

THE ORANGE COUNTY WHEELMEN NEWS

CHAIN REACTION

TANDEM TIME
May

GOAT HILL
<http://www.ocwheelmen.org>

PARAMOUNT RACING
2012

General Meeting

Wednesday May 9, 7:00 pm

Jeff Rich

May is “Bike to Work Month”

This is the time that bicycling advocacy groups encourage you to try commuting to work by bike as a healthy alternative to driving. If you’ve ever thought about bicycling to work, here’s your chance to ask questions. With over 70K miles commuting, Jeff will provide safety tips, riding at night, do’s and don’ts.

Meeting to be held at : Irvine Ranch Water District Board Meeting Room

Directions: Take the 405 FWY to Sand Canyon North, or take the 5 FWY to Sand Canyon South. Turn East on Water Works Way. Go left into the parking lot and park behind the building.

Come at 6:30 for dinner and conversation with your fellow cyclists, and we will start the meeting at 7:00. Guests welcome.

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CALENDAR OF EVENTS

Goat Hill	Saturday @	9am
Ride Like a Pro	Saturday @	8am
Holiday Ride	Mon.	May 28
OCW Picnic	Sun.	Aug. 26
Ride around the Bear	Sat.	Jun. 9

ORANGE COUNTY WHEELMEN BOARD

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Director at Large	Doris Bingo	714.225.9091
Director at Large	Alan Dauger	714.846.0862
Director at Large	Jeff Rich	714.998.5587

BOARD MEETING

Sunday, May 6, 11:00 am

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

SPECIAL THANKS TO

**Art & Judee Wickersham
for Hosting the
April Folding Party**

FOLDING PARTY

Thursday, May 24, 7:00 pm

Hosted by:

Scott & Tracy Sharp

2308 Redlands Drive, Newport Beach. 949.646.3643
tracysharp@yahoo.com. South on 55 fwy. South on 73 fwy. Exit Irvine Ave and turn right. Travel about 1.5 miles and turn right on Santa Isabel. Turn left on Redlands Drive.

If you would like to host a Folding Party or supply refreshments for the General Meeting, please contact **Mike Lee** at **ocwheelmen@cox.net**

(OCW reimburses up to \$100)



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FROM THE PRESIDENT

By Jim Brewer

May 2012

"Sweat to death or rust to death."

You can rot in your easy chair or straddle that two wheel machine and pump to fitness. What is your goal or TARGET for this year?

Spring is here. Days are warmer and longer and the riding season is under way. **Mike Lee** and **Lee Stebbins** have made it easy for you to choose the right day and ride of your choice. The website is improving every day and more rides and activities are added each week.

Incentives equal TARGETS. On Saturday, April 14th, there were two OCW members that completed their first double century. It was a tough ride. The 4 a.m. start in windy and cold conditions was not particularly the ideal way to begin a double century, but they were determined to finish. With the help of **Frank (AKA Bob)**, **Ron Hearn**, **Paul Defeo** and **JB**, **Kelley Laxamana** finished with a flurry on her half-flatted rear tubeless tire and **Earl Kluth** whom got a late start finished later in the evening with a dead phone.

Your TARGET may not be to do something like a goofy 200, but many other goals could be: becoming a better rider, riding two club rides per week, volunteering at least twice or more per year, going to monthly General Meetings, attending the Banquet or Holiday Party. Another suggestion offered by **Max Kaldenberg**, is to give OCW members a free lunch for doing a Sunday ride followed by attending the monthly Board Meeting. To qualify for the free lunch, you have to do both. By the way, Carl's does serve veggie burgers so that does not count as an excuse for not doing this! Check the calendar for the Presidents' ride and the Board Meeting dates.

A harder TARGET for some, might include being friendly to a guest or new member. It's a huge relief for newcomers to have someone to answer questions about our rides and make them feel welcome. The point here is that there is something for everyone. Without volunteers we could not survive as a club because they add tremendous support on our Premier rides.

OCW is about having fun! Our volunteers, officers and directors are energetic, intelligent and thoughtful and work hard to make it the best experience that a cyclist can experience.

This month, **Bob Fairfield** and **Jim Pugh** should be recognized for their generous service. **Jim Pugh** takes care of the mileage data that we take for granted. Jim rides his bike to and from Amtrak each day. He hops on the train, goes to work and returns then cycles home from the station. In his spare time he does OCW stuff, lots of it. **Bob** and **Jim** work together planning rides. They keep everyone happy by planning rides that best fit the weather and road conditions. It's through their contributions that our Saturday rides are so popular.

It is my final thought that without goals or TARGETS there is nothing to shoot for. Your goal might be to complete 3 centuries this year or there might be some crazy person wanting to do 73. It's up to you!

Play Hard/Work Hard. But most of all have fun and be SAFE!

April General Meeting Wrap-Up

By Paul D'Aquanni



Pete Penseyres lived up to his well documented, cycling accomplishments. He was totally entertaining as he presented 2 of his 3 riding teammates, Rob Templin and Brooks McKinney, from his 1979 tandem RAAM journey. The trip was well documented with photos taken along the route by crewmembers, along with an incredible audio of Rob narrating their "police led" escort through Indianapolis. Pete and Brooks explained how the trip came to be, quite by chance. The word serendipity was used 2-3 times.

Most of us in the room are old enough to realize that bike / tandem technology was far from where we are today, which made their journey that much more challenging. Oh yes, how about GPS, cell, email, and nutritional supplements, all of which today we would consider essential, if we were attempting to replicate their trip. Makes the story of their journey that much more special for them and us! Thank you guys!

We had a turn out of 41 people. Thank you to those donated raffle items, it always adds some additional fun to the evening. Much thanks to all of you who help out with some of the chores of making the meeting a success. Photos, raffle, safety talk, set up, cleanup, thank you all.

I will continue to try to provide speakers to always give the attendees an entertaining and informative evening. I am open to any thoughts or ideas on future speakers you might be interested in hearing from, just let me know and I will try to oblige.

Thanks, and hope to see you at the next General Meeting.

Paul DAquanni OCW VP

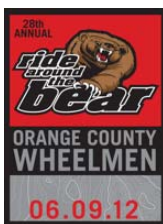
pdaquanni@cox.net

949.232.6485

Ride Like A Pro

Attention new members, every Saturday at The Square there is one of our LCI's ready to take you on the road with instruction on how to better navigate and negotiate with vehicles. This is extremely valuable help for all those new to road riding. If you just started to ride this is a great help so you can ride safely and confidently on the road. Check the Ride Calendar on the website, www.ocwheelmen.org for whom the LCI will be for that Saturday. We follow the short route and ride at your pace.

Mike Lee, LCI 2765



One of the All Time Great Centuries

It is a little more satisfying than cruising nearly 40 miles down the 7000 foot descent from Onyx Summit to Redlands. Not to mention the OCW feast at the end of the ride. This is a glorious ride but there is a little matter of climbing to Running Springs at 6030 feet, Big Bear Lake at 6750 feet and to Onyx Summit at 8443 feet to start with. This ride has been rated "One of the top ten most difficult centuries in the country" as stated by Cyclist Magazine and California Cyclist 8 and is **NOT** for Beginners.

Website

There are many questions regarding the website and how it works. We have created a FAQ area for the most important areas that members have questions. We will be posting regular updates to the website and how to access many of those features. Full access to all the data is reserved for regular members only. If you have any suggestions post them to the comment board in the FAQ area and we'll look them over to include them.

Mike Lee (aka, "BIG" website builder)



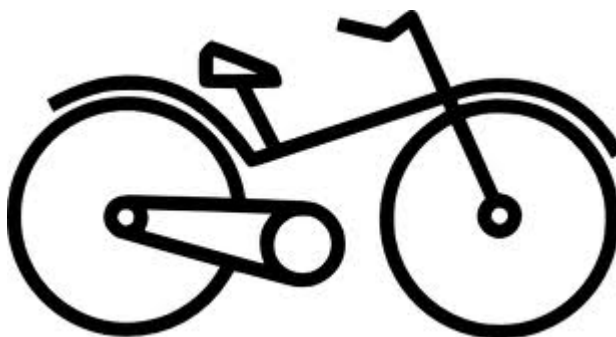


**Jim Brewer
PRESIDENT**

Phone: 714.525.9995

May OCW President's Ride May 6, 2012

The first Sunday of the month is the President's Ride. Please join **Jim Brewer, OCW President**, for a friendly introductory ride. New and beginning riders are encouraged to join us. We will follow the Short Ride route. Any questions, contact the President or the Ride Captain.





FIELD FIXES

By Frank Neal

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

Tube Malfunctions. Okay, you don't ride long distances. Sometimes you get one flat. Rarely do you get two flats on the same ride. But, to be safe, you carry two spares in your bike bag. Today is one of those days, so you pull out the second tube that has been deep in your bike bag for so long. You removed the box because it is too bulky for your bike bag. What you find is that the vibrations have rubbed a hole in the tube and it no longer holds air! So, here is the fix to do **before** you ever leave home. Put a fine layer of talc or baby powder on the tube. Wrap it in a small piece of plastic food wrap (like Saran Wrap). The plastic wrap and talc will take the abrasion and your tube will hold air next time!

Next Board of Directors Meeting is May 6, 2012

DIRECTIONS: 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.

DID YOU KNOW?

By Frank Neal

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

Continued from the Chain Reaction April Edition.

Car/Bike Accidents: Motorist Caused.

In past articles you learned that 50% of all bike crashes are solo and are very avoidable. You also learned that 32% involve a collision with something other than a motor vehicle. They are somewhat avoidable. Last month you learned 9% are car/bike, but the fault of the cyclist. This month, I am going to talk about the 9% of bicycle crashes that involve a motor vehicle where the motorist is at fault.

Here are the reasons listed by the frequency as a percentage of all bike crashes:

Left turn in front of a bicyclist (2.34% of all crashes).
Right turn into a bicyclist (1.98% of all crashes).
Running a signal or stop sign (1.44% of all crashes).
Opening car door (1.26% of all crashes).
Failure to yield from driveway (1.08% of all crashes).
Didn't see the cyclist (.54% of all crashes).
Undetermined (.4% of all crashes).

Left Turn and Right Turn evasion requires special skills which must be taught, demonstrated, and practiced. The League of American Bicyclists sanctions classes all over the U.S. It is called Traffic Skills (TS) 101. To find a class near you check out their National Schedule:

https://members.bikeleague.org/members_online/members/findit.asp. Check the Smart Cycling box.

Motorists running stop signs and signals requires vigilance on the part of the bicycle rider to anticipate a motorist who is coming in too hot from a cross street. The motorist is obviously not paying attention, so the best chance a cyclist has is to anticipate and react.

Opening car doors. While this is considered a motorist fault, an educated and experienced cyclist will not ride in the "door zone". CA law allows the cyclist to "own the lane", if there are parked cars that cause a hazard on a narrow street or road. This is hard for inexperienced riders to own the lane, but experienced riders know that it works and prevents being "doored".

Failure to yield from driveways is tricky for cyclists. If the cyclist is riding in the door zone, they cannot be seen by a motorist leaving driveways until it is too late. Ride far enough away from parked cars so that you can be seen by motorists coming out of a driveway. Wear bright clothing. At night, have a bright headlight and wear reflective clothing. This could increase your odds to avoid a "failure to yield" crash.

Didn't see the cyclists. Cyclists are invisible unless they make themselves known well ahead of motorists that are in front of them or behind them. "Hit from behind" crashes are in this category. While they are the smallest percentage of both "all bicycle accidents" and "total bike/car crashes": They are the largest cause of bicycle fatalities in California each year. The best way to avoid them: **BE SEEN!**

CONTINUED NEXT PAGE

DID YOU KNOW - CONTINUED

Inexperience riders try their best to be unseen. They weave in and out of parked cars. They stay too far to the right when there is a marked right turn lane for motorist. They make left turns from the right instead of getting out into the left turn pocket which is what they are legally obligated to do by DMV code. Experience riders stay to the left of marked right turn lanes and use the left turn pocket when it is available.

Experienced riders try their best to be SEEN. They demand to be seen.

Here are a few Hints. Wear bright clothing. Don't hide behind parked cars: Ride a straight line outside of the door zone. Be obvious and predictable. Use bright lights at night. A little known DMV law is that both headlight and tail light must be affixed to the bicycle frame. Lights on helmets and back packs are permissible, but only as secondary lights. Here is another one: The primary tail light cannot be blinking. A secondary tail light can be blinking. Riding at night is safer when you wear clothing with reflective strips: Ankle bands, reflective back packs, back of helmet reflective strips, seat stays or any other place you can find to put reflective strips. Be seen and stay alive.

Information and Statistics here are courtesy of the League of American Bicyclists.

Stay tuned next month for specifics on how to avoid solo crashes which account for half of all bicycle crashes.

Ride Safe out there! – **Frank Neal**



CALIFORNIA TRIPLE CROWN DOUBLE CENTURY REPORT

By Frank Neal

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

The Spring Double Century Series continued, 3/24, in Solvang. The riders were met with a storm blowing in. They got no rain, but they sure had to battle some strong headwinds. OCW had another good showing with six Finishers

After three 2012 CTC Events, OCW has three proud Winners of the prestigious California Triple Crown. To be a Winner, you must complete three CTC Double Centuries within one calendar year. Congratulations to **Greg Kline, Stacey Kline, and Doug Patterson!**

OCW is having a great showing with 12 Finishers, after just three events: **Chuck Bramwell, Jim Brewer, Bob Davidson, Paul Defeo, Bob Fieldhouse, Ron Hearn, Willie Hunt, Jim Kehr, Greg Kline, Stacy Kline, Tom Parkes, and Doug Patterson.**

Upcoming Events for the 2012 Spring Series:

5/12 Central Coast Double
5/19 Davis Double
5/19 Heartbreak Double
5/26 Borrego Double
6/02 Eastern Sierra Double
6/09 Tour of Two Forests
6/16 Terrible Two
6/23 Grand Tour

To see the full CTC Schedule, with details, see:

www.caltriplecrown.com/schedule.htm

Ride Safe out there! - **Frank Neal**, CTC Data Guy

CTCDataGuy@Verizon.net

Hike “Almost” to Tahquitz Peak Fire Lookout

April 7, 2012

By Larry Linn

This hike almost didn't happen because two of the five hikers had injured themselves only a few days before the hike. They were undaunted in spite of their pain, and we got started at the Forest Service Station at 8:45 in Idyllwild where we obtained our Wilderness permit. The hikers included **Doris Bingo, Michelle Vester**, Larry Linn, Robyn Stein and Pete Demos. For those not familiar with the area, Idyllwild is a picturesque town on Hwy 243, on the western side of Mt. San Jacinto, opposite the Palm Springs Aerial Tramway. Under a beautiful blue sky, we headed out from the Devil's Slide Trailhead in Humber Park (6440') at 9:15 a.m. on a nicely groomed trail. There were great photo opportunities of Suicide Rock and Lily Rock along the way. We reached Saddle Junction in 2.5 miles, at 8040' about two hours later. A sign nailed high up on a big pine tree declared in small print that we should make a sharp right turn to Tahquitz Peak. We had some humorous discussion about how to pronounce that word.

The turn headed us south on the famous Pacific Crest Trail (PCT). From this trail we overlooked the Tahquitz Valley and the formidable Red Tahquitz Peak to the east across the valley. It wasn't long before we began to get into some large patches of ice and snow on PCT. We stopped for a “clothing adjustment” and attached our YakTrax and Micro Spikes to our boots. This made the going much easier. There is more to this part of the story, but I recommend you find **Doris** or **Michelle** and ask them to fill in the details. Soon we reached the South Ridge Trail where we turned west. At this point we were feeling pretty good about following a trail that was almost totally covered in hard crust snow. We followed the South Ridge Trail for about half a mile until we reached an open area at about 8700', marked by a huge boulder.

We paused here for a nutrition break and from out of nowhere, a hiker appeared heading back down the trail. He told us he had been to the Fire Lookout Station at the top and that it was a treacherous hike from where we were stopped. He had taken the top ridge route because the trail we were following was so covered with ice and snow it was extremely dangerous to attempt. On one side was the mountain wall and on the other side was the valley floor, several hundred feet down there. After some discussion, we all decided that it was in our best interest to call it a day and head back. The mountain will wait for us to come back another day.

Back in Idyllwild with a hike of 8.5 miles and 2100' of gain under our belts, we had a great lunch at La Casita restaurant, topped off with wonderful chocolate chip cookies provided by **Michelle**. **Alan Vester** was able to join us for lunch after completing his MTB race event preparation tasks as Vice President of Idyllwild Cycling. Their upcoming (MTB) Idyllwild Spring Challenge, a USA Cycling AMBC Sanctioned event, is keeping him very busy.

Please check out the photos of the hikers on the next page.





Why I Mountain Bike Ride

By Alan Vester

I ride both mountain and road bikes and I enjoy both, but I find the experiences very different from each other. I started on a road bike years ago; back in the 70's and did not own my 1st mountain bike until 1991.

I was immediately smitten with mountain bike riding. I think it was the ability to roll over logs, rocks and any other obstacle in my way that really hooked me on the sport. I soon discovered I now had the freedom to ride off-road on dirt trails. Instead of hiking in the forest, I could now ride in the forest. I no longer had to worry about cars or trucks buzzing me on city streets, and there were no annoying pedestrians walking in the middle of the bike lane with their iPods on full blast.

Mountain biking has its own unique hazards such as, snakes, mountain lions, bob-cats, curious coyotes and clueless hikers who want to walk four abreast on the trail. Yes, I have encountered all of these throughout the years. I have had a few encounters with angry equestrians who insist the trails belong only to them, even though they are for the enjoyment of all.

Mountain biking always keeps you thinking about the next stretch of terrain you are about to take on. I have been in the middle of the Sierra's and the San Jacinto mountains on trails which had no sign markers, no names just a series of splits in the trail. Have I ever gotten lost?

Absolutely. It's all part of the fun of finding my way out of the middle of nowhere.

Road riding is the art of riding fast and smooth and in control. Mountain bike riding is the art of riding slow, negotiating uneven trails, rocks, ruts, drop offs and staying semi in-control. Road riding is more of a social event and mountain bike riding is more for riders who like solitude and nature. I do some of my best thinking when I'm riding in the middle of nowhere without a motor vehicle in sight.

To be continued next month.

Road-Sharing Tips Always Worth Mentioning

If you have to deal with cars on a regular basis on your rides, following a few basic tenets of road safety can help you avoid that cringe-worthy acronym, SMIDSY, or its counterpart in whatever your native language.

See What's Ahead

Stay focused on what's going on around you, and what's up the road. Be aware of all the cars around you, especially those that might make a sudden right turn in front of you. If you see movement, slow down and prepare to stop. (On a ride the other day, a van pulled over to the curb right in front me, with no warning. I slowed and passed the van, as the driver yakked into the mobile phone glued to his ear.)

If you're nearing an intersection with a traffic light, look up the road to gauge when the light might turn from green to red – and whether any oncoming traffic might turn left into your path. This is especially necessary if you're riding in a bike lane that's part of the road. A left-turning motorist may not even realize they need to check the bike lane for oncoming traffic. If you can see them, assume they don't see you.

Direct Traffic

Often, roadies will come across a driver whose intentions are good, but in trying to do you a favor – for instance, letting you cross in front of them when you don't have the right of way – they actually endanger you. If you take them up on their offer, you could get hit by another car that doesn't have the same kind intentions or is completely unaware of the other driver's plan. In cases like this, channel your inner traffic cop. Stop where you are and wave on the well-intentioned driver. It's better, and safer, for all the vehicles in such a situation to stick to the rules of the road. Thanks for the offer, but no, thanks.

Make Yourself Visible

I've long since lost count of the number of times drivers have looked right through me and pulled out in front of me – even when I look like a giant rolling banana in the brightest yellow jacket I own. It makes sense to give yourself every chance to be seen – especially in overcast or gloomy conditions – by wearing bright colors, reflective materials and proper lights at the appropriate times. Even if you're fashion-conscious in your riding gear and like darker colors, contrasting shapes and colors can help you stand out.

Minimize Distractions

Of a human's 5 senses, we have two available to help us navigate the roads: sight and hearing. Paying too much attention to your on-board computer takes both your mind, and your eyes, off the road. Only after checking your surroundings should you briefly glance at your computer. You can pore over your metrics later, when you're at home. And while I personally do not believe in using any form of ear buds during a ride, I know some riders do like to listen to music and such when on the bike. Doing so at a low-enough volume to be able to hear everything going on around you is the only way that the idea is acceptable.

Low Expectations, Indeed

I've mentioned before that, raising 2 boys, my wife and I have come to expect them on occasion to do the absolute most mindless thing. In that respect, drivers and boys are not dissimilar! I expect drivers to do the stupidest possible thing, as well, and I try to be ready for it if they meet my expectations. Never think you know what a car is going to do. Expect it to turn in front of you, pull out into your path, etc. And be ready for it.

See Eye to Eye

One way to at least partially overcome this lack of certainty is to try hard to make eye contact with a driver in a tenuous situation. For example, if you're cruising down a road and come up on a car at a stop sign on a side street (that is waiting to turn onto your street) – do your best to stare down the driver until you can see that the driver sees you. Turn your head to help send the message that you're looking at them (simply shifting your eyes behind your cycling sunglasses is completely useless). Making this connection in any difficult traffic situation is a necessity on the road.

Saturday Rides

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

Please arrive at the ride location with enough time to have your bike ready to roll at the scheduled time. **Rides start promptly at 8:00 am.** Also it is recommended that you bring tire tools, frame pump, spare tube, patch kit and water bottle to all rides. A helmet is legally required for all minors and **OCW REQUIRES THAT ALL ADULTS WEAR A HELMET.** Earphones are illegal and unsafe. Please remember that the California Vehicle Code applies to bicycles. The Saturday rides are offered to improve individual and group riding skills and to promote the sport of bicycling. We do not ride when weather conditions are unsafe or if there is an OCW special event on Saturday. If you are new to OCW rides or are just returning to cycling, let us know, so we can suggest a group that fits your current riding ability. If the ride is cancelled, the calendar will be updated at least 1 hour prior to the ride start time with the word "CANCELLED".

May 5, 2012 The Square, Irvine. Take the San Diego Fwy (405) to the MacArthur exit. Go north 0.1 miles to Main Street. The Square is located at Main and MacArthur in Irvine near the John Wayne Airport. Park in the lot West of Starbucks.

24 Miles. Flat ride thru Irvine.

37 Miles. Rolling to Hilly ride thru Irvine & Mission Viejo. 1350 Feet Elevation Gain.

41 Miles. Hilly ride thru Irvine, Lake Forest returning on Santiago Cyn and Tustin Ranch Rd. 2000 Feet Elevation Gain.

May 12, 2012 The Square, Irvine

27 Miles. Flat to rolling ride thru Irvine, Newport Beach & UCI. 525 Feet Elevation Gain.

36 Miles. Rolling to Hilly ride thru Irvine, Laguna Beach & Newport Beach. 1000 Feet Elevation Gain.

43 Miles. Hilly ride thru Irvine, Mission Viejo, Laguna Beach & Newport Beach. 1700 Feet Elevation Gain.

May 19, 2012 The Square, Irvine

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

36 Miles. Rolling ride thru Irvine with a climb around Turtle Rock. 750 Feet Elevation Gain.

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

May 26, 2012 The Square, Irvine

23 Miles. Flat to rolling ride thru Irvine.

32 Miles. Flat to Rolling ride thru Costa Mesa, Newport Beach, Huntington Beach, Fountain Valley & Santa Ana. 430 Feet Elevation Gain.

44 Miles. Rolling ride thru Irvine, Newport Beach & Tustin.



Sunday Rides

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

FOR YOUR INFORMATION: Please arrive at the ride location with enough time to have your bike ready to roll on time. **Rides start promptly at 9:00 am.** Also, it is recommended that you bring tire tools, frame pump, spare tube, patch kit and water bottle to all rides. A helmet is legally required for all minors and OCW REQUIRES THAT ALL ADULTS WEAR A HELMET!! *Earphones are illegal and unsafe. Please remember that the vehicle code applies to bicycles.*

May 6, 2012 Carl's Jr, Newport Beach. (Board meeting scheduled at 11:00 AM). Take the 405 freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr.

28 Miles. Flat to Rolling ride thru Newport Beach, Huntington Beach & Irvine.

34 Miles. Flat to Rolling ride thru Irvine, Lake Forest, Mission Viejo & Laguna

40 Miles. Hilly ride thru Irvine, Lake Forest & Mission Viejo. 1600 Feet Elevation Gain.

May 13, 2012 Albertson's Center, Orange. Take the 55 Freeway to the Chapman Avenue exit East. Go 4.1 miles and turn right into the Albertson's shopping center (Jamboree & Chapman). Park near Taco Bell.

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

33 Miles. Rolling to Hilly ride thru Orange, Tustin & Irvine.

45 Miles. Hilly ride thru Santiago Cyn., Mission Viejo returning thru Tustin and up Jamboree Rd.

May 20, 2012 Alicia Park, Mission Viejo. Take the 5 Freeway to Alicia Pkwy. Go 1.4 miles NE to Via Linda. Turn left and the park is on the right.

21 Miles. Rolling ride thru Mission Viejo, Lake Forest & Irvine.

30 Miles. Hilly ride thru Mission Viejo, Rancho Santa Margarita & San Juan Capistrano.

41 Miles. Hilly ride thru Mission Viejo, Rancho Santa Margarita, San Juan Capistrano & Laguna Niguel. 2200 Feet Elevation Gain.

May 27, 2012 University Park, Irvine. Take the 405 Freeway to Culver Dr exit South. Go 0.3 mile to Michelson Dr. and turn left. Go 0.1 mile, turn right into parking lot. Park near Carl's Jr.

23 Miles. Flat to Rolling ride thru Irvine.

36 Miles. Rolling to Hilly ride thru Irvine & Mission Viejo.

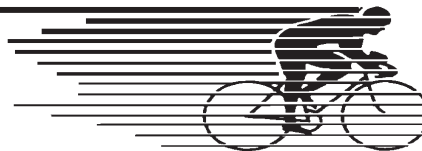
Miles. Hilly ride thru Irvine, Lake Forest with a little climb up Live Oak returning thru Santa Margarita, San Juan Capistrano, Laguna Niguel, Laguna Hills & Lake Forest.

May 28, 2012 (Holiday Ride) Mile Square Park, Fountain Valley. Take the 405 freeway north to Brookhurst exit north. Go 1.1 mile and turn right at Heil. Follow road 0.4 mile to tennis courts and field 12. Park in lot in front of restrooms.

40 Miles. Hilly ride down the Santa Ana River Trail thru Newport Beach, up Newport Coast with a snack break in Fashion Island, returning on the Santa Ana River Trail.



PARAMOUNT RACING



TEAM MEETING

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

President	Jason Gersting	Jason.Gersting@kmob.com
Vice President	Monty Pettus	sngltrkguy@yahoo.com
Secretary	Curt Dosier	cdosier@kmob.com
Race Director	John McKee	ajmckee@sbcglobal.net
Rider Advocate/Recruitment Director	Ben Everton	Ben.Everton@kmob.com
Sponsorship Coordinator/Web Director	Scott Sharp	scsharp@yahoo.com
Elite Squad Leader/Recruitment Director	Marcos Corona	coronam@uci.edu

Paramount Racing Website: www.ParamountRacing.org

PARAMOUNT TEAM TRAINING RIDE

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

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

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

RACE TEAM SPONSORS

ORANGE COUNTY WHEELMEN

TUSTIN TOYOTA

SHIMANO

Fi'zi:k

VITTORIA

HAMMER NUTRITION

CRANKY'S

**Paramount welcomes a new team sponsor – AC Sports Inc. and it's
ACID Check™ line of products.**

**OCW/Paramount members can get a discount on ACID Check™ using the coupon
code provided below.**

AC Sports Inc. specializes in marketing Slow Release Alkaline Mineral Supplements that Reduce Body Acidity. The Company's flagship product **ACID Check™ Caplets** reduce body acid build up caused by hard training and competition.

ACID Check™ Caplets are safe, healthy, effective, easy to use and are affordable, \$1.00 to \$2.00 a day keeps excess body acid away.

When athletes train hard and compete they start building excess acid in body fluids, blood, and muscle tissue, resulting in a condition called Sports or Exercise Induced Acidosis.

Sports or Exercise Induced Acidosis shuts down an athlete's body functions resulting in :

- Burning sensation in the working muscles
- Inflammation in joints and muscle tissue
- Inability to hydrate
- Retarded metabolism, slowing absorption or utilization of nutrients in the affected areas
- Decline in respiratory exchange
- Decline in mental alertness and physical coordination
- Labored breathing and heavy legs

For more product information, data sheets and whitepaper study please visit us at **www.AcidCheck.com**

For online ordering, use coupon code **JED** at checkout and receive a **\$10.00 discount** on orders over \$55.00.



PARAMOUNT RACING NEWS:

The OCW/Paramount race squad has been busy. The 60+ group has continued its success with several podium finishes. In the SoCal Cup Crit #3, **Monty Pettus** finished 2nd, **John McKee** finished 4th and **Howard Miller** came in at 7th.

Several riders raced in the Tour de Murrieta Circuit Race on March 11th. **Curt Dosier** and **Jason Gersting** fought hard in a big Category 3 field. **Marcos Corona** represented the team well in a very difficult Cat. 2 race. **Marcos** got into several breaks and helped keep a gap ahead of the field. The breaks didn't stay away and **Marcos** was then caught behind a crash and could not contest for the win.

Paramount was also we represented at the Rosena Ranch Circuit Race on March 24. **Monty Pettus** raced in the 60+ and finished an impressive 3rd. **Curt Dosier** and **Jason Gersting** raced in the Cat 3 race and **Curt** pushed hard on the last uphill stretch to finish 19th. **Jason** wasn't far behind and finished in the pack after losing much of his energy trying to stay away in a break. **Ben Everton** also raced as a new Cat 4 and was able to sprint to a 6th place finish in a strong field.

The Redlands Criterium was March 25th and is a prestigious race done in conjunction with the Redlands pro race. The Paramount 60+ group was out in force. **Monty Pettus** finished 2nd, **John McKee** was close behind in 4th place and **Howard Miller** was 5th. It was an extremely fast race and average race speed was 24.7 mph.

The Paramount masters racers dominated the weekend of March 31-April 1. At the Avenue of Flags Criterium **John McKee** and **Monty Pettus** controlled the race and John sprinted to 1st place with **Monty** finishing in 2nd. The next day was the Spring Classic Criterium and **McKee** and **Pettus** quickly recovered to finish strong at 2nd and 3rd respectively. **Howard Miller** chose to do the Torrance Criterium and was stronger than the rest. **Howard** fought hard and won the 60+ category, giving Paramount yet another 1st place finish.

Monty Pettus (in OCW/Paramount kit) after winning the 60+ race at Ontario.

Check out more by logging onto



Pro for Four Days at the Redlands Bicycle Classic

By Hilary Crowley

The National Race Calendar (NRC) kicks off every year with the Redlands Bicycle Classic in mid-March. In its 28th year, Redlands is one of the most prestigious and longest running stage races in the country. To race Redlands, you cannot just be in supreme shape, you also have to be on a team of 5 to 8 riders. In years past I never had the early season shape or desire to consider trying to get onto a composite team for Redlands, but our mild SoCal winter had me carrying some good form into the season so if not now, when?

In the "I'd rather be lucky than good" category, I got a call from former Paramount racer Lana Atchley, who knew of a team looking for one racer at Redlands and long story short, it ended up being me. Now, having never done this challenging stage race and knowing that even my best form would be mediocre compared to the pro pro's, my hope was to land on a composite team – a team of random riders making up the requisite 5-8. However, this "team" Lana found for me was none other than the world's best...Specialized-Lululemon...the old team Highroad which is composed of medaling Olympians and national champions from 4 countries. This, my friends was no composite team.

Confirmation that I would race with Specialized-Lululemon came less than 48-hours from the prologue which gave not a lot of time for the mental prep. In addition to the physical stressors that awaited me, I was extremely anxious and intimidated to be racing with this team. Would I be expected to go back to the team car during the road races and fetch bottles and food then navigate through the caravan and find the racers to deliver? Could I grab a musette without balling myself up? If I was expected to put my nose in the wind or lead anyone out (for time bonuses or the finish), would I have the fitness to execute? Would they all speak English? What if I didn't make the time-cut on the Beaumont stage – would it embarrass them? These and other topics were swirling in my mind as I drove to the team's host house for dinner the night before the prologue. At dinner, which racer Ally Stalker made for us, the German Director Sportif, Ronny Lauke handed out an agenda for the following day's prologue. It started with when we would eat breakfast, ride to the parking lot where the team Sprinter would be set up, the times each of us went off, the post race spin-down, massage schedule, dinner and team meeting. Each evening we discussed the day's race and how the results would play into the next day's strategy. Every evening we received an agenda for the next day's stage. Big time. Legit. Pro.

The prolog was less than 4 miles and had over a 15% grade and the neatest part about it was staging. I wondered why the teams didn't all go in order but quickly understood why. After the officials measured my bars and weighed the bike, the team mechanic took the bike and I didn't touch it again until it was within 30 seconds of go-time. The mechanic wiped it down then the volunteers and officials took it from him until it was finally handed back to me. Kind of elaborate and a formality I'd never experienced.

The most memorable part of the 73-mile Beaumont race was learning a lesson the hard way. This was my first NRC stage race and since I was not in the lead group but in the "laughing group", protocol dictates not to sprint when coming in. I did think it was odd that with 500 meters to go no one was whipping it up. Regrettably, I got the field non-sprint and a few words after. Embarrassing but I made the time-cut.

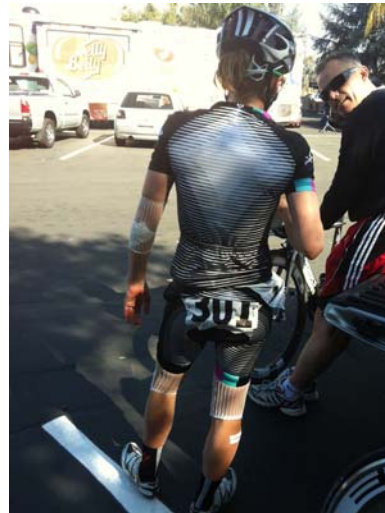
For Stage Two's downtown criterium, I was in a dreamy zone: at, near, or above threshold for 60 minutes. In addition to points for the sprinters jersey, there was a time bonus at the halfway mark, and with former World Time-Trial Champion and an Orange County darling, Amber Neben just seconds out of first, these seconds were in hot pursuit! The only time I felt in jeopardy was after this mid-way sprint. The finishing sprint wasn't as hard (for me) as this effort. For the crit, I not only finished with the main field but made it to the first page of results. Woo!

Continued next page

Continued from Page 19

Stage Three, the storied Sunset Loop. I'd heard a local mechanic who drove neutral support at the 2011 Redlands Classic say he saw women popping off the peloton while it was still neutral. I knew our team was going to attack on the first lap – there were nine. I also knew I was cooked. The race bible said if you finished three circuits without getting lapped and turned your number in, you would get a pro-rated time and be counted on the results. No surprise when I was off before the feed zone on the first lap. The field was shattered but I got to take the fun, technical course on my terms with occasional company for 6 laps until my party was over.

To race the Redlands Classic with team Specialized-Lululemon was a double-dream-whammy and checking results of the pro women's peloton has a very different meaning for me now. Thank you Lana, thank you Specialized – Lululemon.



Amber Neben gets ready to warm up for her time-trial at the 2012 Redlands Classic



Traveling in style - Team Specialized - Lululemon



The criterium didn't start until 2:30 pm, so I led the ladies on a ride through Redlands that ended at my favorite coffee shop: Stell's. These super pro's are Ally Stacher from the U.S., Loren Rowney from Australia, and Katie Colclough from Great Brittan. I'm the OCW Lime at the end!

Western States Ride Calendar

5/5/2012 Breathless Agony Ride Santiago Cycling
5/5/2012 Cruisin the Conejo Conejo Valley Cyclists
5/5/2012 Ride Ataxia Friedreichs Ataxia Research Alliance
5/5/2012 Ride for the Children The Real Gift Foundation
5/5/2012 Rosarito Ensenada Bicyling West
5/5/2012 Tour de Fire Spring Mountain Cycling Club
5/5/2012 Tour of Long Beach Miller Children's Hospital Long Beach
5/5/2012 Wine Country Century Santa Rosa Cycling Club
5/6/2012 Delta Century Stockton Bicycle Club
5/6/2012 Grizzly Peak Century Grizzly Peak Cyclists, Inc
5/6/2012 Hall of Fame Legends Gran Fondo U.S. Bicycling Hall of Fame
5/6/2012 Jamboree Century Shasta Wheelmen
5/7/2012 CCSD Endurance Training Camp CCSD
5/7/2012 Santa Monica Mtns Climbing Camp Cycling Escapes
5/10/2012 Glenwood Springs by Train On The Move Tours
5/10/2012 Jewish Environmental Ride and Retreat Hazon
5/12/2012 Central Coast Double BMS Cycling
5/12/2012 Clovis Centennial Century Fresno Cycling Club
5/12/2012 Dusk to Dawn-12 Hour Adventure All Out Events
5/12/2012 Gold Country Century Sierra Foothills Cycling Club
5/12/2012 Gran Fondo Moab Gran Fondo Moab, LLC
5/12/2012 I Care Classic Almaden Super Lions
5/12/2012 Race Across America Cycling Challenge Oregon Soul Events, LLC
5/12/2012 Ride for a Reason Ride for a Reason
5/12/2012 Ride For Mom Ride For Mom
5/12/2012 Ride For Mom Modesto Sunrise Rotary Foundation
5/12/2012 SONOMA-NAPA, CA CYCLING GRAN FONDO Echelon- Charity of Choice
5/13/2012 Tour of Arches and Canyonlands Cycling Escapes
5/15/2012 Tuscan Adventure CCSD
5/17/2012 Killer Klimbs of the Eastern Sierra Wayne Martin
5/17/2012 Tour of the Eastern Sierra Wayne Martin
5/19/2012 Buena Vista Bike Fest Colorado Springs Cycling Club
5/19/2012 California Classic Weekend Fresno Cycling Club
5/19/2012 Davis Double Davis Bicycle Club
5/19/2012 Heartbreak Double Century Planet Ultra
5/19/2012 Heartbreak Hundred Planet Ultra
5/19/2012 Heartbreak Hundred Planet Ultra
5/19/2012 Hungry Buzzard Century Sequoia Visalia Kiwanis
5/19/2012 Nevada City Mountain Bike Endurance Ride Big Brothers Big Sisters of Nevada County
5/19/2012 San Diego Century Bicycle Tour Event Media
5/19/2012 Sonoma County Backroad Challenge Petaluma Sunrise Rotary
5/19/2012 Tour de Lincoln Lincoln Volunteer Center
5/20/2012 Motherlode Century Events Far West
5/20/2012 Strawberry Fields Forever Cyclists for Cultural Exchange
5/20/2012 Utah Color Country to Canyonlands Cycling Escapes
5/25/2012 Great Western Bicycle Rally Great Western Bike Rally
5/26/2012 Borrego Double Century Mountain High Cycling
5/26/2012 Lewis and Clark Ultra Glenn Johnson
5/26/2012 Steeple Chase Bike Relay Cycling Events
5/28/2012 Classic Climbs of the Sierras Cycling Escapes

To see complete calendar go to: www.bbcnet.com/RideCalendar/RideListDate.asp



By Bob Fairfield

I would like to see the Orange County Wheelmen participate in a Ride of Silence to honor those members, and other bicycle riders, that have been injured and/or killed while riding their bicycles.

On May 16, 2012, at 6:30 PM, the Ride of Silence™ will begin in North America and roll across the globe. Cyclists will take to the roads in a silent procession to honor cyclists who have been killed or injured while cycling on public roadways. Although cyclists have a legal right to share the road with motorists, the motoring public often isn't aware of these rights, and sometimes not aware of the cyclists themselves.

In 2003, Chris Phelan organized the first Ride Of Silence in Dallas after endurance cyclist Larry Schwartz was hit by the mirror of a passing bus and was killed.

The Ride Of Silence is a free ride that asks its cyclists to ride no faster than 12 mph and remain silent during the ride. There is no brochure, no sponsors, no registration fees and no t-shirt. The ride, which is held during Bike Safety month, aims to raise the awareness of motorists, police and city officials that cyclists have a legal right to the public roadways. The ride is also a chance to show respect for those who have been killed or injured.

Please wear an arm band; Black or Red if you have been injured by a motorist. Inexpensive head / wrist band sets or cut up tube socks work well.

It will be a dusk ride, sun set is at 7:46; so wear your reflective & HiVis day glow, & have plenty of reflectors & lights.

In case you don't know, California law changed in January and lights & reflectors are required on bikeways and sidewalks now, so we are starting early to get everyone back by sunset. You may wish to contact the Bicycle Club of Irvine, which has already volunteered to lead a ride in Irvine for this year: Irvine (Orange County)

Distance: 9.7 miles

Route information: See www.sellin.com/silence

Where: Irvine Civic Center / Police Station (assemble at 6:00 P.M.)

Route: Flat 9.7 mile loop around Irvine; on-street bike lanes and off street bike path: Repeat of the 2006 route run East on Alton with several regroupings then return on the San Diego Creek path so we can fully regroup by the time we get back to the start. Bill Sellin has done a tremendous job of organizing this national event for Orange County.

Thousands of riders throughout North America will be joining us when we ride silently in single file to honor fallen riders and raise awareness of the need for motorists to share the road with cyclists.

I'm planning to be at the Irvine Civic Center on May 21st, and I hope to see OCW well represented on this ride.

The cooperation between BCI, OCW and other Orange County cycling organizations on the Ride of Silence is reassuring as we seek a common goal. The need for a safe cycling environment is imperative for all of us.



Plans are well on the way to make this year's Ride around the Bear just as successful as previous years. Have you been training? I recently sent out an email blast to all registered riders notifying them of **Chuck Bramwell's**

Saturday Century Series as they were doing **Marty Breen's** 16 pass Orange County hill climbing route. A few from OCW rose to the challenge. If you are not on the email group check out our link in the training tab section of the website.

Volunteers are still needed but I haven't finished all the assignments yet. I will soon be sending out an email to finalize the volunteer staff for The Bear. If you would like to help out and have a guaranteed spot for Amtrak this is the way to confirm a spot.

To volunteer for the Bear email me at events@ocwheelmen.org.

**Mike Lee
Events**

OCW PICNIC

August 26, 2012



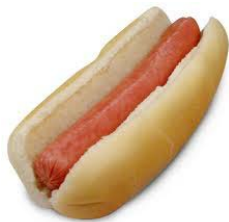
Central Park in Huntington Beach
Ride start at park location

Lots of food and desserts
Sorry no alcohol

Dogs are welcome (the four legged variety!)

More information to follow or call

Irene Walker
562.943.9403
teamwalker@ocwheemen.org



RECYCLE TIRES AND TUBES: OCW NEEDS YOUR HELP

By Frank Neal

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

In this dismal economy, OCW is always looking at keeping expenses down to give our Members as much as we can and keep the Membership costs down for our events.

We are thinking of testing a program to collect and redistribute good used tubes and tires, as needed, at our events; specially the Bear and Amtrak. This will help the riders while keeping our expenses as low as we can for our Members.

Here is a short history of where we are going. I have been a SAG for the Cal Triple Crown and some other events like Breathless Agony. I have always patched my own tubes, but five years ago I started handing them out as a SAG and asked for the punctured tube as a replacement. It then gets patched and is passed on to the next rider in need.

I am careful to only patch serviceable tubes. I don't attempt to patch slices, old tubes, or any tube that already has three patches or more, etc.

Now folks are giving me their good used foldable tires that still have enough life to help a rider get to the finish of a ride. They are easy for a SAG to carry and are a great help when a rider experiences a tire failure along the road.

Here is our plan: Bring any patchable tubes and decent used tires to any OCW Ride. The Ride Leader will collect them and pass them on to the OCW Board.

Tubes will be patched and tested. Tires will be fully inspected. Then, they will go to the OCW SAGS and Rest Stops for use by our riders at OCW events.

We are in particular need of 650 tubes and tires. They are still out there and the Amtrak is a great example of folks who still use them.

So clean out your garage, be green, help OCW, and help a rider in need!

Ride Safe out there! – **Frank Neal, OCW Board**

RIDE STATS YTD

for April 2012

Last	First	Rides	Miles	Average	T/F	Total	Act	Pts
Abrego	Rosemary	1	62	62.00	0	0		
Allred	Alan	25	863	34.52	187	50		
Amen	Mike	1	62	62.00	0	0		
Ansel	Kevin	7	254	36.29	40	200		
Ansel	Ximena	6	217	36.17	40	175		
Baker	Darren	1	62	62.00	0	0		
Bannister	Wade	4	202	50.50	18	0		
Beaty	Claudia	1	62	62.00	0	0		
Beaty	David	1	62	62.00	0	0		
Beck	Anny	2	179	89.50	0	0		
Bedrosian	Janice	1	62	62.00	0	0		
Bedrosian	Larry	1	62	62.00	0	0		
Bera	Steve	0	0	0.00	0	25		
Bernstein	Martin	1	37	37.00	0	0		
Bilbee	Kevin	1	62	62.00	0	0		
Bingo	Doris	8	308	38.50	177	50		
Black	Larry	15	492	32.80	0	0		
Boyd	Kenneth	0	0	0.00	0	25		
Bradley	Patrick	4	194	48.50	0	0		
Bramwell	Chuck	5	488	97.60	12	100		
Brewer	Anita	0	0	0.00	0	50		
Brewer	Jim	22	617	28.05	792	0		
Brown	Joel	7	223	31.86	0	0		
Bubis	Elliot	1	62	62.00	0	0		
Burns	Mike	1	62	62.00	0	0		
Butz	Debi	6	199	33.17	0	50		
Butz	Rick	1	38	38.00	0	0		
Byrne	Jim	1	40	40.00	0	0		
Camarena	Edward	5	166	33.20	0	0		
Carson	Don	1	22	22.00	0	0		
Clark	Dan	1	62	62.00	0	25		
Clark	Sara	1	62	62.00	0	25		
Clarke	Greg	3	117	39.00	0	0		
Cram	Geoff	1	62	62.00	0	0		
D'Aquanni	Paul	14	435	31.07	0	0		
Dauger	Alan	9	302	33.56	62	50		
Davidson	Bob	4	365	91.25	0	0		
Davidson	Carol	1	62	62.00	0	0		
Defeo	Paul	4	138	34.50	63	75		
Denny	Megan	1	62	62.00	0	0		
Deyarmie	Tim	1	62	62.00	0	0		
Domenico	Anthony	1	62	62.00	0	0		
Dosier	Curt	2	74	37.00	0	50		
Driscoll	Jeffery	10	365	36.50	0	100		
Dunlap	Ellen	0	0	0.00	0	25		
Dunlap	Ronald	1	62	62.00	0	0		
Eames	Bob	2	52	26.00	0	0		
Engel	Peter	7	270	38.57	0	0		
Engel	Diedre	2	58	29.00	0	0		
Esser	Steve	6	170	28.33	0	0		
Fairfield	Bob	24	1044	43.50	347	525		
Fieldhouse	Bob	21	557	26.52	723	75		

Last	First	Rides	Miles	Average	T/R	Total	Act	Pts
Fieldhouse	Gus	2	54	27.00	76	0		
Fiore	Eric	1	62	62.00	0	0		
Folland	Ray	1	62	62.00	0	0		
Fong	Luis	6	231	38.50	50	0		
Fry	Ken	1	38	38.00	0	0		
Galvez	Mary Jean	1	28	28.00	0	0		
Gaston	Liz	0	0	0.00	0	25		
Gaston	Stuart	6	216	36.00	95	100		
Gauldin	Dan	7	355	50.71	110	25		
Geister	Peter	7	238	34.00	72	0		
Glaser	Mike	1	62	62.00	0	0		
Gleissner	Nicholas	1	62	62.00	0	0		
Gonzalez	Bernardo	4	123	30.75	2	0		
Gorman	Dan	30	1045	34.83	543	475		
Gowing	Larry	1	62	62.00	0	0		
Gregg	Andrew	9	350	38.89	0	0		
Gregg	Stuart	1	62	62.00	0	0		
Grimes	David	1	62	62.00	0	0		
Gross	Bret	3	70	23.33	0	25		
Gunther	Harry	24	816	34.00	0	0		
Hamburg	Patricia	1	40	40.00	0	0		
Hammond	Eric	5	177	35.40	0	25		
Han	Edward	5	137	27.40	0	0		
Hanna	Robert	1	62	62.00	0	0		
Hanson	Michael	4	146	36.50	0	0		
Harvey	Don	0	0	0.00	0	25		
Hearn	Ron	8	308	38.50	3	100		
Herold	Patricia	2	66	33.00	0	0		
Hickman	Michael	1	62	62.00	0	0		
Huyh	Hanh	1	52	52.00	0	0		
Ivey	Kevin	10	420	42.00	35	50		
Jimenez	Lou	1	105	105.00	0	0		
Johnson	Ed	1	62	62.00	0	25		
Kalcevich	Daniel	1	62	62.00	0	0		
Kaldenberg	Max	47	1653	35.17	373	175		
Kaufman	Mark	1	27	27.00	0	0		
Kessler	Terry	8	410	51.25	0	0		
Kibble	Greg	18	599	33.28	172	25		
Kiefer	Randy	5	164	32.80	18	50		
Klages	Scott	6	240	40.00	0	25		
Kline	Greg	0	0	0.00	0	50		
Kline	Stacy	0	0	0.00	0	50		
Klinedinst	Tom	2	95	47.50	0	25		
Kluth	Earl	9	536	59.56	59	50		
Kralick	Chris	1	62	62.00	0	0		
Kralick	Kathy	1	62	62.00	0	0		
Kristof	Les	1	62	62.00	0	0		
Kuemerle	Denis	3	121	40.33	0	25		
Larson	William	12	627	52.25	46	0		
Laugen	Lorna	6	210	35.00	42	0		
Laxamana	Kelly	1	33	33.00	15	0		
Lee	Michael	17	551	32.41	0	0		
Lee	Tony	1	22	22.00	0	0		
Lehman	Ron	5	188	37.60	0	0		
Lepper	Craig	7	370	52.86	36	0		

Last	First	Rides	Miles	Average	T/F	Totals	Act	Pts	Last	First	Rides	Miles	Average	T/F	Total	Act	Pts
Lindquist	Link	2	62	31.00	0	50			Rich	Jeff	0	0	0.00	0	50		
Loughran	Steve	18	678	37.67	9	178			Richardson	Kurt	1	56	56.00	0	0		
Lueras	Dan	1	62	62.00	0	0			Rinker	Ted	1	52	52.00	3	0		
Lueras	Pat	1	62	62.00	0	0			Rivas	Alex	1	40	40.00	0	0		
Madden	Tom	9	292	32.44	14	25			Rivas	Michele	1	62	62.00	0	0		
Mannen	Kevin	2	105	52.50	0	0			Robinson	Scott	1	62	62.00	0	0		
Marino	David	1	62	62.00	0	0			Ronay	Marianne	1	62	62.00	0	0		
Marsh	Maria	1	62	62.00	0	0			Rooney	Kevin	1	62	62.00	0	0		
Mashaw	David	2	98	49.00	0	0			Rusher	David	1	38	38.00	15	25		
May	Andrew	2	179	89.50	4	0			Ryder	John	1	25	25.00	0	0		
McDonnell	Mary Ann	1	62	62.00	0	0			Sabo	Scott	1	62	62.00	0	0		
McDonnell	Mike	1	62	62.00	0	0			Sandburg	Nils	15	557	37.13	270	0		
McIntyre	Douglas	1	62	62.00	0	25			Saradeth	Pon	1	28	28.00	0	0		
McKee	John	2	67	33.50	20	25			Sargeant	Bruce	5	217	43.40	0	0		
McNelly	Mike	2	114	57.00	0	0			Schapel	Alan	10	456	45.60	0	0		
Menendez	Juan	14	539	38.50	0	0			Scott	Joe	4	179	44.75	0	0		
Monroe	William	0	0	0.00	0	25			Shapiro	Mikie	1	56	56.00	0	0		
Morey	Gordi	1	62	62.00	0	0			Sharp	Scott	3	112	37.33	12	25		
Morey	Julie	1	62	62.00	0	0			Sher	Aaron	1	62	62.00	0	0		
Morrison	Ken	0	0	0.00	0	25			Shields	Timothy	1	62	62.00	0	0		
Morrison	Ollie	0	0	0.00	0	25			Sisk	Brady	1	62	62.00	0	0		
Mulligan	Steve	3	108	36.00	0	0			Sisk	Richard	1	62	62.00	0	0		
Nafel	Glaria	10	405	40.50	160	0			Smith	Pamala	1	55	55.00	0	0		
Nally	Marin	9	429	47.67	2	0			Smith	Scott	2	105	52.50	0	25		
Neal	Frank	1	18	18.00	0	175			Sorem	Terry	1	40	40.00	0	0		
Nelson	Theresa	2	66	33.00	0	0			Spitt	Michael	0	0	0.00	0	25		
Nelson	Steve	2	66	33.00	0	0			Stebbins	Lee	21	765	36.43	18	0		
Nonberg	David	1	30	30.00	0	0			Stechert	John	1	30	30.00	32	0		
Nordenstam	Crystal	4	140	35.00	46	0			Stechert	Judy	1	30	30.00	32	0		
Nordenstam	John	4	140	35.00	46	0			Stein	Richard	13	370	28.46	0	0		
Olson	Dennis	2	100	50.00	0	0			Stoner	John	1	62	62.00	0	0		
Olson	Theresia	2	105	52.50	0	0			Sullivent	Christine	0	0	0.00	0	25		
Orem	Marv	1	62	62.00	0	0			Taylor	Kathy	1	29	29.00	0	50		
Ostrow	Laurie	1	62	62.00	0	0			Thomas	Dennis	1	26	26.00	0	25		
Painter	Cathy	1	62	62.00	0	0			Thomas	Diane	0	0	0.00	0	25		
Painter	Lee	1	62	62.00	0	0			Thorpe	Karen	8	260	32.50	0	0		
Papazian	Robert	1	62	62.00	0	0			Tomita	Barbara	2	52	26.00	0	0		
Park	David	9	517	57.44	0	0			Trafton	Alvin	36	1363	37.86	2	75		
Park	Mary	7	418	59.71	0	0			Tripp	Rob	8	407	50.88	4	0		
Pegg	Art	2	80	40.00	0	25			Trudell	Alan	9	332	36.89	0	25		
Pennings	Adrienne	1	62	62.00	0	0			Uffelman	Mary	1	62	62.00	0	0		
Perea	Miguel	20	795	39.75	63	50			Vanderlaag	Willem	1	62	62.00	0	0		
Perez	Brenda	1	18	18.00	0	0			Vester	Alan	6	176	29.33	0	150		
Perrault	George	1	62	62.00	0	0			Vester	Michelle	6	176	29.33	0	25		
Pettus	Monty	3	114	38.00	44	50			Viloria	Ron	4	147	36.75	0	0		
Pierce	Chuck	1	62	62.00	0	0			Vreeman	Joseph	1	62	62.00	0	0		
Pierce	Deborah	1	40	40.00	0	0			Walker	Irene	5	133	26.60	0	0		
Pieroni	Wayne	1	62	62.00	0	0			Walker	Jim	10	268	26.80	0	0		
Pilcher	Henry	1	26	26.00	0	0			Warnack	Tom	1	62	62.00	0	0		
Polance	Joe	1	62	62.00	0	0			Weindling	Brent	2	76	38.00	9	0		
Pressel	Art	8	260	32.50	0	100			Whitworth	Phil	2	80	40.00	0	0		
Pugh	Jim	14	474	33.86	5	0			Wickersham	Art	1	23	23.00	0	75		
Rankin	John	1	40	40.00	0	0			Wickersham	Judee	1	23	23.00	0	75		
Reguero	Anthony	E3	156	52.00	0	0			Woods	Rochelle	1	62	62.00	0	0		
Reid	Jayne	1	62	62.00	0	0											
Renowden	John	10	534	53.40	118	25											

BOARD MEETING MINUTES April 1, 2012

ATTENDANCE

Officers & Directors Present: **Jim Brewer, Paul D'Aquanni, Jim Walker, Susan George, Steve Loughran, Mike Lee, Irene Walker, Michelle Vester, Jim Pugh, Max Kaldenberg, Bob Fairfield, Jason Gersting, Alan Vester, Dan Gorman, Ron Hearn, Art Pressel, Frank Neal, Randy Keifer, Doris Bingo, Alan Dauger, Jeff Rich, Lee Stebbins**

Members and guests present: none

CALL TO ORDER

The meeting was called to order by President **Jim Brewer**.

MINUTES

It was moved and seconded to approve the minutes of the March 2012 Board Meeting. The motion to approve the March minutes passed.

TREASURER'S REPORT

Irene Walker reported a \$2577 loss. \$3000 was a donation to Team Paramount.

OCW PARAMOUNT CORPORATION REPORT

Irene Walker reported no new business.

BOARD MEMBER REPORTS

President: **Jim Brewer** said he would like to see the club grow and more participation among our members. BCI wanted to combine monthly meetings, but we said no. We did invite them to come to our meetings.

Vice-President: **Paul D'Aquanni** said the first general meeting went well. The speakers are set for the next couple months. He is open to requests or ideas for speakers.

Membership: **Jim Walker** said OCW has 227 members. Paramount has 33 members. There were 41 new members in January, February, and March on the new website. 546 people have created accounts on the new website; this includes people registered for the Bear. **Jim** is going through by hand to follow up with members whose membership has expired.

OCW COMMITTEE REPORTS

LCI: **Michelle** said the next TS101 will be in August. We don't have the exact dates yet.

Website: **Mike** was asked if there is an easier way to put pictures on the website. He said he will add instructions on how to post pictures.

There is a glitch with the calendar. The website is a work in progress. It will be close to a year before we are fully entrenched in the new site. Stats was due on March 30, but **Mike** hasn't heard from them. He will follow up next week.

Mike had a conversation with **Bob Davidson** about finding another company for online clothing sales. He is looking for a better/more economical substitute for selling clothing online.

They are making daily tweaks and fixes to the website. For example now you can enter all your information into the calendar so you don't have to put the information in multiple places.

It was discussed if there should be another website meeting. The consensus was everyone should right a list of questions they need answered. They will be handled on an individual basis not a meeting. Email **Mike Lee** or **Lee Stebbins** if you have questions.

RAB- Waivers, barcodes, and repointing data: We need barcodes if the event is going to be timed. **Jeff** will take care of that. **Mike** is getting the data we need for RAB. We have that in the registration. We can print the labs and waivers. The information can be extracted from the event, the printer just needs an excel file.

The member lists from December and the website need to be compared. See what status the accounts are, many have account names, but aren't completely registered. We can't just change and get the passwords to update the accounts ourselves due to compliance issues. After we have compared the lists try to get people into the system. Split up the contacts and get people into the system. Is there any downside to not having people in the system? We have the 504 people who were members in December. We have 546 in the new website. If we email all three groups some people will get three emails.

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Mike said he is working on one other thing. He wants the volunteers to create an account, so he can filter them through and they are at least partway into the system

Public Relations: **Max** said that Steve is the new ride leader for Wednesday nights. Irvine Cyclery is now working with OCW. They gave away two free bicycle fittings. He encouraged everyone to have face to face contact with your bike shops. Invite bike shops to our general meeting. Let them know they will be given time for a one minute commercial. **Max** asked who to order business cards form. **Mike** will get some printed for him.

Ride captain: **Lee** said there will be a holiday ride for Memorial Day. The Saturday rides will start at 8 A.M. starting in May.

The website is up to date. For those in charge of week day rides, if you need to cancel one go into the ride, scroll down to cancel and hit save.

It was asked if someone could meet with BCI for a cooperative ride of silence on May 16th. **Lee** will do that. This will take the place of the Wednesday ride.

Paramount: **Jason** said they are busy racing. Many are out on Thursday nights at The Great Park. John McKee and Monty are racing in San Diego. We have some old Paramount race clothing. They are trying to set prices to get rid of it.

CTC: **Frank** said that Stacy and Greg Kline and Doug Patterson already have the Triple Crown after three rides. Sloveng was last week. On April 29th the Huntington Beach Orange County Transit will have a bike expo on the pier. **Lee** asked if we should put this on the calendar. Frank's future events will be placed on the calendar.

OLD BUSINESS

Spring Metric: **Mike** said there we no complaints. The food was great. There were a record breaking 125 riders. Putting up the route slip was great. Better weather was good too. There have been a few requests for GPS Garmin data.

Enhancements for OCW rides: **Mike** wants to find out what is preventing the new members from coming to our rides. He wants questions so the survey is ready to go as soon as the Bear is over.

Jim B would like to have numbers with first name and # for Amtrak and Bear to pin on the back of people's jersey, this way people can easily recognize others on the same ride. Possibly replace the wristband. Can they be printed on Tyvek? We can put logos and everything. Many people were against this because it becomes an inconvenience when layering. It was also proposed to make the wrist band bigger/wider.

Membership non renewals: **Max** said that he surveyed people who didn't renew their membership. There were no trends or complaints. Many people had moved out of the area.

NEW BUSINESS

Summer Picnic: Do we want the picnic in August? Yes. Keep the same park and the budget is already set.

Ride Stats: **Jim Pugh** said he doesn't have a correct data base. He has a 5 sheet excel document he created though out last year. He has started to update that information to the website. He has 399 people he has merged from last year's list with the list on the website. Per Jeff some people he has on the list are not members. He has to save different version of the files. The people who don't ride, but have activity points have a zero for miles per ride. He now can add to/from miles if you don't do a ride. The issue is next year during awards time next year is making sure these people are members. The decision was to find out what the database is going to do before Jim works with everything else.

Amtrak Jersey: **Mike** said Kevin Hertfelder has three versions of the Amtrak Jersey. He will bring them to the May meeting to make a decision.

Ride Around the Bear: **Mike** noted that the host hotel for the Bear is the same hotel. The name has just changed, it is now a Motel 6.

ADJOURNMENT A motion was made and seconded to adjourn. Motion carried. The meeting was adjourned.

Respectfully submitted by **Susan George**.

Please Support the Sustaining Members of the Orange County Wheelmen

Many Sustaining Members offer discounts to OCW members.
Tell them you're from OCW and continue to support those who support us!



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