

CHAIN REACTION



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN

Communicating with Motorists

By Greg Kline, Training Director, LCI, Cycling Savvy Instructor, Member American Bicycle Education Association



All of the cyclists in this photo are riding legally, but only one is riding in a position that discourages unsafe passing and avoids the dangers of the door zone.

As a cyclist, have you ever wished you could sit down with non-cycling motorists and explain to them how to drive safely around bicyclists? What would you tell them? Perhaps that close passes are scary, unnecessary and dangerous. Or that we are often travelling faster than you think and it's not a good idea to try to race us to the intersection before making a right turn. Or that although at times cyclists may be travelling slower than motor vehicles we have a legal right to the road, and that to pass a cyclist you must wait until it is safe to do so.

These are the concepts we should be sharing when talking with our non-cycling friends, family and neighbors. But what about when we are riding? It would seem that distance, speed, wind, noise, and the enclosure of

motorists behind glass and metal would preclude communication, this is not the case. We can't communicate verbally, but we can send messages to motorists with non-verbal cues.

For example, take a look at the photo to the left. It's a quiet residential neighborhood with parked cars on the sides of the street. Those who have taken Traffic Skills 101 will immediately recognize the hazards of the door zone and will not ride in that area. If you haven't taken TS101 yet, I'd highly recommend taking the course. In the meantime search for "door zone" on YouTube to see why they are so dangerous. On this street the City Traffic Engineer has placed Shared Lane Markings (Sharrows) in the center of the lane to indicate to cyclists and motorists where cyclists should be riding.

The three cyclists in the door zone are riding there to be "nice", and it's the default position of the majority of cyclists I've seen in California. Their position says "pass me". The problem is that their position (other than being in the door zone) encourages close passes and passing even when there is oncoming traffic.

To allow a minimum of three feet for safe passing, a vehicle other than a motorcycle or another bicycle must cross over the double yellow lines to make a pass on this street. Technically this is not legal, but it is still done regularly. To make this pass safely, the oncoming lane must be free of traffic for the length of time it takes to pass the cyclists. An impatient motorist might think they can squeeze past without waiting for a sufficient gap in oncoming traffic.

Passing the lone cyclist in the center of the lane still requires crossing over the double yellow to pass, but her position makes it clear that doing so will require a lane

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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 separate 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 your continued support and membership to OCW. Mike Lee, Events

Editors Musings



Michelle Vester, LCI

Happy New Year 2015

As we welcome 2015 and close out 2014 we look forward to new adventures on our road and mountain bikes, hiking and other fun things.

With the new year comes new beginnings with Chain Reaction! Even though we no longer have the print edition of CR, what we do have is interactive links to websites, cool videos and emails.

I hope you have fun with the links you'll find in this and future editions.

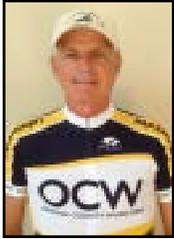
Happy New Year!

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EVENTS 2015

Awards Banquet	February 21
Spring Metric	March 28
Ride Around the Bear	June 13
Amtrak Century	September 12



President's Message

Paul D'Aquanni, LCI

Happy New Year to all and I hope you all had a wonderful holiday!

I hope you all are starting the New Year with some resolutions that have you staying healthy in 2015. You might be continuing your current fitness program, or maybe turning it up a notch or two. Maybe you are happy with your level of exercise and what you plan on doing is working on your diet. A healthy diet coupled with an exercise program can lead to a long and happy, healthy life. Remember, small incremental changes to your diet or exercise program have a better chance of success than drastic changes. Good luck!

Orange County Wheelmen is starting another year with plans for our events to make them even better. We rely on the volunteerism of our membership, friends, and family to pull off our great events. Amtrak requires over 100 volunteers and RAB just under 100. I hope as our membership continues to grow we continue to get new volunteers, which will also bring ideas for improvement. Even though Ride Around the Bear and Amtrak are 30 and 40 years old now, we still look for opportunities to improve them. If you have not volunteered at one of these events you are missing out on a truly fun experience. If you are not riding these events come on out and volunteer

this year, and meet some new friends.

OCW 'on line' Club Clothing Sale was a great success last month. We gave the membership many choices of styles and variations. There were 87 items sold with over 30 different variations! This is not something we could have ever done on our own through inventory sales. So I think we are seeing the way we will sell clothing in the future. Please feel free to comment on your experience and we will continue to try to improve the process. Depending on the demand we will schedule the next sale. Please check the web site at <http://www.ocwheelmen.org/page/show/418580-ocw-clothing> for socks to go along with your new kits or other items that we still have in inventory.

The Dec 13th ARTIC Bike Ride was a beautiful, fun day. OCW led a group of riders up the Santa Ana River Trail to the location 11 miles north. We left nobody behind as we enjoyed the great views of the snow-covered mountains on the way. After touring the facility we headed back to the start. For some of the riders, 22 miles was the furthest they had ever ridden, great job and keep up the good

work! 150 members and guests attended the OCW Holiday Party this year at the Huntington Yacht Club. Lots of new faces, and all were treated to the Boat Parade, a recap of the year in slides & videos, a great dinner and desserts, and wonderful camaraderie with fellow members. Beside having a great time we all reached out to Hannah's House in Orange and donated a minivan full of toys and games for the children. Great job OCW!

The very next day (Dec. 15th) OCW members showed up at the OC Fairgrounds and helped the SOS organization assemble bikes which will be given to families in need this Christmas. We had some fun as we assembled over 50 bikes.

John Acuna wrote, "Thanks to all of you. Without your effort, it would not have been possible to get these bikes done. Please remember on Christmas morning that you have made the lives of 50 children that much better and have introduced them into the world of cycling. Your efforts ensure that our sport continues on to the next generation".

Ride safe & have fun, Paul

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

Continued from Page 1

change and that the oncoming lane must be clear of traffic. Her position says "If you want to pass me you'll have to fully commit to using the other lane to do so". This is much safer for everyone concerned.

But is it legal to ride in the center of the lane like that? Yes, it is legal. CVC21202(a)(3) allows a cyclist to ride in any position in the lane to avoid hazards (such as a door zone), or if the lane is too narrow for a bicycle and a vehicle to travel safely side-by-side. The Shared Lane Markings (Sharrows) also show that this is the correct and legal position for a cyclist to assume on a road like this, but the same law applies even if there are no Sharrows.

Won't motorists just pass more closely if you ride in the center of the lane? Actually the opposite

is the case. The study "Bicyclist Lateral Roadway Position versus Motorist Overtaking Distance" conducted by Brian DeSousa and Dan Gutierrez found that passing distances increased as cyclists moved from the edge to the center of the lane. Here is their summary:

"When the bicyclists rode near the gutter, the motorists exhibited the full distribution of overtaking behaviors ranging from in-lane passes, to a number of straddle passes, and a group of lane change passes. However, when the bicyclists were left of the center of the lane, the closer motorist passes (the in-lane and straddle passes) were consistently replaced by full lane change passes."

It wasn't until cyclists in the study moved to a central, or left of center position in the lane that they were

consistently passed with the 3-foot minimum required by law.

Remember that you have a legal right to the roadway and a right to ensure your safety and the safety of other road users. If the lane is too narrow to safely share, or if hazards exist that make it unsafe to share the lane, riding in the center of the lane is the best way to communicate with motorists that they must change lanes to pass you.

Lane position is just one of the non-verbal methods that can be used to successfully communicate with motorists. If you have not already done so, please enroll in the next Traffic Skills 101 or Cycling Savvy course to learn others.

Until next time keep your head up and your wheels down...

How wide he thinks his car is

Where Savvy Cyclists ride to discourage that mistake.

How wide it really is

MAY USE FULL LANE
CHANGE LANES TO PASS

Most lanes are too narrow for a car to pass a bicyclist safely within the lane. Savvy Cyclists make that clear by leaving less space to their left. This is defensive driving. And it is legal in all 50 states. Regardless of where a bicyclist is, please don't risk a mistake. Change lanes to pass.

i am traffic.org [f /iamtrafficorg](https://www.facebook.com/iamtrafficorg)
[t /iamtraffic](https://www.tumblr.com/iamtraffic)



By Miguel Perca, VP

Mark your Calendars

February 21st, 2015

The Annual OCW Awards Banquet

This year we will be in a new location, The Meridian Sports Club in Fullerton, we have a new catering service, and we have confirmed a guest speaker well known to all cycling aficionados: **Levi Leipheimer**.

Levi was twice US national champion, winning the time trial title in 1999 and the road race in 2007, and is an Olympic medalist. He was born and raised in Butte, Montana and resides in Santa Rosa, California. He is the patron of the widely-attended King Ridge GranFondo, a mass-participation ride in Sonoma County.



Leipheimer's major career accomplishments include winning the 2007, 2008 and 2009 editions of the Tour of California, the 2011 Tour de Suisse and the 2011 USA Pro Cycling Challenge. His Grand Tour results include 2nd in the 2008 Vuelta a España, and 5th in the 2009 Giro d'Italia. Leipheimer won the bronze medal in the time trial at the 2008 Summer Olympics in Beijing. On Tuesday, October 23, 2012, a feature-length documentary on Leipheimer's career entitled *The Levi Effect: The Story of Levi Leipheimer* was screened in select theaters in the United States.

The official trailer of the film can be seen on the link below.

https://www.youtube.com/watch?v=oSO_BllxAqg

Another great link of Levi can be viewed by clicking [here](#).

Watch the OCW website for the Banquet Registration link and join us for an evening of fun, awards, and celebration.

MatthewsChange.org

We've reached almost **4000** signatures advocating for changing the California Vehicle Code to allow crossing a double yellow center line to pass a bicyclist! Thanks to you and our fellow cyclists, we are closing in on our goal of 5000 signatures to take to the California legislature and Governor Brown in Sacramento. Please continue to spread the word and share on social media to sign the: [Matthew's Change petition!](#)



The Problem

Traffic laws need to be unambiguous and should serve to increase safety for all road users. California's new 3 foot law for passing cyclists is a much-needed improvement, but it fails to address the needs of cyclists and of motorists on two-lane roads with long sections of double-yellow lines. It is currently illegal to pass cyclists too closely, and it is also illegal to cross over the double-yellow lines to pass safely.

The Inspiration

Matthew O'Neill, an experienced ultra-distance cyclist, was struck and killed by an inexperienced driver while legally and visibly riding on a straight section of a rural country road with double-yellow lines. Matthew's family and friends want to keep Matthew's legacy alive by helping to prevent this tragedy from happening to another cyclist.

The Solution

Many states already allow motorists to pass cyclists on roads with double-yellow lines, when such a pass can be done safely. We can change the California Vehicle Code to allow safe passing. This change is good for motorists and it's good for cyclists.

[Help us make cycling safer by signing our petition to lawmakers to make needed change to the California Vehicle Code, found on the MatthewsChange.org website.](#)



**CHANGE
A LANE
SAVE A
LIFE!**

Share Our Selves (SOS) Organization

By Miguel Perea, VP

For the second year in a row, a number of OCW volunteers donated their time, expertise, and good spirits to building new bikes for the Share Our Selves (SOS) organization. This was part of the SOS "Adopt a Family Program", now celebrating its 45th anniversary. More than 50 bikes were put together by the cheerful Santa helpers from OCW, to help bring a smile to a lot of kids on Christmas morning.



The (Intentional) Hungry Cyclist

By John Renowden

Fasting days and faster hills

As we all know there is a very simple link between energy input and energy output. This is in fact all we need to know to control our cycling weight which, combined with hill training, is the best way to improve our hill-climbing ability. We also know there are a myriad of diets around to help us lose the excess pounds, unfortunately they are usually pretty complicated and often lead to a depressing battle of continual calorie counting.

Here is a different approach. Over in the UK the BBC commissioned a program to examine the use of fasting as a way of improving health and extending life. Out of the research that went into this program came the 5:2 Diet. Essentially this means that on two days a week calorie intake is restricted to 500 – 600 and the other days are treated as normal. Some people have interpreted this to mean you can eat in excess for five days and fast for two but that's of course silly.

So back at the start of last year I had been to the UK for Christmas and not ridden my bike very much for a month, the result was an excess of pounds. This prompted me to try the 5:2 Diet and from April 11 to June 21 I was able to shed 16 lbs. Once down to a reasonable weight

it was possible to back off the number of fast days. It is generally said that diets don't work and you soon put the pounds back on. This has not been the case as any gain can be quickly corrected by a fast day. Also regarding eating to excess on the non-fast days I have found quite the opposite, that I am generally happy to eat less, and oddly enough, more healthy foods. I also found I was buying too much food and had to cut back on my shopping.

The great thing about this method of getting to a hill-climbing weight is that it's not complicated. Simply, on fasting days, 500 – 600 calories are shared between a light breakfast and light evening meal. In my case breakfast consists of oat bran, with dried fruit, a little honey and milk. Dinner invariably consists of a big salad. There are all sorts of different meal combinations that achieve the same end but that could lead back to calorie counting and I like to keep it simple. I found it works best to eat nothing between breakfast and dinner, just drink water, tea and coffee. The only challenge I found was the time just before lunch but once through this period it was fine. A few other members of OCW have tried this diet with good effect, however Miguel Perea complained that the weight loss now makes it harder to drop people on the descents. For my part I intended

to be 175 lbs for The Bear but was actually 177 lbs on the day. Other studies on fasting suggest that it takes a while to train the body to adjust to burning fat and this looked to be the case on my weight chart. As bicyclists we have two possible benefits in this method of weight reduction. One is that we probably have a higher than normal metabolic rate from endurance exercise which makes it easier to shed pounds while fasting and secondly if fasting trains the body to burn fat this will help our endurance. A virtuous circle.

As usual, don't try this if you have any health problems that may be affected.

A video of the BBC program and full explanation of the diet can be found at the following links:

<http://vimeo.com/54089463>
<http://thefastdiet.co.uk>

and a link to a UIC study can be found here...

<http://www.ahs.uic.edu/news/title.10771.en.html>

My Actual Figures			
Date	Weight	Fat %	Muscle %
4/11	192	16.6	36.8
4/13	186	15.2	37.2
4/16	186	15.3	37.2
4/29	188	15.5	37.0
5/1	185	14.7	37.4
5/3	183	14.3	37.5
5/8	183	14.5	37.4
5/10	180	13.6	37.7
5/17	179	13.3	37.8
5/24	179	13.8	37.7
5/31	177	13.4	37.8
6/7	178	13.3	37.8
6/14	177	12.9	37.9
6/21	176	12.6	38.0

Bicycle Angels: A Unique Cycling Charity Organization

There are many worthwhile charitable sports fundraising events held every year. A common example is the charitable bike ride or triathlon. While cycling is a highly satisfying and rewarding endeavor for participants, there are some challenges which these events face. Problems may arise when participants don't have an adequate bike to use and can't afford a new one. This is frequently a problem for those that are new to cycling or who have been absent from the sport for many years. Not everyone owns a bicycle and only a percentage of those that do have a bike which can withstand the rigors of a distance like a 100-mile century endurance ride.



Los Angeles based Bicycle Angels was created in December 2009 in order to help fill this need for charitable biking equipment by President and Founder Dave Gold. Dave, an experienced eight-year veteran of endurance cycling and a former TNT Cycle Team Coach, has competed in over 35 organized centuries so he understands the needs of cyclists. Bicycle Angels is an IRS registered charity which loans bicycles to individuals who want to participate in fundraising bike ride or triathlon events. The bikes are loaned for free to participants for training and to complete their chosen charity event. To date, bicycle loans have been made to cyclists participating in fundraising rides held by the Leukemia and Lymphoma Society, Multiple Sclerosis Society, AIDS Lifecycle, Diabetes Society, Arthritis

Foundation, Crohn's and Colitis Foundation and other charities. So long as the event has a minimum mandatory fundraising amount and the charity meets Bicycle Angels' standards, a bike can be borrowed for nearly any event. The results of this concept have been very impressive with bike loan recipients raising over \$450,000 for charities since 2009. Over \$100,000 has been raised in each of the past three years; for 2014, Bicycle Angels is on pace to top last year's funds raised of \$141,950.00.

Over the past five years Bicycle Angels has loaned bikes to over 150 event fundraising participants. In addition to helping these cyclists raise money for worthy charities, the bike loans also get people engaged in the sport of cycling. Loanees also gain improved fitness, social interaction and sense of accomplishment which comes from endurance cycling and fundraising. All of this has been accomplished on a fairly small operating budget of less than \$5000/year. In fact, the return of funds raised by participants on Bicycle Angels' 2013 operating budget was over 3400%.

Bicycle Angels also has a small riding group called "Team Bicycle Angels." Formed in 2014, the group has participated in two centuries and three fundraising rides so far. The group also helps provide volunteers for the charity's activities. Currently, the group is training for the 2015 Solvang Century.

Bicycle Angels' strategic plan is to help an even larger number of cyclists and charities by becoming a national charity themselves. To that end, they plan to open two additional offices by the end of 2016, and by the end of 2017, to have helped raise over \$1 million. Based off of the scope and broad range of this charitable initiative and low operational costs, expansion is viable.

As an IRS registered non-profit company all donations are tax deductible. Bicycle Angels accepts donations in the form of funding, and donation of new and old bicycles, bike parts and accessories. Many of the bikes in Bicycle Angels' fleet were donated by a cyclist when they purchased a new bike and wanted to see their old bike remain useful.

Those who wish to learn more about donating or the availability of a bike loan may visit the Bicycle Angels website at www.bicycleangels.com. Also, please "like" Bicycle Angels' FaceBook page to help them increase visibility.

Why do we sign in for rides?

By Theresa Nelson

Cycling clubs in the U.S. have been around since the 1880s and 1890s when there was a growing participation by the middle class in cycling. I'm sure they were usually comprised of men that wanted an excuse to meet together and show off their strength. Then whenever men get together competitions arise and clubs became a means of identifying race team members. Like any club, its strength lies in participation and to encourage participation why not have a little competition. Also by being able to measure that participation, it's easier to get sponsors that want exposure to their product or service. Although OCW has its racing team arm with Paramount, we also want to reward active and participating club members with annual awards.

Qualifications for the awards are determined by the number of miles a member rides on club rides plus volunteer service points. Each mile on a club ride plus the miles ridden to and from the club ride count as mileage points. Service points are given for specific activities as listed in the award qualifications which can be found here <http://www.ocwheelmen.org/page/show/418598-about-club-miles-activity-points-and-awards>. In order to earn an award, a member must not only have miles but must also earn

service points. These are called "combination" awards. Service points are earned by volunteering for special events, being a ride leader or sweep and participating in non-mileage club events like attending general meetings, folding (now called Brainstorming) parties and other meetings or activities during the year.

For years we also had non-riding spouses, family members or other supporting people that actively participated by volunteering for special events or attending club functions. So the "service only" awards were created to recognize these members. The junior award which is mileage only was created for minor children of club members who were able to put in miles (often on the back of a tandem or in a trailer), but certainly couldn't control where they could show up for service. Many of the children that earned junior awards did also earn combination awards as they could be seen beside their parents helping at rest stops filling water bottles and encouraging century riders.

OCW membership is almost 500 members strong. It takes quite a few man-hours to keep a smooth-running club and continue to offer rides just about every day of the week plus informative monthly meet-

ings and over seven different events during the year (rides including non-riding events). We have a board of directors and officers that volunteer their time to help guide the club, but it also takes participation from members to host these events and ensure you have organized regular rides.

Sign-up sheets at ride and non-ride events are a means not just to ensure you have read and agree to a liability waiver, but also to record participation. One of the club officers is the Statistician whose job it is to tally all the miles and service points for each club member so that awards can be determined for presentation at the Club Banquet held each February.

So you've been out on a couple of club rides (or maybe lots of club rides), and you've met some riders, but do you really know what they look like without a helmet or riding kit on? Do you only recognize them from the brand of bicycle they ride? Non-riding events are a great way to extend the conversations you have made on the bike. OCW is a club made up of a huge group of diverse individuals from all walks of life. Many members have become close friends outside of club events and I've even seen a few marriages happen over the years. Why not participate in a non-riding event -- Volunteer to work at a rest stop, attend a general meeting, or maybe even lead a ride. You may then qualify for a combination award, but you will also gain so much more personally and help to the grow OCW for another 46 years.

From LA Fitness to Onyx Summit

By A Guy Named Chicago

It was a whopping 14 minutes. I clocked it...from the first spin of the pedals to the first sweaty drop hitting the floor. I didn't know if I would last the whole 45 minutes. As I discovered back in March, LA Fitness spin instructors likes to drip.

I had received a colorful invitation to join the Orange County Wheelmen on one of their annual fun rides. Hmm. Fun I think not, but I had reached a point in my life where I needed to prove something. So I forsook my standard weight training routine to join a sweaty evening spinning class. I began pushing myself in March so I wouldn't look like a spent wannabe at fun ride time.

Today is June and I'm not in spin class. I'm on this fun ride, grunting a real bike from Redlands to beyond Big Bear. Up one side of the mountain and down the other. About 9,000 feet of climbing. Route 330 from San Bernardino to Running Springs is crusted with heavy breathers in spandex. Tanned men and women, mostly hardcore athletic types, not too many jelly bellies. It's one of the nation's worst...a 100-mile bike ride that's uphill for the first 45 miles or so. The occasional break in the climbing feels heavenly...sort of like when you stop hitting yourself with a hammer.

Now I'm being silly. I'm in a head-down aero position doing a whole 6 mph. I notice little things as the miles pass...pebbles to avoid...rollie-pollies crossing the road...squished bugs...but I miss the big things, like fields of spring wild flowers. Nothing like being focused...and constantly aware of the burning in the legs. For a bike rider, burning translates to fun.

A cold-sandwich lunch awaits lakeside. While the offerings are pretty inviting and the body sure needs the nourishment, the stomach rebels. Each bite feels like it was one too many. I'm getting beaten up...the hands are sore, the neck is stiff, the legs are burning, and one part is numb. No latitude, though, for wimping out. I have something to prove today.

From Big Bear Blvd, a monotonous 8-mile climb begins. As I round each of many curves, I'm desperately hoping to see the top. Seems like a mountain without one. My mind needs to wander. I'm doing math as I crank and calculate that my bragging rights include making the pedals go round maybe 55,000 times.

Because of a heavy-duty job, I didn't have much time to actually get on my bike to prepare the legs and lungs for this climb. I had to rely on those 45-minute spinning sessions with LA Fitness. All the instructors hit me with more speed work than I'm accustomed to and certainly more standing on the pedals. I try to "run" with heavy pedals holding the feet back. It borders on a full-body workout. Thank goodness the instructors pushed me. For nearly seven hours on the Bear, their teachings echo in my ears..."Get up, get up, get up that hill!" We top out at 8,443 feet on Onyx Summit, east of the lake. I'm wiped, but smiling.

Never before had I prepared for a 100-mile bike ride by not riding my bike. A tip of the hat to LA Fitness.



FIELD FIXES

By Frank Neal

Hi! It's me...Garfield (you know, the Kickstand Guy!).

Secret Weapon? Here is the "duct tape" of cycling: Black plastic electric tape! It is: a tire boot, a rim boot, rim tape, a water bottle cage bolt, a headlight mount, a broken bike bag strap, handlebar tape, and on and on. You don't have to carry a full roll. Take a small, used roll, maybe 1/8" left. Remove the cardboard center and squash the roll lengthwise. This roll will not take up much room in your bike bag. If you ride, you will use it sometime along your road!



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

Ride Into the Comfort Zone

Face it. Mountain biking is not the most comfortable sport to do for hours, but it is a blast and it is how I spend almost every weekend of my life. So I wanted to talk about two areas of the bike our bodies are in contact with when riding, the saddle and the handle bar grips.

I recently installed a Koobi PRS Alpha saddle in my Specialized Epic full suspension mountain bike. They are available on-line only, and are not sold in retail stores. You actually fill out a form, give them your weight, hours per week ridden, hard tail or full suspension and they assist you in picking out the correct saddle. The unique feature about these saddles is the elastomers at the rear of the saddle. They are color coded to match the rider's weight and are also vibration-absorbing devices. It may sound odd, but I can tell you after riding with the Koobi PRS Alpha for several months, it works. They are slightly heavier than the light-weight saddles we are used to, but I can ride for hours and not feel thrashed like I normally would on a light-weight racing saddle. To me, it's worth the trade-off. Koobi has two mountain bike saddles, the PRS Enduro and PRS Alpha. The Alpha is more like what most riders are used to as far as physical appearance. The Enduro is a larger saddle. Koobi also make women-specific saddles.



Handle bar grips are very important on mountain bikes. There are far too many choices to write a comprehensive article, so I will focus on the ergo-type grips.



Ergon is an industry leader in the manufacturing of ergo comfort grips. I am currently riding with the new GE-1 series grips. Ergon makes many different styles of comfort grips ranging from large, almost over-sized paddles, to very subtle grips like the GE-1. The thing I like about the comfort grips is the way it distributes the contact of your hand. You can actually rest the palm of your hand on the paddle, to give your fingers a break while riding. REI has a great selection of Ergon grips, which is great, because you need to wrap your hands and fingers around them to see which model fits best.



I also like the Specialized Contour XC Grips, which are only \$30.00. I also rode with these grips on my Specialized Stump jumper hard tail most of this summer and was quite pleased with the feel and performance. You can see in the image to the left, the paddle portion which is where you rest the palm of your hand while riding. Believe me, it really helps stave off hand fatigue.



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

General Meetings, Awards Banquet, etc.

By Miguel Perea, VP

The January OCW General Meeting will take place on Thursday, January 15. This is an exception to the regular calendar of General Meetings. The rest of the year General Meetings will continue taking place on the first Thursday of every month. Check the OCW calendar before every meeting to confirm the date.

The start time will be the usual 6:30 PM, and the location for the General Meetings will continue to be the Community Room at the Irvine Ranch Water District offices in Irvine. The Community Room is located in the back of the parking lot, not in the main office building. If the door is locked, please do not bang on the windows; just wait until somebody comes along to open the door.

The guest speaker for January 15 is Shuji Sakai, S_TEC Training Coordinator for the Shimano American Corporation. Shuji has spoken to OCW before and he will bring the latest technology news from Shimano.

The 2015 Awards Banquet will take place on February 21st, at a new location: The Meridian Sports Club, 1535 Deerpark Dr., in Fullerton. We are excited about this new location and about the speaker we are trying to bring - no confirmation yet, so it can't be disclosed but stay tuned. Many thanks to Irene and Jim Walker for all their work and effort to secure the new location and caterer for the Awards Banquet.

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!

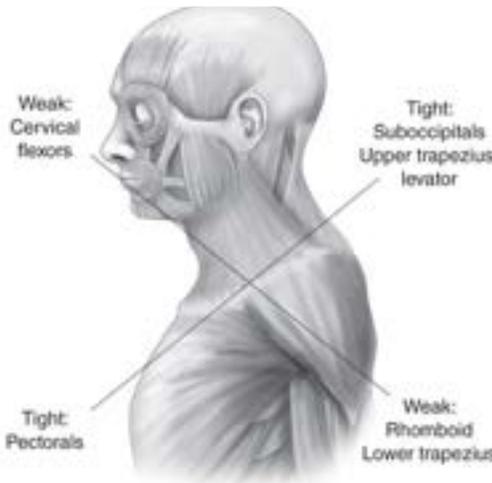
Michelle Vester
editor@ocwheelmen.org

Upper and Lower Crossed Syndrome in the Cyclist



Upper Crossed Syndrome

Upper-Crossed Syndrome (UCS) is also referred to as proximal or shoulder girdle crossed syndrome (Janda 1988). I see this syndrome many times when treating the cyclist. Unfortunately the majority of our day may be spent driving in the car, sitting at a desk and being in poor postures. We then come home from work, jump on the bike, and go for a ride. Over time, these positions or postures that we are in cause muscle imbalances which can over time result in dysfunction. Specific postural changes are seen in UCS, including forward head posture, increased cervical lordosis and thoracic kyphosis, elevated and protracted shoulders, and rotation or abduction and winging of the scapulae. These postural changes decrease glenohumeral stability, decrease cervical spine stability, and can eventually result in poor cycling performance.



Lower Crossed Syndrome

Lower-Crossed Syndrome (LCS) is also referred to as distal or pelvic crossed syndrome (Janda 1988). I also see this syndrome when treating the cyclist who comes in with reports of low back or hip pain. This pattern of imbalance creates joint dysfunction, particularly at the L4-L5 and L5-S1 segments, SI joint, and hip joint. You are more subject to this syndrome if you have a job that requires increased time sitting in front of the computer, driving, or traveling in the plane. Specific postural changes seen in LCS include anterior pelvic tilt, increased lumbar lordosis, lateral lumbar shift, lateral leg rotation, and knee hyperextension. These musculoskeletal changes can result in faulty movement patterns while cycling which can place unwanted stress to the spine, hip, knee, or ankle resulting in pain. Please see the attached videos to learn some appropriate exercises to address these muscle imbalances which can occur in upper or lower crossed syndrome.



John R. Thomas, PT, DPT, OCS, CSCS
Laguna Orthopedic Rehabilitation
Sports and Orthopedic Physical Therapy

<https://www.youtube.com/watch?v=nkrRL-sUkrQ>

<https://www.youtube.com/watch?v=ZeYBYX9DaNs>



My Awesome Experience Riding the Fall Metric By Alex Lim

What I've heard from Mike Lee at the Finish Line, there were some 130 riders that joined the OCW Fall Metric Ride in Redlands. My Garmin logged 62 miles with 4600ft total climb.

The 1st 20-mile ride was quite comfortable and almost similar to some of our usual weekend rides except for the marvelous sceneries. After the 1st water stop (near Stater Bros) at 23miles, it was a hilly non-stop 7-mile climb averaging 8% to 12% grade along Oak Glen Rd towards Los Rios Rancho where the 2nd & last rest stop was. The climb was not something for a beginner, most of my friends got leg cramps. One had to request SAG support to transport him & his bike up to the rest area. After the break, an approximate 8-mile deep descent goes far down to Oak View. Supposedly, one would think it's an easy ride going downhill but due to the road's rough pavement, big pot holes and no visible bike lane along a two-way narrow street evidently makes the ride quite challenging, more so dangerous for any amateur enthusiast. Luckily, no one I knew was injured on this ride.

Overall, it was an awesome experience. Me and my group of 6 riders had a blast, and everybody had fun and enjoyed being out riding in a different environment.





Training Hub

By Greg Kline, LCI

Change the Law

Although the recent implementation of California's 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. Here's 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 Cali-

fornia'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.

Governor 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' law was intended to confer.

Many states have sensible 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

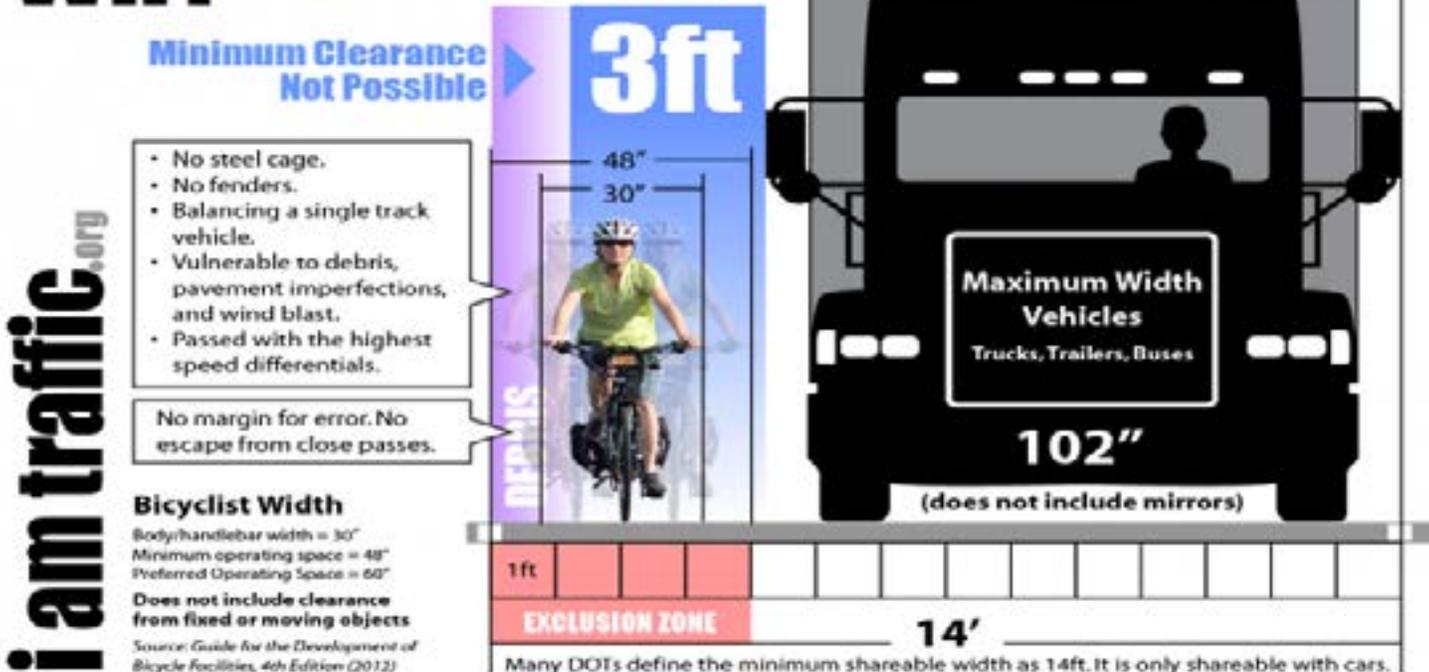
or center line of the roadway to meet the overtaking and passing provisions of section 4511.29 of the Revised Code, considering the speed of the slower vehicle.

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.

Graphic by Keri Caffrey iamtraffic.org

WHY 14ft is Not Shareable



Massage and Cycling

Many tools make up a successful cyclist, massage is often overlooked.

Massage is a valuable tool for relieving painful muscle cramps and overcoming soft-tissue injuries by helping to reduce swelling in an overworked muscle by straightening muscle fibers that have been knotted.

Many cyclists use regular massage to help maintain overall health, decrease pain and improve performance.

Massage is going to help you be more aware of your body and of what limitations you have. Massage and stretching help get some muscle lengthening and keep you from injuring yourself.

The Body Haven

404 Westminster Ave. Suite 5
Newport Beach CA 92663

Kristie Winn

Call, text or email to make an appointment

newportbeachthebodyhaven@gmail.com

714.474.5195

**OC Wheelmen members will receive \$20.00 off a professional massage
Regular price \$80.00**





It isn't very often that the police receive praise so I thought this is an excellent time to acknowledge them for doing their job. My wife Ximena and I typically bicycle commute to our jobs at University of California Irvine. I had recently had some minor surgery on my hand and was off the bike for a few weeks. We decided to walk to work to stay active. Walking home one evening on Culver Blvd between Harvard and University we came across an Irvine motorcycle officer who was out in the bike lane issuing tickets to drivers who were driving in the lane. At this location drivers typically drive for hundreds of feet in the bike lane before it is legal in order to make a right-hand turn without having to wait in traffic.

We stopped to thank Officer Predney for helping to enforce the law. Motorists are not allowed to drive in the bike lane until the line becomes dotted. We told him that we were cyclists and appreciated his and the city of Irvine's effort in enforcement of this law. Officer Predney said that he had written 15 tickets so far. It was the city's way to help enforce the new 3 foot law. A few days later we saw him out there writing tickets again. So, Thank you City of Irvine and its police department for helping cyclists stay safe. When riding our bicycles we too are vehicles. It is important to be visible, predictable, and remember that we are all sharing the road. So let's do our part, too.

Kevin Ansel, LCI



I just wanted to send a HUGE thank you to OCW for helping me prepare for Silverman 70.3 and Tempe Ironman 140.6! Thanks to riding with the group and riding on my own using your route slips I was able to complete Tempe Arizona Ironman! Special thanks to Terry Kessler and the AMTRAK training group rides and Theresa and Steve Nelson for the fun Monday night rides. Almost reminds me of the old Friday night rides! Thanks Wheelmen for being so friendly and welcoming! It's great to be back riding with you! I couldn't have completed the Ironman without you!

I will continue to ride as I plan to do Tempe again in 2016!

See you out there! Keep the Rubber Side Down!

Dancoise Clayborn



For The Love of Carter

Arthritis Ride For A Cure

By Jerry Davis

On Sept 13 2014 I began a 525 mile bike ride down the California Coast with 200 of my closest friends taking part in The Arthritis Foundation's California Coast Classic Bike Tour.

Our adventure took us down Hwy 1 from San Francisco to Santa Monica in 8 days. The coastal ride was to be my reward for the previous 3 months of training and fundraising in honor of my 4-year old grandson Carter who was diagnosed earlier in the year with juvenile arthritis.

"Juvenile Arthritis"? To be honest with you, like most people I had never given a thought to such a disease and it never once registered to me that it even existed. That was until Carter was diagnosed.

During my previous 3 months of training and fundraising I received a crash course on the disease. I was amazed at what I found out, and dumbfounded as to why a cure has not been found. How could it be that in today's world with all the advancements in technology and medicine a cure has not been found?

There are 300,000 children in the US living with juvenile arthritis and the Arthritis Foundation is leading the way in helping people with arthritis.

When Carter was diagnosed last year, Carter's pain was so severe he could barely move or be touched. After a few months on one type of medication we were all saddened to find out it wasn't working and the doctors wanted to try another type of medication and treatment. This seems to be the norm when it comes to juvenile arthritis, not all treatments work for every child who has the disease and when one doesn't work you try another, and another and another and hopefully they find one that helps to give the child a break from the everyday pain and that slows the progression of the damage arthritis causes to their joints.

Seeing Carter in such pain broke my heart and I knew I had to do something to help. When my daughter Tarin presented this ride to me it was a perfect fit and gave me a chance to get involved in a great cause and let Carter know we are all in this battle with him.

So there we were riding our bikes down the coast of Califor-

nia, I'd be lying if I said I wasn't intimidated by the thought of riding 525 miles. Especially since before starting my training only 12 or 14 weeks prior to the Sept. 13th start date, I had not even been on my bike for 2 years prior, because of trying to deal with a family tragedy, the passing of my son JT. To say I was out of shape was an understatement, but I had managed to train myself into "ok" shape in a short period of time and was determined to not let down all those people who had supported me with their donations, prayers and encouragement. After all, my whole fundraising pitch laid heavy on the difficulty of riding a bike 525 miles and that I was doing it to help my grandson. I also had the motivation of knowing that there was going to be a certain 4-year old little boy with big blue eyes and an incredible smile waiting to welcome his Papa home at the finish line in Santa Monica on Sept. 20th.

As a cyclist, over the years I have done several century bike rides and other rides of various distances all over Southern California, Hawaii and even Idaho. Every single one of them were great rides in their own right, but I have to tell you, The California Coast Classic is

the most amazing ride I have ever been a part of. You have the beauty of riding down the coast of California with the beautiful Pacific Ocean on your right and the great scenery on your left. The support on this ride is unmatched by any ride I have ever done. The amazing hard-working volunteers working to make sure that us cyclists have everything we need from before the sun came up every morning till way after the riders are sound asleep at night. The campgrounds were all very well equipped and our meals were catered and excellent. I think I actually gained weight the first couple of days because I ate so much. There were two great mobile bike mechanic crews on the road on the route each day to support us and working late into the night to fix any broken bikes and get them on the road by the next morning. There are sag vans on the route all day to pick up any rider who needs a break or a lift to the next campground. The Foundation makes sure there are plenty of well-stocked rest stops along the way. I've seen some well-stocked rest stops over the years, but none of them could hold a candle to the CCC's rest stops.

The 8-day ride was an amazing life-changing experience for me in so many ways. I met some lifelong friends and fellow warriors out there on the road. I learned that every cyclist has a different story and reason for being there but we all came with the goal of making a difference and helping to find a cure.

On September 20, eight days

and 525 miles later, Carter, brother Easton, Carter's mom Tarin and dad, Brett, were at the finish line to welcome myself and my 200 friends home.

The 2014 CCC Ride had come to an end and this group of amazing 200 cyclists, volunteers, and the countless people who supported us with donations and encouragement raised over 1.2 million dollars for The Arthritis Foundation to fund research for better treatments and to help find a cure.

I knew that day, when we crossed the finish line in Santa Monica that I'd be back. That I was hooked. That if I wanted to make a difference I had to be willing to be in this for the long haul.

During the ride I met several people and we had some great conversations about arthritis, the foundation and all that they do. I am grateful beyond words for all these people do for this cause, BUT if asked to be honest, I have to admit to having a selfish side..... You see, as great as the 2014 CCC event was, I wish I had never heard of The California Coast Classic Bike Tour. As great as the Arthritis Foundation is and all that they do, I wish I had never heard of them. Like I said in the beginning, "juvenile arthritis"? I had never given it a thought and I wish I never heard of it and I wish Carter hadn't either, I wish he didn't have to know what juvenile arthritis is or feel the pain and experience what it is doing to his body. These are all wishes and not truths for our lives for whatever reason so we will deal the hand we were given and join the fight.

For these reasons Carter and I have formed Team Carter and with the help of some great team members we aim to make a difference in the fight to find a cure by committing to the 2015 California Coast Classic Bike Tour. We will train, fundraise and do that 525-mile bike ride again and be at the starting line in San Francisco on Sept 26th and finish eight days later in Santa Monica on Oct 3rd 2015. During those eight days there will be many friendships made, a lot of laughs and a lot of tears and there will be some lives changed on that road to finding a cure.

Team Carter is already working hard towards our goal to have a 20-member team of cyclists to ride in honor of Carter and all 300,000 of the children in the US with juvenile arthritis. Together with our San Francisco Team Co-Captain Kyle Berg we are building a great team of cyclist with the same goals of raising awareness about the disease and raising donations in honor of Carter to support the Arthritis Foundation and all that they do.

Kyle is working hard on our Team Carter Jerseys for the ride next Sept and is recruiting cyclists in the SF area while Carter and I are recruiting in So Cal and getting a start on fundraising and searching for sponsorships. All sponsorship donations go directly to the Foundation and our team riders are completely self-supporting, except for an occasional donation that I promise all first-year

Continued on page 26



Public Relations

By Stacy Kline, LCI

Advocating for a Cyclist's Right to Equal Access of the Road in 2015

2015 is finally here, so here's to another year of safe and legal cycling! With that New Year's pledge comes another year of advocating for the rights and reinforcing the responsibilities of bicyclists using our nation's roadways like any other vehicle on the road. The successful passage of [California's "Three Feet for Safety Act."](#) demonstrates that cycling is enjoying a renaissance of activity and respect. I don't know about you, but I was hit with a flurry of pleas for donations at the end of 2014 from various bicyclist advocacy groups. As a board member for the Orange County Bicycle Coalition, I am extremely sensitive to the need to raise funds for these most worthy organizations, and as such, I donate/belong to multiple groups. Being a supporting member of an advocacy group allows us to advocate for ["the change we want to see in the world."](#) These donations also compel organizations advocating for cyclists to listen to their membership, and to advocate for what their membership feels is important, respecting the needs of all cyclists.

With the impact of infrastructure on safe cycling currently in the public eye, such as the recent [adoption of NACTO by CalTrans](#), it is more important than ever to ensure that cyclists retain all of their rights as equal users of the road, regardless of the infrastructure that we operate within. Much is being said about [separated bikeways](#) and [cycle tracks](#) and cyclists come from all over just to ride our beautiful, stop sign-free [Santa Ana River Trail](#) also known as the SART. My husband Greg and I, like countless other cyclists, have enjoyed frequent rides on the [American River Trail](#) when visiting Sacramento. While these ["bicycle freeways"](#) are enjoyable and convenient because of the relatively quiet riding and lack of stop signs to slow our progress, mandatory use laws require cyclists to use such facilities when they are located on the street. Imagine riding on Pacific Coast Highway at 20 mph through Dana Point and being suddenly required to enter the separated bikeway protected by [K-Rails](#) (the large concrete barriers that separate sections of the road).

Because every cyclist and every ride is unique, cyclists should be able to decide when and if a bike lane, bike path, bikeway, cycle track, or bike freeway is right for them. Cyclists in California already have the right to leave mandatory facilities (on-street bike lanes) for a variety of reasons such as when confronted with debris in the lane, when riding at the speed of traffic, when passing another cyclist, to avoid obstacles blocking the lane (such as joggers), when crossing an intersection (this includes driveways which are notoriously dangerous due to cars pulling out at unpredictable rates), and any other time a cyclist feels it is in her best interest.

Cyclists must be allowed to "opt out" and behave like any other vehicle on the road ie: queue up behind cars, ride in the center of the lane to improve visibility, not be required to pass on the right (as set up by an on-street bike lane), whenever a bike facility is deemed unsafe by a cyclist. The right of a cyclist to choose her preferred route also must be supported. If a cyclist chooses a more direct route, although it may be busier, that cyclist needs our support and the support of the cycling advocacy organizations to which she belongs. City, county, and state governments must be required to reinforce the status that cyclists are equal users on all roads, and should be treated as any other vehicle on the road. Currently there is a case pending against [Cherokee Schill, a cyclist and single mom from Kentucky](#), who commutes to work on a busy 4-lane rural highway. Cherokee is a conscientious and committed [vehicular cyclist/bicycle driver](#), riding safely and legally in traffic clipping along at 18 mph, who feels comfortable riding in the road although there is no bike lane. She was recently **arrested and charged with wanton endangerment, a criminal charge**. This appears to be a perfect example of a case where a cycling advocacy organization could and should stand up for Cherokee's rights as a cyclist. However, when Cherokee asked for help from [the League of American Bicyclists](#), [the LAB chose "not to actively support Cherokee Schill's case."](#) Read the article by

LAB president Andy Clarke, then read the comments. Many are written by people you may know including members of [CABO](#), [Orange County Bicycle Coalition](#), the [American Bicycling Education Association](#), [IAmTraffic.org](#), the [San Diego Bicycle Coalition](#), and others who are asking that the League support Cherokee and all cyclists' rights like the driver of any other vehicle on the road.

Advocating for the rights of cyclists to use the road should not come without reinforcing the responsibilities inherent with driving a bicycle on the road. Organizations such as the [League of American Bicyclists](#), the [American Bicycling Education Association](#), [IAmTraffic.org](#), and [Cycling Savvy](#) among others do just that. As both a [League Certified Instructor](#) (LCI) and a Cycling Savvy Instructor (CSI), I have been exposed to the most comprehensive safe cycling curricula available. Cycling Savvy helps us cyclists answer that fateful

question, "[Why do you ride like that?](#)" helping us dispel the myth that cycling on the road is prohibitively dangerous by demonstrating how cyclists, when they follow the rules of the road, are more visible and predictable and are a normal part of traffic. The [research shows the relative safety of riding predictably and legally in traffic when cyclists follow the rules of the road, like the driver of any other vehicle on the road.](#)

The case for "Courteous Cycling" is made eloquently on the IAmTraffic.org website reminding us that "courteous means [marked by respect for and consideration of others.](#)" When we cyclists follow the rules of the road, making us predictable and visible, and we motorists expect and respect cyclists, we are significantly less likely to be involved in a collision with a motorized vehicle or another cyclist. Courteous Cycling reminds people driving cars and people driving bicycles to follow the [Golden Rule](#), and we won't go wrong on the road!



Continued from page 23

riders when they join our team. For more information on Team Carter or to share your thoughts email me at 525m4Carter@gmail.com

2015 is the 15-year anniversary of the California Coast Classic and it promises to be very special and will no doubt be a record-setting year for the event. Team Carter is open to all that want to join us and all that we ask is that you commit to working hard for the cause, ride in honor of Carter and all 300,000 children that need our help and to have fun.

Carter's Agents of Awesomeness:

Jerry Davis (Carters Papa)
Kyle Burg
Chris Tallion
Kim Caldwell
Jorge Gomez
John Gaduno
Will Lundren
Jay Chavez
Robert Pedley
James Smith
Matthew Forsland
Derek Engfelt

Looking for more Team Carter Members: 525m4Carter@gmail.com

For more information:

The California Coast Classic go to: <http://ccc15.kintera.org/>

To register with Team Carter go to: <http://ccc15.kintera.org/teamcarter>

Team Carter on Facebook: <https://www.facebook.com/525miles4carter>

Team Carter Email: 525m4Carter@gmail.com

OCW Group Ride to the Grand Opening of ARTIC

What is ARTIC???

Follow the link below to learn more:

<http://www.articinfo.com/>



The Hungry EyeList



Curried Brussel Sprouts, Chickpeas and Sweet Potatoes



Ingredients

2 tablespoons coconut oil or canola oil
1 teaspoon cumin seeds
1 teaspoon mustard seeds
2 medium onions, chopped
Kosher salt and freshly ground pepper
3 garlic cloves, finely chopped
1 tablespoon chopped peeled ginger
1½ teaspoons ground turmeric
1 teaspoon garam masala (optional)
Pinch of cayenne pepper
1 pound Brussels sprouts, trimmed, halved
1½ pounds sweet potatoes, peeled, cut into ½" cubes
1 15-oz. can chickpeas, rinsed
⅔ cup coconut milk
2 dates, chopped
Greek yogurt (for serving)

Preparation

Heat oil in a large, heavy-bottomed soup pot or Dutch oven over medium heat. Add cumin and mustard seeds and cook, stirring frequently, until mustard seeds begin to pop, about 1 minute. Add onions, season with salt, and cook, stirring often, until onions begin to soften, about 5 minutes. Add garlic and ginger and cook, stirring, until fragrant, about 1 minute. Stir in turmeric, garam masala, if using, and cayenne; season with salt and pepper.

Add Brussels sprouts, sweet potatoes, and chickpeas and season with salt and pepper. Stir in coconut milk and ⅔ cup water. Bring to a boil, then reduce heat to a simmer and cook until vegetables are tender, 18–20 minutes. Stir in dates and simmer, uncovered, about 3 minutes more. Serve curry dolloped with yogurt.

Eastern Sierra Tour

By Lee Painter

Eight friends, including OCW members Gloria Nafel and Cathy and Lee Painter, met in Benton Hot Springs in late September to do a four-day cycle camping trip in the eastern Sierra Nevada. Rider ages varied from 59 to 79. From Benton Hot Springs we rode to Mammoth Lakes, an out-and-back to Minaret Vista, to Silver Lake on the June Lake Loop, then back to Benton Hot Springs. We covered 125 miles and climbed 9,500 feet, at altitudes from 5,600 to 9,300 feet.

We rode in late September when summer traffic would be gone and late enough that Benton Hot Springs shouldn't be too hot, but hopefully before the first snow in Mammoth. As we got ready to go, there were concerns about the riding conditions – weather forecast was for 30% chance of thunderstorms and the June Lake Loop Road was closed due to a fire. As we drove up US 395, we could barely see the mountains because of the smoke from fires to the west.

Cathy and I went to Mammoth Lakes a day ahead of the rest of the group to acclimate to high altitude. When we got there, we were glad all the smoke was south of town (and that we had no issues with smoke for the rest of the trip). In the morning we did a short hike, then bought groceries for the night and first day of the tour, then drove to The Inn at Benton Hot Springs to set up camp and have a soak in one of the spring-fed tubs.

Camping in Benton Hot Springs the night before we started riding, we got some lightning, and a little rain during the night.

In the morning, there were lots of

clouds, and we could see rain in the distance, but we stayed dry all day and for the rest of the trip. We arrived in Mammoth, set up camp and made another visit to the grocery. Cathy and I were disappointed to find out we were too late to get a shower at the RV park across the street; showering with a water bottle just isn't the same.

In camp we tried to unhitch one of our BoB trailers, and managed to bend one of the tabs that attaches it to the bicycle without getting it all the way off. We decided to try to put it back on and leave it for the rest of the trip. Glad nobody had a camera as I persuaded the bent bits back together with a rock (getting things straight was easy once we got home and I could use a vise - not a tool I'm ready to take on tour).

The next day we planned to climb over Minaret Pass, then descend into the Reds Meadow Valley. We regrouped at the ski area in Mammoth; we waited and waited for the last rider. We wondered if he'd detoured on one of the side roads, was taking too many pictures, or had mechanical issues. He finally arrived 45 minutes after the first riders, complaining of heart palpitations that meant he had to stop and rest every 100 yards. The rest of us spent the next 20 minutes convincing him that returning to Mammoth where there is a hospital was a better plan than descending into a valley with no services and no cell coverage. The group returned to Mammoth Lakes for a second night. The short riding day meant there was plenty of time for showers, laundry, reading or naps. Happily, there were no more heart issues on the tour.

The third day we rode the appropriately named Mammoth Scenic Loop to US 395. We stopped for a snack at a rest stop. I really enjoyed seeing the plaque placed by the E Clampus Vitus Society noting the approximate location of the Lost Cement Mine - a vein of gold that was discovered in 1857 and supposedly lost since 1877. The punch line was a request that if you happen to find the mine, please let E Clampus Vitus know "...so that we might relocate this monument to the correct site." See <https://www.flickr.com/photos/bubble-tea/3787177029/>. We continued on to the June Lake Loop, and were pleased we could see nothing of the fire of a few days earlier. After setting up camp at Silver Lake and eating dinner, five of us did a night hike on the highway (we only saw four or five cars in an hour). Good views of the stars, and it was fun to shine our lights to the side of the road and see the reflections of eyes looking at us.

The last day we took the June Lake Loop back to US 395, then to CA 120 past Mono Lake and back to Benton Hot Springs - 50 miles with no water, no services and no cell service. The last 15 miles or so we had strong headwinds, so we would pedal downhill at 10 mph, then crawl up the climbs. A few miles from the finish, one rider noticed his rear tire had developed a bulge. I offered the spare tire I carry on tours, but he decided the tire would last the rest of the ride. Happily it did, and we all got to the Inn by 2:30, said our goodbyes and loaded up for the trip home.

One final note: three days after we finished the tour, Mammoth got ½" of snow.

Eastern Sierra Tour Pictures....



Hiking Corner



Article By: Larry Linn
Pictures By: Doris Bingo

Hike to Mount Baldy on December 13, 2014

For the last three months, Larry, Doris, and Victor have managed to accomplish eight hikes together. It has been a bonus quarter. In the author's opinion, our most recent hike to Mount Baldy (10,064') in the San Gabriel Mountains on December 13 gave us the greatest display of beauty that Nature could provide. We saw blue sky above pristine hillsides that were blanketed with unblemished white. There were trees decorated with snow and sparkling icicles. In many places, the snowflakes looked like little puffy Styrofoam balls. We were up on the mountain early that day, ahead of most of the crowd that would soon trample over the serenity. Doris did an excellent job of capturing the moment with her camera. We parked at Manker Flats and discussed the need for additional traction footwear. At the beginning of the trail, there were only a few inches of snow, but we could see that it was deeper at the higher elevations. Finally we decided to use only our hiking boots and go for it. The less weight on our feet, the easier the hike would be. And since the trail had already been broken by a couple hikers who got there before we

did, things would be much easier. It was a beautiful day for hiking with the temps at about 40 degrees and very little wind to chill us. We followed the icy paved resi-

dential road past San Antonio Falls for about a half mile to the beginning of the Ski Hut trail. We then followed that trail up the mountain to the Sierra Club Ski Hut. The Ski Hut is more or less the halfway point to the top of Mount Baldy. By the time we arrived at the Ski Hut, Larry's feet were wet and cold because the waterproof feature of his boots had failed. Larry decided to turn back rather than risk an injury, and went back to Victor's car at Manker Flats to warm up. Victor and Doris attached the Micro Spikes to their boots and continued to the summit. While normally not a good idea to split up while on a hike, there was only one trail back down and Larry had been on that trail several times in the past. As Victor and Doris gained altitude, they were met with cold and windy conditions near the summit. We have learned from experience on Mount Baldy that weather at the top is totally unpredictable and it is always wise to be prepared for the worst. This hike was no exception. Meanwhile, Larry was feeling sorry for himself as he sat in the warm car, taking a nap while waiting for his hike partners to return. Total distance for this

hike was 8.8 miles with 3,900 feet of gain. On the way home, we stopped for lunch at the Mt. Baldy Lodge in Baldy Village. Doris and Victor didn't show much sympathy for Larry.



The Ski Hut



*Top Left: Styrofoam snow
Top Right: Doris at Baldy Summit
Middle Left: Larry (back) and Victor on trail
Middle Right: Ice covered (porcupine) Yucca plant
Left: Snow everywhere!*

The Trials and Tribulations of a Wide Body Cyclist

By Frank Mangio

One of the more difficult things I've had to endure in life has been that of a widebody cyclist. It seems that anywhere I go or do that is related to cycling, I catch all kinds of hell. Be it in a bike shop or on a ride, the harassment never ends. Why, it's enough to make me want to hang my helmet up on my little-used weight machine. What could possibly make me take such drastic action? Read on, my friend.

There are so many examples of abuse that it's hard to know where to begin. I guess that the instances of name calling are as good as any place to start. I've been pretty amazed at how creative cycling malcontents can be. After all, who in the world has heard of the title "Your Girthyness"? Not many, I dare to say. But this is exactly the term that's been used to describe my physique. But, no, it doesn't stop there. How about "Hell on Wheels" or "Spandex Disaster" or the generic terms "Pud" and "Jamoke"? Then there's "BFF". I thought it meant "Best Friends Forever" but much to my dismay it means, well, I'll let you figure that one out.

I needed to buy some new cycling clothes the other day so I off I went to the local bike shop. I was looking to buy a jersey, riding shorts and shoes. I asked the salesman if he perchance happened to have any size 4XLs. "No", he smirked "Why don't you just take two 2XLs and sew them together?" Funny. Hahaha!

And I didn't have any better luck with finding properly fitting riding shorts. The clerk said they'd have to special order the "Dunlapped" model. When I asked him to explain the term he replied that my belly had "done lapped" over my belt.

He did mention that my physique combined with any bike short contributed to safety. "There isn't a pair of shorts in existence that will cover your butt crack. No one driving a car or rider behind you is going to want to follow that. You'll never be rear ended", he guffawed. How cruel.

Then there was the issue of shoes. I asked the sales guy if I needed a new pair and he remarked that he didn't think so. "It doesn't appear that the top of your shoes has ever seen the sun" he chuckled. As I was leaving the store I could've sworn that I overheard the cashier say that I looked like 20 pounds (or, more accurately in my case, 250 pounds) of sausage stuffed into a 10-pound bag. That wasn't very nice, I thought to myself.

I've overheard bikers talk about how riding with a group is a good way to meet people so I thought I'd give it a try. I checked the internet for a local club and sure enough, when I showed up at the ride's starting point, there were a bunch of cyclists ready to go. So, off we went. It didn't take much time to realize that I might be riding with the wrong bunch. Maybe the Geezer Group would've been a better option.

We probably hadn't ridden three miles before I started to fade away. Fortunately, the peloton had to stop at some of the traffic signals on the way so I was able to catch up-sort of. And there was a time or two when I was actually, barely, able to ride as last wheel. The guy in front of me would look back at me from time to time because either he was concerned that I might plow into him or that he just couldn't believe that someone could be wheezing and hacking so much. I held on for

dear friggin' life but it wouldn't be too long before I'd fall off the back and I just couldn't catch up. I finally arrived at the group coffee stop just as everyone was leaving and someone said something to me about being a lanterne rouge. Hmmmm...wonder what that meant. At least someone tried to communicate. Couldn't do much socializing either there or at the end point. How can you when no one is around?

There's a lot that a pro cyclist can do that I don't think is all that remarkable. Take caloric intake, for example. What's so remarkable about consuming 7,000 calories a day? Heck, I can do that in just one meal of chicken wings and beer. How about the amount of punishment a rider can take? If a pro smashes into a parked car, the remnants look a lot like a small bird hit the trunk. And a widebody? More like a Mack truck impacted the car at high speed and split it into two ragged halves of junk. How's about speed in the mountains? An itty bitty pencilneck can't do the hills as fast as a widebody can. Our rolling weight makes it effortless to accelerate and to reach a higher terminal velocity as well. For most of us, we are reluctant to go that fast and for good reason. We don't want to disturb the flora and fauna with the significant bow wave and the resultant sonic boom we'd generate. While we're on the subject of cycling downhill, now would be a good time to mention what considerate and sensitive riders we are. Not wanting to show off in front of other less beamy mashers, we'll oftentimes pull over to let the weight-challenged catch up. (OK, not really. We're trying to get some feeling back in our hands after applying a death grip on the brake levers in sheer terror at the prospect

Who Are We?

By Michael Bush

Our monthly biking group welcomes all those who want to bike, skate and ElliptiGo. This reminds me of the Long Beach Congregational Church years ago welcoming gays, lesbians and transgendered individuals. I wondered if we really had to deal with the transgendered, but learned if everyone works hard, is committed to those they made commitments to and has a good sense of humor, it's all good. With just a little bit of mindfulness, tolerance and minor route adjustments, together our group is the non-motorized.

At a party when I mentioned I rode a bicycle, a person scowled. She said three bikers passed by riding side-by-side, who were talking to each other, and they yelled at her! A recent LA Times article referenced several who sympathized with the hit-and-run motorists as many bicyclers blast through stop signs, ride on the sidewalks and weave through traffic. I see even athletic bikers on streets with no helmets and wearing ear phones.

I'm not one of them as I wear a helmet, a mirror and have enough lights for a small tree. Don't lump all of us together just because we have two wheels in common. It feels like saying "we are clean and we don't eat garlic" in trying to separate our group from the slovenly others.

I feel anxious when I ride along the very edge of a road when a car passes with only inches between us and imagine myself as a person with a physical handicap who has to put up with similar indignities. I feel empowered when there are markings for a bike lane, which means I have control.



Orange County to Ensenada on Donor Bikes

By John Renowden

183 miles over two days of riding fine old donor bikes from Orange County to Ensenada.

My bike came originally from Jim Walker. He told me he bought it new 28 years ago and still has the receipt. It came to me via Stuart because it was too big for him. I then went on the scrounge for a bike to give Stuart and was given one, very similar to one from Jim, by Joel at Two Wheels One Planet. This was also too big for Stuart, so he swapped it with the bike Steve had, which was too small for him. It's a bit like the Three Bears!

We all spent some time on regular rides getting used to these bikes as they were all heavy and most had few gears.

Click the link below to view our movie:

<https://www.dropbox.com/s/vx2tx1g25gmfjbi/Rosarito%20Ensenada%20Sept%202014.mp4?dl=0>

Click on this link for the One Way Ride website:

<http://www.rosaritoensenada.org/ingles/OneWayRide.php>

and my Strava data of the ride can be found on this link:

<http://www.strava.com/activities/200770141>

Turn the sound up and have fun.

John



SLO by Train - A Weekend Bicycle Adventure

By Kevin Ansel

Kevin and Ximena Ansel and Joe and Margaret Polance started their weekend bicycle adventure by meeting at the Irvine Amtrak station. We were heading to San Luis Obispo for a weekend getaway. We were waiting to board the train when the conductor came up to us and said "You must be the Ansel and the Polances. We have your bicycle reservation. Follow me." She led us to the first car on the train and showed us the reserved spot for our bikes. For some reason we felt special. The trip to SLO is not fast by train. The trip is almost eight hours but getting there is part of the adventure. We relaxed, had appetizers, ate dinner, and enjoyed some wine that we brought along. It was nice not driving and the scenery was beautiful going through the back country of Simi Valley and following the coast up through Ventura, Santa Barbara, Lompoc, and finally into SLO. We got to SLO at about 8:40pm. We got the bikes ready to ride by strapping on our lights and bags. We rode about a mile to a local hotel where we had reservations. The first leg of our journey was a success. The next morning, after enjoying breakfast at the hotel, we hopped on the bikes and rode across town to a local farmers market. On the way Joe got the obligatory flat tire that every bike trip is destined to have. Now that that was out of the way we could proceed. As we rolled into the market we were met by an energetic man who manages this weekly outdoor event. "Hey, you rode your bikes. That's great. Just park them right here and they'll be safe. Where are you from?" We told him about our weekend trip and headed in to shop and buy our snacks for the day. The organic produce and homemade baked goods were wonderful. Back on the bikes and we were heading down to Avila Beach. We rode over to Higuera Street and headed south. Higuera goes under the 101 freeway and turns into a frontage road as you proceed towards Avila Beach. We reached the "Bob Jones- City to the Sea Bike Trail." This is a beautiful tree-lined route that meanders its way down to the coast. We stopped at the "Woodstone Market Place" which is a small general store and café for a quick break. We sat at some tables and enjoyed the beautiful central California weather. After our rest we continued down the trail that cuts through a golf course and over a small river until we arrived at the beach. Avila Beach is a little resort area with shops, restaurants, a pier, and artisans selling their arts and crafts. The view of the water and the harbor is stunning. We locked up the bikes and stopped at one of the restaurants for lunch. I could see that our trip was turning into a dining adventure as well as a biking adventure. After lunch we walked on the pier where we came across a bunch of college kids that were jumping off the end into the ocean. They all took off as the life guard appeared. We mounted up our trusty metal steeds for the return ride back to SLO. The road traffic was light. We fought a fairly strong headwind back to town. We blamed Margaret for that since earlier she commented how there was "no wind". She jinxed it for us. We made it back to our hotel where we rested before walking downtown in the afternoon. We stopped by the mission to look at their lovely gardens. We stopped in some shops before hitting one of the local pizza restaurants for dinner. Yes, we were eating again. To top off the evening we treated ourselves to ice cream. Joe and I made a visit to BooBoo records which is an eclectic music store while the ladies did some shopping of their own. By now it was late and we headed back to the hotel. The following morning we left the hotel at 6:30am and biked back to the train station where we once again were greeted by Amtrak staff as we secured our bikes in the first railcar. The train departed at 6:55am for the return journey back to Irvine. The freedom of using our bikes and exploring some new areas was great. We didn't ride a large amount of miles but it was car-free and we had an excellent time. I would highly recommend a trip to SLO by train. Just make sure you make reservations for your bikes on the Amtrak website in advance as they have limited space. SLO is very bicycle friendly and the locals appreciate that you are a cyclist vacationing in their town. So pack a set of clothes in a backpack, load up the bikes, and try something a little different. All Aboard!



OCW POKER RIDE

By Terry Kessler

On Saturday, December 6th, OCW had a successful Poker Ride. Over 60 riders pedaled 30 - 60 miles to some (or all) of the nine bike shops listed below. The weather was perfect, the bike shops were friendly, and it was just a fun day for everyone.

In addition to having a good excuse to get out and ride with our friends, many riders appreciated the opportunity to visit some local bike shops that they hadn't been to before. Trails End Cycling was at their new location, so it was especially nice for them to welcome us to their new shop. After the ride, everyone turned their cards into the Pit Boss, Kat Liem, who posted the top hands.

The winners had some nice prizes to choose from. OCW donated a nice bottle of wine and a restaurant gift card. Trails End donated two bike fits, two tune-ups, and two \$50 gift cards. Santiago Cycling donated four \$25 gift cards and JAX Bikes donated some bike gear and swag. OCW members also contributed a variety of great gifts. Kat provided dessert.

Thanks to these bike shops for participating:

Trails End Cycling - 17145 Von Karman, Suite 108, Irvine
Santiago Cycling – 115 N. Prospect Ave, Tustin
JAX Bicycle Center – 14210 Culver Dr., Irvine
Irvine Bicycles – 6616 Irvine Center Dr., Irvine
Two Wheels One Planet – 24844 Muirlands Blvd., Lake Forest
Rock N' Road – 27825 Santa Margarita Pkwy, Mission Viejo
Laguna Beach Cyclery - 240 Thalia, Laguna Beach
The Unlikely Cyclist – 1673 Irvine Ave, Costa Mesa
ARB4U – 17985 Sky Park Circle, Irvine



Thank You

Thank you to the OCW members for their kindness to the children of Hannah's Childrens Home. Words can not express our gratitude to the members who brought a gift to the OCW holiday party. The OCW members were so generous! What a difference you all made in the lives of the children and in their holiday. The OCW is awesome!

*Happy New Year and thanks again,
Judy Aronson
Volunteer for Hannah's*

Do you ever wonder what Alan Vester (Mountain Bike Dude and fearless leader of Goat Hill) does with his group???

Follow the link below to watch the video. Be sure to turn it up!

Special thanks to Lawrence Dubois for shooting this great video.

vimeo.com/96459473 (You might need to copy and paste this link into your browser)



Board Meeting Minutes

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



Please Support the Sustaining Members of the Orange County Wheelmen

Many sustaining members offer discounts to OCW members.

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

TURNING 65 THIS YEAR?

Don't know if you should get Medicare Supplement/Medigap or Medicare Advantage? Call or Email Steve Davis 714.241.0366 Info@BearStreet-is.com www.BearStreet-is.com FREE QUOTES for Individual, Family & Small Groups Health Insurance, Dental & Travel Insurance (Ca.Lic.0G11433)

Emergent Success

23046 Avenida de La Carlota
Suite 600
Laguna Hills 92653
949.885.6467

LegalShield

Thomas "Cliff" McClain
Independent Associate
Small Business and
Group Benefits Specialist
949.735.7605
tcmclain@legalshield.com

Pace Sportswear

12781 Monarch Street
Garden Grove 92841
714.891.8716

AdventureCORPS, Inc.

638 Lindero Canyon Road
Suite 311
Oak Park 91377

MVP Massage Therapy

15375 Barranca Parkway
Suite J-104
Irvine 92618
949.439.0673

Rock N' Road Cyclery

6282 Irvine Blvd.
Irvine 92620
949.733.2453

Yorba Linda Physical Therapy

16615 Yorba Linda Blvd.
Yorba Linda 92886
714.577.0745

The Bicycle Tree

811 N. Main Street
Santa Ana 92711
714.760.4681

Trails End Cycling

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

Irvine Bicycles

6616 Irvine Center Drive
Irvine 92618
949.450.9906

A Road Bike 4U

17985 Sky Park Circle
Suite E
Irvine 92614
949.752.2080