



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN

Summer 2015

Why California Needs a Safe Passing Amendment

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

Current situation is

The majority of two-lane roads in California are of insufficient width for a bicyclist and motor vehicle to safely share. California law requires giving cyclists enough room for a safe pass, CVC 21760 (3 feet), but also prohibits vehicles from crossing a solid yellow to make a pass, CVC 21460.

Because of the speed differential and clear sight-lines, far less distance is required to pass a cyclist going a fraction of the speed limit than another vehicle travelling near the speed limit. Solid yellow lines are installed with the latter scenario in mind, but fail to address the needs of cyclists and motorists sharing the same roads.

It's important because

The legal ambiguity around crossing a solid centerline line is a source of conflict for cyclists, motorists, police officers, and driving instructors. Motorists can be unnecessarily inconvenienced because they believe that they are not allowed to pass a cyclist. Their frustration can lead to resentment and hostility toward cyclists. It can even lead to riskier behavior and crashes. A motorist might honk or yell at cyclists or might buzz them to avoid crossing a solid centerline. In the worst cases, motorists have attempted to squeeze past cyclists within the same lane and fatally struck the cyclists.

If nothing is done

Under the current situation motorists will either disregard the law, which diminishes respect for the law, follow behind cyclists for unreasonably long times because passing lanes are designed with motor vehicles travelling near the speed limit in mind, or pass unsafely - an action which can end disastrously. Cyclists riding legally like [Matthew O'Neill](#) will continue to be killed or injured.

The options are

Other states already allow for passing a bicyclist over a solid yellow when safe. These passes can be made safely because the distance required to pass a cyclist travelling at a speed far below the speed limit is much less than is required to pass a motor vehicle travelling near the speed limit.

The recommendation

The vast majority of motorists are already crossing solid centerlines to pass cyclists safely. What isn't happening is a substantive public discussion about why crossing a solid yellow is absolutely necessary for safe passing. Changing the law to reflect prudent behavior will facilitate this discussion as well as better public education and more effective law enforcement.

Our Ask

We ask that legislators modernize passing laws to reflect safe and practical passing practices.

Model No-Passing-Zone Exception

When passing a pedestrian, bicyclist, construction worker or other vulnerable road user, the operator of a vehicle may drive on the left side of the center of a roadway in a no-passing zone when such movement can be made in safety and without interfering with or endangering other traffic on the highway.

Safe and legal pass in Ohio

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. Kat Liem, Events

Editors Musings



Michelle Vester, LCI

California Change

There are a lot of things happening in California and across the country regarding cycling. Be sure to check out Greg Kline's article on Why California Needs a Safe Passing Amendment. Also see page 34 on Making Bicycling Safe in California along with the Bicycle Themed License Plate for our state.

Also check out Stacy Kline's Public Relations article with loads of information about things happening with bicycle advocacy, starting with our kids and Bike to School Day.

Have a great summer and enjoy your ride!

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EVENTS 2015

Amtrak Century September 12



President's Message

By Miguel Perea, President

Long summer days are here again, and with them lots of opportunities to ride your bike in countless organized events, or just with your local riding buddies to the nearest beer hall, which may be 50 miles away, but it has a convenient ride back on Metrolink.

We managed to get through the Bear Ride with a whole new set of officers and volunteers. It was certainly a learning experience for everyone, but everything turned out great by most accounts. I am so grateful to all the volunteers who made this event even possible. The club owes you a debt of gratitude, indeed. Meanwhile, some of us went on a bike tour in the Catalonia region of Spain, with Girona as the center, about 60 miles north of Barcelona. This is one of the preferred winter training areas for many European pro cyclists and now we know why – it is absolutely beautiful! Located at the foothills of the Eastern Pyrenees in northwest Spain, has a myriad of small, lightly travelled roads, and a temperate climate all year around. The local outfit, Bici-Carril.com, can provide high-quality road bikes and a great selection of routes.

Even with all the fun, Karla and I were glad to get back stateside after sleeping in 7 different beds in 18 days. There really is no place like home, especially when you live in Southern California. Never know when unexpected things will happen, though, like crashing and falling off your bike for the first time in over 10 years. And then doing it again five days later! If this was not a reminder of how important it is to wear a helmet, I don't know what is. So I may have to go back to training wheels till I can prove to myself that I can stay upright for a whole ride. I'll let you know.

Stay safe and predictable and enjoy the summer – there is no better time to ride in Orange County!



The Beavers Behind the Bear

By John Renowden

The Bear is a great ride and as if by magic well-stocked rest stops appear at regular intervals along the ride. Riders may not be aware of the effort that goes into making all this happen. Prior to the ride a team of volunteers labors away to load the trucks to deliver the goods. The durable goods are loaded from store, donated food is collected from Whole Foods and other supplies are purchased from Costco. All of these supplies are organized in rest-stop order for drop-off as the trucks progress over the mountain. Volunteers coordinate their early arrival at each rest stop to unload and set up before the riders arrive. At the end of the ride all of the rest-stop material is loaded back on the trucks for the journey back to Anaheim. Then on Sunday the trucks are unloaded, everything cleaned, returned to storage and finally the trucks are returned. These are the Beavers behind The Bear. Our thanks go out to them for their hidden efforts in making The Bear a pleasure to ride.







General Meeting Wrap-Up

By John Renowden, Vice President

The General meeting on May 7th featured a presentation by Andy Hencke and Evan Harris of Sta-Tru Wheels.

Who would have thought that one of the biggest suppliers of wheels in the US is right here in Santa Ana. In the time-honored tradition of startups, it all began in the family garage some 25 years ago. Sta-Tru now supplies quality wheels, for virtually any riding application, to the industry's largest bicycle parts distributors and bicycle manufacturers.

Anyone who has tried to build a wheel will know it's a tricky process, but we were treated to video clips showing production equipment automatically lacing wheels with spokes, followed by precision truing.

Product lines include the full spectrum of cycling needs, including mountain, road, fixed gear, BMX, cruiser/comfort, 29er and general replacement wheels. Sta-Tru offers a wide variety of products within each category to meet the performance and budgetary needs of virtually any rider, including a number of popular components from partners such as KT, Formula, Mavic, Shimano, DT Swiss, Alex as well as lines of highly competitive, value-priced components such as the in-house brand, Speed Tuned. And here is where everyone paid special attention as Sta-Tru generously contributed one of their leading wheelsets to the raffle. Irene Walker won these fabulous wheels.







Our Summit Hike Twice to Mt. San Jacinto

February through May, 2015

Scary ideas like hiking to the top of Mt. San Jacinto in the Mt. San Jacinto State Park often take months to materialize. Not a big deal if you just hop on the Palm Springs Aerial Tram and ride most of the way up. But not us! The hikers, Doris Bingo, Victor Matloff, and Larry Linn decided it would be a real challenge to hike the 10 miles from the lower trailhead following the Cactus-2-Clouds or Skyline trail at the parking lot of the Palm Springs Art Museum to the upper tram station and then continue the additional 10 miles round-trip to the summit of the peak at 10,834 feet. That was before we really found out how high, or should I say "how long" that total hike would be, a mere 15 miles one way, nearly all of which was a relentless UP. We read in SocialPositive.com about how this hike was the 5th most difficult in the contiguous United States, about how dangerous this hike was, and about how people had died from dehydration or falling. But we had great confidence in ourselves. We have been hiking together for a couple years and we knew that with sufficient preparation, we would be ready for this hike. Victor and Doris developed a training plan of 4 hikes with a gain of about 8000 feet each, and 4 hikes that we called easy. The easy hikes were not

crazy high, but were of a sufficient distance to provide good cardio-conditioning.

On April 16, we left Victor's car at the parking lot of the lower Palm Springs Aerial Tram Station so we would have transportation when we returned the following day on the Tram. That afternoon, we got to enjoy the street faire after dinner. Palm Springs closes down part of Palm Canyon Rd. on Thursday evenings to set up street vendors and entertainment. We stayed the night just a short distance from the trailhead. Early in the morning (4:45), Doris drove us to the trailhead at the Palm Springs Art Museum where there was a nice free-parking structure. Once on the trail, we could see headlamps from two groups of hikers ahead of us, and one group behind us. The Skyline Trail was very steep in the first and last third of the hike, the middle third was kind of rolling. We climbed past the impressive cliffs of Coffman's Crag and reached Grubb's Notch in Long Valley just a short distance from our goal: the ramp to the upper tram station. In the station, we paid the \$12.00 for each return ticket, and were soon in the tramcar and on our way down to Victor's car.

As we ate dinner at Sizzler's

restaurant in Banning to congratulate ourselves, we came to the conclusion that we had really left part of this hike undone. We were feeling pretty good, physically, and it was only another 10 miles r/t and 2600 feet of gain to the summit of Mt. San Jacinto. In our euphoria, we made the decision to return to this same trail, the same way in a couple weeks, and really go to the summit. What were we thinking!!? It was simple to rationalize our next plan. We were already trained and conditioned for this hike. Even better, because we had just completed the initial and most difficult part of the hike.

Here we were again on May 1, 2015. We began from the same parking structure across the street from the Palm Springs Art Museum and hiked the Skyline Trail to Long Valley just as we had a few weeks earlier. Weather was predicted to be hot in Palm Springs on Friday, so we got an early start at 3:00 am. It was warm, but never got exceedingly hot and a nice breeze would blow regularly. We arrived at Long Valley around 11 am which was about an hour better time than our previous hike.

Larry was too tired to go on, so he decided to wait for Doris

and Victor at the Upper Tram Station. After getting some water and the permit at the ranger station, Doris and Victor continued on to San Jacinto Peak, following the well-used five-mile trail that goes through Round Valley and Wellman's Divide. Jean Peak was visible in the distance, still covered with a lot of snow. The summit of San Jacinto was free of snow when they arrived and there were quite a few hikers already there. On the way back to the tram station, three mule deer ran across the trail ahead of them. Larry greeted them at the tram station as they trudged up the rather steep ramp. Larry had literally waited for them for hours and hours but he declared the wait was worth it. The tram station attendant called a cab for us, and the cab was waiting when we got off the tram at the Lower Station.

The total distance for this longer hike was 19.5 miles with 10,600' of gain. Victor had done the Skyline hike twice before. For Doris, it was a huge first-time accomplishment. Such was not the case for Larry. The training we had done together worked out great. However, Larry still needs more preparation. We had a fantastic dinner at the Grand Oaks Restaurant in Beaumont to celebrate. Doris was thrilled to have her favorite dessert, Creme Brulee.

This is not the final chapter of our hike story. Larry has declared that he is not to be out-done by his hiking buddies. He has a plan in the mak-

ing and with the help of Doris and Victor, success might soon be reported, perhaps in a subsequent issue of the Chain Reaction. Stay tuned.



Amigos at Upper Tram Sign



Cactus in Bloom

More Pictures of Mt. San Jacinto Hike.....



Rescue Hut



Ground Squirrel Watching Us



Larry Waiting



Long Sidewalk Up To Tram Station



Barrel Cactus Growing on Rock



Traffic Skills 101: Learn How to Ride Safely & Legally & Confidently in Traffic!

Every cyclist can benefit by learning to ride safely and legally and confidently like any other vehicle on the road!

The Orange County Wheelmen offers the League of American Bicyclists two-day Traffic Skills 101 class, teaching participants essential cycling skills:

- Bicycle Safety Checks
- Flat Repair
- Bike Handling
- Crash Avoidance Skills
- Riding legally in traffic

Recommended for adults and teens aged 15 and older, this fast-paced, 9-hour course teaches cyclists the principles of bicycle driving.

All participants will receive a League of American Bicyclists “Smart Cycling” handbook and a certificate upon successful completion of the written and skill-testing examinations.

For more information on class dates and schedule click on:
www.ocwheelmen.org/page/show/418581-traffic-skills-101



Registration for AMTRAK Century is Now Full!



Register for the Wait List

If you were unable to register for Amtrak you can place your name on the wait list. We will pull names as registered riders relinquish their ride. The first name on the list will be the first to be given the opportunity to register for the ride.

Come out and join your fellow cyclists in the most scenic biking event down the Southern California Coast! This is 100 miles of road riding from Irvine to San Diego over flat to rolling terrain with approximately 3200' of elevation gain. You can also celebrate with your friends on the infamous Amtrak train ride back to Irvine.

The day begins in the cool early morning through the flat lands of Irvine before a short climb up to Portola and then heading south. You'll pedal through the rolling hills of Lake Forest and Mission Viejo on your way to the first rest stop in San Juan Capistrano.

You'll continue south to Capistrano Beach and along Pacific Coast Highway with the ocean on your right and a nice flat stretch into San Clemente. The route then takes you through San Clemente to the bike trail, Old Pacific Coast Highway and past the San Onofre State Park. Exiting the park you will ride on the historic runway, ending up at the Las Pulgas rest stop.

After topping off your water bottles and refueling with some light snacks, you'll head inland through Camp Pendleton. (A picture ID is required and you will need to ride single file through the base.) After exiting on Harbor Drive into Oceanside, you'll be stopping for a great lunch in Buccaneer Park. Enjoy your lunch, but don't eat too much because you still have almost 40 miles to go, including a little rise in the road called the Torrey Pines Grade.

This next section is probably the most scenic riding with the cool breeze and views of the Pacific Ocean through the beach cities of Carlsbad, Encinitas, Solana and Del Mar. Leaving Del Mar you are approaching the last major climb up Torrey Pines Grade and the last rest stop. Enjoy the cold refreshments, including a popsicle in preparation for the remaining miles, mostly downhill.

The last section takes you past UC San Diego, to the bike trail and a view of Mission Bay. The last few miles along Harbor Dr. has beautiful views of San Diego Harbor, the high-rise buildings in downtown San Diego, and a great tail wind to push you to the finish.

[Click Here for the OCW Amtrak Wait List](#)



Goat Hill

By Alan Vester, Mountain Bike Dude

Mountain Biking Geared Toward the 50+ Rider

One reason I got into mountain biking was to transport gear and supplies into the back country. Every year, I perform the course-marking duties for the 30-mile off-road "Idyllwild Spring Challenge" mountain bike race in the San Bernardino National Forest.

The 1st year of the Spring Challenge was 2005. My assistants and I carried tools, stakes, marking tape and signs in backpacks. We walked the entire 30-mile course and it took us forever to mark the course, so I thought to myself: "I've got to find a better way!"

I purchased a BOB (Beast of Burden) Ibex bike trailer. BOB makes two models, the YAK, which is more street friendly and the IBEX which has off-road suspension. They will carry up to 70 lbs. of cargo. The trailer comes equipped with a special quick release rear axle that will allow the mounting of the trailer to your mountain bike. Since we now live in a world of 26, 27.5 and 29-inch tires, BOB makes two different mounting yokes to accommodate all wheel sizes. My mountain bikes are 29 inch, so I have the optional larger yoke and it works great.

Many high-end mountain bikes now come with a 142 x 12 x 1.0 (thread pitch) mm through axle. A company called: robertaxleproject.com sells a through axle which accommodates the BOB trailer.

I load up my IBEX with marking tape, tools, stakes, direction signs, a cooler, and will spend up to 8 hours on the trail performing course-marking duties. I installed a kickstand on the trailer, which is a must. It is very awkward to lay down the bike and trailer every time you stop. I installed a Greenfield Stabilizer Kickstand on the trailer, not the bike, and it works very well.

The trailer also works well for carrying camping gear and is excellent for transporting trail maintenance equipment into the normally hard-to-reach trails.

I have used this trailer for 9 years, and I have pulled it through some very technical single track trails, steep climbs and fire roads. It is difficult to ride up steep climbs with the trailer loaded, so sometimes I will get off the bike and walk. The trailer is a single-wheel design and it actually handles well descending downhill.

Some riders will always prefer to carry their gear on their bike, so the BOB set-up is not for everyone. The company has not made much change in the design of the trailers, so the one I purchased nine years ago is very similar to the one you can buy today.



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

Practically Bohemian

By Michael Bush

A year ago my youngest got his driver's license. Since then I have biked 8,000 miles. My "thing" is to comfortably bike where I would otherwise drive, while not interfering with family or work. Keeping track of the miles has been a way of fastidiously clinging to something while considering the chaos from the changes to the environment that we are all causing.

We live in one of the best areas in the world for commuting, especially along the Back Bay with the changes of light, tides and the migrating birds. I don't take any medications, supplements, or vitamins and am rarely sick, which I attribute in part to plenty of fresh air and vitamin D. I enjoy ice cream, beer and good foods of all kinds. It seems Bohemian, but it is all very practical.

When I pedal to my son's baseball game, some well-meaning friends grimace and say "Every time we wonder if you're going to make it safely." I, on the other hand, grimace when I see signs of oversitting, which has been described as the new smoking. Sitting at work, sitting in the car and sitting in front of the TV are certain to cause health problems.

Safety is vitally important. The first half of my morning and afternoon commute is through a warzone with four-wheeled beasts. I imagined being mentored by soccer great Thomas Müller who is the "space interpreter" by anticipating developments. Merely looking for turn signals is like watching a program in black and white. It's fun to imagine being a bird quickly glancing into the small mirror attached to my helmet so I see before I hear.

The second half of my daily commute is along a dedicated bike path adjacent to water. I don't listen to music and in the spirit of Henri Nouwen I have my quiet and solitude. I have a very stressful practice that involves some high-conflict family

law cases. I want to yell back when yelled at as much as anyone else, but my bike commute is like meditation as ideas come and ideas go before I settle on a constructive way to respond to a difficult situation. I haven't read "How to Think Like Sherlock Holmes," but this seems consistent with the concept of taking an occasional break from linear approaches to open creative thinking and it's healthier than smoking a pipe.

Eight thousand miles seems like a lot, but 20 miles a day during the work week add up to 5,000 miles, leaving some rest and recovery time on those monkey suit days. I have a rotating schedule for Sundays: 1) Bike with buddies through Santiago Canyon 2) Early morning platelet donation at the Red Cross. It's my idea of church as there are people helping people and there is truly "Power in the Blood." 3) Bike to Long Beach to take a friend to breakfast and church, in her car. Any place of worship that welcomes biking jerseys is good with me.

Selfishly, I like it when dedicated bike paths look like quiet country roads. But I want my voice to join the chorus of "bike friends bike!"



The Author, Michael Bush

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

Bicycle Advocacy

OCTA's annual Bike Festival was held at the Huntington Beach Pier on Sunday, April 26 with OCW's Vice President John Renowden, Events Officer Kat Liem, OCW member Paul Defeo, Director Greg Kline, and Public Relations Officer Stacy Kline in attendance promoting OCW's amazing and diverse cycling opportunities, and the value of an OCW membership.

We also helped promote the Orange County Bicycle Coalition's commitment to safe and effective cycling, advocating for the rights of cyclists on the road.





Links Bike Tours

Just in case you missed it, we lead bicycle tours in Provence. This will be our 13th summer in France. We limit the group size to 6 plus us. Wouldn't a Tour of Provence make a great Birthday or Anniversary gift? How about gathering some friends and joining us this summer? We have 1 tour set from Sept 5 – 14 with space available. We can set up a tour in July, August or later in Sept if these dates don't work. The cost of \$3,995 includes all accommodations, all meals, premium bicycle rentals, outstanding cycling routes, souvenir jerseys, and outstanding leaders. Check out our website

www.linksbiketours.com and then email us at: yourmissinglink@me.com

Come join us. Sincerely, Link and Kathy



The Hungry Cyclist



Bread with Tomato and Basil



This recipe is from Le Cordon Bleu in Paris. Since taking a couple of classes there several years ago I still receive their monthly emails that include recipes. This one I thought I would share. I use a digital kitchen scale that uses metric and standard so conversion is a snap.

Enjoy! Michelle Vester

Ingredients

Loaf pan

8 g fresh (compressed) yeast

8 g sugar

20 g tomato paste

110 g cold water

200 g flour

5 g salt

25 g butter, softened

30 g basil leaves

1 beaten egg, for eggwash

Method

In a mixer bowl using a whisk, dissolve the yeast, sugar and tomato paste in the cold water. Add the flour. Knead by hand or in a machine at low speed using a dough hook for 4 minutes to combine the ingredients; switch to medium speed for 10 to 12 minutes. Add the salt, softened butter and the basil leaves, and knead for a further 5 minutes.

Proving: Cover the bowl with a cloth and leave at room temperature until the dough doubles in size.

Preheat the oven to 180° C.

Roll the dough into 8 balls and place each ball into a mold that is twice the height of the ball.

Brush the top of the dough with beaten egg using a pastry brush, leave at room temperature until the dough reaches the top of the mold. Brush with egg again and bake in the oven for about 20 minutes. Check the bread is baked correctly by inserting the tip of a knife into the center. If the knife comes out clean, the bread is ready.

An Average Jane "Races" in Mongolia

By Erin Colshan

I'll tell you a story of a time when my now fiancé, Michael, somehow convinced me to sign up for a 7-day stage mountain bike race across the Mongolian steppe. He might argue that I did it to myself, but he knows perfectly well that I cannot allow a challenge to go un-accepted, nor a country un-travelled. I stand convinced that he conned me into signing up for sheer death. I might add that at this point my mountain biking skills consisted of a test ride down the street. I had been riding road bikes for about 2 years, but embarking on a 7-day stage race, scheduled to cover 900km and 14,000 vertical meters off-road was probably not one of the smartest plans, but I knew that no matter what, it would be epic.

Over the next 9 months I spent making up for lost time. I learned how to maneuver over different kinds of terrain, handle my new mountain bike and quadrupled my body's scar count. I'm still no expert, but I sure as hell put in a decent amount of blood, sweat and occasional tears into learning to become a robust mountain goat. All the while my fiancé was an ever-constant cheerleader and coach, pushing me on...and on...and on....

Fast forward 9 months and here we are in Ulaanbaatar, pulling our bikes out of the bike boxes in the alley behind our hotel. Dozens of other

guys are coming and going as they finish assembling their bikes, or departing and arriving from a training ride. Fellow riders, all men, would come up and introduce themselves to Michael but pass by me without as much as a look. I had to take initiative in introducing myself and explain that I would be a fellow racer, always prompting the same contorted face. I soon learned that where I was to be one of three women racers, I was now the one and only. The professional women scheduled to participate withdrew when they found out there were not enough women to merit a women's category; translation, no prizes. I always knew I would be bringing up the rear, so this wasn't a dissuading factor. I just wanted to participate, experience, and suffer with everyone else.

I could give you a play by play of the amazing podium fight that was going on at the front, but that wouldn't be nearly as representational of my Mongolia experience. Instead, I will be giving you the nitty-gritty from the perspective of an average Jane racer.

Day 1: The King Stage, 120 km, 2900 m, 10-hr cut-off. This was the "oh sh*t" moment. Here I was, at the back of the group; 71 men in front of me. It was about to get real, my biggest

mountain bike learning curve yet. Within the first 5 miles I had already had 2 river crossings, some of the deepest, longest running sand patches imaginable, and a taster of what the Mongolian hill climbs would be like. Did I say "Oh sh*t" already?

By the end of the first day I had learned some of the important Mongolian basic survival facts that would carry me through the rest of the race.



1. Temperature swings can go from below freezing to 80+ degrees within minutes. Be prepared at all times.
2. If you needed to eat, shove whatever it is down your gullet as quickly as possible. The second you pulled a bar out of your jersey, the road would sprout hellish washboard ruts that would send your delicious snack flying out of hand. By the end of the race I had given up trying to eat and ride. The only snacks that could be enjoyed mid-ride were the bugs provided by the Mongolian countryside.
3. Mongolians have never heard of a switchback. They prefer to go from point A to point B in the most direct line. Let me be clear, we aren't just talking steep, I'm talking wall. I'm saying there were points when our cold war Russian VW vans on steroids were barely making it. When only the top 5 riders are climbing without dabbing or pushing, you can rest assured I'm not exaggerating. By the end of the race you could look on the horizon and guess with 100% accuracy the route the race organizers had chosen by using the following formula: ask yourself, "looking out on the horizon, which distant mountain looks scariest?" Then that is where you are headed.

Each day would have its moments of new, never-before-experienced hells coupled with moments of complete awe. Mongolia had a lot of things up

her sleeve.

Day 2: Tuul River Stage, 126km, 2240m, 10-hr cut-off. Dry feet? Forget about it. This was the day of bogs and river crossings. First came the valley of the bog. Up a steep wet hillside and a descent into a brown slushy valley. Miles and miles pedal-deep in bog. I would look at the riders spread out in front of me and watch them to see what their chosen line had yielded and then try and follow the man who didn't get stuck or sunk in. Next up were two long narrow valleys, stretching as far as you could see. We entered into one, followed it for hours before climbing out and into its sister. Down the center of each was a river. We must have crossed it 30+ times. Initially we would scout the crossing, trying to choose the shallowest part, even carrying our bikes when things got deep so as to not get water in our bearings. 10 hours later your feet had forgotten what it meant to be dry and you could care less about wet bearings. You just wanted the fastest and most direct route.

Even though day two had my feet so pruned up they hurt, it was probably one the best days I have ever had on a bike. The beauty of the valleys we rode in for hours and hours was breathtaking. The landscape seemed to keep changing around each corner and the absolute desolation was incredible. Besides the squeaky sweeper van that seemed to be an ever-looming presence and the occasional pit stop reminding us we were still on track, we had not seen a



soul the entire ride. In the last 15 miles, herds of horses met us at each river crossing watching us suffer as we pushed on. Towards the end of the day an interesting character on a motorcycle quietly watched us change a flat. He rode with us for a mile or two before shifting course without a word. We may have been several of the last people into camp for the night, but I felt on top of the world. At least temporarily.

That night we washed, or froze rather, in the river, enjoyed a wonderful gourmet dinner, and experienced our first night of camping in tents with 71 men. Thankfully I'm not a girlie girl

because the next 7 days would have broken me. Showers were pumped directly from the river, so forget about warmth. The first 2 nights I managed to rinse my legs and pits, but by day three I decided that I was just going to go with the baby wipes. It was faster, warmer, and less chance of seeing naked men. Nakedness however, was unavoidable. Italians walking around in their bikini bottoms, men bent over getting saddle sores dressed by the poor nurses who no doubt did not have this in their job description and bare butts during evening massages. My eyes were burning by the end of the race.



Now let's talk toilets. I typically like my business to be private, but this was not the time, nor the place. "Toilets" as we will call them were 9 holes in the ground each covered by a small tent. These would typically be quite a hike from camp, but by the morning you were thanking the heavens that they were not upwind. When you would occupy one, you would hear the gamut of noises from singing to video games to others... I'll spare you any description. The middle of the night became the biggest challenge for me. Originally I was waking up, scrambling in my sleeping bag to put on as many layers as possible, grabbing a head lamp and making the hike out to the toilets. That got old pretty quickly so I took a note from the boys. I'd walk a few steps outside the tent and pop a squat. I remember the first night I had to get up. The noises made me laugh. Where you would expect to be hearing crickets and cicadas, you would instead be serenaded with the symphonious sounds of snoring and flatulence. Mozart would have been proud.

boggy mud most of us had ever seen. The ground was iced over but still wet below. We were forging our own paths trying to navigate the terrain and push through. It was rough going and soon, a small twinge of pain in my knee from the day before had now grown into excruciating, making it nearly impossible to put pressure on my right pedal. I pushed through the bogged beginning but my knee was not going to let me go any further. After some encouragement from a fellow rider we decided, instead of giving in and loading into the sweeper van, to take advantage of this incredible landscape and go for a walk. We walked and rode off and on for the next 45K. With about 100K left to go, and 4 hours already wasted enjoying the landscape, we loaded into the sweeper van and headed to camp. Though it wasn't a day of completion, it was a day of enjoyment and realization that I had come for an adventure, and no matter what, we were going to make it one.



Day 3: The Khan Khentii Stage, 148km, 2000m, 10-hr cut-off. This morning was definitely the coldest. The bikes were frosted over as usual but the ground had an extra-thick layer of ice. The kicker was the fact that the first 10 miles would be through some of the thickest

Day 4: The Marathon Queen Stage, 175km, 2540m, 14-hr cut-off. After some acupuncture I decided I would have another go at riding. The Queen stage passed by the camp mid-way through, so I knew that if need be I could end the day early. Things started out innocent enough. Gorgeous expanses where the trail was only the flattened grass of the lead vehicle. Navigating and scaring herds of a hundred sheep. Gnarly sand pockets, followed by more Mongolian-style hill climbs. About 30 miles in my



knee was back to extreme pain. Poor Michael started out by giving a helping push up the hills, but it was hard with double tracks for him to stay close enough and ride safely. MacGyver instincts kicked in and we lashed together two inner tubes, wrapped one side around Michael's seat post and the other around my handle bars. I spent the climbs yo-yoing behind him as he pulled us to the tops. Finally back on flat-ish roads, camp couldn't be too far. Remember the ruts I had talked about that liked to launch food from your hands? Meet their bigger, stronger brother. Every race participant will agree with me when I claim that you have never experienced washboard ruts until you have been in Mongolia. Imagining won't do it justice, but just try envisioning 20 miles of relentless jackhammering of your bike and body. Screws no doubt coming loose

from your bike and your mind. It would get so infuriating that you actually needed to stop, get off your bike, and have a screaming temper tantrum every 30 minutes or so. I have never thought I was going to have a mental breakdown as much as I did at that point. As one rider put it, "It's not even funny anymore."

Day 5: Nomads' Steppe Stage, 170km, 1730m, 12-hr cut-off. Only completing half of the stage the day before was reason enough to admit that I needed a day off to try and let my knee heal. So we were assigned to a Mongolian media van to watch the guys at the front duke it out. Sit back and relax you say? As bad as the roads are on a full-suspension mountain bike, they are 100 times worse going 60 in a van with no seat belts piloted by a Mongolian whose new entertainment for the day is seeing how high he can launch the

crazy Americans in the back. If you are inclined to motion sickness in the least, this is not the experience for you. By the end of the day, my seat had literally broken free from all but one bolt holding it to the floor.

A day off from riding ended up being the most amazing experience. We got to see a side of Mongolia that the other racers ended up envying. The day went as such. Get in the van, drive as fast as possible to a good spot for filming and photographing the riders crossing a river, passing by some confused locals, or riding alongside a galloping herd of horses. We would lie in wait for the riders to pass by, then leap frog ahead to the next vantage point until they passed again. During times of waiting we would often be invited into a Ger for some local grub. We were often given a bowl of something and then encouraged to eat or drink. Having no idea what it was we would often do so cautiously. Most of the food is dairy based and can wreak havoc on an unaccustomed digestive system. To our surprise most everything was delicious. Sun-baked cheese chips, milk tea, fresh yoghurt, some sweet egg yolk mush and my favorite, the fermented mare's milk...yes, horse milk alcohol. The hospitality of the people, the beauty of their painted Gers and the simplicity coupled with the harshness of life was a beautiful thing to be able to see.

Day 6: Steppe Nomad Time Trail, 48km, 860m, 4-hr cut-off. Today's breather stage

gives us special access to the Gun-Galuut Nature Reserve. No cars were allowed on this stage so it was completely unsupported. As a fellow rider said, "Today is not a day of teams, it is a day of kicking ass." Since we were no longer officially in the race for time, we were sent off 15 minutes before the racers. They would be sending out riders last place to first at one-minute intervals. Since there were three of us riding unofficially, Michael, John and myself decided to ride together with one condition; don't get caught. The course was intense. There were several big climbs, the first being through a narrow gorge that led to a measly 35% gravelly grade. The downhill was worth it as we sprouted wings and flew over the steppe. Horses galloped alongside us and I had to remind myself that this was not a dream.

Before coming to Mongolia I had read a lot of recommendations about a rabies vaccine. Since it actually cost less once you were infected we decided against preventative care, but would soon find out why it was so highly touted. Most Mongolians have dogs to protect their livestock and Gers, and up until this point we had no real issues with them. As we passed the only Ger we would see that day, a fast-moving blur caught my eye. An Akita was running full speed toward John who was slightly up ahead. A mauling was the last thing poor John needed after narrowly surviving heat stroke 2 days before. I screamed and my heart stopped as I saw the dog approach his back end. Luckily at the last second the dog stopped and only barked. Satisfied he had stated his dominance he passed by us making one last threaten-

ing lunge before backing off as I screamed like the girl I am.

Day 7: The Great Chinggis Empire Stage, 86km, 1486m, 7-hr cut-off. We had made it. The last day. My knee had to just make it 6 more hours, but Mongolia did not just hand it to us. She was going to make us suffer. It was bitterly cold all day and the wind was relentless. I spent most of my time tucked behind Michael's back wheel trying to find the smallest refuge if only for a second. I don't know if it was the nostalgia of the last day of riding or the inability to converse all day due to the wind, but I had moments of great reflection. Every other day had always had some kind of human scale to it, whether it was because we saw other riders, or because we would see support vehicles from time to time, or even just seeing a distant electricity wire running toward a small settlement. But this stage somehow steered clear of any human evidence. There was this overwhelming feeling of isolation and vastness, as if we were the only people left on earth. You could not see any evidence of life except for the light double track trail you were following. It was incredibly surreal.

As the royal Ger camp, our final destination, glimmered in the distance we felt relief. But of course the race organizers would not let things be so final. We had to pass the camp which was high above us on a plateau, and circle around the back side for another 15 miles before we made one



last final ascent to the top. Looking at it my heart sank and I swore there was no way in hell I was going to be able to climb that final wall. But somehow, perhaps a bit of competitiveness or refusal to let this place beat me pushed me on and I cranked myself to the top and around to the final finish line where mounted riders in full Mongolian warrior gear galloped us into the camp entrance.

In retrospect I wish I had spent a little more time soaking in the feeling of that moment, but all I could think about was getting my bike as far away from me as possible and putting some warm, dry clothes on. Once defrosted and filled with hot tea we all sat inside the huge central Ger, talked about the race, chatted about our experiences, laughed, drank and watched some incredible traditional performances for the closing ceremony. We were accompanied by a Khaan and Khatun, entertained by a contortionist, serenaded by a throat singer, and danced around a fire with a shaman.

A lot of people teased Michael and I throughout the race, saying that if we came into this race as a couple, we would be leaving as enemies. I can see how they may have been right. This race pushed us all into areas of pain, discomfort, irritability, hunger, fatigue, and all around exhaustion. But I think Michael and I came away from this a stronger team and couple. The comradery that comes from 72 men and woman,

all suffering through a common experience, albeit at different paces, pushes you to become fast acquaintances and even faster friends. It was an amazing adventure and I met some incredible people along the way. I can't wait for the next insane challenge. I categorically recommend everyone to go out and push yourself physically, mentally and culturally. Ideally all at the same time.





Public Relations

By Stacy Kline, LCI

2015 is already half over, and what an amazing year it has been so far! OC Wheelmen members are involved in every single aspect of cycling from road cycling and racing, to mountain biking, safe and legal cycling education, bicycle advocacy, outreach to underserved communities, working with young people, bicycle mechanics, cyclotouring, metric century rides, full century rides, OCW club clothing, and bicycling nutrition, you name it, OC Wheelmen is involved in some way!

This year's Rosarito-Ensenada ride was a big success. Randy Kiefer recruits OCW members twice yearly to ride bikes to Rosarito to donate after the big event. These bicycles are then donated to needy families. John Renowden, Miguel Perea, Randy Kiefer, Stuart Gaston, Steve Loughran, Rob Tripp, and others had a great time on the ride, and returned knowing that they touched someone's life with 14 bicycles donated this past May!



Orange County Wheelmen Busy, Busy, Busy!

OC Wheelmen offered another successful TS101 class in March. LCIs Greg and Stacy Kline, Paul D'Aquanni, Robert Neiuber, and Kevin and Ximena Ansel donated a Wednesday evening and a full day on Saturday teaching fellow OCW members everything they ever wanted to know about safe and legal cycling. Then everyone raced home to get ready for the annual OCW awards banquet! Our next class will be in September. Watch the OCW website for the date and instructions for signing up.

Big rides are OCW's specialty, and our fun, free, and filled-to-capacity metric century took place in March. Many folks were getting in shape for the Ride Around the Bear and Amtrak Centuries, and what a great place to ride a big training ride. The Spring Metric has lots of climbing and lots of wind and offers a superb training ride in a large group ride. Another great "running of the Bear" happened in June. Although we didn't sell out the ride this year, everyone had a wonderful time and reveled in completing such a challenging ride. Please help us to sell out the ride next year by sharing with friends on social media and good ol' word of mouth! If you have any ideas about promoting this exceptional ride, we're all ears! Big congratulations go to OCW's new Events board officer, Kat Bier. Great job, Kat!

Several OCW members are on their way to a Triple Crown award, whether it be their first, (go John Renowden and Charles Berzon!) or more, (go David Park, Ron Hearn, and Greg and Stacy Kline) by riding the Eastern Sierra Double Century in the end of May. Spectacular weather, albeit a bit warm, made for a fun day and, amazingly, everyone stayed together for the entire ride. Next up, the LA Wheelmen Grand Tour in June and the

White Mountain Double Century in September, ride on!

OC Wheelmen members are big donors of their time with bicycle advocacy. Donating time to work with young people is an extremely rewarding way to give back to the community in areas of underserved populations. OCW supports The Bicycle Tree of Santa Ana, the OC's only bicycle co-op. This support in turn helps Spurgeon Intermediate School students learn how to work with bicycles with the express goal of getting bikes to young people who might not otherwise be able to get a bicycle. OC Wheelmen members, Greg and Stacy Kline and Willie Hunt put on the first "Bike to School Day" in Santa Ana this past May. Willie



was a big hit with his "banana mobile" and Stacy Kline organized the entire event that saw around 30 students, several Spurgeon staff members, two Santa Ana motor officers, and parents. We even had several skateboarding students and teachers to promote safe and legal riding with our local youth. Greg and Stacy Kline, Ramon Zavala, and Irene Walker are volunteer board members for the Orange County Bicycle Coalition. OCBC "has your back" when it comes to advocating for appropriate bicycle-specific infrastructure as well as maintaining the rights of bicyclists to continue to use the roads like any other vehicle. Kevin and

Ximena Ansel, Ramon Zavala, and Greg and Stacy attended the OCTA Bikeways Round Table in June, making sure that **your** cycling voices are heard. There was also a strong showing of OCW members at the annual "Ride of Silence" in honor of cyclists who "never made it home from the ride." This is such a moving ceremony and ride. We encourage everyone to join us every year in May. The UCI School of Engineering is currently seeking input from the community about bicycle infrastructure and John Renowden and Greg Kline met with the young researchers in the hope that appropriate facilities are created and maintained, and, most importantly, *don't make cycling less safe*.

Guest speakers at our monthly membership meeting have been extremely interesting. Sta-Tru Wheels put on an excellent presentation about wheel building and gave away a \$500 wheelset won by none other than our membership officer, Irene Walker! Sta-Tru Wheels also offers a sweet deal for bike club members with a 30% discount as a special introductory offer to cycling clubs. E-mail clubs@statruwheels.com for the application and instructions when you're ready for your next set of cool wheels! Gary Brustin shared his expertise of bicycle law and safe and legal cycling. Many members had questions about the law as it pertains to bicycling, and Gary gave a full presentation, addressing everyone's cycling concerns.

The Amgen Tour of California race took the Southland by storm with seven OCW members riding up Mt. Baldy to watch the final King of the Mountain stage. It's amazing how quickly the riders race up the mountain, especially after you've crawled up the mountain yourself only a few minutes earlier! Rob Tripp won the award for most enthusiastic fan again this year! Several OCW members went to the final stage and watched one of the closest finishes ever in the history of the ATOC, a photo finish when the local announcer pronounced the young French rider, Julian Alaphilippe the winner, only to have Peter Sagan announced as the winner after the finish photo was scrutinized. What an exciting finish it was indeed!



Last, but certainly not least, it's club kit time! OCW has a new "hot pink" jersey and shorts, offered by Voler through July 6. Orders are placed online and are shipped directly to your home. The pink kit will ship in time for the Amtrak Century! <http://www.voler.com/custom/ordering/li/8736>



We also have the traditional club kit on sale now as well, and the



more we sell, the better the price! This ordering window is a bit longer and will not ship in time for Amtrak. Orders are placed online and will ship to your home: <http://www.voler.com/custom/ordering/li/9624>





I change lanes to pass bicyclists.

It's not just courteous,
it's the safest way to pass.



Orange County Bicycle Coalition
Non-Profit Organization

Tour of Flagstaff

By Bob Litchfield



Greetings all OCW and West Coast cyclists. My name is Bob Litchfield and I am from Phoenix, Arizona. I belong to a great bicycle club very similar to OCW called the Phoenix Metro Bicycle Club or PMBC. Many of us come over and participate in the AMTRAK Century that you guys sponsor. It is a great ride and we love it and ride it every year. Kudos to you for putting it on!!!



Now I would like to share with you a very fun ride that our club sponsors. And of course all of you are welcome to come ride it with us – check out our club website at www.pmbcaz.org for detailed information. We call the ride the Tour of Flagstaff. You see, one thing that those of us in the Valley of the Sun like to do during the Summer is get out of the valley, which is usually running between 105 and 115 degrees, and find some cooler weather to ride in. So a group of us decided one year to head up to northern Arizona around Flagstaff and do some weekend riding up there in the cool and beautiful pine tree forests around Flagstaff. Although starting out as an unofficial club ride, it got so popular it has become an official club event and I am the ride leader. This year will be the 3rd year as an official PMBC event.

This is a very inexpensive event - \$15 for members and \$25 for non-members, add \$5 day of event.



Among several popular rides in the area is Lake Mary Road which runs southeast out of the south side of Flagstaff and wanders through the Coconino National Forest. It is a beautiful winding and very hilly road with pine tree forests, green meadows and a few lakes so the scenery is awesome. Many times we see elk and deer along this run. The hills make it challenging but still fun. Nothing too overwhelming but definitely a good workout!!!



About 27 miles out of Flagstaff is a beautiful area called Mormon Lake. We base our rides out of Mormon Lake Lodge which has rental cabins, hotel rooms, and tent & RV camping. It is a beautiful and peaceful place out in the forest away from the hustle and bustle of the city. The lodge has a nice restaurant and bar, and a live band on the weekends. Our riders usually rent the cabins or get one of their available hotel-type rooms, and a handful of us camp in RV's or tents. The lodge and the whole area is very "Old West" and rustic. Aside from bicycling, there are hiking and ATV trails, horseback riding, and a stocked lake to fish in. And the kids have a petting zoo full of typical ranch-type livestock. Check out the Mormon Lake Lodge website for more details at www.mormonlakeridge.com.



My camper is ride HQ. The ride weekend goes like this:

- Friday evening 4 PM ride is a 17-mile loop around Mormon Lake with moderate rolling hills through beautiful forests. We almost always see elk and deer. Not too challenging but it will definitely get your heart rate up. This is our warm-up and acclimation ride.
- Saturday morning 8 AM ride is the main ride for the weekend. It is a 55-mile out-and-back run on Lake Mary Road from Mormon Lake Lodge into Flagstaff and back. It has a good bit of climbing on the rolling hills but also some great descents. The scenery is awesome and we have some great rest stops designated including a local country store with the best tasting and coldest well water to refill your bottles!!!
- Saturday night is a club-sponsored meal cooked and served at my camper with a big bonfire to follow. We usually serve spaghetti, raviolis, meatballs, salad and garlic bread. Great fun and comradery. This year the event will be held during the Tour de France so we have 2 big-screen TV's in the camper to watch the day's stage.
- If weather permits and for those who can stay and do the Sunday morning ride, it is also an 8 AM 55-mile out-and-back run on Lake Mary Road but in the opposite direction. It goes from Mormon Lake Lodge to an area called Happy Jack where our turnaround point and rest stop is Happy Jack Lodge. More beautiful forests and a little more climbing. One great descent on the way out turns into "The Widow Maker" climb on the way back!!!



For those who choose not to stay at Mormon Lake Lodge, it is an easy 27-mile drive into Flagstaff where there is an abundance of hotels. There are also several other lodges and bed-and-breakfast type places in and around Flagstaff. If you don't eat at the Mormon Lake Lodge restaurant or bring your own food, or grill out at my camper (we are always grilling something!!!), again it is an easy drive into Flagstaff which has a bunch of great restaurants and pubs in the very pretty and quaint downtown area as well as the normal restaurant chains spread all around town.



Aside from the ride which is very fun, this is a great event to meet and hang out with other cyclists from different areas and actually spend time socializing and having fun. If you want to bring the family, there are plenty of things for the kids to do. And if you just want to get out of the city and enjoy the fresh cool mountain air out in the forest, then there is no better place than our Tour of Flagstaff at Mormon Lake Lodge. Come join us!!!



Heads Up From: Stacy Kline, Public Relations

ici@ocwheelmen.org

OCW Weekly Rides

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

Looking for a jersey before the next order?

We have two jerseys, a small women's long-sleeve, and an extra large men's pink jersey. [Email](#) if you would like to purchase one. The new jersey order including the new "hot pink" jersey is coming soon! E



Extra Large Men's Pink Jersey



Small Women's Long Sleeve Jersey

Help Make Bicycling Safer in California

Sign the Petition to Allow Crossing a Solid Yellow Line To Pass a Cyclist

<https://goo.gl/YL2zAa>

California Bicycle Coalition Bicycle-Themed License Plate

<https://calbike.org/licenseplate/>

A Bicycle-Themed License Plate for California!

Many of you may have received an email from California Bicycle Coalition Campaigns Director, Ryan Price, regarding the CBC's campaign to create a bicycle-themed license plate for California. As a board member of the Orange County Bicycle Coalition, I can tell you that we were also working on this very same idea (insert comment here about great minds...)! What better way to help raise much-needed funds for bike advocacy and education for both bicyclists and motorists than a bicycle-themed plate?

To that end, may we suggest the following when you answer the CBC's survey about what plate for them to promote? As an active safe and legal cycling club, OCW has found that education is the best way to increase safety for cyclists on the road. Because bicyclists are almost all motorists as well, and most motorists ride a bike at least occasionally, by reinforcing how to drive a car or a bike, safely and legally, we can easily get around on either! The Orange County Bicycle Coalition is recommending earmarking the funding, therefore, to bicycle education programs, and advocacy that reaffirms the rights of cyclists on the road. OCBC feels that a "Bikes May Use Full Lane" sign on the plate would get this message across clearly, and would familiarize all drivers with the BMUFL (as it is affectionately known) sign.

Please consider answering the survey as follows:

2. Which slogans would you most like to see on your license plate? *

Please choose at least two slogans

- ☐ BIKES MAY USE FULL LANE
- ☐ BIKE CALIFORNIA
- ☐ SHARE THE ROAD
- ☐ BIKE EVERYDAY
- ☐ GIVE 3 FT - IT'S THE LAW
- ☐ RIDE A BIKE
- ☐ MY OTHER CAR IS A BICYCLE
- ☐ I'D RATHER BE BIKING
- ☐ BEAUTIFUL MACHINE
- ☐ I BIKE TO WORK
- ☐ Other:



Additionally, please consider earmarking the funds to go explicitly towards bike safety education. We believe that bike-specific infrastructure are best funded by the same funding sources as those that fund any other road improvements, and that education will give us the biggest bang for our plate revenue-generating buck.

1. I would like the funds raised to support the following education programs: *

The license plate program will most likely only be able to fund one program. Please choose at least two programs you would support funding being dedicated to.

- ☐ Community outreach programs to ensure local communities have a fair opportunity to give input on local street designs and plans, and to educate communities on better bikeway design and ways to achieve more livable streets.
- ☐ Programs to discourage gender-based harassment of people on bikes and other efforts to illustrate and improve the diversity of people who ride bikes.
- ☐ Research on bicycle safety and ridership on the state level and research support for localities and local bicycle coalitions on the economic, environmental, and community health impacts of bicycle encouragement programs and infrastructure projects.
- ☐ Community outreach programs to help Californians gain access to affordable quality bicycles and information they need to feel more comfortable riding a bike.
- ☐ Programs engaging with localities and business to provide technical assistance and guidance. This might fill or assist the role of bike coordinators to create bike plans, apply for grants, or find funding sources for infrastructure.
- ☐ Educational programs for motorists, including professional drivers (e.g. bus operators; truck, taxi, shuttle drivers, etc.).

Badlands, South Dakota covering 270 miles over 3 days with 25mph headwinds, lonely roads and vicious thunder storms

By Luke Myss

Journal Entry August 27th:

Today was not a day for photos or pleasantries, nor a time to look up and admire the view. It was a day to get low and try to minimize the damage of the South Dakota wind, 68 miles of 25mph headwind to be exact. A day of butchering my legs and smashing pedals, doing my best to keep a reasonable pace. A day to be cold, wet and feel alone. A day where even I would be short on things to say.

Rides like this make you feel less human and more machine. Fighting the internal battle to stop pedaling, yelling at your legs to just shut up. Even food and water become just more fuel for the machine.

Today it was not about sightseeing but about doing my job. Out here, riding, suffering, in hopes that mal-nourished children might suffer less. Breaking my body for someone else, learning that sometimes beauty and brutality often travel side by side. Head down, gritted teeth, riding hard for those that need me here. Today I am crushed.

About The Author

In 2014 Luke Mysse put his career on hold to chase a dream of helping others by riding his bike across America. With his wife and kids following in an RV, he completed a solo 4,170-mile route to raise support for children dying from Severe Acute Malnutrition. You can see the full story at CycleCause.com



Ladies' Evening Ride

15 to 20 miles, mostly flat, social paced, no-drop ride

6 pm Mondays thru daylight savings time

Col. Barber Marine Memorial Park, Corner of Barranca and Harvard, Irvine

(meet in the northeast corner of the parking lot)

Join us for a ladies ride, Monday evenings through daylight savings time starting on Monday, March 16th. Route and speed will be dependent on the experience of the riders. We will break into groups and alter the distance as needed. This ride is great for beginning riders, recovering Sunday hard riders, or those returning to riding wanting a fun, social, non-competitive experience. Men are welcome, but remember the women will set the pace. Encourage your non-riding partner to meet with other women and learn why riding is really fun.

We roll at 6 pm!

Ride leaders:

Theresa Nelson, 714.892.6545

chicksthatride@gmail.com

Julie Morey

cyclechik21@gmail.com



Board Meeting Minutes

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



Inaugural Eroica California Ride

By Sara Clark



The inaugural Eroica California ride took place on April 12, 2015, with at least 700 riders on vintage-style bikes completing one of three routes over paved and gravel roads in the beautiful wine country of Paso Robles.

The Paso Robles ride is patterned after L'Eroica in Gaiole in Chianti in the Tuscany region of Italy. That event began in 1997 and features vintage bikes and routes of various lengths. It is now world famous and attracts as many as 7,000 riders who must enter by lottery. Recently Eroica events have been offered in Japan, England, and Spain.

The California ride offered routes of 40 miles, 70 miles and 125 miles. All included steep climbs and gravel roads very similar to those in Italy. Hospice of San Luis Obispo County organized the event and provided volunteers for support. This charity intends to offer the event again next year.

Several OC Wheelmen members participated, among them Dan Clark who rode the 70-mile route. He found the climbs and unpaved roads to be an interesting challenge. He said he started at 8 a.m. with friend Art Wayman and finished at about 3:30 p.m. Dan, who rode L'Eroica Italy in 2010 and 2013 says "Eroica means 'hero' and the course is intended to be a challenge so that a finisher feels the same stress and difficulty as the riders in the 1940s who did not have the benefit of current technology." The bikes used for L'Eroica must be vintage, equipped with down-tube shifters, and exposed brake cables. He added that he wanted to ride the California Eroica in order to be a "three-time hero." It is interesting to note that Dan and Art Wayman rode the 2013 L'Eroica to commemorate

their 70th birthdays. In Italy, four routes are available, 35 km, 70 km, 135 km and 205 km. However, in Italy, riders aged 65 and older are not permitted to ride the 205-km event.

The Paso Robles Eroica festival started Saturday, April 11th in the Paso Robles Downtown Park with a Concours d'Elegance showcasing vintage road racing bikes. Collectors were awarded prizes for bikes built pre-1949 to 1987. Vendors offered the usual sampling of cycling accessories, as well as Eroica California shirts in the vintage style. A BBQ tri-tip buffet dinner was held in a large tent in the Park, and featured local wines. A live band entertained.

Guests of honor included five-time Italian national champion Luciano Berruti, who always wears a distinctive riding costume. The mayor of Gaiole (Italy), Michele Pescini was also in the Italian delegation. Both completed a ride on Sunday. American Andy Hampsten participated in the Paso Robles event also. He is the only American to win the Giro d'Italia.

Rest stops in Italy feature Chianti wine and a huge spread of food, served by volunteers in vintage garb. In Paso Robles there was a rest stop at a winery. But the chicken wraps at an early rest stop left some riders scratching their heads.

As for course difficulty, Dan thinks the Italian course is slightly more difficult, except for Kiler Canyon Rd. on the Paso Robles route. "It is steep, and it had ruts and rocks." He admits he had to walk part way. But, he hopes to return next year.



Luciano Berruti, Italian champion, at Paso Robles



Concourse d'Elegance on April 11 in Paso Robles



Steep Gravel Hill near beginning of Paso Robles course



The festival in Gaiole



Dan and Sara at the finish at Paso Robles

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!

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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

17145 Von Karman Ave.
Suite 108
Irvine 92614
949.863.1982

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