) scream at us to get on the sidewalk, and then you see bicyclists riding against traffic on the wrong side of the street," Sellin said. "And those are the people

who make people point at them and say, 'Bicyclists are really bad drivers, too.' But let's separate the problem from the people."

CYCLISTS, DRIVERS CITED

Regardless of who is at fault in a collision between a vehicle and a bicyclist, the bicyclist is almost always the one who ends up hurt or dead, according to traffic statistics compiled by the California Highway Patrol.

In 2012, the most recent year for which data were available, there were 1,256 collisions involving motor vehicles and bicycles in Orange County. Thirteen bicyclists were killed and 1,264 were injured. Five pedestrians and two motorcy-

clists also were injured in the collisions.

Bicyclists were listed as the “party at fault” in 827 of the motor vehicle-bicycle collisions, including 10 of the 13 fatal collisions. The party at fault was listed as the motorist or was not identified in the other collisions.

In collisions where the bicyclist was at fault, the most common cause was a bicyclist riding in a different direction than the flow of traffic, data showed.

When drivers were at fault, the most common cause listed was unsafe turning.

At least 11 of the the total 1,256 collisions were attributed to “improper passing,” according to an Orange County Register analysis of CHP data. The 11 collisions killed one bicyclist and injured another 11.

Three of the 11 “improper passing” collisions were caused by bicyclists, and drivers caused seven and the party at fault was unknown in one.

GETTING THE WORD OUT

For bicyclists, law enforcement agencies and transportation officials alike, the new three-foot law is an opportunity to educate people about safety.

The California Department of Motor Vehicles will update its drivers handbook, making the law part of education for all new drivers. The Orange County Transportation Authority has an educational outreach campaign underway, and law enforcement agencies have been training officers.

Bicyclists also have launched campaigns to get the word out, piggybacking on the start of the new law

to encourage drivers to change lanes altogether when passing bicyclists.

Stacy Kline said her husband, Greg, and graphic artist Keri Caffrey designed a bumper sticker that says, “Change lanes to pass a bicyclist” to promote safety as the new three-foot law takes effect. The Orange County Wheelmen paid to print 3,000 copies.

The Klimes’ hope is that educating drivers will reduce preventable collisions like the one that killed their friend, Matthew O’Neill, last month in Santa Maria.

“Our one simple message is, ‘Change lanes to pass a bicycle and it won’t happen again,’” Stacy Kline said.

Contact the writer: mcook@ocregister.com

Special THANK YOU to The Orange County Register, Morgan Cook, Ana Venegas and David Whiting for permission to reprint article and pictures.



Stacy Kline, front, holds out a bumper sticker which was the idea of her husband, Greg Kline, background, to teach cyclists and motorists about the upcoming Three Feet for Safety Act going in to effect on Sept. 16. Designed by Keri Caffrey of Cycling Savvy, the sticker will be distributed by OC Wheelmen. Greg Kline came up with the idea after they lost their friend, Matthew O’Neill, when a car struck him last month during a long-distance ride.

Photo by Ana Venegas of the OC Register

The Hungry EyeList



Cider Brined Pork Roast

Ingredients

- 1 cup (packed) light brown sugar
- 1 cup kosher salt plus more
- 8 bay leaves, divided
- 3 tablespoons coriander seeds, divided
- 1 teaspoon black peppercorns plus more freshly ground
- 1 quart unfiltered apple cider
- 1 8-bone pork loin roast (about 5 pounds), chine bone removed, rib bones frenched, tied with kitchen twine
- 6 Yukon Gold potatoes (about 2 pounds), unpeeled, quartered
- 4 medium red and/or yellow onions, halved, stem ends intact
- 5 tablespoons olive oil, divided



Preparation

Bring brown sugar, 1 cup salt, 2 bay leaves, 1 tablespoon coriander seeds, 1 teaspoon peppercorns, and 2 cups water to a boil in a medium saucepan. Reduce heat and simmer, stirring occasionally, until sugar and salt dissolve, about 4 minutes. Transfer brine to a large bowl and add cider and 2 cups ice. Let cool.

Place pork and brine in a large (2-gallon) resealable plastic bag. Seal bag and chill at least 8 hours.

Remove pork from brine and pat dry with paper towels. Let sit at room temperature 1 hour.

Toss potatoes and onions with 4 tablespoons oil in a large roasting pan or on a large rimmed baking sheet; season with salt and pepper and set aside.

Place rack in lower third of oven and preheat to 425°F. Using the side of a chef's knife, crush remaining 2 tablespoons coriander seeds. Season pork with salt and pepper and rub all over with crushed coriander. Heat remaining 1 tablespoon oil in a large skillet over medium-high heat. Cook pork until browned on all sides, 8–10 minutes.

Transfer pork to roasting pan and nestle in among vegetables. Tuck remaining 6 bay leaves under kitchen twine over top of pork. Wrap bone tips with foil to prevent burning and roast, turning vegetables halfway through, until an instant-read thermometer inserted in the center of pork registers 140°F, 60–75 minutes.

Remove foil from bones and transfer pork to a cutting board; let rest 30 minutes before slicing between ribs into chops.



Hike to Mt. Russell in the Lake Perris State Recreation Area

Doris and I were facing a real dilemma! We just did not know where to go hiking for this weekend in August, and we were running out of time to find something interesting. Doris suggested the Lake Perris SRA and Mt. Russell as a possibility that was fairly close. A quick Google search provided a couple of interesting trip reports about Mt. Russell, written by other hikers. Ultimately, we decided that the top of Mt. Russell at an elevation of 2,704 ft. would be a pleasant hike that would yield some nice views of Moreno Valley, Lake Perris and the San Jacinto areas.

We were admitted into the SRA at the senior discount rate because of my lifetime membership in the old-guy club. With a smile, the park attendant declined to check my ID card, (I was crushed) and instead handed me a very in-

formative park brochure. She pointed out where the most convenient parking was located and we headed for the day-use horse trailer parking in the Northern area of the park just off Via del Lago road.

Once parked and loaded with our hiking essentials, we hiked the equestrian trail for about a half mile until we found a use trail into a canyon leading to the peak. We missed the use trail at first, but then noticed a faint cross on a peak in the distance. From one of the trip reports, we knew that this was Mt. Russell, so we veered directly toward it. There was a series of old, downed telephone poles along the canyon that made us very happy because it made the trail easy to follow.

The terrain was perfect for rattle-

snakes so we paid very close attention to where we walked. The snakes cooperated and didn't bother us at all. In a relatively short time we reached the summit of Mt. Russell where we found the peak register, a nice flat rock for sitting and a great view. What more could a happy hiker ask for, except perhaps for a nice waterfall and cool stream.

The clouds kept the temperature cool for us, and there was a nice breeze at the summit. From the peak, we could see that the rest of the Lake Perris campsites were full of tents and cars around the lake. For some unknown reason, no one parked in the lot where we parked, and we saw no one else hiking in the area.

After relaxing on the rocks at the summit for a while and enjoying a snack of hard boiled eggs and trail mix, we surveyed the trail we had just hiked up. We decided to take what appeared to be a more direct return route that would take us to the equestrian trail and back to the parking lot where the car was patiently waiting for us.

Back in Moreno Valley, we headed for the local Olive Garden and had a great lunch. We finished the hike just in time, because by the time we finished lunch, a light rain had started.

Our round trip hike was an easy



4.9 miles with 1,180 ft. of gain. This hike would be great for a family outing. Just be sure to bring plenty of water and sun-screen. It appeared that water was usually available in the parking lot (probably for the horses), but it was not flowing when we were there.

Happy Hiking!!



Opposite Page: Mt. Russell Location from Trail Head
Top: Larry on his way to Mt. Russell
Above: Doris at the top

2014 OCW Annual Picnic

By Jim Brewer

For Steve Loughran, the Annual OCW Picnic was a real "blow-out." If you weren't there you missed a real treat. Steve's and Lee Stebbins' tire changing contest was fun to watch. They matched up real good. Steve was slightly ahead when his tube "blew." That left Lee with enough time to receive the award. The "shot" of blowout will probably make it to the video when shown at the Holiday Party in December.

Other games that Terry Kessler brought to the picnic were equally entertaining. Check the photos of those that participated.

It was a wonderful day starting with a casual bike ride and ending with some really good food. Organized by Irene Walker, some 100 people were treated with great food supplied by OCW and volunteers. There were many foods to choose from. Using his meat heat sensor, Art Pressel kept busy by barbecuing the salmon burgers, hamburgers and hot dogs. Everyone attending had a good time.



Bike the United States for Multiple Sclerosis

By Amanda Svetlana

My summer of 2014 was very memorable. Two months from June 1st to August 1st, I and about twenty-five other amazing riders from all over rode our bicycles under the organization of BiketheUSforMS. We started in Yorktown, Virginia and ended in San Francisco, California. 62 days of riding and only 5 days of total rest. The route we took was called TransAm. Another group went on the Northern Tier route. Both groups combined have raised over \$300,000 to be donated to families with Multiple Sclerosis and research centers that specialize in the subject to find a cure for MS.

Over the summer trip, I have met several people diagnosed with this disease. I have never known anyone before with MS or knew exactly what it was or how it's everywhere until now.

The summer trip on my bike was so much fun, riding through all kinds of weather conditions, such as storms with rain and heavy winds. And also dealing with high temperatures. Seeing land that is absolutely empty. Small towns with small populations and big cities was so different from each other. The locals were amazing to talk to, they were full of amazing stories and facts about their land. Many locals in smaller towns have never left to travel to other places their entire life...absolutely amazing.

We riders did service project on our rest days to help families with the disease to do chores around the house that they would not be able to do on their own, such as trimming the lawn and bushes. Cleaning windows and patio furniture.

Seeing beautiful animals along the way was amazing. Some riders saw bears, deer and elk. In the campsites where we stayed most nights, we sometimes saw skunks and raccoons running around.

Our main goal was to save as much money as we could, so we camped and stayed at churches and behind fire stations. Our money that we raised, a dollar per mile and more for each individual, goes mostly to stop MS but some goes towards our gas for the support vehicle that carries our stuff and campsites. Food and anything else we want is from our own pocket.

Our total mileage for the trip was 3,785 miles plus more from getting lost or purposely going off route to see something else. The states we have gone through were Virginia, Kentucky, Missouri, Kansas, Colorado, Utah, Nevada, and California respectively.

We riders had fun, met amazing people, helped many with Multiple Sclerosis and gave them hope. We learned so much about our country and just want to help stop MS. The riders were of many ages, from 18 to 64 years old. They all did great! If we had a hard time climbing a hill, we just walked it. This was not a race, it was a Tour with an average of 70 miles a day. It was an amazing adventure and a "must do" in everyone's lifetime."



Amanda is center with hand raised

Cycling Britain - a tale of two tours

By John Renowden

Two Visionaries of British Cycling – Making the Difference

On my visit to Britain I joined a friend, who is a Sustrans Warden, to cycle the 100 miles of the National Cycling Network (NCN) from Holyhead back to my home in North Wales. I was also able to attend the Tour de France Grand Depart in Yorkshire. Both of these events would not have been possible without the vision and leadership of two men.

Cycling is big in Britain and its popularity is continuing to grow, not just at the elite level but at the grassy roots too. Although many people have been involved in this process much can be attributed to the achievements of John Grimshaw and David Brailsford. These two share a similar philosophy of aiming high but use a technique of small incremental gains to move inexorably towards their seemingly impossible goals.

Back in 1984 a 15-mile cycleway was opened on the disused railway track between Bristol and Bath. From this small beginning an organization called Sustrans was formed and at one point in the 1980s Grimshaw was the only paid employee of the organization that had 800 people working across the country on various cycle path projects. By 1995 there were 500 miles of cycleways that formed the beginning of the National Cycle Network. By the year 2000 this had grown to 5,000 miles, five years later it was 10,700 miles

and in 2012 an amazing 13,000 miles. This, in a country about the size of Kansas, that is only 800 miles from north to south.

Brailsford began working with British Cycling at their headquarters at the Manchester Velodrome in 1997. By starting at the grass roots to build a strong foundation of young riders Great Britain was able to lead the Olympic cycling medal tables in 2008 and 2012 and also achieved 59 world championships between 2003 and 2012. In 2010 Brailsford became manager of Team Sky. If anything, Team Sky had too much talent, causing the Froome/Wiggins friction and forcing Mark Cavendish to find another team that could support his sprint ambitions.

The National Cycling Network

On June 30 we set off to the train station for our initial journey to Holyhead; on touring bikes. Now, I don't actually have a touring bike because it's not normally my kind of riding so my friend had to loan me one of his. So here am I, with a bike that is kind of on the small side fitted out with rack and panniers, weighing a ton. Apparently the idea of touring is to ride slowly and take in the scenery, and the plan is to ride 50 miles on the first day, to Conwy, stay overnight and to complete the journey the following day. After a little difficulty, we find our way out of Holyhead and pick up the signs for Route 5 across Anglesey. Holyhead's

only claim to fame is that you can be in Dublin by high-speed ferry in less than 2 hours. Anglesey however is famously the home of William and Kate when William was a helicopter rescue pilot. It's a pretty place with lots of narrow winding rolling roads. Getting into the touring spirit we stop for coffee and home-made cakes after just 12 miles, at Llynnon Windmill, built in 1775 and still milling flour. More winding roads lead us to a country pub for lunch and then on to Thomas Telford's suspension bridge proudly spanning the Menai Strait for over 250 years, the world's longest span suspension bridge when it opened in 1826, replacing the ferry crossing of the treacherous Menai Strait and completing the London to Holyhead road. Route 5 then follows the coast through Bangor to Conwy. Much in evidence is the way the NCN is being patched together, creating short sections where and whenever possible and then linking them up. Rounding the headland into the walled town of Conwy brings Edward I's magnificent castle into view. Completed in 1289 it is one of a ring of coastal fortifications aimed at containing Llywelyn ap Gruffydd the Prince of Wales. The huge cost of these castles, which include Harlech, Caernarfon and Beaumaris nearly bankrupted the English exchequer. For our part we check into the 15th century Castle Hotel, a fine 4 star coaching inn with an equally fine restaurant. They ac-

commodate our bikes in the garage and put us in room 101! Later that evening we seek out The Albion, the town's brewpub, to sample the local ales.

The following day, much refreshed by a breakfast of smoked haddock and poached egg we set off, on another fine day, to complete our journey. This again takes us right along the coast through Llandudno, Colwyn Bay and the Dee Estuary to home. For touring cyclists visiting Britain, wishing to take it easy, the NCN is a great asset; in many places it makes use of wonderfully flat disused railways and canal towpaths, taking the rider past historic sites in the quieter parts of the country. See more information in the following links:

<http://www.sustrans.org.uk/ncn/map/national-cycle-network>

<http://www.anglesey-hidden-gem.com/llynonn-mill.html>

<http://cadw.wales.gov.uk/day-sout/conwycastle/?lang=en>

<http://www.castlewales.co.uk>

Le Grand Depart

My visit to Britain was timed to coincide with Le Grand Depart of the Tour de France in Yorkshire. This county, in the north east of England, is a cycling Mecca and the event was anticipated with fervor among the locals. Towns were decorated all along the route, the start and finish town were overwhelmed with visitors and 60,000 people gathered on the major climb. I chose the town of Skipton as a good location to view the race. The town was crowded but it was still possible

to get close to the action. For those who have not witnessed the Tour, it's not just a few minutes of riders whizzing by. There is plenty of action, first the local police and gendarme motorcycles clear the route. Sirens blaring they were high-fiving the children in the crowds as they went by. Then comes the Caravan, a procession of sponsor vehicles throwing out freebies. Then the officials. Then the riders; we were treated with Jens Voigt in a breakaway. Jensie is 42, riding his last tour but still has the strength to fend off the peloton, the crowd went wild. He was finally caught with 59km to go but not before he had won the King of the Mountains jersey to wear the next day. The peloton followed with more cheering, then the team cars loaded with an impossible number of top-end bikes. When they were gone the action wasn't over, Skipton had set up a "Supporters Hub" with a massive TV screen, so the race could be followed to its conclusion. Sadly, Cavendish crashed in the sprint, raising a startled yell from the crowd. With the later injury-induced abandonment of Froome, Brailsford may have wished he had included Wiggin in the team. As the riders headed for France the visit of the Tour to Britain was heralded as a great success by Christian

Prudhomme, the Tour Director; with crowds estimated at 2.5 million.





Matthew O'Neill

Randonneur, Special Needs Advocate, Friend

Change Lanes to Pass a Bicyclist

By Stacy Kline

[Matthew O'Neill](#) was one of the kindest, most supportive, most knowledgeable randonneurs I have ever met. He would ride with you through tough times, guide you through a tricky route, feed you peach gummy rings when you were bonking, and keep you upright on your bike when you were falling asleep on a late-night ride. He hosted many a brevet, owned or cared for a multitude of routes, and was known to offer the most attentive and comprehensive support on extremely challenging rides.

Matthew was the soul of our close-knit [PCH Randonneurs](#) group. “Randonneuring is long-distance, unsupported endurance cycling. This style of riding is non-competitive in nature, and self-sufficiency is paramount.” Wikipedia says Randonneuring is best described as voyaging on a bike, much like an ocean crossing is to a sailor. It is at once audacious yet entirely within reach. It helps to have supportive friends to ride with, and that is where Matthew entered our lives. Matthew was on that very first brevet with us and he not only made it feel possible to ride 125 miles, he made it seem like **fun**, too.

Matthew was riding the [California Central Coast Randonnée](#), and was our riding partner and roommate on this exquisite ride. As he rode, he continually kept his sweetheart Jen updated with texts. He told us all about their plans to get married and buy a home when he received his Ph.D next June. His next big challenge was to be the Perth-Albany-Perth 1200K which he was to ride with his friend Jun Sato of Japan; I’ve never seen him more excited about a big ride. On the third day of this beautiful ride, I had the utter horror to roll up to the death of one of my dearest friends in the company of fellow randos. Greg and I met Matthew on our first brevet, and most devastatingly we were with him on his last.

The CHP officers at the scene told us it was an accident since it was not hit and run or drunk driving. I explained to them that we were riding legally and visibly on the road, and in spite of this, we were often passed far too closely. If we can teach all drivers to change lanes completely when they pass, really make a campaign out of this, Matthew will not have died in vain. We need to stop close passes and the “I didn’t see him” mindset. Regardless of the situation, when we motorists change lanes to pass, we cyclists are safer.

- Matthew was an Eagle Scout with a focus on caring for the preschool at his family church.
- Matthew was an attorney who specialized in advocating for the rights of special needs children.
- Matthew was studying for his PhD in Special Education, Disabilities, and Risk Studies.
- Matthew was a beloved son, grandson, brother, nephew, cousin and friend.

It was this death, the death of a very close friend, that led Greg and me to help Matthew’s family begin a “[Change Lanes to Pass a Bicyclist](#)” campaign that referenced Matthew specifically, and would be followed through until the law was changed. Although we are board members of [OCBC](#), and [OC Wheelmen](#), as well as instructors for the [League of American Bicyclists](#) and the [American Cycling Education Association](#), all wonderful cycling advocacy groups, Greg and I want to ensure that Matthew O’Neill is never forgotten on a personal level, and that he is honored by advocacy in his name for *tangible and attainable change* in the California Vehicle Code as it pertains to cyclists.

matthewschange.org

OC Register Editorial: Bike Buffer Law Squeezes Motorists?

A response by Miguel Perea

Miguel could not ignore the [OC Register editorial](#) dated September 23, 2014 regarding the Three Feet for Safety Act, which took effect on September 16. Below is his response to the editor. Miguel encourages everyone to write a letter to the [editor](#) and let their feelings be known, as you see fit.

As a motorist, pedestrian and bicyclist, I find the Register September 24 Editorial (Bike buffer law squeezes motorists) one-sided and ignorant of the laws of unintended consequences. The vehicle code already provides special protections to vulnerable road users, such as road crews, emergency workers, school children, and pedestrians. Speed limits and special passing rules are set, and must be enforced, when approaching working road crews, schools, crosswalks, and ambulances or fire trucks. Assembly Bill 1371, the “Three Feet for Safety Act,” which took effect Sept. 16 merely attempts to afford the same protections to cyclists.

By stating that this law “is a project of ideologues vainly pursuing the unrealistic pipe dream of a car-free future”, the Register is ignoring the simple fact that people in all those groups are exposed, and vulnerable to being maimed or killed by a motor vehicle simply by having to be on the same road to go to work, or school, or to do their jobs. Is the Register suggesting that all these people should make themselves disappear, so as not to interfere with traffic?

I will agree with your editorial that AB 1371 is poorly written, vague, and unfair. Where we differ is in the magnitude of burden placed on motorists, a \$35 fine, versus serious injury or death to any cyclist clipped by the side mirror of a vehicle passing too closely. The fine is completely unenforceable if there is no accident, because unless witnessed directly by a law enforcement officer, it would always be a case of one person’s word against another. And even if witnessed by others, the motorist can simply argue that the space provided to the cyclist was ample. How can anyone prove otherwise? So, if an accident does occur and the fine “balloons to \$238”, as the Register puts it, that would mean that a cyclist was seriously injured or dead. Who, then, paid the higher price?

2014 is far from over, and already we have seen 68 bicycling fatalities in Southern California; 14 of them in Orange County alone. Many of them occurred because a motorist could not be bothered to slow down or give wider berth to a cyclist, and the sheer size difference between a motor vehicle and a bicycle, made the bicyclist be on the losing end in every case. Some of the fatalities were caused by hit-and-run drivers, and even the drivers who did stay were in many cases released without charge. If the Three Foot Safety Act prevents even one death, it will make any traffic delay a small price to pay.



Randy's Alaska Bicycle Adventure

By Randy Kiefer

Being a bike tourist at heart, I decided to test my legs on a long tour. That stated, what better way to start a tour than a train ride. So in early May Amtrak transported me to Klamath Falls, and from there I rode to Bend, OR to a buddy's abode. After a few days of final purchases and some bike fine-tuning, I was headed north under my own power. That was 10 May, and I had a great start; tail winds pushed me 145 miles to the Washington border. Of course one should never peak on the first day of a ride, especially with over 4,000 miles to go. From that point on it didn't get any easier, but I learned to settle in to a comfortable rhythm of 80 to 110 miles a day thereafter.



British Columbia Campsite

After Washington came beautiful British Columbia (BC). If I lived further north, I would take all my tours in this wonderful province; great roads, spectacu-

lar scenery, numerous campgrounds, and friendly people. Life is good on the road in BC.

After about a thousand miles and 7 to 8 days of riding through BC, it was on to Yukon Territory. This area literally is a little rougher on the edges. The roads are bumpier, greater distances between towns, weather more challenging. It was well worth the effort, but I was spoiled after BC. From Yukon Territory it was on to the 49th state – Alaska. This State is grand in every aspect; roaring rivers, unending mountain ranges, wildlife around most bends, and people that are sincerely friendly. Oh yes, did I mention the distances are great? But

then who cares when you have moose, Dall sheep, and the occasional bear to keep you company.

After 50 days of riding I was in Anchorage, and needed a break. Fortunately I had planned ahead for Beverly and stepson David to fly in for some family vacation time. First we rented a car to tour the Kenai Peninsula. From Homer we took a flight to watch brown bears snatching salmon from the mouth of a river – way cool. We also did some kayaking to watch bald eagles, and sea otters; a great way to spend an afternoon. From the

Kenai, we drove back to Anchorage to get an RV – a real switch from the bike; I didn't have to carry a thing. This leg of the trip was to Denali National Park. We camped about 35 miles in from the entrance. We saw more bears, caribou, moose, and numerous smaller forms of wildlife. Of course the real treat of the park is seeing Mt Denali (McKinley to those of us in the lower 48). This mountain is magnificent as it looms over the northern portion of the Park. Well, all good things must come to an end. In mid-July the family hopped on a plan for their trip home. I too was heading home, but taking a longer, more scenic route. From Anchorage I headed back to Yukon Territory, a portion of BC, then back into Alaska to catch the ferry system through the inside passage. This took me to Southeast Alaska, with in addition to more bears and moose, abundant mammal sea life. One can never get enough of humpback whales, stellar sea lions, harbor seals, sea otters, and other sea creatures.

At the end of the ferry ride, I was in Seattle for the train back to Orange County. After 3 months of being on the road I was ready to sleep in my own bed. Bike touring is a great way to see our county, and others as well. So pack up the panniers and see what the countryside has to offer.



Mt. Denali (AKA Mt. McKinley)

OCW Amtrak Metric Century

By Terry Kessler

The OCW Amtrak Metric Century to Solana Beach was a great success! Over 50 riders showed up at the Irvine Train Station early and eager. Jim Brewer started us off right with pastries and a group photo. Our club president, Paul D'Aquanni sent us off with a few encouraging words and followed our route in his car to provide support as needed. Jim and Irene Walker generously took care of the sag stops and the truck that brought all those bikes back at the end of the day. (Jim W. was a little relieved when he actually got all the bikes tucked away safely with barely a few inches to spare.) At the end of the day, Bob Fairfield was another hero of the day, helping to change multiple flats, including one on the 5 FWY! What a great team this club has!

Just as we've been doing in the training, we all safely pedaled steady and strong, enjoying the great company and weather, until the rain attempted to douse our fun! Yet, we continued to enjoy the adventure, determined to pursue our goal of pizza and "cold refreshments" at Pizza Port! Wet, dirty, and with big smiles on our faces, we proudly arrived at our destination! Whoo hoo!

Special Congratulations go to Rhonald Shaw, Sara Parker, Lonetta Bryan, Kelly Fulton, Sandra Arcinaga, Gary Sanchez, Karen Kresonja, Elizabeth Cable, and Fernando Viray for completing their first Metric Century! Also, Bob and Toots Bier, the tandem couple, have been diligently training towards their first upcoming Century. They have all been riding hard each week, learning from our members how to ride strong and safe. We are so please to add them as our new biking friends, in addition to the many other wonderful riders who have joined this training series!



Board Meeting Minutes

The Board Meeting Minutes can be viewed in detail at www.ocwheelmen.org



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