



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN

Winter 2016

2016  
HAPPY  
NEW YEAR

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## 2015 Orange County Wheelmen Holiday Party !

By Jim Brewer

It was a wonderful evening seeing all the cyclists attending this colorful event, wearing un-cyclist like clothing. Everything went smoothly because of the great organizing skills of Irene Walker, with cooperation of the Huntington Harbor Yacht Club. Alan Dauger was again instrumental in obtaining this waterfront facility. Thanks Alan!

It was a pleasure getting together with old-time friends and reminiscing about 2015 experiences, some good, some bad, and some just downright ugly.

The Boat Parade was hampered by a few rain drops, but there was no letdown because of the 30-minute "OCW Year in Review" video program, brought to us by Jim Brewer. Thanks Jim for another outstanding video show!

The food was very tasty, including chunks of tender beef, green leaf salad, mashed potatoes, chicken and fresh green beans, which was enjoyed by all. The desserts, featuring chocolate and lemon tarts, were delicious! Art, the person in charge of the food, was "super" because of his expertise in catering skills.

Hannah's House in Orange was given gifts brought that evening by our generous members. And OCW donated \$500.00 to this most worthy cause.

Turn to page 4 to view pictures from the evening.

## OCW CLUB LINKS

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**HOME PAGE:** [www.ocwheelmen.org](http://www.ocwheelmen.org)

**CALENDAR:** [www.ocwheelmen.org/page/show/418357-calendar](http://www.ocwheelmen.org/page/show/418357-calendar)

**OFFICERS:** [www.ocwheelmen.org/page/show/419328-officers](http://www.ocwheelmen.org/page/show/419328-officers)

**DIRECTORS:** [www.ocwheelmen.org/page/show/419332-directors](http://www.ocwheelmen.org/page/show/419332-directors)

**SUPPORTING MEMBERS:** [www.ocwheelmen.org/page/show/424483-supporting-memberships](http://www.ocwheelmen.org/page/show/424483-supporting-memberships)

## MONTHLY BOARD MEETINGS

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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

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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

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

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

Thank you for your continued support and membership to OCW.

Mike Lee, Events

## Editors Musings



Michelle Vester, LCI

2015 has drawn to a close and we welcome 2016 with all new resolutions. Hopefully everyone was able to obtain, or come close to their 2015 resolutions. I know mine were far reaching to begin with, but I'm getting closer in 2016, and that's all that counts. Just don't go backwards!

In 2015 I purchased a new road bike that fits my aging (UGH) body better than my 2003 Colnago C50, which was specially made for me back when I was riding doubles, and that bike was also prior to my hip injury.

My new road bike is a Specialized Ruby Expert, the female version of the men's Roubaix. It has the FACT carbon frame and Zertz vibration dampers located in the fork, dropouts and seatpost. The tires are 700x26. All this giving the bike, and me, a much smoother ride on any road conditions I encounter, helping my hip.

Now on to 2016 and getting closer to my long term resolution(s). Go Idyllwild!

Happy New Year.

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## EVENTS 2016

Spring Metric	March 26
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## President's Message

By Miguel Perea, President

By the time you read this column the holidays are in the rear-view mirror, and you may be wondering how to get rid of those pesky extra pounds. Maybe do an extra ride every week? Or a regular visit to the gym? Oh, I know, how about getting rid of all the sweets lying around the house? I don't know about you, but I go through all those dilemmas every year at this time. And frankly, what works best for me is to set a realistic goal, develop an actual plan of action, and sticking to it. I'll let you know how it goes this year.

There were many great stories in 2015 around OCW that are worth remembering, too many to mention in this column, but I certainly want to take this opportunity to thank all the active members of OCW for the inspiration they provide each and every week, for me to get on my bike and pedal, even when the temps are cold and the weather less than welcoming. By the way, is it me or have the temperatures been cooler this winter? I don't remember ever digging through my closet for more layers since I lived in New Jersey. In those days it would take me half an hour to get dressed for a ride in 25

degree weather, with a warm Camelback on my back, and always worrying about ice on the road. Can't say I miss those days, but I do sometimes miss the solitude of the country roads without a car in sight for hours at a time.

Speaking of which, late in December I had a close call when I almost got ran over while waiting at a stop light, on a left turn lane. It was early Sunday and there was no traffic around me at all. Suddenly, a car coming from my right turned left toward the street I was on, and since there was no traffic decided to take the left turn cutting the corner. The driver obviously looked to his right and in front, and thought it was safe to turn at full speed since there were no cars anywhere in sight. The sun was still low and on my back, so I had a perfect view of his blinded face coming straight at me. I was just straddling my bike and not moving, so all I had time to do was scream at the driver who miraculously veered away from me at the last moment. He did stop at the side of the street obviously shaken, and I got a shot of adrenaline I didn't expect quite that early. I was lucky that day, but there were other riders in our club who weren't so lucky last year and wound up in the hospital after a crash. The unfortunate fact is that many of these crashes could have been avoided with a little bit of safety training, and a few more mountain bike rides.

Mountain bike rides? What am I talking about? Well, I am convinced

that mountain biking makes everyone a safer rider. You learn to look for obstacles at all times, you never overlap wheels with the rider in front of you, and you stay much more focused throughout the entire ride.

And guess what? After every climb everyone stops to look at the view while refueling. When is the last time you did that on a road ride? I realize that if you don't own a mountain bike you are not going to run to get one right after you read this column, but at OCW we are fortunate to have Goat Hill rides, led by Alan Vester, on a regular basis. You don't need a fancy mountain bike to do many of his rides, and if you have been off the bike for a while, there is no better way to get in riding shape quickly. I once heard mountain biking being described as alternative sequences of agonizing climbs, followed by terrifying descents, and that is how one feels when you start riding on the mountains. Over time, as your fitness and skill improve, you realize that both your climbing ability and bike handling skills are far better than they ever were when you only rode your road bike.

Don't take my word for it; next time Alan schedules a ride, get a mountain bike and join him. You can thank him later. Join the Goat Hill email list at [www.ocwheelmen.org/page/show/419728-mountain-bike-rides](http://www.ocwheelmen.org/page/show/419728-mountain-bike-rides).

As always, ride safe, ride strong, and keep using that sunscreen!





# 2015 Orange County Wheelmen Holiday Party Pictures

Photos by Jim Brewer















# Team Triple Scoop takes on NYC

By Theresa Nelson

What's the best way to see the most culturally and ethnically diverse city in the world? We found it to be on the saddle of a bike, touring through the neighborhoods, experiencing the characters of New York City along with the energy of 32,000 other cyclists. The first weekend of May is the annual Five Boro Bike Tour through New York City.

Steve and I along with Paul & Cyndi Nelson, Rob and Maleia Leiter and Janet Fordunski decided scheduling this destination bike tour would make for a fun long weekend. The husbands had never seen NYC before and we decided there was no better way to really experience the city and riding through 5 different boroughs and 4 historic bridges than with a bike on roads closed to car traffic.

The Bike Tour was on Sunday, May 3, and is a fundraiser for Bike New York, a nonprofit organization that is the city's leading proponent of cycling as a practical, sustainable, and healthy means of transportation and recreation. Bike New York offers free bike education programs through the five boroughs, teaching kids and adults how to ride a bike and how to do so safely and confidently in the city. The tour also supports over 50 other Charity Sponsors ranging from Ronald McDonald House New York to other community organizations. This year's



ride had riders from almost all 50 states and 20 different countries. The ride was very well supported and organized. The event started with an expo the day before where we picked up our rider packets and had the opportunity to purchase official merchandise. The free expo, advertised as the largest consumer bicycle show, was similar to the type of expos held prior to large marathon running events. With 32,000 participants, we were concerned about wait times and long lines, but it was well organized with plenty of volunteers. We had our rider packets in no time and did a little shopping while we were there.

We arranged to rent road bikes installed with our personal pedals for the event and picked them up the day before the ride. We had scouted out a safe route back to

our hotel and were amazed that we were actually riding bikes on the streets of New York City.

We had registered as a team (Triple Scoop Club – [www.triple-scoop.com](http://www.triple-scoop.com)) so we could be guaranteed the same wave start. The ride began in Lower Manhattan in staggered start waves. All riders were provided a bike number, pin-on bib and helmet cover. The helmet cover allowed volunteers to detect pirate riders. We decided riding in a group was a lot of fun and it was easy to spot each other with our red and white striped team jerseys. It was a bit chilly in the morning so we sipped on hot coffee and chatted with other riders while waiting in the corral for our group to begin. Before we knew it, a local choir sang the National Anthem and we were off on our tour.



We were a bit concerned about the large crowd, but everyone seemed to ride safely and we moved along with the masses up through Midtown toward Central Park. It was fun to see the greenery and lakes in the park in the middle of such a large city as well as the residents enjoying their Sunday afternoon on the massive lawns.

We did a quick loop through Harlem and the Bronx before returning south along the East River on FDR Drive. Then we crossed into Queens and stopped at Astoria Park which had stunning views of the city across the river. There were plenty of porta-potties, easy access to fresh water and Kind bars. All the riders seemed to be in great moods enjoying a beautiful 74 degree sunny ride. We had a brief stall as we lined up and walked to get through the narrow area getting us back on the road, but continued our ride along the river touring more of Queens.

as well as the local residents in each borough waving and cheering us on. We made our way into Brooklyn and then riding along the Brooklyn-Queens Expressway heading toward the breathtaking Verrazano-Narrows Bridge. It was exciting to see all the different types of bikes from single speeds, beach cruisers, hybrids, tandems and recumbents along with all different types of riders all sharing a common experience.

Staten Island hosted a great finish line festival with vendors and lots of exhausted cyclists. After a brief break, the Staten Island Ferry took us back across the Hudson River to Battery Park.

The total tour mileage was 40 but since we rode to the start and back to the bike shop to drop off our bikes we ended up with about 49 miles for the day. We grabbed a slice of hot

New York pizza and walked back in our kits and cycling shoes to catch the subway back to our hotel. I wonder

where our next bicycle adventure will take us?

Registration starts in January and you can sign up to be on the mailing list to get notification.

<http://www.bike.nyc/events/td-five-boro-bike-tour/>



There were local bands set up along the route providing entertainment, and it was fun to hear the native drums serenading us



# Hiking Corner



**Article By: Larry Linn**  
**Pictures By: Doris Bingo**

## Chiquito Falls and San Juan Falls

We began our trip on October 17th from the trailhead on SH 74, the "Ortega Hwy", at the early hour of 7:00 am from the Lake Elsinore direction. As you drive along SH 74, watch for deer and other wildlife crossing the highway. At about mile 18, watch for the sign for the Ortega Oaks Candy Store from either direction. The trailhead parking is directly on the opposite side of the highway from the Candy Store. Since this is a National Forest, don't forget to put your Adventure Pass in your windshield.

Our plan for this hike was to visit two small waterfalls that we hoped would have some flowing water. From the trailhead, we took the San Juan Loop Trail (not to be confused with the much longer San Juan Trail) in a northerly direction that quickly took us to a spur trail on the right that led down to the top edge of San Juan Falls. The trail was very scenic, with many different-color flowers in bloom. Ferns were growing prolifically in rock cracks along the sides of the waterfalls. We could not figure out where they were getting any water, as there was no flowing water at the falls. Only a few small pools of very yucky water were visible in the canyon bottom.



*Looking down into Dry Chiquito Falls*



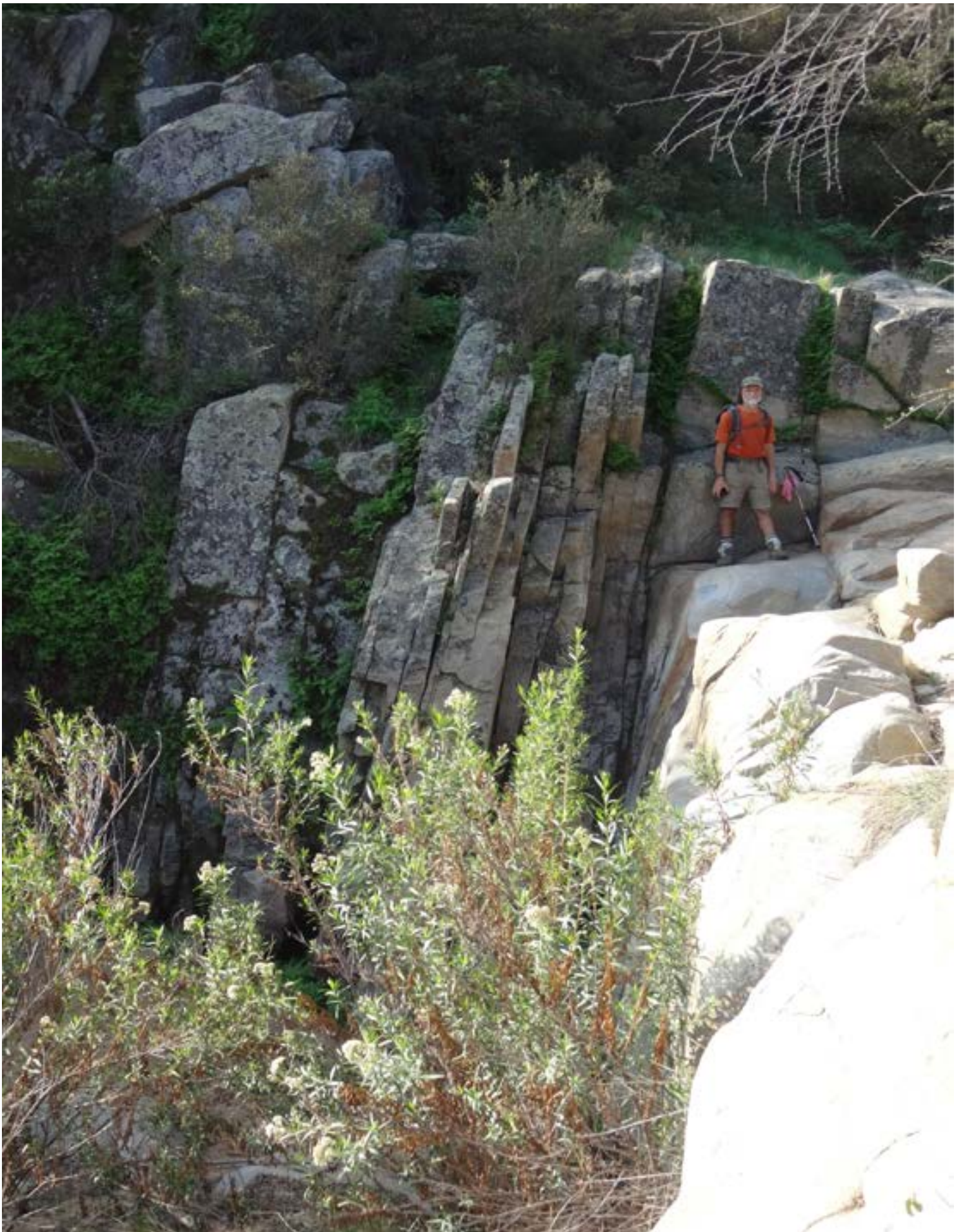
*Ferns in rock crack at dry waterfall edge*

We left the San Juan Loop Trail and followed the Chiquito Trail to Chiquito Falls. Again, the falls were dry, but the granite rocks were clearly worn smooth by centuries of water that had flowed over them. As we returned to the San Juan Loop to continue the counter-clockwise direction back to the trailhead, we came upon a couple of large white fungi balls, probably 6 inches in diameter. We did not dare touch them for fear they might pop open.

The temperature during the hike was quite comfortable for short sleeves, but the humidity was high and that brought out the bugs to bother us. We hiked nine miles on this modified loop, with 1500' of elevation gain.

Back at the trailhead, we made ourselves presentable, and ran across the highway to eat lunch at the Ortega Oaks Candy Store and check out their selection of homemade fudge. Maybe mid-October was not the best time to do this hike. We are looking forward to trying it again after spring rains start the water flowing.





*The fearless author, Larry Linn, posing precariously close to San Juan Falls*

# NEWS:



## FOR IMMEDIATE RELEASE

### *OCW Sponsor Shop is looking for a “few good bikes”*

**Irvine, CA, November 30, 2015:** OC Wheelmen sponsor shop Trail's End Cycling Center (TECC) in Irvine wants you, well maybe more specifically TECC wants your used bicycle. Since 2012, TECC has been helping homeless veterans get back on their feet with donated bicycles that they recondition. In collaboration with the VetNet Program administered by Working Wardrobes for a Fresh Start, a Costa Mesa non-profit organization, Trail's End gets bikes in the hands of road warriors who need basic transportation to commute to their new job.

For over 25 years, Working Wardrobes has changed the lives of more than 80,000 men, women, veterans, and young adults overcoming difficult challenges – alcohol and substance abuse, domestic violence, incarceration, homelessness, catastrophic illness, and traumatic financial loss. Their clients are referred to them from more than 60 programs throughout Southern California. More recently, they have been serving a large population of homeless veterans to provide basic job skills, help writing resumes, conducting job interview workshops, retail training, and giving their clients a new set of clothes so they can make a good first impression when meeting with a prospective employer.

When asked how the bike donation program got started, TECC owner Randy Profeta commented that “Several years ago, my wife, Mary Ann who is vice president of Career Services at Working Wardrobes asked if we had a bike that we could donate to one of their veterans in need of wheels. As it turned out, we were in the process of selling a mountain bike to a customer that had a very serviceable, yet older, Univega mountain bike who inquired about a trade-in. The customer's used bike really did not have much retail value. A light bulb went on in my head. Why not match these bikes with VetNet clients? The veteran gets transportation and the donor receives a receipt that probably has more value than anything we could offer in a trade.” TECC reconditions bikes and gets them ready for their new call of duty at no charge to the veteran or to Working Wardrobes.

Mountain bikes or hybrid/fitness bikes are preferred, although the shop has set up a few drop-bar road bikes for commuting vets as well. In a few cases, TECC sold bikes that had some value and used the proceeds to purchase new commuter bikes.

“My dad was a veteran of the Korean War and my father-in-law flew 39 missions on a B26 Marauder during WWII. This is our way of saying “thanks” to those who have served,” adds Profeta.

**If any OC Wheelmen have a gently used bicycle that they want to donate, contact Randy or Dan Profeta at Trail's End Cycling Center at (949) 863-1982.**





*Working Wardrobes' client and military veteran Maurice had been on the job for four weeks and needed transportation. Trail's End got the bike back on its feet, tuned it up, and made it worthy for a road warrior like Maurice. We'd like to think that they are both getting a second chance.*



*Working Wardrobes' client and military veteran Stephen needed transportation. When he received his "new" bike from WW and TECC, Stephen wrote:  
 "I promise you I will remember this day forever. On top of all the very helpful things Working Wardrobes has done for me recently: shoes, clothes, a suit, resume enhancing, job & work-shop recommendations as well as your truly sincere & heartfelt emotional support - TODAY you guys really outdid yourselves by giving me not just "a bike", but by giving me a very cool MINT CONDITION ULTRA-LIGHT WEIGHT RETRO-STYLE UNIVEGA 12-SPEED RACING BIKE that will fit into my 120+ mile weekly work, exercise & recovery program very well. After leaving your facility in Costa Mesa this morning, I rode directly to the Long Beach VA to show my friends the bike and to attend a regular meeting that I go to twice a week. Then I rode this great bike home to Whittier - all in record time!"*



# Goat Hill

By Alan Vester, Mountain Bike Dude

## Mountain Biking Geared Toward the 50+ Rider

### Don't Over Do It!

I have been mountain bike riding since 1992. I'm very fortunate that I have not had any major crashes or injuries in 23 years of riding in the dirt, until recently. December 10, 2015 I found myself in the ER of St. Joseph's hospital in Orange. Had I crashed descending a technical single track in Santiago Oaks? No. Did I catapult over a steep cliff while carving too fast through a switchback? No.

I checked into the ER with high level pain in my right hip. I scored it a level 9, with 10 being the worst possible pain. I could not even walk without the help of two people holding me up. I was administered high level narcotics to ease my misery. I had a 3D MRI with high contrast to help evaluate my right hip and back regions. Fortunately, there was no major damage to muscles, ligaments, bones or the hip joint.

So what was wrong? It appears it is a classic case of overuse of the hip joint. Too many revolutions of the pedal cranks over 23 years of cycling. Prior to Dec. 10, I did not have any indications there was anything wrong. I figured since I did not have any pain, everything must be ok. This was and is a wrong assumption. As of this writing, I'm still experiencing some discomfort in both my right hip and leg. I'm hoping it's one of those things that gets better on its own without any surgery.

I now have a new work out strategy. Stretch every day and I'm taking up entry level yoga to gain strength and much needed flexibility. Mountain biking makes up almost 90% of my exercise/workout regimen.

I sort of forgot about the rest of my body and from this day forward, I'll be working out my upper body and concentrating on building a stronger core. Looks like I got a wake-up call from my body.

It's good to occasionally do something different besides cycling. Go for a hike, swim or do upper body exercises. Keep yourself limber. Doing the same motion (cycling) over and over and over again for many years can take its toll on knees, hips and legs.

I plan on cycling as long as I possibly can. I suffered a minor setback this month, but sometimes it's a necessary part of the life-long journey of mountain biking. I have always planned to ride until I'm 100 years old, so I still have about 38 more years left.

Take care of your body, and I'll see you on the trails soon.







## What does the \$800-Million FAST Act Mean for Cyclists?

Last month, Congress passed the FAST (Fixing America's Surface Transportation) Act—a five-year transportation bill that lays out the blueprint and funding for federal transportation-related spending until the end of 2020—which President Barack Obama then signed into law.

The FAST Act reauthorizes the principal program that enables cities to plan and build bike projects and is a great victory for the bicycle industry. Nationwide, bicycling generates \$81 billion for the U.S. economy and supports more than 750,000 jobs. Across the country, there are 4,800 bicycle retailers, 1,895 bicycle suppliers and thousands of bike tourism-related operators—all businesses that will benefit from the passage of this bill.

The FAST Act will help communities respond to the growing demand for bicycle projects and build cost-effective transportation. The demand for bicycling infrastructure is powered both by a growth in Americans who commute by bike or bike for short trips as well as by mayors, developers and businesses nationwide.

Click on these links to learn more about the FAST Act:

<https://www.transportation.gov/fastact>

<http://www.peopleforbikes.org/blog/entry/new-transportation-bill-is-a-win-for-bikes>



# COME RIDE WITH US

[www.ocwheelmen.org](http://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](http://www.ocwheelmen.org/page/show/419732-ride-like-a-pro-rides)



# UPCOMING EVENTS



**September 11, 2016**



# 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](http://www.linksbiketours.com) and then email us at: [yourmissinglink@me.com](mailto:yourmissinglink@me.com)

Come join us. Sincerely, Link and Kathy





# The Hungry EyeList



## Citrus Salad with Fennel Vinaigrette

### Ingredients

Servings: 8

#### Sesame Clusters

- 1 large egg white
- 3 tablespoons sugar
- ½ teaspoon kosher salt
- ¼ teaspoon ground cinnamon
- ¼ teaspoon ground cloves
- ¼ teaspoon ground nutmeg
- 1 cup sesame seeds

#### Dressing And Salad

- ⅓ cup olive oil
- ¼ small fennel bulb, finely chopped, plus ½ cup chopped fronds
- 1 small shallot, finely chopped
- 2 tablespoons finely chopped peeled ginger
- 1 teaspoon fennel seeds, crushed
- ¼ cup white wine vinegar
- 2 tablespoons honey
- Kosher salt and freshly ground black pepper
- 4 navel oranges, blood oranges, tangerines, and/or grapefruit
- 10 cups mixed hardy salad greens (such as radicchio, frisée, and/or endive; about 1 lb.)
- 1 cup fresh flat-leaf parsley leaves



### Preparation

#### Sesame Clusters

Preheat oven to 350°. Whisk egg white in a small bowl until slightly foamy; whisk in sugar, salt, cinnamon, cloves, and nutmeg. Add sesame seeds and toss to coat.

Spoon sesame mixture in clumps on a parchment-lined baking sheet and bake, stirring occasionally, until golden brown, 10–12 minutes. Let cool.

Do Ahead: Sesame clusters can be made 1 week ahead. Store airtight at room temperature.

#### Dressing And Salad

Heat oil in a medium skillet over medium heat. Add chopped fennel, shallot, ginger, and fennel seeds and cook, stirring often, until tender (do not let brown), 8–10 minutes. Mix in vinegar and honey. Let cool; season with salt and pepper.

Finely grate 1 tsp. zest from 1 orange; set aside. Using a sharp knife, cut all peel and white pith from all oranges; discard. Cut between membranes to release segments into a medium bowl; discard membranes. Toss greens, parsley, fennel fronds, oranges, and dressing in a large bowl. Serve topped with sesame clusters and reserved orange zest.

**Do Ahead:** Dressing can be made 1 day ahead. Cover and chill.

# Dead of Winter Double

By Rick Burneson

The author at checkpoint #3



The Dead of Winter Double preparation started when I took off work at noon on Friday to drive out to Calabasas, where I met Jackie, Rosanne (SAG drivers) and Kris Okubo (my personal SAG). After dinner at Wood Ranch in Agoura Hills we drove to Kermit's house in Malibu to register and check in, get our numbers (mine was #44 - same as Formula One champion Lewis Hamilton), wrist bands and route sheets. Kermit lives up on the hill next to Pepperdine, so it was quick and easy to get to.

Saturday morning we got up early, Kris and Rosanne had shared a room, and were ready to go out the door at about 3:45 AM. When we got to the start (Starbucks in Malibu) it was all very organized. I parked the Insight behind the Starbucks and Kris took over the RAV4 from Jackie.

Kermit was okay with Kris being my private SAG as long as she helped other riders in need,

which she did (mostly flat tires).

Peg Miller (good friend and doubles riding partner) rolled up shortly thereafter but it took her a while to get the route to respond to her Garmin. This year's route was not online, so Peg downloaded last year's, which was mostly the same. Due to that short delay, Jackie and Rosanne actually hit the road before we did.

It's very dark of course at 4:30AM start, but no problems as we rode up the Pacific Coast Highway with very little motor traffic, but very loud surf crashing on the beaches. Pretty much like Grand Tour except colder. We passed Rosanne and Jackie before too long but later found out that Jackie had a flat tire shortly thereafter.

Not too cold on PCH but as soon as we turned inland onto Mugu Naval Road the temp dropped dramatically, down to 33 degrees for awhile. We weren't dressed

for temps that low since the online forecasts showed the towns and cities we'd be passing through to hold heat better overnight than the agricultural wilderness we were riding through, so we complained (in bitter-cold voices!) but survived.

We switched our headlights off as we turned onto Port Heuneme (pronounced "why-nee'-me") Road and rolled into checkpoint #1 (mile 35), in the park just past the usual Grand Tour checkpoint location. Hammer products only; Heed, Perpetuem, Hammer Gel (no real food), but as advertised. No surprise, and with a \$35 entry fee no complaints either. We saw Dennis Miller working at checkpoint #1 and I introduced him to Peg Miller as a possible long-lost relative (yeah, a long shot but you never know!).

From there it was over the Grand Tour Lowland course (Grimes Canyon, Balcomb Canyon), with headwinds and some decent climbing to Peach Hill Park in Moorpark, checkpoint #2 (mile 60) which is the same as Grand Tour. Warm by now in the 60s and low 70s, sunny and very nice. We'd taken our jackets off as soon as it warmed up on Pleasant Valley

Peg on the final Casitas climb





Road. Pretty roads through here, not much traffic until we got a lot closer to checkpoint #3, which is where riders had their lunch bags sent. I had purchased a turkey sandwich the night before and sent it ahead, so I dug into that as Peg refilled her bottles and talked to friends, especially Teresa (Tiger) Beck.

Peg had looked up McDonald's locations online and found one right on the route just after we left checkpoint #3, so we stopped there and had a fine McDonald's lunch consisting of cheeseburgers, fries, shakes and Cokes. Good and nice clean restrooms as a bonus! She was having issues with her Garmin "Monkey" recharger so there was that to deal with too. Rather time consuming I thought, although didn't tell Peg that!

After Micky D's the course heads through a suburban residential area of Ventura, over Ventura Avenue to Hwy 33 (lots of traffic!) to a turn onto Creek Road (almost no traffic and very scenic). Nice ride through there up to Ojai, where Peg's Garmin wanted to put us on last year's course (the only one available on the internet) whereas this year's was slightly different.

We actually passed where we were supposed to turn for checkpoint #4 and another rider flagged us down and informed us of the route change. I wanted to turn back and go to the checkpoint but Peg said, "Just forget it, we don't need to stop, we're already past it." Well yes, but I pointed out that "We need to give them our numbers to verify we went



*Curtis, Dee and myself pulling into checkpoint #4*

through here." "No, no" she replied, "we'll just check in at the next checkpoint and it will be all right." "Ah.....no," I said. Then added, "I'm going back to the checkpoint as I really think we should. Look, it's only four blocks back, it's not like it's that far."

I thought she had listened to me, but wasn't sure. She can be stubborn. I took the initiative and turned my bike around and headed for the checkpoint. Peg (reluctantly) followed me.

Once at the checkpoint (The Mob Bike Shop, mile 120) Peg was glad we stopped since she needed to refill bottles, plus friends Tony Misorafite and Margaret Benson were there, so that was fun seeing them. They had some pastry treats that someone had baked that were actually quite excellent! We filled our bottles with Heed and Perpetuem (Café Latte for me!) and we were off. Tony got some funny photos of

us there too.

Casitas Pass was next, same as Grand Tour Highland route and partially in the shade by this time (about 3:00), so a bit warm on the climbing and cool on the descents, but really pretty comfortable overall. Peg was fascinated by the "Free Pigeon Manure" sign on the fourth and last of the Casitas climbs, so we stopped there for a picture. I have no idea what pigeon manure could be good for.

Past that final Casitas climb was downhill most of the way into checkpoint #5 (mile 142) which wasn't actually a checkpoint in the usual sense, this one courtesy of the Bull-Shifters from Phoenix, AZ. They had hot Cup-O-Soups, real soda (Mountain Dew, Coke, Sprite, etc.) plus potato chips, pretzels (need that salt!) and lots of different energy bars, Gatorade, plus the Hammer stuff same as the other checkpoints. As if that weren't enough, they

had Astro-Turf over the dirt, real comfy chairs to sit in and lots of friendly banter with all the riders. Great stop! Thanks to Jim Petit and all the Bull-Shifters for that excellent checkpoint!

We probably stayed too long, but whatever. It was fun and the Bull-Shifters are great folks with great food and drink so no worries, and this isn't a race after all.

From there we were on the new bike path parallel to the freeway, down past the motor homes and RVs to another bike path that drops us onto Main Street in Ventura and then to Channel Islands Blvd. where we were rolling at good speed until someone opened a car door and almost took out Peg!

It was a really close thing as she swerved out to miss the car door and I had to swerve to miss her. Thankfully no damage done. The bike lane along there is too close to the parked cars so something like this was just waiting to happen, although I've never had a problem like that along that stretch before.

After that, the ride was mostly straight and flat into the Ventura Harbor. Peg was leading and almost ran over an opossum or raccoon (couldn't tell which in the microsecond we had to look). We both missed it but not by much. It was another scary moment and not that long after the door incident.

Ventura Blvd. was next, and we took that past Port Hueneme Road all the way to the beach before swinging around in a huge

left turn and then rolling into checkpoint #6 (mile 169). Mel Cutler, another friend, was running this checkpoint, so it was fun talking to him as we filled our bottles with Perpetuem and mentally got ready for the last 32 miles into Malibu.

The temps at this point were pretty mild, probably low 60s but started to drop as we headed out into the fields after Port Hueneme. We made a quick stop to put our jackets on and then rolled to the coast and Point Mugu where it was considerably warmer, so jackets off. Just like the morning, the waves were very loud as they crashed onto the sand.

Unfortunately, and not as per usual conditions, we had a headwind as we headed south along PCH. That was rather tedious, plus by this time Peg was having saddle-sore issues. By the time we hit the Malibu climbs she was needing to stand on all the climbs and was out of the saddle on the descents.

Not the fastest or most efficient way to go but it did reduce her suffering. By Zuma Beach our lights (helmet and bike mounted) were dimming out so we stopped for a battery changeout, then we rode up the last climbs and the rest of the way into the finish.

We had a 4:30am start time and a 10:00pm finish. Due to the wind our times were about two hours longer than last year.

I drove back up the hill to Good-Nite Inn to sleep before getting up Sunday morning to drive SAG for the Sunday Dead of Winter

riders. I worked all day so I was really tired by Monday.

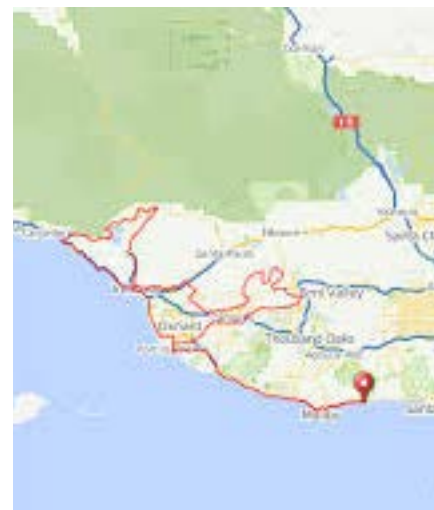
Total miles was 200.5 with 7,812 feet of climbing. Actual ride time was 15:03:49.

Rick



*Working SAG on Sunday with Arlene and Dee*

<http://www.strava.com/activities/446299905>







# We know bicycles.

As an avid cyclist & 30 year Farmers Insurance Agent, I want to offer an insurance product to protect our Bicycles. Protect your bike investment! We all love our bikes and value the great things they provide such as better health, time with friends, and discovering new places. If your bike disappeared or was severely damaged, it might cost quite a bit to get you back on the road. There are any number of circumstances in which an existing home and/or auto insurance policy won't cover the damage to or loss of a bike. This comes as a lousy surprise if it happens to you! Now, you can eliminate that worry with a bike insurance policy. I would be happy to work up a quote for you, and it is as simple as completing a fill-able application. I will return a quote to you, usually within 24 hours. You're also welcome to call me with questions or to complete an application over the phone.

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# Carson Valley Rides

By Tod Conover



I landed some contract work in Carson City, Nevada in February of 2014. Arrived in a snowstorm. My IKEA foam mattress, folded in half on the top of my car, was frozen stiff in the shape of a big useless taco. In the spring I brought my bike up and started riding on the mostly deserted roads. Just short stuff around Washoe Lake.

One day I headed up old 395 toward Reno. Got to Hwy 341, known as Gieger Grade, and kept going, sort of like Forest Gump, I just kept going. Got to Virginia City and down the other side and back home. Hey, that was a fun fifty miles and some pretty good climbing. I must have done that ride 10 times.

My contract was ending and I wanted to get one more good ride in.

Found a local bicycle club that scheduled a ride from Wellington to Bridgeport and back; “almost a century” they called it. Sounded OK to me.

I’d never ridden with a club before; didn’t know what to expect. I was a bit nervous; not sure I could keep up. About 15 people showed. They didn’t look like much, so I felt better. Then I managed to get a flat in the first mile – what a rookie. A great big guy helped me change the tube. No need for those pesky tire tools I’ve been carrying around. He just ripped the tire off the rim. When we got the thing put together, he put about 40 lbs of air in the tire just by blowing into the stem. I guess my pump was excess baggage as well.

The ride was wonderful. The

road was empty of traffic, absolutely empty, and the scenery was, well, indescribable. The return trip was into a headwind; I hate headwinds. Fortunately a really fit couple on a tandem led us most of the way in. We were moving like a freight train. I was flying until my legs started cramping. I guess I was learning not to judge people just by looking at them. This motley group was teaching me something.

The project was not going well, so my contract got extended through the winter of 2014 into 2015. It gets wicked cold up there, so most people go skiing and the bikes go into storage. I tried a bit of cross-country skiing myself, but I wasn’t much better at that than the cycling.

Springtime came soon enough



and I started riding more with the club. There are just a handful of regulars and I got to know a few really fine people, and a bunch of really great rides, a bunch of really great passes. Had I not gone with a group I would never have tried these things. Cars have trouble going up these things - I know because mine blew on one. But I found if you push just a little bit more each time out, you get in a little bit better shape, and soon enough you're looking forward to the grades and doing things you thought you'd never even try.



It's sort of a blur now, but I'll try and paint a picture of each of the passes. Physically, visually, they are all about the same. They go up and down through the mountains of the eastern Sierra Nevada. What I recall is the experience, what I felt, not so much what I saw. Monitor was the first of the big passes I tried, and it's my favorite. No, it's not like your first love; that would be stupid. jeez, why would you even think that? Monitor has long sweeping curves. When you crest the top

going east you get a vista spreading out maybe a hundred miles. OK, maybe it is about what I saw. But a good view isn't that hard to come by. I did that thing three times last summer and I want to do it again. Why is that?

Then there is Kingsbury grade which takes you from Carson valley up and over to Lake Tahoe. It's sort of a test piece. You can gauge your fitness - from the bus stop in Mottsville to the fire station at the top in under an hour and you're getting in shape. I did it in 59 minutes... with a tailwind.

E b b e t t s pass is sort of an evil twin of Monitor, that's how I view it anyway. Both are spitting distance from a place

called Markleeville - you can't believe all the cute little towns up there. Anyway the distance round trip up and down and back again is roughly the same for both and the altitude gain is about the same as well. Really the only difference is how it feels. A couple of people I spoke with like Ebbetts over Monitor - they're idiots. But it's a great ride.

Carson pass is another big one. More traffic, but you can split off on a road to Blue Lakes.

O.M.G. why do they build these roads? This road dead-ends at an itty-bitty lake and a campground, and the only people on this road are the campers and a few wacky bike riders. Some motorcycle dude put a video on You Tube - check it out and you'll see what I mean. What a beautiful road.

And finally there's Sonora pass. This is the big daddy. This one you train for. This is serious. Oh yeah, check your brakes before starting up this thing, cuz you'll need them to get down. Had I known what I was in for I might not have tried it. At the bottom there's one of those warning signs with a picture of a truck on a hill - and it says "26 percent grade." Yikes!

There were just four of us. Fortunately for me, three were patient enough to wait up as needed for the fourth guy, me. In truth I did OK. Didn't pass out, didn't have to stop and rest, didn't cry (much), but at times I was taking up the whole width of the road by putting in my own switchbacks to effect a lower gear. The whole thing was spectacular; the mountains and trees and meadows and the sky, the air, even the curve of the road. It's long and steep, and tops out around 9,400 feet; quite a thrill; the up part, and the down.

We had French fries in a little place called Dardenelle at the bottom of the west side before heading back up for the return. Fries are now part of my regular training diet. Hardest part of

the ride was the downhill on the east side. That's where you hit 26 percent, and if you think its hard going up, whoa, try it going down. No kidding, my hands got tired from squeezing the brakes.

Post-script: next day my rear tire was flat. Upon close inspection I found there was no rubber left. It was worn down to the tube and I'd come down that pass like a banshee on it.

If you've been around you've heard of the "Death Ride." This is run in July and takes in Monitor, Ebbetts, and Carson passes I described above. Something like 15,000 feet in 130 miles never interested me so it wasn't even on my radar. But some of the people I'd met did it. Later I was sorry I'd missed out, so it got on my bucket list.

My project concluded in the fall and I spent one more week up there doing my favorite ride to Virginia City one more time. That one's my other favorite because I treat myself to a mint-chip milkshake at the Creamery in Virginia City. I did that ride so



often they know me – I even got the last milkshake for free. Nice people.

So with one day remaining I took a crack at the Death Ride. I started out from Markleeville at first light. Chilly, but the air was still and the hills were quiet. If you've only ever ridden

in southern California you probably haven't experienced anything quite like it. Monitor is first and I was looking forward to it. I didn't think I'd make the whole thing, especially

without any support, but Monitor was now a friend and this was fun.

OK, wait, that's a bear, and he's looking at me. No, we don't have anything like this in southern California.

On the far side of Monitor you can get water at a Caltrans depot, but the joke was on me – they only have hot. On the way back up Monitor I stopped at a stream and stuck my feet in. That was nice, but I also brushed up against something I'm allergic to and my legs began itching and wouldn't stop for a couple of days.

After Monitor you hang a left and start up Ebbetts. I still felt pretty good and I knew I could get water halfway up at a



campground. Oops, no water, WTF! But hey, there was a guy at the campground selling water. I'd have paid anything, but he only wanted a buck for a gallon of water. This guy did not pay attention in Econ-101.

Up and over the top of Ebbetts, where I met three guys from South Lake Tahoe out for the day. Don't these guys have jobs? One guy stayed at the top. He was a bit worn out and didn't want to go down and get stuck coming back. He also was complaining of blisters. Blister, on a bike ride?

Down and back again – hobbit like – and blister boy was still there. We didn't realize it, but time was now a factor. Blister boy and his pals, somewhere behind me now, need to

get back to South Lake Tahoe, and I had a bit further to go, and the days are not long in October.

The ride continues down the north side of Ebbetts and back to Markleeville. I had an official headwind now, did I mention I don't like headwinds, and I was feeling it. You know all the places – lower back, thighs, butt – and I have a particular issue with my stomach. The whole way down and into Markleeville I was puzzling over what to put in my belly that wouldn't come back to haunt me. Pears, canned pears. I should have stuck with my regular training diet of French fries I guess.

I was hurtin for certin and I still had all of Carson pass - and it was getting dark. Carson pass is not as steep, but after 10,000

feet and 90 miles it's a grind. I stopped a couple of times due to cramping. Tried to drink, tried to eat. Ef-it - just keep going.

A wise woman I'd met up there explained it this way... "The pedal comes up – you push it back down." She is truly a sage.

When you finish the official Death Ride you get to sign a big poster. There was no poster waiting for me. It didn't matter. The point isn't finishing, or finishing with a good time. In truth I don't know what the point is. Just a few weeks prior this ride was meaningless to me. Then I got the bug and wanted to do it. I got to experience it, part exhilaration and part pain. And now it's just a story, a memory.

~ Tod Conover 2015





# Tech Talk:

By Randy Profeta, Trail's End Cycling Center and OCW Training Officer

## Bike Maintenance: "How often do I....."

At Trail's End Cycling, we are often asked about service intervals: "How often should I have my bike tuned up?" "How often should I have my brakes bled?" "How often should I replace my chain?" Many times, the answer is not as much about a specific time interval as it is a function of usage. If you ride every day for two hours, you will need more frequent service than someone who only rides once a week for an hour. The key in both cases is not to wait until you experience a problem or suffer a breakdown. Preventive Maintenance (PM) saves a lot of grief and can even save some money.

Bike maintenance also depends on riding conditions. Mountain bikes need more TLC than road bikes. Ride in the rain and you should take care of some maintenance items ASAP. If you sweat heavily, wash the bike after every ride.

Crashes or bike drops trump everything. Inspect the bike and frame very closely, especially carbon components. Any damage to the carbon indicates replacement. Know the difference between carbon damage and damage to paint and clearcoat systems or resin coatings. If you do not know how to evaluate carbon, have a bike technician look it over.

So, here is the short list of what we recommend. We will start with the stuff you should inspect more often and add long-term maintenance later.

### Before every ride:

- Tire pressure
- Check chain lube (chain slick to the touch?)
- Brake function and brake wear
- Check for headset play and wheel bearing play.
- Make sure shifters are functioning properly and shifting smoothly
- Tire condition
- Wheel trueness
- Mountain bikes: check suspension for sag and smooth operation. Look for fluid leaks.

### After every ride:

- Wipe the chain and derailleur pulleys down with a clean rag.
- Wipe the frame down with a microfiber cloth and a 50/50 mix of isopropyl alcohol and water.
- Wash the bike:
  - After every wet or dirty ride,
  - If you dribble sports drink on the frame or bike components
  - If you rode near salt water
  - If you sweat a lot.
  - Re-lube the chain after washing and drying.
- Recharge batteries (GPS, lights)
- Disc brakes: check color of rotors, Replace if blue, purple, or gold. This indicates excessive heat build-up and has altered the composition of the metal. Replace brake pads any time you replace a rotor.



**Every week:**

- Do a more thorough job wiping down the chain and drivetrain.
- Lube the chain if needed.
- Do a quick inspection of cables and housings (cable end crimps still in place, any frayed areas, are cable housings all intact)

**Once a month:**

- Wash the bike and de-grease the drivetrain.
- Wax the frame. If you have a matte finish, wash it and then wipe down using a 50/50 mix of isopropyl alcohol and water. DO NOT WAX MATTE FINISHES!
- Check that seatpost slides freely (steel and aluminum frames)

**Every three to six months:**

- Check the chain for excessive wear. Replace if chain length exceeds 12.125" measuring the length of 12 chain links. Optional: pick up a chain checker. Two of our favorites are the Shimano TL-CN41 and TLCN42. Park makes decent chain checkers as do many other chain manufacturers.
- Check pedals for wear and excessive play
- Lube derailleur pivots
- Check condition of brake pads
- Charge Di2 battery
- Confirm that seatpost slides freely (carbon frames). Apply friction paste.
- Check Di2 Firmware
- Inspect carbon wheel braking surfaces for defects and damage.

**Every six months to one year (PM):**

- Replace chain
- Replace brake and shift cables and housing
- Replace bar tape
- Replace brake pads
- Replace tires and tubes
- Check disc brake rotors for wear
- Check aluminum rim braking surfaces for wear
- Repack cup and cone wheel bearings
- Inspect cassette and chainrings for wear. Replace if indicated.
- Inspect and service pedal systems.
- Inspect and replace cleats.

**Every two years (PM):**

- Inspect headset bearings. Replace as needed.
- Replace Bottom Brackets or BB bearings.
- Check condition of wheel bearings.
- Check condition of saddle.
- Flush and replace hydraulic brake fluid.
- Inspect carbon components; replace any component based on manufacturer guidelines. Yes, some manufacturers of seat posts, carbon stems and handlebars have prescribed replacement intervals.
- Service suspension systems.

**Every three to five years:  
-REPLACE YOUR HELMET.**

While the helmet is not a bike-maintenance item, some helmet manufacturers like Giro and Bell recommend replacement at a specified interval. Some helmet companies say three years; others say five. Some do not have a time-based replacement requirement. All agree that a helmet should be replaced if it was worn at the time of a crash and sustained any physical impact. You can also compromise the helmet foam or damage a cycling helmet by dropping it onto a hard surface. Cracks in the foam always indicate replacement of the helmet is in order.

You may be reluctant to replace a helmet that looks almost new. Better to err on the side of safety than wait until the next crash to see if it works properly. Many manufacturers have crash replacement programs and a crashed helmet can usually be replaced for a nominal fee. Some manufacturers will also inspect crashed helmets to see if they are in need of replacement. For more information, contact us at the shop, or get in touch with the helmet manufacturer directly. Don't be a crash test dummy.



Current Status	Notes
12	Complete for 2015
232	Complete for 2015
10	On track to reach 15 by end of 2015
50	Complete for 2015
25	Complete for 2015
7	On track to reach 10 by end of 2015
3.3	On track to reach 12 miles by end of 2015 (changes to project lengths account for the 0.6 mile difference from the original plan)
3.2	Completed to date
4.8	In construction or starting late 2015/early 2016
6.9	On track to reach 7 by end of 2015

## OCW Route Contest

**Do you have a fun or challenging route that you would like to see on a Saturday short, medium, or long ride? Does it include some unique (and safe) roads or combinations that we don't already offer? Submit it into the OCW 2016 Route Contest and you can win a generous gift card to a local bike shop of your choice! If you can, title it with a humorous or fitting description.**

**Email your routes to Bob Fairfield at [OCWheelmen@yahoo.com](mailto:OCWheelmen@yahoo.com) by February 15th to be entered into the contest. You may submit more than one route.**



## *A Gift of Love and Hope*

As we approach the holidays I am mindful of how lucky I am — healthy, able-bodied, and ready to ‘take on the world’! Many of my cycling friends share these blessings, and likely you do, too. But not everyone is so fortunate, and earlier this year something happened that reminded me of this and has since inspired me to make a huge commitment. I learned that I, along with thousands of cyclists and supporters can influence and give hope to those who are battling AIDS and HIV. How, you ask? By registering to ride in the [California AIDS Ride](#), a 545-mile ride from San Francisco to Los Angeles that takes place from June 5th -12th, 2016.

### *Why this cause?*

Like many families, mine has been directly touched by AIDS. I had an uncle who was struck by AIDS in the early 1980s and lost his battle to AIDS at the young age of 50, amid a time of great social fear and misunderstanding. Another uncle plus a friend were also diagnosed years later and able to benefit from the discoveries in medicine from intensive research of HIV/AIDS. Today, thanks to daily doses of those new medicines, they enjoy relatively healthy lives in a world with much greater understanding and compassion for those afflicted with this devastating virus.

### *I am ALPIN and you can join me*

When I learned about the California AIDS Ride earlier this year, I realized that I now wanted to use my cycling for something more than my own health and recreation. Participating in the ride means supporting the life-saving services offered by [San Francisco AIDS Foundation](#) and the [Los Angeles LGBT Center](#), and the fight to end HIV/AIDS. If you are not able to do the ride, you can still play an important role in the journey by partnering with me to reach my fundraising goal, a minimum of \$5,000!

### *Let's make a difference together!*

I've already started riding and will continue to train really hard —hopefully with some of you — to prepare for the ride in June (the biggest athletic challenge of my life!). I'm asking you to support me and this great cause by [donating](#) as generously as you possibly can to give a gift of love and hope to those struck by HIV/AIDS. You can select the option that's best for you: [donate](#) a flat amount, as many times as you want, or you can [donate](#) a monthly amount. Think of it as sharing your lunch or Starbucks coffee money with someone who needs it more than you. Did I mention that regardless of which donation option you select, it is tax deductible?! Another way you can support my fundraising effort is to share this article through your own circle of friends and family, as well as on social media. Every dollar counts and every dollar brings me closer to fulfilling my fundraising commitment.

Please share this with others who would like to [help](#) in the fight to end AIDS! I am counting on the generosity of my friends and the cycling community to give a gift of love and hope! Thank you for your support. I look forward to seeing you on the road!

*With love and gratitude,*

*Ines*

# Tour de Fat

By Kevin Ansel

Every year the New Belgium Brewing Company, makers of Fat Tire Beer, host an eclectic bicycle event that moves through ten different major cities across the United States. One of those stops is San Diego. The event is to promote bicycle advocacy and to raise money for local bicycle groups. In San Diego's case, it is the San Diego Bicycle Coalition. Over the years New Belgium has donated over 4 million dollars to groups across the U.S. But let me tell you about this event. It is not like any you have ever seen. The opening of each show is a costumed bike parade through the host city.

The parade started in Balboa Park and rolled for 6 miles through the streets of San Diego. The streets are closed to cars for the ride. You won't see anyone in spandex or lycra. But you will see wild customized bikes, people dressed like Super Heroes, pirates, cowboys, and about any other character you can think of. Besides a flowing beer garden, the event has live music, magic shows, a bike rodeo with bicycles that look like they were conceived by a mad scientist, and a mix of odd shows and games. Catering trucks provide the food.

One of the fun contests they have is a "trade your car for a bike". The winner trades their car for a new top-of-the-line commuter bike and pledges to go car-free for a year. The event is all about sustainability. They recycle almost everything at the event and the goal is to have a very small carbon footprint. The next Tour de Fat is not until September of 2016 but start making your plans. You will not be disappointed. For more photos and information: <http://tinyurl.com/npdc2ga>









# Decorah, Iowa

By Peter Reitan

If you ever go to Iowa to ride in its famous RAGBRAI bike ride across Iowa, with 15,000 of your closest friends, and have time to spare, I recommend spending a few days before or after the ride in Decorah, Iowa. Decorah is home to a beautiful paved bike path, some of the best single-track bike trails in the Midwest, and nearby access to nearly 80 additional miles of paved bike paths; all through the scenic and hilly (surprise) “Driftless Zone.”

The “Driftless Zone” is a geologic anomaly that spans northeast Iowa, southeast Minnesota, and west-central Wisconsin; it was missed by the last several ice sheets of the last ice age that plowed flat much of the rest of the Midwest.

I grew up in Decorah, Iowa, so I apologize if this sounds too much like a paid advertisement; but it really is nice. Smithsonian Magazine agrees; last year they placed Decorah (#19) (as well as nearby cycling center Lanesboro, Minnesota (#10)) in its list of the best twenty small towns to visit in the United States.

Decorah is nestled in the scenic Upper Iowa River Valley; ringed by towering limestone bluffs. If you want to take it easy, recovering from or gearing up for, the 500-mile RAGBRAI ride, you can take a leisurely ride around the 12-mile-long Trout-Run Bicycle Trail that encircles the entire town, offering breathtaking views of the town and surrounding countryside. One stop on the trail is the local fish hatchery; home to the internet-famous Decorah Bald Eagle nest-cam. There are several short climbs on the loop, as you climb up from the river valley through rolling farmland. You will see a lot of corn, soybeans and alfalfa, and may catch a glimpse of some dairy cattle or a family (or two or three) of bald eagles.

There are two bike shops in town, in case you need some professional maintenance, or to rent a bike for the day.

If you have the energy, check out the twenty miles of single-track mountain bike trails in the region. Or, take a longer ride along the twenty-mile Prairie Farmer Trail, from nearby Calmar to nearby Cresco, Iowa; or a more challenging ride on the sixty-mile Root River Bike Trail, centered around Lanesboro, Minnesota, forty miles to the north or accessible





from Amish country in Harmony, Minnesota, only about twenty-five miles from Decorah. Both the Lanesboro and Prairie Farmer trails are built largely along abandoned railroad grades.

When you are not on your bike, rent a canoe or some inner-tubes, and take a lazy trip down the river. Or, enjoy a beer at one of Decorah's two craft breweries. Decorah's Toppling Goliath Brewery has built a world-class, giant-

killer reputation; it is the home of five or so of the world's fifty best beers, as determined by [RateBeer.com](http://RateBeer.com) and [BeerAdvocate.com](http://BeerAdvocate.com); and is rated the best brewery in the world by one of the sites; and the second-best brewery in the world by the other. Decorah is also home to Vesterheim, the Norwegian-American Museum, that celebrates the town's strong Scandinavian (primarily Norwegian) heritage.

You can stay in the Winneshiek Hotel (which has also hosted the King of Norway and the President of the United States), the local campground (a trout stream runs through it), or other local hotel or bed & breakfast. I highly recommend The Loft, on Water Street.

Go to Iowa for RAGBRAI; stay over to see the "Driftless Zone."





My name is Michael Morrell and I recently started Pedalhound Coaching to share my passion and love of cycling with like-minded people. Cycling has always been an integral part of my life. The frequency, intensity and goals have ebbed and flowed, but it has always been there, like a loyal hound. I have gained a lot of experience over the years; learning from a ton of mistakes, and a ton of successes. Pedalhound Coaching allows me to share my experiences, encourage and help you reach whatever goals you have set.

I've always loved cycling. From riding around my Santa Monica neighborhood delivering papers to setting up trashcans to jump in the alley, I was smitten from an early age. That casual love turned to obsession in high school. Recovering from a swimming injury, I started to ride more to stay in shape while a torn ligament in my shoulder healed. I soon realized that flying around the county at mach speed was a heck of a lot more fun than swimming back and forth in a pool... Sorry Coach Campbell. In the summer of 1988, the weekend coverage of the Tour de France with Phil Liggett, Pedro Delgado and Andy Hampsten, took its hold. I wanted to race. At that time, the Tour was not as popular so the coverage consisted of hour-long weekend spots highlighting the past stages. In order to keep it entertaining, Phil would get creative with the cycling clichés whilst competing with the colorful background music. As cheesy as it seems now, it was magic. Seeing Pedro Delgado dance up Alpe d'Huez and take the yellow jersey was inspiring. I dare you to watch the clip and not get chills when Phil calls Alpe d'Huez "the most unsociable monster in the Alps." <https://www.youtube.com/watch?v=VTHhWf6BSEM>.

As the years passed, my love for cycling may have changed. I was given a mountain bike in the late 80s and I instantly became a "dirt head". Mountain biking gave me everything road biking did but added dirt and rocks and took away cars... how could I resist. In college, I tried my hand at mountain bike racing, and the occasional cross race. I was soon offered a small contract to race for a beverage company. The compensation was not great but it paid me to travel around the state and fuel my passion. I met a lot of great people, rode a lot of great trails, accumulated a lot of scars, won a few races and was even the State Champion for my age and category one year.

I graduated college and started my career, which meant that my time on the bike dropped dramatically. I had to be more creative in utilizing my training time and soon learned the best ways to train with a limited schedule. I continued to do well and race at the semi-pro level. After a while, my career path became more important and my time on the bike and racing would diminish. I would ride consistently but not with the vigor I did while racing. Riding turned into therapy. My head would never feel as clear as when I was on my bike. Many a work or relational problem would be solved while riding my bike. It became my remedy after a long hard day.

I now have an amazing wife and 3 beautiful children along with the career, so riding has become more of a family event. I still enter the occasional summer race but with the expectation now of just getting a great workout, not the need of standing on the podium. It is so wonderful that my family shares in my passion and my wife actually took second overall in a local race series her first year of racing. My kids are constantly on their bikes and a weekend is not considered "great" unless we have all been on a ride. Occasionally cycling will dominate life, like when my wife and I did a 7-day marathon mountain bike race in Mongolia last year (maybe you saw her article in the last Chain Reaction publication). But for the every day, cycling is still therapy for my family and I, and I live the vigorous racing days through my clients.

So, if you plan to race in the next Olympics, ride your first century (or your tenth for that matter), just want to get into shape and lose a few pounds, or discuss Phil Liggett and the Tour de France, drop me a line. My email is [pedalhound@gmail.com](mailto:pedalhound@gmail.com). Please also visit my website at [Pedalhound.com](http://Pedalhound.com) or my [Facebook page](#).

Happy Cycling from Pedalhound Coaching.



# THE COACHES



Michael has been riding for over 27 years. In the early 2000s, before he had pups, Michael won a handful of local races including the Rim Nordic series, the Amateur Cup Series, and the California State Championship Series. Since his glory days in the dirt he prefers to participate in the occasional one-day race whether it be road, dirt or cross; but he really just enjoys riding in whatever form he can get it. In 2014 he participated in his first marathon event, a 7-day stage mountain bike race, participating in the Mongolia Bike Challenge (yes...Mongolia). Michael is a licensed coach through the United States Cycling Federation (USCF). Michael's experience and encouraging nature will help you to reach whatever goal you are looking to achieve.



Erin has not been riding as long as Michael, but she has come a long way from nothing. Growing up as an athlete she played just about everything, including league championship in swimming. In college she hit the books too hard and pursued travelling as her elective sport, but after graduating found the bike and hasn't stopped. Late in 2013 she conned Michael into signing up for the Mongolia Bike Challenge even though she didn't own a mountain bike. For race experience, she signed up for a local MTB series, moving up to sport and eventually taking home the 2nd place podium. In Mongolia she was the only female participant, showing true grit. Erin has taken a break from racing and is now focusing on clean eating programs she set up for the Mongolia race, as well as organic, homemade products including muscle recovery rubs and chamois creams that every athlete should have in their training bags. Check out her products at [Naturally Salvaje](http://NaturallySalvaje.com) (wild).



Now for the real hounds. Mel-on Head (aka Dixie) is our old lady with a gimp knee and foggy eye. Meat-Head (aka Tyson) is the baby and a chronic hoarder, constantly reminding us that the dirty, stinky boy cliché is also applicable in the animal kingdom. Ham-Bone (aka Sydney) is our sheila from down under, faster than a cheetah and too smart for her own good. She is our trail dog and can beat you into the finish on the dirt



# Tips for Successful 24-hour MTB Racing

**By Randy Profeta, Trail's End Cycling Center and OCW Training Officer**

**Author's note:** While the article focuses on 24-hour mountain bike racing, this strategy works very well for centuries and any ride over 6 hours in duration, road or mountain.

One of the steadily growing segments of mountain bike racing is the 24-Hour endurance race. These all-night sparring matches contested on dirt, combine the intensity of full-on cross country racing with the carnival-like atmosphere of Woodstock. And they give us a legitimate reason to stay up all night. Whether you go it alone or race as part of a team, performing well during a 24-hour race still comes down to proper pre-race preparation and an effective fueling strategy once the gun goes off.

This article will focus on providing some insights into the strategies that have worked for me. I'll also share some of my training tips to help prepare you for 24 hours (or more) in the saddle. Just remember, though, that you are not me. Make sure to work out a plan that works best for your style of racing, your physical size, age, and physiology. As with all recommendations regarding an individual's participation in an endurance event, you will need to do some experimentation to dial in the correct dosages for your specific body type and metabolism. While these suggestions may work better than what you are doing now for race day, I'd strongly recommend

at least a 90-day period of acclimatization as you dial in your nutritional plan. Use your training rides to refine your race-day strategy.

## **First things first**

Read and then re-read the most current version of Hammer Nutrition's Endurance Athlete's Guide to Success. We have them at our shop and they are free for the asking. This handy reference guide provides the foundation for what you are about to read here. It can also be found on the Hammer website at [hammernutrition.com](http://hammernutrition.com)

I was one of those athletes who had tried everything and learned mostly by trial and error. Unfortunately, many of my experiences ended in less than stellar race results. Several years ago, a friend recommended Hammer products and gave me a copy of "The Guide." I still have my original copy and it's dog-eared from use. As I learned about the intricacies of fueling and switched to Hammer products exclusively, my results started improving.

## **Training strategies: Dialing in your nutritional plan**

Let's spend some time talking about the months and weeks leading up to race day. We will focus on developing a fueling strategy while training, and follow through right up to your pre-race meal.

As we talk about fueling, you will see that I definitely adhere to the "more is not always better; less is best" philosophy when it

comes to hydration and nutrition. As I am putting in my base miles early in the season, I generally will take two water bottles of Hammer HEED (High Energy Electrolyte Drink) mixed 2 scoops of HEED to 24 oz. of water, as my primary fuel when rides are less than three hours in length. As backup, I'll take a flask of Hammer Gel just in case I want to go a little longer. For rides over three hours, I'll start using a mix of unflavored Perpetuem and Hammer Gel. While the Gel will change the 7:1 protein to carbohydrate ratio of the Perpetuem, I find it more palatable since it adds some flavor. For me, it also seems to be more digestible. Also, it allows me to change the flavor from ride to ride and hour to hour when I am racing. My preference has always been Chocolate, but I have been known to mix in Vanilla, Raspberry, Orange, and Apple-Cinnamon.

As an example, for a four-hour ride I will mix a multi-hour bottle made up with two servings, or four scoops, of Perpetuem (520 calories) mixed with four servings (two tablespoons per serving) of Hammer Gel (360 calories). This yields a mixture with about 880 calories which is perfect for my four hour workout. This means that I will be taking in about 220 calories an hour from the Perpetuem/Hammer Gel mix. At 6'0" and 200 lbs. this is slightly below what the Guide recommends. If I feel the need for a few more calories,



I will add another 24 oz. bottle of Heed (2 scoops and 200 calories) which also provides some electrolytes and addresses my hydration needs. If it is really hot out, I'll take another water bottle filled with just plain water. As a backup, I'll usually carry a flask with Hammer Gel or a few single serving packets and a hydration pack with more than enough water to get me home.

### **Morning workouts and breakfast**

Most of my training workouts begin sometime between 4 a.m. and 5 a.m. When starting early in the morning, I skip a pre-ride breakfast entirely and start fueling as soon as I get on the bike. If this sounds familiar, it is basically what the Guide recommends when starting an early morning race.

As I am getting up and rubbing sleep from my eyes, I will sip some water. Rarely will I have coffee or other caffeinated beverages before a workout unless I have an hour or more before the ride. I am an early riser so training in the predawn hours is easy for me. Since I will usually be racing with lights, this gives me the opportunity to get accustomed to the night-riding sensation and the changes in depth perception. I can also dial in my lighting system to make sure that battery life will be adequate and get used to the weight of a helmet-mounted lighting system. Where we live in Southern California, at 4 AM, there is absolutely no traffic whatsoever; it's just me and the coyotes.

Make sure that you have a lighting

system that includes a taillight that meets the legal requirements for your state or locality. I also use two reflective strips on my ankles that are accompanied by a ROAD-ID tag. To that, I add a small yellow LED lamp to each reflective ankle band.

An added benefit to my morning training routine is that it seems to "jump-start" my metabolism. Many doctors and nutritionists agree. My body seems to burn fat more readily during the day. I also find that I have more energy during the day when I start with a morning workout. Try it if you are looking to shed some of the "baby fat" that we all seem to gain during the off-season.

### **Putting in saddle time**

As my training progresses, I will start riding longer and longer each week. In the last few weeks before a solo event, I'll be riding at least a century a week or the equivalent in saddle time (usually five to six hours) on the dirt. Multi-hour bottles and a hydration pack are my choice now. I'll also take enough Endurolytes or Endurolyte Extreme, Hammer's Electrolyte supplements, to last six hours. For most rides, one to two Endurolytes are fine every hour and slightly less Endurolyte Extreme capsules. The beauty of both these products, however, is that you can adjust the dosage as needed. In 2007, I did an endurance race where temperatures reached 118 degrees. At one point, I was taking five Endurolytes every 30 minutes. I never cramped and finished third in my class. Because of the extreme heat, the DNF rate was over 50%.

Since my primary interest is solo endurance racing, my training is focused on pacing rather than developing the intensity and sustainable speed necessary for team 24-hour events. These events are like a series of time trials where racers have to go full-on five or more times in a 24-hour period.

I generally will be consuming about 20 to 30 ounces of water per hour when I am on the bike. Forget about trying to replace all the fluids lost when you are working out. A good friend of mine recently did a 12-Hour solo race with me in Temecula, CA, which is in high desert country. Temperatures got close to 100° that day. I was following my standard fueling and hydration routine and was doing well but my training partner was having stomach issues. While his fueling seemed to be OK, he was draining a 50-ounce hydration pack about every 70 minutes. He had to stop and rest for about two hours before the bloated feeling would subside.

If you will be racing with a hydration pack, make sure you train with one, even when on your road bike. I find the markings on the side of most packs are close but if you want to know how much water you are consuming, measure it going in and measure what remains after your ride. Don't approximate or guess. I have used a measuring cup to fill my hydration pack. Don't forget to measure the liquid in your ice cubes too. When you return from the ride, measure any liquid remaining and determine your fluid intake.

To be safe, I will always carry more water than I need on a mountain bike ride. This way, I will not run into trouble if I get stuck with a mechanical problem and have to walk out. My crew monitors my intake the same way during a race and will let me know to increase or decrease fluid intake. This is always balanced with how I am feeling.

While many of my training miles are on the road, I will switch over to the MTB exclusively in the last 30 days before an event. I'll put slicks on a spare set of wheels and ride it on the road as well. One more thing: a lot of racers I know will consume gallons of water in the days before a race as this seems to be the conventional wisdom for pre-race hydration. If you are like most Americans, you are probably slightly dehydrated. In general, I try to consume about 90-100 ounces of plain water each day. A good rule of thumb is to divide your weight in half and consume that many ounces each day. So at 180 lbs., 90 ounces a day is about right.

### **Solid foods when training**

I will usually do several organized centuries or doubles as part of my training for a 24 Solo. But whether it is an organized event or just a long training ride is unimportant. Work on minimizing your intake of solid foods and stay away from simple sugars. While I have been known to have a chunk of fruit at a checkpoint, I stay away from the rest of the stuff there. I will carry everything I need in a few plastic bags and just add water. Plan on going it unsupported. If you need to take a break from your liquid diet

and are craving something more solid, fruit chunks work well as do Hammer Bars. I have tried every bar known to man from the first putty bars to all of the stuff on the market today and find Hammer Bars to be the easiest to digest while riding. They are also the tastiest.

### **Supplements and Electrolytes**

If you plan to use any supplements on race day, start working with them several months in advance. Here are a few of the products from Hammer Nutrition that I use. Please note that this is not intended to be a commercial for Hammer products. I have had great success with them. Whatever product you use, read labels and ask questions.

Although I will not use Hammer Endurolytes electrolyte products when training unless I will be riding for more than three hours, I always carry a dispenser or plastic bag with Endurolytes ready for use if needed. For longer training rides, I'll take two as I head out and take one capsule an hour during the workout and adjust up and down depending on how I am feeling. You generally have a sense of the early stages of cramping. I'll take 2-3 tablets at the first muscle twinge.

If I will be riding for six or more hours, I will generally add some supplements that will help my body cope with the stresses of a very long, very hard event. There are supplements available that can help with everything from lactic acid scavenging to hot weather performance. Most endurance athletes I know use some type of supplement,

even to help deal with joint pain. To gain a better understanding of the variety of available supplements and their benefit.

### **Recovery**

Refueling strategies should be a part of an active recovery plan. You have a small (time-wise) "window of opportunity" to replenish the glycogen stores to nearly 100% if you fuel just after your activity. If my ride starts from home, I will have a protein smoothie made with Hammer Whey, frozen fruit and about 8 ounces of skim milk right after I put my bike away. I will sometimes have a slice of turkey or a piece of Smoked Salmon and a bagel half. If I have to drive to the ride site, I'll bring a bottle filled with powdered Hammer Recoverite and some chilled water. After the ride, I'll mix it up and consume it with a Hammer Bar on the way home. If I did an epic training ride, I'll have a second bottle of Recoverite later that day.

Either way, make sure to top off the tank within about 30-60 minutes of your workout. Here's a nice after-dinner treat. Mix up one box of fat-free, sugar-free White Chocolate Mousse gelatin mix with 16 ounces of non-fat plain yogurt and chill it in the refrigerator. The taste is similar to cheesecake but with a lot fewer calories. If you have a yearning for ice cream, just take some frozen fruit and add it to the mix. I usually add about a cup of frozen blueberries to the yogurt mix and stir them in. The frozen berries thicken the yogurt to the consistency of soft ice cream and add great flavor.



## Two weeks before your event

I will start tapering off about 10-14 days before the race. During this time, rest is more essential to an endurance athlete than extra miles. I'll sometimes shorten my morning ride and add a workout in the evening. I will be making every effort to get 7-9 hours of uninterrupted sleep at night and a nap during the day if I can manage one.

My diet during two weeks out will be biased slightly more towards protein-rich foods since I want to make sure that I am well recovered and that the micro-tears in muscle tissue are healing. While Hammer Soy and Hammer Whey make great fruit smoothies, I usually try to get my proteins from whole foods.

As race week comes around, I will begin taking in more carbohydrates than protein. This does not mean consuming large quantities of pasta, but switching my diet so that carbs make up between 60 and 70 percent of my daily intake. I will usually do training rides right up to the day before the race. My last hard interval, however, will usually be 3-4 days before race day. From there on out, I am just spinning. I'll intentionally wear board shorts or baggies to help me get out of the "racer-boy" mentality where I will try to jump on any wheel that passes me or be the first up a climb.

My traditional pre-race dinner is whole wheat pasta with fresh tomatoes and a touch of garlic. No real reason, I just like garlic. Sometime during the week leading up to the race I will sit down

with my crew and work out the fueling strategy for the race. I will be estimating how long it will take me to complete a lap and then determine how much Perpetuem and Hammer Gel I will need to mix in each bottle. Read your labels and know exactly how many calories there are in the products you will be using. I'll go into more detail on what I do when mixing up my race-day bottles in a later article.

## Race day!

Most 24-hour mountain bike races start at noon, so I'll have my traditional race day breakfast: a bowl of Cream of Wheat topped with some Apple Cinnamon or Raspberry Hammer Gel and maybe some fresh fruit. I'll have some "lite" waffles with Hammer Gel or maybe a bagel half. Coffee is a must! I tolerate caffeine very well so I will be indulging myself, partly to get me wired, and also because the caffeine helps the body to metabolize fat more readily. I will be sipping from a bottle of HEED up until about two hours before the race when I'll switch over to plain water. Stay away from whole grains and fruit with skins if you can. I do not need to be making an unnecessary "pit stop" at the Porta-John just as the race is ready to start. You want to top off the tank before the race. I am not sure how to put this in a delicate way, but just like your car, if you try to overfill the fuel tank, it will overflow.



## Let's sum it up

### 1. For training rides less than three hours:

-What's in my water bottle: HEED

-In my jersey pocket: Endurolytes, a flask of Hammer Gel

-In the car: Recoverite and chilled water, Hammer Bar

### 2. Rides from three to six hours:

-What's in my water bottles: One 24 oz. bottle with a multi-hour mix of Perpetuem and Hammer Gel and a second 24 oz. bottle of HEED

-In my jersey pocket: Endurolytes, a flask of Hammer Gel, plastic bag with powdered Perpetuem, Hammer Bar, and plastic bag with powdered HEED

-In my hydration pack: Water to last me at least 50% longer than I plan to ride; less if I am sure that I can get water along the route.

-In the car: Recoverite and chilled water, Hammer Bars



# HANNAH'S CHILDRENS HOMES

IF CHILDREN ARE OUR FUTURE, SHOULDN'T EVERY CHILD HAVE A CHANCE AT ONE!

Special thanks to members of the OCW who brought toys and gifts to the OCW holiday dinner for the foster children of Hannah's Home. You brightened the Christmas of so many children with your generous donations of toys and gift cards.

We are so grateful.

Judy Aronson, volunteer for Hannah's

[www.hannahschildrenshomes.org](http://www.hannahschildrenshomes.org)

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## **Board Meeting Minutes**

The Board Meeting Minutes can be viewed in detail at [www.ocwheelmen.org](http://www.ocwheelmen.org)





# **Please Support the Sustaining Members of the Orange County Wheelmen**

Many sustaining members offer discounts to OCW members.

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

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Don't know if you should get Medicare  
Supplement/Medigap or Medicare Advantage?  
Call or Email Steve Davis 714.241.0366  
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23400 Peralta Drive, Unit C  
Laguna Hills 92653  
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[www.bentupcycles.com](http://www.bentupcycles.com)

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15375 Barranca Parkway  
Suite J-104  
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17145 Von Karman Ave.  
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