



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



*Spring 2016*

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## *OCW Awards Banquet and Installation of Officers Wrap-Up*

By Miguel Perea

The OCW's Annual Awards Banquet took place February 21, 2016, at the Meridian Sports Club in Fullerton, with Seana Hogan as the featured speaker. Seana is the most decorated long-distance cycling rider of all time. She rode her first double in 1991 and won the Race Across America (RAAM) the following year. She's won RAAM a jaw dropping six times! (1992, '93, '94, '95, '97, '98). She holds the women's transcontinental record, the overall San Francisco to Los Angeles record, the overall Seattle to San Diego record as well as the Trans-California (N-S) record. Seana was the overall winner of the Furnace Creek 508 in '95. She's no stranger to the track either. She also holds the 12-hour, 24-hour, 100-mile and 200-mile records there. She is also a founding member of the Ultra Cycling Hall of Fame.

As usual, Jim Brewer showed unique videos and pictures of some special individuals from 2015 to help close out the year at OCW.

Also, membership effort and individual awards were presented followed by the installation of the 2016 officers and directors.

See page 4 for pictures!

OCW CLUB LINKS

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

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.

Raffaele Spennato, Events

Editors Musings



Michelle Wester, LCI

Wow, I can’t believe it’s already spring! We’ve been getting some of that rain that the forecasters have promised and the flowers have been just gorgeous, especially out on the trails while mountain bike riding.

The 2016 Spring Metric is now in the books and what a beautiful day it was to be out road riding. I really enjoyed this event, especially the start and ending at our new location within Yorba Regional Park. What a great way to end the ride relaxing under a giant gazebo eating El Pollo Loco with friends! Be sure to check out page 45 for the Spring Metric Wrap-Up and pictures.

Speaking of pictures, this issue is packed full of great pictures of wonderful rides and hikes, not only here in the states, but abroad as well.

Have a great spring and don’t forget to write an article about your spring-time adventures.....with pictures of course!

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| EVENTS 2016          |              |
|----------------------|--------------|
| Ride Around The Bear | June 11      |
| Amtrak               | September 11 |
| Fall Metric          | October 22   |



Miguel Perea, President

Hello OCW and welcome to the Spring edition of Chain Reaction! After an initial and thankfully short, cold snap back in December we have enjoyed a very mild Winter, with a few scattered rainy days. We could use a few more of those, but until they come we may as well enjoy riding in beautiful Orange County. By the time you read this the Spring Metric event will have come and gone, but as of now it looks to be the best-attended event for OCW members we have had in recent memory. A tribute to Liz and Stuart Gaston, no doubt, and their organizational prowess.

Spring also brings us lots of opportunities to participate in some cool riding events, without having to go far. On April 16th, the fifth annual Boob Ride is starting from the Irvine Transportation Center, in support of breast cancer research. Registration is available at <https://www.the-boobride.org/2016-rides/orange-county-ca-2016/>

The Great Western Bicycle Rally is taking place May 27-30 in Paso Robles in what can be described as a great bicycle vacation, with things to do for everyone: families and foodies, wine lovers and beer tasters, for those that hammer and those that cruise. You

from the PRESIDENT

can find more information here <http://www.greatwesternbicyclerally.com/#home-about>

But the biggest event for OCW members and friends is, of course, the Ride Around the Bear, celebrating its 32nd consecutive edition on June 11th. One hundred miles and lots of climbing, most of it on the first half of the ride. Starting and finishing from Sylvan Park, in the city of Redlands, the ride takes you past Big Bear Lake and on to Onyx Summit at 8443 feet of altitude.

Registration for the Ride Around the Bear is already open at <https://ocwheelmen.sportngin.com/register/form/581199775?ga=1.201189934.1648048675.1425419793>



Register before May and get a discount! Then start training. In fact you can follow the training program put together by OCW’s very own Training Officer, Randy Profeta, who has successfully helped dozens of riders train for events like the Bear and Amtrak rides.

You can get on the distribution list for Randy’s training rides by dropping him a line at [randy@trailsendcc.com](mailto:randy@trailsendcc.com).

In the meantime keep on riding. It’s good for your soul and even better for your health. But don’t forget the sunscreen!



# OCW Awards Banquet and Installation of Officers Pictures...



Upper Left: Miguel, Seana and Karla ~ Upper Right: Seana ~ Above: Miguel, Seana and Stewart







# Welcome Orange County Wheelmen Officers!



*Left to Right:*

*Michelle Vester, Editor ~ John Renowden, Vice President ~ Irene Walker, Membership ~ Jim Walker, Treasurer*

*Raffaele Spennato, Bear & Amtrak Ride Coordinator ~ Jim Pugh, Statistition ~ Jeff Driscoll, Ride Captain  
Miguel Perea, President*

*Missing from picture:*

*Steve Loughran, Secretary ~ Randy Profeta, Training Officer ~ Mike Lee, Events*





## Cycling Culture

By John Renowden, Vice President

As many will know, I am not from around here. My home is in North Wales but I continue to hang out in Southern California after retiring. I came to the US as a consultant to work on a six-month capital project in Florida in 2002. My luggage consisted of a suitcase and a bike. For a while I tried to keep things simple but mysteriously I now seem to have seven bikes in my apartment, one for the hills, one for the flats, one vintage bike for Eroica, a couple of hybrids for visitors and a couple of donor bikes to be ridden to Mexico for the Rosarito-Ensenada One Way Ride. I was again reminded of the reason I live here from my two trips to North Wales, last summer and over Christmas. I have another four bikes over there, covering road, cross and vintage, but I hardly managed any miles. The fact is I have become soft, not wanting to ride in the rain, like a true SC native. When I lived in Wales rain and snow were no problem, you just took the appropriate bike, wrapped up accordingly and set off. It was not unusual to come in with a layer of frost on the back of the jersey.

For a number of years I have ridden the Bodensee Rundfahrt, 220Km around Lake Constance, through Switzerland, Germany and Austria. When I first rode

it I had to take my passport and my bike weighed a ton, much to the amusement of the Italians, who said I must be a "Very strong man". On one occasion my bike was left at Heathrow but a kind Swiss guy found me an old bike to ride, it must have cost at least \$100. Unfortunately I had packed my cycling kit in the bike bag. So, undaunted, I set off to ride with the fast guys in my street shoes, with no helmet or gloves. Fortunately, to complete the ride you have to stop at four checkpoints around the lake to get your carnet stamped. Each of these has a bike pop-up so I could buy bits and pieces as I progressed which consisted of struggling up the hills and riding like a demon on the descents to keep pace. What made it worse was the incessant rain, so I was soaked through by the end but deliriously happy, particularly with the beer and huge bratwurst for the finishers. On another occasion, I had my bike but it was 50 degrees, low clouds and raining right from the start. The whole ride was freezing wet, all the guys riding with me crashed. On the ferry to Constance, exposed to the wind, the riders were huddled like penguins in an ice storm; we had to take it in turns to stand on the outside of the group. At dinner that night everyone was patched up, except the Italians. When

questioned, they said it was raining so they decided to spend the day in the bar. So much for culture, they had a 400-mile round trip from home but didn't bother to ride. I was riding with the Germans who never thought about quitting.

Back in the UK, on numerous occasions, I have ridden The British Heart Foundation London to Brighton charity ride. This is a metric century with a rider limit of 27,000 and is always over subscribed. In contrast to the Bodensee, the London to Brighton is a big party attracting all sorts of bikes, costumes, dogs in baskets and rocking rest stops. The pubs along the route do a roaring trade. I suspect many participants never make it to the finish. The finishing straight along the seafront at Brighton is packed with cheering spectators and gives the riders the feeling of winning the Tour de France. In contrast, I tried riding with my local club, Birkenhead North End, founded in 1901. I had a hell of a job keeping up, these boys are seriously fast. I suppose I should have known having produced two TdF stage winning riders. My UK buddy remarked, "You rode with the North Enders, you must be mad!"

Close to my UK home is the

Manchester Velodrome, birthplace of the resurgence in UK Cycling success. Hammering around the boards on a fixed-wheel bike with no brakes is a whole new experience not to be missed. Also in the UK it was possible to see the start of the 2015 Tour de France, where we were treated to a Jens Voigt breakaway, one of the last of his competitive career.

I have ridden with my UK buddy on a number of tours and one time we stayed at a friend's farm in South West Ireland. This was a slow mountain bike tour of the many peninsulas in that area. Slow is the best way to ride over there. Lots of scenic stops, great fresh salmon at the pubs and super friendly people. At the pub near the farm, where we stopped on the way back each evening, we were part of the family by the end of the tour.

New Zealand is interesting. This time I purchased a new bike locally; mysteriously there didn't seem to be any used bikes that I could find. I had gone there for a motorcycle vacation, so was loaded up with m/c stuff and couldn't manage a bike as well. The New Zealanders are seriously into sports. I just turned up at the local bike shop and joined in their rides but at the stops the talk was always about the other sports they were doing. Adventure races seemed to be popular, involving kayaks and runs in addition to the bike sections. It was evident that there were many more girls involved than here in the US, with what looked like a 50/50 split, and the girls were as strong as the guys. I topped off

my stay in NZ with "Le Race," a metric century from Christchurch to Akaroa. It starts with a really steep climb over an extinct volcano followed by a fast descent onto a long flat. Oddly, as I was leading a group of riders, I did the old elbow flick but nobody passed me, so I had to pull the whole way until the next hill. Maybe the elbow flick doesn't translate into Kiwi? But, the crowning glory of this ride is that at the finish you are presented with a baguette and a bottle of wine. In addition, Akaroa has the best Fish and Chip Shop in the world.

Riding the Dolomites in Northern Italy I asked the guy beside me what his heart rate was. It turned out to be 10 beats lower than mine. Later I found out that he held the Guinness Book of Records for the most mountain passes completed in one day. Despite his world-class status he was very gracious and paced me up the climb. In true Italian fashion the rest stop was at a beautiful little restaurant in a picturesque valley where we fueled for the next climb on tiramisu and espresso. The descent back to the hotel was a winding road, which clung to a sheer cliff on one side and a vertical drop to the river on the other. Despite this the paceline came in with an average 28mph. The Italians love their bikes, but evidently not the rain.

I have sampled a few islands, one recommended, one not and one where I crashed. Mallorca in the Balearics is fantastic for cycling. The island has become the winter training base for many of the pro teams and the roads

are marked with bike routes and warnings for motorists who have now become accustomed to cyclists in the road. The great thing about the morning rides was the smell of pine and lemon groves, accentuated by the early morning mist. We stayed at a five star, grand lux, golf hotel in Palma. I would leave for a ride just as the sun came up and come back carrying my bike into the main entrance as a sweaty blob, much to the chagrin of the hotel staff who would direct me to the storage room, which was full of golf clubs. But then, this hotel had a fabulous bespoke smoothie bar at breakfast by the pool, perfect for recovery. Not recommended is Fuerteventura in the Canary Isles. Basically, the roads are boring and windswept with drifting sand, sometimes it's difficult to see the road under the sand.

One time I happened to be working in Hawaii when the Dick Evans Memorial Ride was on. This 112-mile ride is the origin of the Ironman Bike Leg and takes place on Oahu; you need a racing license to enter. Things were great as we raced through Honolulu with the motorcycle cops performing a rolling road closure. Things were not so great when I had the first flat and turned worse on the second flat, but even worse was yet to come. At mile 90 the guy in front of me suddenly veered left and I hit a rut and crashed heavily against the curb. I came round with a bunch of riders standing above me calling 911. I got up, said cancel EMS, I have put 90 miles into this race and I am going to finish. Jumping on the bike I discovered the carbon bars were broken on the right



side and hanging by the bar tape. The last 22 miles were hilly, I had another flat and it started to rain. Nevertheless I finished and then discovered I had broken three ribs. So what did I learn from this? The roads in Oahu have no bike lanes or shoulder, the edge of the roads are strewn with glass, so you had better put Gator Skins on your bike or end up in the Emergency Room!

In May and September each year it is the Rosarito-Ensenada Ride where a bunch of us ride from Irvine with bikes to donate to the One-Way-Ride charity. After 180 miles to the finish we can be certain that these bikes are in good shape for their recipients. It is amazing the contrast between California and Mexico as we ride through the border and on through Tijuana

to our hotel in Puerto Nuevo. As reported elsewhere, last September, five club members rode the 467 miles through Southern France from the Atlantic to the Mediterranean in six days over the epic climbs of the Pyrenees. This was like riding The Bear day after day. Culturally, riding these narrow mountain roads in France is tough but totally rewarding, beautiful scenery, courteous drivers, and best of all long sweeping descents. Totally recommended.

Speaking of courteous drivers, I came here from Central Florida. I found that, even though the roads here are much more busy, cyclists, in general, get more respect. That's not to say that there are not altercations here, it's just that there are more red-necks in Florida, intent on inten-

tionally running you off their road. Central Florida's saving grace is the ability to ride a century with no stoplights, just miles of quiet country road surrounded by orange groves. In making the east/west transition I had to relearn how to ride. Florida was a strict paceline with regular rotation, mainly because of the headwinds, here it was much more chaotic with riders all over the place, and lots of stoplights. In Florida we regularly rode a pace-line century in under five hours, here that is almost impossible.

So, in summary, riding in Southern California seems to have made me soft but I love the warm year-round sunshine and the cycling infrastructure here is second to none. We are truly blessed, but it's important to get away from time to time to maintain a sense of proportion.

**Wales** <https://www.youtube.com/watch?v=R8GoL8Uzlj0>

**Bodensee** <http://www.bodensee-radmarathon.ch>

**London to Brighton** <https://www.bhf.org.uk/get-involved/events/bike-rides/london-to-brighton-bike-ride>

**Birkenhead North Enders** <http://www.bnecc.co.uk>

**Manchester** <http://www.nationalcyclingcentre.com>

**New Zealand** <http://www.lerace.co.nz>

**Oahu** <https://vimeo.com/94445725>

**Mexico** <http://rosaritoensenada.com/ingles/OneWayRide.php>

**Pyrenees** <http://bike-alive.com/6-day-coast-to-coast/4589002133>

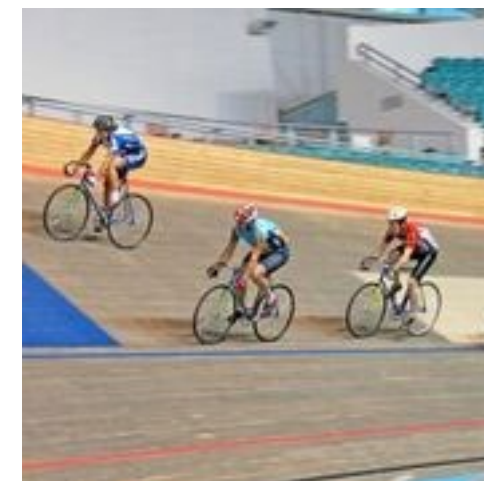
# Cycling Culture Pictures...



Florida



Hawaii September 2009



Manchester



North Wales July 2014



North Wales Winter Dec. 2014



North Wales



Pyrenees



Rosarito - Ensenada Sept. 2014



Rosarito - Ensenada May 2015





# Goat Hill

By Alan Vester, Mountain Bike Dude

## Mountain Biking Geared Toward the 50+ Rider

### Don't Over Do It! Part II

My last article was about the pain I was feeling in my hip area, which I thought was a hip joint problem. I was wrong; it was not a hip problem but a slipped disk, L7 which is at the bottom of your spinal column.

Getting it properly diagnosed was not so easy. It was a typical medical issue where you have to go to 3 doctors to finally get to the right one. I was diagnosed correctly by an orthopedic surgeon in the city of Orange. I scheduled an appointment with him, and after talking to him for about 3 minutes, he figured out it was a slipped disk, pushing up against a nerve in the spinal column. He ordered an MRI of my back and confirmed the diagnosis.

My doctor is taking a conservative approach of treatment by having me go to a physical therapist, who specializes in back disorders. I have been going to physical therapy for about 5 weeks now and it is really helping. I'm not 100% cured, but I'm very close. My therapist performed an evaluation on my first visit and I was shocked to find out how weak my glutes and core strength were. I'm an avid cyclist, but that does not make me a great physical specimen. The therapist put me on a very good workout program which concentrates on proper stretching, core and leg strengthening, and working out on a large balance ball.

Injury is rarely a good thing, but finding a great Orthopedic Surgeon and Physical Therapist is life-changing. I now have a plan of attack for becoming fit, which I know will make me a better cyclist. I learned that your body can turn on you overnight. Go to bed feeling great, wake up the

next morning in excruciating pain and wonder what the hell happened.

The good news was this was not an over-use issue. A slipped L5 disk is a common back injury that is normally associated with incorrectly trying to lift too much weight. I don't know what caused my slipped disk, but I don't think it really matters.

So, I'm back to mountain bike riding and look for more Goat Hill rides in 2016.

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



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

# Orange County Wheelmen's Metric Century Training Series begins April 9, 2016



- **"No drop" rides**
- **Focus on safe road riding practices**
- **Build proper form, strength, and endurance with experienced leaders**
- **Our goal will be to complete a fun and scenic metric century to Solana Beach**
- **You can also continue training for the 2016 Amtrak Century!**

**Training rides will meet Saturdays at  
The Square (Main and McArthur)  
Irvine**

**Contact Terry Kessler:  
[OCWCentury@rocketmail.com](mailto:OCWCentury@rocketmail.com)**





*By John Renowden*

As time passes bicycle design has become more and more diverse. In my youth there were road bikes and delivery bikes; that was pretty much it. But now we have mountain bikes, cross bikes, fatty bikes and recumbents, to name but a few of the diverse classifications. Within these categories there is a vast choice of manufacturers and designs. Recently, however, there has been a growing trend to turn back the clock and celebrate the more simple classics of old. In 1997, Giancarlo Brocci established L'Eroica in recognition of the heroes of cycling's past and for the preservation of the Strade Bianche, gravel roads, of Tuscany. The inaugural 1997 event attracted 92 riders. Over the years this organization has grown into a vast international phenomenon. This year rides will take place in the USA, South Africa, Italy, Japan, Spain, UK, Holland and Uruguay. The registration limit for the 2016 US ride is 1,500. The limit for the UK ride is 3,700 and last year 50,000 attended the festival.

There are some basic rules for participants: road racing bikes should be pre 1997, down tube shifters, brake cables exiting the levers at the top and pedals with toe clips. A wide variety of older bikes are allowed although they may be restricted to the shorter routes.

Last year Stacy and Greg Kline took part in the US event and even appeared in the official video. This year a bunch of us are attending. It takes place in Paso Robles on April 8-10 and the routes on April 10 are 38, 67, 85 and 120 miles. A festival, consisting of music, food, swap meet and fair takes place on the preceding days.

Clearly, a prerequisite is a qualifying bike. I have two; a vintage Raleigh and a classic-style Pashley Speed 5, but unfortunately they are both 5,000 miles away in Wales. The Raleigh which has covered many miles through the countries of Europe, has all the necessary features, including 12 speed Huret gearing and 27" wheels. The Pashley is a recently purchased gentleman's bike with hub brakes, 5 speed Sturmey Archer hub gearing, and of course, finished in British Racing Green with a Brooks saddle. The swept-back bars make it very interesting to ride back from the pub.

So the challenge was to find a qualifying steed here in the US. After months of trawling through Craigslist and eBay, nothing really passed muster. My wish list included: pre 1987, 56cm quality

frame in good condition, 700c wheels, Campy Record group-set. Then I found a bike on consignment. A Spectrum custom that ticked all the boxes. I called Spectrum to see what I could find out about the serial number and the guy who answered the phone said it was only the 9th frame he built for Spectrum and pulled out the job card to give me all the details. He has been building two custom frames a month for the last 30 years. It only needed a thorough clean and polish, new tires, brake pads and derailleur jockey pulleys and it was good to go. After a test ride the original Concor saddle proved to be really uncomfortable and was replaced with a classic San Marco Rolls.

Riding the Spectrum is interesting, the down tube shifters mean you don't change gear very often, there aren't many gears anyway, and the toe clips are a pain to get into on steep hill starts. But for my part, I am enjoying riding it, at 21lbs with a 53/42 chainring combined with the 13/24 six speed cassette it's, shall we say, character building.

It is interesting to note that the popularity of Eroica has generated the reintroduction of period products such as the Rolls saddle, Continental Classic tires, lace-up shoes and Cool Stop brake pads for old Campy brakes. Bianchi have even produced a beautiful retro bike specifically to meet the Eroica rules, yours for \$3,500. Another effect is the demand for vintage Eroica qualifying bikes. I get the impression that there are

proportionally a lot more classic bikes in the UK but when I enquired at my local bike shop in Wales I was told that Eroica had mopped them up and they were now in high demand. So the moral of this tale is that the old bike that has been cluttering up your garage for years could have a new lease of life, so get polishing.

<http://eroica.cc>

<http://www.eroicacalifornia.com/#home>

<http://eroicabritannia.co.uk>

<http://www.pashley.co.uk/bikes/bicycles/speed-5.php>

<http://www.bianchiusa.com/bikes/road/all-road/eroica/>





# 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)



September 10, 2016



October 22, 2016





# Great Western Bicycle Rally

OCW goes on the road to join the Great Western Bike Rally 2016 on Memorial Day Weekend. This rally is a 4-day festival of all things cycling in Paso Robles. You'll be joining riders from all over the western states, discovering new roads led by local riders, MTB rides, Wine Tasting Bike Tours, and you can participate in the Giro Di Paso or Velo De Femme.

You need to book your campsite or hotel room now. Many of the OCW members are staying at the Oaks Hotel, where the OCW happy hour and group photo will occur. Check out the event website at:

<http://www.greatwesternbicyclerally.com/#home-about>



## Goat Cheese, Leek, and Potato Galettes with Pistachio Crust

### Ingredients

SERVINGS: MAKES FOUR 6" GALETTES

#### Dough

½ cup shelled pistachios  
2½ cups all-purpose flour  
1 teaspoon kosher salt  
1 teaspoon sugar  
1 cup (2 sticks) chilled unsalted butter, cut into pieces

#### Filling And Assembly

1 tablespoon olive oil, plus more for drizzling  
1 large leek, halved lengthwise, white and pale-green parts only, finely chopped  
¼ cup plus 1 tablespoon heavy cream  
4 ounces goat cheese  
2 garlic cloves, finely chopped  
Kosher salt, freshly ground pepper  
4 tablespoons coarsely chopped dill, plus more for serving  
2 large Yukon Gold potatoes, thinly sliced on a mandoline  
1 large egg, beaten to blend  
Honey (for drizzling)  
Crushed pink peppercorns and flaky sea salt (optional; for serving)



### Preparation

#### Dough

Pulse pistachios in a food processor until coarsely ground. Add flour, kosher salt, and sugar and pulse until combined. Add butter and pulse until a coarse meal forms. With motor running, slowly add ½ cup ice water and process until dough comes together. Transfer dough to a work surface, form into a ball, and flatten to a disc. Wrap dough in parchment and chill 30 minutes.

#### Filling And Assembly

Preheat oven to 400°. Heat oil in a small skillet over medium-low; cook leek, stirring occasionally and being careful not to brown, until just softened, about 5 minutes.

Meanwhile, mix cream, goat cheese, and garlic in a medium bowl until smooth. Season with kosher salt and pepper.

Line a rimmed baking sheet with parchment. Transfer dough to a work surface and divide into 4 pieces. Working with one piece at a time, roll out to an 8" round. Using an offset spatula, spread one-quarter of the goat cheese mixture on dough, leaving a 1" border. Top with 1 Tbsp. dill and a thin layer of potato slices. Drizzle with oil and season with kosher salt. Top with one-quarter of the leeks. Fold edges over, overlapping slightly. Carefully transfer galette to prepared sheet. Repeat with remaining dough and filling. Brush crusts with egg wash. Bake galettes until crusts are golden brown and potatoes are soft, 30–40 minutes.

Drizzle with honey and top with dill. Sprinkle peppercorns and sea salt over, if using. Serve warm.





## Hike to Sawtooth Mountain - March 5, 2016

Knowing that the weather was soon going to turn very wet, we decided to get an early start on Saturday, March 5th, and head for Sawtooth Mtn. in the Angeles National Forest.

It was a lengthy drive from Glendora, but we were anticipating a nice view of Burnt Pk., Redrock Mtn., and Warm Spring Mtn., from the top of Sawtooth Mtn. (5174').

At 6:00am, we met at WalMart in Glendora. It took only a couple minutes to load Doris' backpack and a few other items into my 4wd pick-up and get back on the 210 Fwy, headed NW for Lake Hughes Rd on the 5 Fwy. Traffic was light as we flew past Six Flags Magic Mountain and arrived at the Lake Hughes off-ramp in about an hour and a half.

Lake Hughes Rd. really slowed us down because it was 27 miles of winding, twisting mountain road. It was a scenic route, though, and took us past an Ostrich farm where a couple big birds were behind the fence doing whatever it is that Ostriches do. Eventually we reached Forest Service Rd 7N23, a fire road heading up into the Sawmill Mtns. which took us to the saddle junction of closed 7N23 and 7N08. We parked here and began the hike on 7N08 where we walked along for about a mile as we watched for the firebreak that would take us to Sawtooth Mtn.



I was assigned to watch the left side of 7N08 and Doris monitored the right side. Along the way, Doris got a picture of a tiny purple flower that was open in spite of the fog and cool temps.



Tiny Purple Flower

I need to explain here, how it was that we walked right past the firebreak that was as obvious as the nose on your face. It seems that this was a sort of upside-down hike. According to the Topo map, the saddle where we parked was about 150 feet above the peak of Sawtooth Mtn. That meant we were going to hike downhill to get to the high point of the peak. That made perfect sense to Doris. Nobody explained this fact to me, so I was looking for an uphill firebreak. It was during this discussion and training period that we somehow walked right past the downhill firebreak we were looking for. In all fairness, the bank along the side of 7N08 was hiding it.

Doris realized the mistake before we had gone very far and got us turned around to look for the firebreak.

In short order, we found the firebreak and followed it down to the ridge leading to Sawtooth Mtn. A thick cloud layer covered the mountain all day, so no views could be seen from anywhere. We were disappointed that we were not able to see Burnt Peak on the next ridge over. We did manage to locate the peak register at the summit of Sawtooth, but it was soaked and quite mildewy. The thick white mist of fog was swirling around in the wind, making everything damp. It wasn't quite rain, but almost. The ridge was a crazy up and down hill affair that seemed mostly downhill to the summit. Is anybody confused yet? It just seemed weird to be climbing so much on the way back from the high point of the peak.

We saw lots of deer tracks but no wild animals this time. During the trek back to the parking area, we amused ourselves by tossing rocks down the metal drainage culverts. Doris got the record for the longest non-stop rock travel. Believe me, there is a certain skill to this sport.



Gate Across 7N08



If you are wondering why anyone would want to go on a hike like this one, all I can say is that it sure made lunch at In-N-Out Burger taste great.

All kidding aside, these hikes are great cross-training. Your quads and shin muscles get a terrific workout on the extended ups and downs of the trails.



Our Fearless Author at In-N-Out



Foggy Firebreak



Doris Looking for Something



Summit Registry Can



# Nine Mile Grade & South Lake/Lake Sabrina

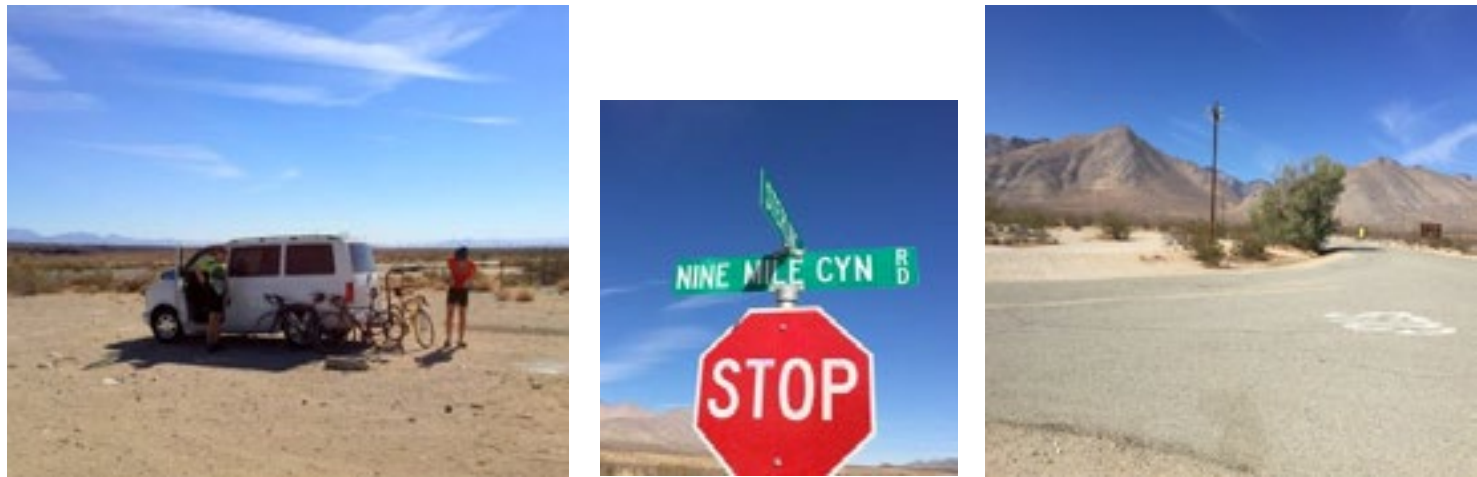
By John E. Van Vlear

October 11-12, 2014

For Bob Castle and John Van Vlear, this ride weekend was the culmination of over 4 years of conquests, the Sunday adventure was going to complete their goal of climbing by road bike the toughest ranked 12 paved ascents in California. The original goal was a more natural top 10, but in April of this year the “ranking guru” John Summer-son came out with the 2nd Edition of his Climbing Book.<sup>1</sup> While they rode the newly listed #1 and #8 in June with other buddies, that still left #10 – South Lake near Bishop. So before snow closed the high altitudes of the Sierra Nevadas, one more trip was planned. While illness and last-minute out-of-town travel reduced the crew, at the last minute from five to three, the ever-enthusiastic Adam Bennett embraced the fun!

Our Saturday morning ride was Nine Mile Grade, a harsh and remote climb toward Kennedy Meadows just after highways 395 and 14 join past Ridgecrest. Ranked #24 in California, the 9.9-mile climb gains 3,600 feet vertical, with an average gradient of 7% (10% max). Nine Mile Grade is statistically similar to the famed Tour de France climb of the Tourmalet.

It was 80 degrees in the Mojave Desert as we rolled out of the van and got ready:



And then it began...



Bob Castle and JVV

<sup>1</sup> Summerson, *The Complete Guide to Climbing (By Bike) in California* (2nd Edition, 2014).

Nine Mile Grade is stark and stout, as viewed from the climb...

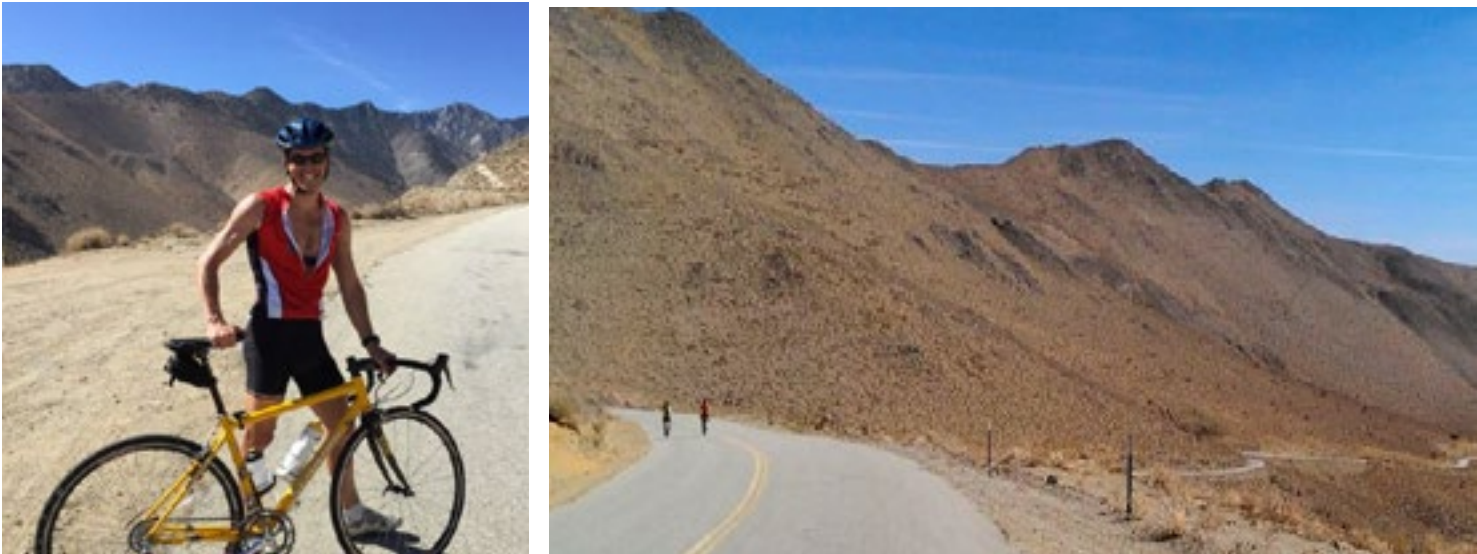


... and from partway up looking down to the Mojave where we started.





Adam, a competitive triathlete of considerable talent and strength, had no problems with the slopes.



As we found last year in Death Valley, he would often yo-yo up and down to get good photos – like the one on the right of Bob and JVV looking like ants as we chugged up the climb.



Halfway, a funny thing happened. It was an ideal spot for a group photo, but who to take the picture? JVV seized an opportunity and, overcoming great shyness, stopped a muddy Jeep heading down. The passenger window rolled down and I stuck my head in to find a grizzled driver dressed in camouflage fatigues. What was truly surprising, however, were the multiple rifles and other guns littering the front seat! Not missing a beat (although my heart did) I completed the sales pitch and he reluctantly agreed to park and take the above photo. As he was doing so, we asked what he was hunting. While his actual answer was “deer and bear,” the joke became that a much better evil-eyed response would have been: “... anything in lycra!”



After the break, we faced the crux of Nine Mile Grade. It was awesome!

As I rode off the front on my own imaginary breakaway, with heart rate smashing into the red zone, I kept repeating – this is as tough as the Tourmalet, the Tourmalet! Adam then burst my fantasy bubble. After taking a few photos, a quick nature break, and chatting with Bob, he finally declared “John’s about far enough ahead.” Then, he went. At that point JVV was grinding 5-6 mph up the double-digit slope. When Adam passed going at least 50% faster, all I could do was bow to his cycling prowess. We all made it to the top of the “listed” climb and found shade as we finally made it to the tree line around 6,000 feet elevation.

Resuming, there was a delightful intermediate meadow before the final crest at 7,200 feet:





We ate lunch at “Grumpy Bears” after a nice downhill into Kennedy Meadows. A nice warm-up day!

Saturday evening we checked into the impressive Creekside Inn in Bishop and hit the Jacuzzi. Fully rubberized, next was a tasty Mexican dinner and an early bedtime. On Sunday morning, we awoke ready to roll. Actually, this is not quite the full story. Adam, knowing he wasn’t really going to get a workout riding with us, woke up at 5:30AM, ran 6 miles, shopped at Schatz bakery next door, then met us for breakfast!

The stats for the ride to South Lake justifies its #10 California ranking (and #21 in America): 19 miles of climbing (22 total from our hotel), 5,400 feet of elevation gained, finishing at the 5th highest paved road in the state (9,800 feet), with a maximum gradient of 14% (more on that later).

The only thing that made the lower slopes bearable were the gorgeous Sierra Nevadas dominating the horizon (Mt. Tom on the right is over 13,000 feet):



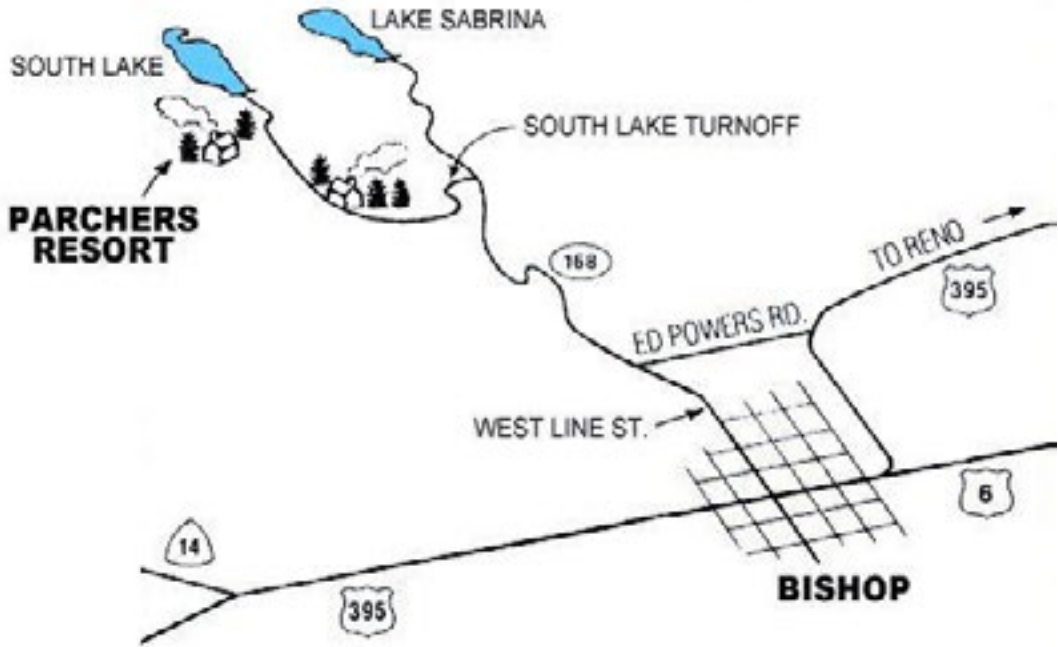
At our first real break, the view of the Owens Valley was refreshing (left photo) with Bishop out of sight to the right; Adam and Bob seemed in good spirits (right photo).



After a looping uphill “S” turn, we headed into the main canyon (JVV and Bob):



Where exactly were we headed? The following drawing found on the Internet helps explain:



At the point of the above picture with JVV and Bob, we’d passed the curve where the 168 is labeled on the drawing, but we were below the “South Lake Turnoff.” This rendering is not to scale as South Lake is actually significantly higher than Lake Sabrina (7 miles past the turnoff for South Lake, as opposed to only 4 miles further up the 168 for Lake Sabrina). Regardless, you get the idea.



The crux of the lower portion of the South Lake/Sabrina climb loomed:



After the double-digit “ramp,” at mile 15 of the total ride from Bishop, we arrived at the South Lake turnoff:



The Sign



Looking back down the 168, from The Sign

Up and over a modest rise to the right, the biggest surprise of the weekend greeted us as we entered the South Fork valley – true Fall color provided by groves of wild aspens:



We were stunned. Apparently, we lucked into the “peak” of the color. There were tourists, photographers, hikers, etc., all enjoying the crisp temperatures and contrasts with the brilliant blue sky. No wonder:





It was such a privilege and pleasure to ride through, and be distracted by, such beauty:



A tunnel of color:



If you hadn't figure it out yet, we like to ride...



JVV



Adam



Bob



Bishop Creek had some interesting sights...



... including fish (check out what's in his right hand).



This meadow scene near the top took away what little breath I had left.

As cruel punishment, with 21 miles in our legs (17 of them climbing), at over 9,000 feet in elevation and 5,000 vertical gained, the last mile had three serious ramps with brutal sections of 14% gradient. It was SO painful! But, we all summited to South Lake (although it was pretty low on water):



While sunny, it was still chilly (low 50s?) so we bundled and headed down. After a few miles we stopped for lunch at the Bishop Creek Inn:



JVV had a massive Chili-Size, with a heaping plate of onion rings (should have photographed it!). Yummy and well-deserved. The waitress, whose parents own the Lodge and cabins, told us that they were closing in two weeks for the Winter (they had snow flurries the weekend before) and then the road beyond the Lodge to South Lake is shut by a heavy gate. Yet, her family stays on the property for the Winter, opening again in April. After getting more liquids for our bottles, we headed down to the Sabrina road.



In planning the trip, JVV suggested an “add-on” ride up to Lake Sabrina if everyone felt up to it after finishing off South Lake. We did and went for it. The Lake Sabrina climb is actually ranked as #16 in California – from the bottom. However, as 4/5 of the climb is shared with the lower portion of the South Lake climb, it seemed silly not to just go from the turnoff (after all, we started that last 1/5 with over 5,000 feet in our legs).

As we struggled to digest our big lunches, we passed the 8,400 foot hamlet of Aspendale:



At the end of the 4 miles, there were more steep ramps to Lake Sabrina. But, we all made it. While Lake Sabrina was also low (time of year and drought), it was still a very appealing 9,000 foot recreation area:



We had plenty of volunteer photographers this time and a nice lady agreed to help. Unfortunately, she pushed something on my iPhone and we ended up with quite this “unique” picture:



Finally, there was the descent. One of the wonderful things about this climbing sub-specialty is that when you summit, your job is done – just point the bike downhill and go! On this occasion, that feeling was amplified since the road from Lake Sabrina to Bishop is actually ranked as the #1 descent in California. It was steep, smooth, with long straights and large sweeping turns. Sorry fans, no photos of the downhill (tough enough drafting behind the speeding bullet that was Adam Bennett).

The final stats for Sunday’s ride: 52 miles, 7,000 feet vertical, topped 9,000 feet twice, total ride over 6 hours with “rolling” time 4:44, and 2,500 calories burned (calculated by Strava). Here’s the Garmin profile:



Fantastic weekend dancing on the pedals in the High Sierras, with over 12,000 vertical feet climbed. Epic!



JVV



# The Unseen Cyclist

By Barry Duffin



tance races and completed well over 100 centuries (70 in 1990 alone), and experienced many things while on the bike. I've been chased by dogs on Mojave by Moonlight, hit by truck mirrors on the Solvang century, experienced heat stroke in Latigo Canyon, and enjoyed the downhill portion of the Ride Around the Bear. I was even lucky enough to win a four-day stage race from Magic Mountain to the Sacramento Capitol in the '90s. Anyone that has done the Chicken Century knows how boring it can be seeing the entrance to Mile Square Park after their 25th lap. For all of us, we typi-

cally have something to remember after each ride; it might be a conversation with a new friend, it could be the view of a new overlook, or your individual performance on a frequently ridden hill.

Regardless of the rides I have done in the recent or distant past, I was thoroughly affected by what I witnessed when I met the Unseen Cyclist. Let me rephrase that, it wasn't just one Unseen Cyclist, but it was many Unseen Cyclists I encountered on December 6th, 2015. For the last 5 years, Operation Helping Hands, a group of young individuals, have been volunteering every six months to fill 1000 backpacks with necessities and distribute to the homeless throughout Orange, San Diego and Inland Empire Counties.

So I made this commitment to help the homeless. Not just any homeless, but the actual homeless that I see nearly every time I ride on the SART. Most of us know it well; we ride up or down the SART at speeds of 15-25 mph, never thinking about the cyclist stopped under the underpasses. And surely, we wouldn't make eye contact with any of the homeless that live under the underpasses or bridges along the waterfront. We know, and rightfully so, that eye-to-eye contact could show a sign of weakness which might result in a bike theft or mugging, etc. Heck, we know that everyone living under the bridges are drug addicts, alcoholics, or mentally disabled, RIGHT? WRONG!

Well, I made this commitment to help those Unseen Cyclists, yeah the ones who live at the underpasses on the SART. I realized that I needed a good way to carry a lot of these backpacks (85 total) to those Unseen Cyclists, so I picked up a bike trailer and figured I could fill the trailer with about 15 backpacks. I met my friend Scott Dunbar at the Sheriff's station in Anaheim, filled the trailer with backpacks and put more on our backs as well. Our plan was to ride down the SART offering a backpack to anyone living under the bridges and have someone drive the remaining backpacks along the route and meet us whenever we ran out eventually reaching the



Newport jetty in about two hours. Again I was WRONG. We headed North for two blocks and found an encampment of about 10 individuals living just over the berm North of Katella. We met an individual who appeared to be a well-groomed and articulate business man, he took a backpack. We met a middle-aged Hispanic man who was grooming himself in a sink outside the bathrooms, he took a backpack. We ran across a line of about 10 tents, 3 of which were occupied by younger women, they took backpacks. We headed back to the Sheriff's station to replenish as we had run out of backpacks. As we headed south from the ARTIC we came across about 8 tents, so we called out and a number of folks came out. One couple were getting on their bikes to head off to church, they took backpacks. We met a mechanic who graduated from the Mechanics Institute but could not get a

job because he did not have an address, he took a backpack. We met a young boy (about 10) who had his whole family in a fairly large encampment; I think they took about 4 backpacks. We met what appeared to be an older grandmother lying on a queen-size bed under a bridge in the bottom of the river bed, we gave her two backpacks. We talked to a pretty young lady who looked like anyone that you might see at the mall, she was with her two brothers, father, mother and grandmother in a very large encampment with a formal entrance including

stairs, we gave them our remaining backpacks. What we learned

was each individual had a story, many of which are heartbreaking, but most have bicycles to get them to the store, work, church, etc. They have the same needs as all other cyclists; an operable bike, a spare tube, flat repair kit, water bottle, pump, flashlight, batteries, etc. The only difference

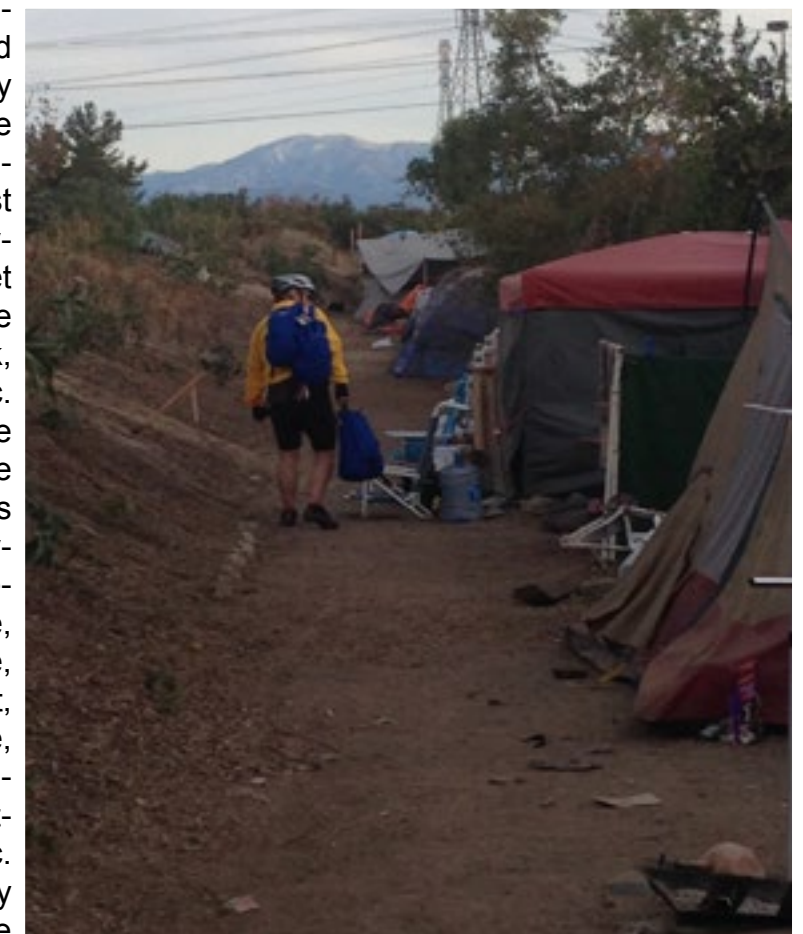
is that their bike is their only mode of transportation. But most of all they need recognition, they need eye-to-eye contact, they need to be seen.

If you are interested in participating in June, you are welcome to join us for the next session of Operation Helping Hands.

<http://www.operationhelping-handsocal.org/>

Barry Duffin / Cyclist

Volunteer: OCTA/ Citizens Advisory Committee and Bicycling and Pedestrian Subcommittee





# 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](mailto:chicksthatride@gmail.com)  
Julie Morey  
[Cyclechik21@gmail.com](mailto:Cyclechik21@gmail.com)



# OCW Poker Ride Wrap-Up

On Saturday, March 26th, OCW had another successful Poker Ride. Many riders pedaled 25-55 miles to some (or all) of the eight bike shops listed below. The weather was perfect, the bike shops were friendly, and it was a fun day for everyone.

In addition to having a good excuse to get out and ride with our friends, many riders appreciated the opportunity to visit some local bike shops that they hadn't been to before. After the ride, everyone turned their cards into the Pit Boss, Terry Kessler. The two top winners with 4 of a Kind were Terri Willert and Tony Hutchinson.

The winners had some nice prizes to choose from. OCW donated a few gift cards and Trails End Cycling donated a premium bike pump! JAX Bikes offered a free tune-up and Irvine Bicycles also made a donation. OCW members also contributed a variety of great gifts and dessert.

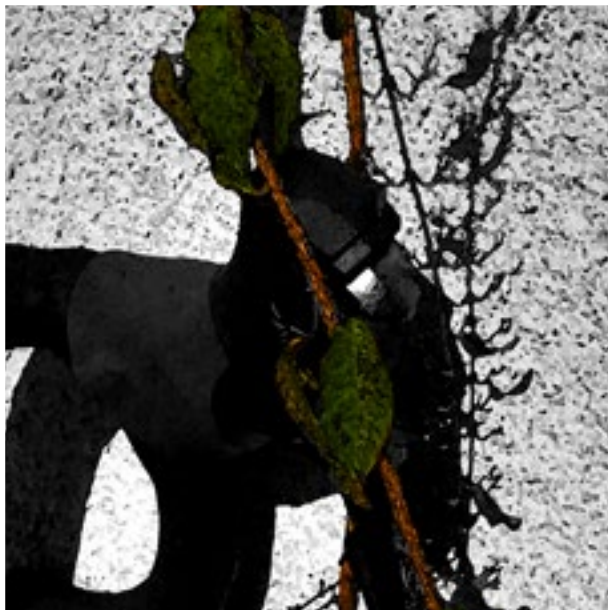
Thanks to these great local bike shops for participating:

Trails End Cycling  
Irvine Bicycles  
Rock N' Road  
The Unlikely Cyclist

JAX Bicycle Center  
Pure Ride Cycles  
Laguna Beach Cyclery  
ARB Cyclery







# Shifting Gears

By Peter Gerrard

Tess squinted through the harsh morning sun at the bicycle Mike had rolled out of the garage. His eyes twinkled with excitement, but the lines on his forehead signaled anxiety. He was waiting, and Tess knew a reaction was called for.

A few moments earlier she'd been cozied up with her cat, Belle. They'd both been perched on the recliner—Tess reading, the cat purring, one eye on the magpies flitting outside the picture window, the other on Tess.

There were babies involved for the magpies: Tess had found the nest cradled in a hidden crook in the banana tree the day before, and saw the white, downy heads of the chicks. She'd abruptly forgiven the birds' frantic screeches and posturing. Was it out of a kindred sense of motherhood, or at least the possibility?

Mike's call to, "Come outside please," had a tone that piqued her curiosity. Tess had carefully stretched her legs as an alert for Belle before pulling the recliner's release lever, her feet hitting the floor in sync with the thump of the cat. The cat watched Tess pad her way toward the front door and Mike, then abruptly turned and licked her forepaw as soon as Tess opened the screen door and stepped outside.

Outside, looking at the bike, she leaned back, lifting her right hand to her chin as she did when asked for an opinion. It was a habit; she'd nurtured it as a delaying tactic when blindsided in grade school with questions about subordinate clauses, not that she really wanted to know about them. Or solving math problems involving fractions. By college it was perfected.

Her left brain leapt into action. It looked like a bike, the rational part of her mind reported. She realized that that's how her mind had been working lately, especially when Mike was involved. She really didn't know what else to say.

The bike was matte black, with some Italian name sublimated about anywhere it was possible to write that name, and the company logo emblazoned on the few spots too small for text. It had wheels, that were as somberly

dark as the frame, and one of the saddles Mike thought was "ergonomic." Mike had a faith in the progressiveness of technology that eluded her. To Tess, the saddle looked like something she'd seen in school that was designed to decrease the female libido and keep women quiet and squirming.

She'd read that now there were saddles with vibrators, you could get them from an on-line British sex toys emporium. She knew Mike would approve of the technology, especially as the batteries were rechargeable, but he would dismiss it as "too heavy for a road bike."

The suspect saddle was a semi-gloss gray, matching the tape spiraling in a mirror image on each side of the handlebars. It looked fast more than comfortable.

"Isn't it sexy?" Mike prodded.

Tess worked her chin some more. Sexy? Yes, it had flowing lines, with sensual curves and shapes, but it was inanimate. A trophy to look at and meaningless without someone actually using it, feeling the wind in her hair. And depending on the saddle, maybe more, but that wasn't what Mike was asking.

"I like the lines, and the color," she finally said.

Then, "Why do I need a new bike?"

"Yours is old, and I may not have

the connections to get you a new one when the new job comes through." Mike pushed the bike towards Tess. "Don't you think it's sexy?"

"You heard from Barnaby?" He didn't answer, and pretended to look at something around the bike's back brake. "And what's wrong with old?"

"Get your shoes and shorts," Mike said, "let's ride."

\*

They were on the bike path along the freeway now, the one that bends left after you cross Culver: you turn hard, or risk being captured by the Morning Glories that yearn to extend out as much as climb the wall marking the boundary of a housing tract. The path threads between that wall and an unusually tall chain link fence on your left. Even with the sky visible above and light filtering through the fence's diamond pattern Tess always found it claustrophobic.

Then she and Mike were through, the wall abruptly breaking a solid 90° right and the fence soldiering on to an ivy-covered sound wall muting the tidal noise of traffic rushing up the 405. In between grass, and a few trees, and the now unrestrained bike path meandered into the distance. The pavement was wet enough that it smelled like rain.

There were usually people walking dogs, often unfettered by leashes because this is one of

the few places in Irvine a cop car can't easily get to. Most of the dog walkers look a little guilty, unless they're glued to their iPods or phones, and then you are about as there as the dog they are vaguely exercising. The steady rhythm of the freeway is complemented by the "chk-chk-chk" of sprinklers working to keep the landscaping up to community standards.

"I don't understand how this shift- ing works."

"It's called Double Tap – tap it once and you'll drop down one gear. Tap it twice and it changes to an easier one. " To Tess Mike sounded vaguely patronizing.

Tess reached with her index finger, and followed the instruction. "Nothing happened."

"You need to push it," Mike suggested.

"You said to tap it, I tapped it."

Mike reassessed his choice of words. "O.K., you're right. It's really more of a push, so push it until you feel a click"

Tess complied. There was a clicking noise from the lever's ratchet, then a clank as the chain notched onto the next smaller sprocket.

"There you go!" Mike was so encouraging. They rode along in silence, alone with their thoughts, accompanied by the drone of the freeway.

"Why do I need this? I mean, it's

nice, but why do I need a new bike?

"You already asked that."

"I know. But it worries me when you replace something that's still usable for something that's new for the sake of being new."

Mike grunted as a reply. They pedaled on.

"You said something about a new job?"

"No. Well, maybe," Mike said quietly.

They were coming to the embankment where their bike path ended, intersecting another trail. They would have to turn towards the mountains to the east or follow the path towards the ocean. Or double back the way they'd come.

Tess wondered which way they would go.



# Hosteling International Christmas Trip



By Steve Skwarlo

couple drivers were not so careful. One drove off the road during the night. The descent into Hemet was magnificent as ever and relaxing once I got below 3,000 feet and onto dry roads. The next-to-last day took me along De Luz road to Fallbrook. This is the most delightful scenery in San Diego County. It was a great trip. Next year will be the 60th edition and my 70th year. The trip calls to me. Never mind unpredictable conditions. That's part of the adventure and conditions have been consistently favorable. Storms seldom swing this far south in December. That's why this trip has been possible for so many years.

I rode the trip on my 2004 Trek 520 touring bike. With fenders, rear rack and 700 X 32c tires it weighs about 27 pounds. The bike worked very well. One rider on the same model will be traveling from Alaska to Argentina this year after the Christmas Trip.

<http://sandieghostels.org/get-involved/christmas-bicycle-trip/>

<https://www.facebook.com/HIChristmasBikeTrip/>

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



The Hosteling International Christmas Trip is a six-day supported bicycle trip from San Diego to Palm Springs and back. 2015 was the 59th edition and one of many for me. There were 75 cyclists with a limit of 100. The youngest was 12 on his second trip and the oldest well beyond 70. Many levels of ability were represented. This was a distance challenge for me, 424 miles. I included off-route days, one of which was 114 miles through the Anza Borrego Desert. That was a long windy day with long gradual climbing. The other was the Palms to Pines highway from Palm Desert to Hemet. Snow and rain the night before encouraged me to walk thru the slush for a few hundred yards but without problem. Unfortunately a

## Spring Metric Wrap-Up

On April 2nd, and a magnificent weather day, one hundred and forty four OCW riders participated in the 2016 Spring Metric. Unlike previous years when we have encountered Santa Ana wind conditions or April showers, the weather cooperated and everyone had a great time. No accidents or mishaps were reported. Perhaps it was beginner's luck, since Liz and Stuart Gaston were first-time coordinators of the event. Despite Stuart's unusual recruiting tactics, perhaps inspired by the current crop of political candidates, volunteers came out to help as they always do, giving generously of their time and effort. The start/finish area was also new, using for the first time one of the official sheltered areas in Yorba Regional Park. There was plenty of sitting space and people stayed and socialized well into the afternoon in more comfortable surroundings than in years past. To all who completed the event, congratulations! And, to all who volunteered to make it possible, a BIG heartfelt Thank You!

Miguel Perea, President

The 2016 OCW Spring Metric is in the books. It was a great ride, with perfect cool spring weather, about 130 riders, great sag support and plenty of food for lunch from El Pollo Loco. The course was somewhat different this year from previous years. We spent less time on the bike trail and more time on the streets. The feedback from riders was very positive on the message boards. The ride started as always from Yorba Regional park and this year for the 1st time we rented one of the group picnic areas, which worked out perfect. Much cleaner than previous years, picnic tables for everyone to sit around and enjoy their post-ride meal and the tables were much easier for setting up and serving food and drinks. Looking forward to the 2017 ride.

Alan Vester, Mountain Bike Dude







# Rim to Rim Ride September 21-24, 2016

How will you celebrate “Bike Your National Park Day” September 24th, 2016? How about joining a small group planning a bike ride from the South Rim of the Grand Canyon to arrive at the North Rim of the Grand Canyon “Bike Your National Park Day.” Interested? Read On!

Goal: A celebration of “Bike Your Park Day” September 24th. A small group of riders will ride bicycles from Hermits Rest at the South Rim of the Grand Canyon to the North Rim of the Grand Canyon.

The plan is to "credit card travel" from hotel to hotel, carrying clothes, supplies, water and limited food/energy/electrolyte items deemed necessary for a 4-day ride. Riders will be responsible for their own lodging, meals, and transportation costs during the ride. It will be necessary for riders to make their own accommodation reservations. Links to lodging are included in this communication. However if you prefer to camp, there are campgrounds near each of the overnight stops.

## Schedule:

Arrival at South Rim: It is recommended to arrive on September 20, but not necessary. Be ready to ride at the departure time yet to be determined. The following link provides a variety of accommodation possibilities at the South Rim:

[https://www.usparklodging.com/grandcanyon/?utm\\_source=msn&utm\\_medium=cpc&utm\\_term=grand%20canyon%20lodging&utm\\_content=Find%20Lodging%20Inside%20the%20Nat'l%20&utm\\_campaign=Grand%20Canyon](https://www.usparklodging.com/grandcanyon/?utm_source=msn&utm_medium=cpc&utm_term=grand%20canyon%20lodging&utm_content=Find%20Lodging%20Inside%20the%20Nat'l%20&utm_campaign=Grand%20Canyon)

Grand Canyon South Rim Reservations: Phone 866.315.2980

Day 1: September 21, 2016  
Depart from Hermits Rest, to Cameron - 66 miles  
<https://www.camerontradingpost.com/>  
Reservations: 800.338.7385

Day 2: September 22, 2016  
Depart Cameron to Marble Canyon - 71 miles  
[www.marblecanyoncompany.com](http://www.marblecanyoncompany.com)  
Reservations: 800.726.1789

Day 3: September 23, 2016  
Depart Marble Canyon to Jacob Lake/Kaibab Camper Village - 45 miles  
[www.jacoblake.com](http://www.jacoblake.com) (Stay here if possible)  
[www.kaibabcampervillage.com](http://www.kaibabcampervillage.com)  
Reservations: 928.643.7232

Day 4: This is the National “Bike Your Park Day.” Depart Jacob Lake/Kaibab Camper Village To Grand Canyon North Rim - 43 miles  
<http://www.grandcanyonforever.com/>  
Grand Canyon Lodge-North Rim  
Reservations: 877.386.4383  
This completes the ride. Note: It will be difficult to get overnight reservations!

A return shuttle to the South Rim with your bike and luggage is available from the North Rim. Trans-Canyon Shuttle departures are available at 7:00 AM or 2:00 PM daily. Cost is \$90.00/person. Be sure to book two weeks in advance and advise that you will be traveling with your bike. To contact Trans-Canyon, call 928.638.2820 or make your reservation via:  
<http://www.transcanyonshuttle.com>.

However, a few things still need to be resolved:

- Staying at the North Rim for the night before returning to vehicles at the South Rim?
- Water availability along the route.

I will be completing a scouting trip, early spring, to take a close look at lodging accommodations, food/water stops, cell phone service, emergency possibilities and other routing possibilities. Additionally I will be developing a GPS route with an accurate mileage between lodging locations, and an idea of the elevation challenges we will ride.

For additional information and to confirm your participation please email [de.clark43@gmail.com](mailto:de.clark43@gmail.com), or call Dan Clark, 714.865.6227







## Channel Islands Bicycle Club and Adopt a Bike Path!

By Margaret Ann Mathews

In 1992, the Channel Islands Bicycle Club (CIBC) was the first group in California to adopt a stretch of a bike path as part of a new state program aimed at keeping bike paths free of litter and debris. This program is called the Adopt-A-Bike-Path with a goal to clear away brush, dirt and debris from the path. According to a Ventura Star article, the maintenance of the path is officially the responsibility of Caltrans, an organization that usually has higher priority projects and welcomes volunteer path cleaners. Since the original commitment, CIBC has maintained our responsibility of keeping the path cleaned. The 1.2-mile asphalt path runs along the Ventura Freeway just north of Emma Wood State Beach.

This year the rainstorms presented a major opportunity for our club to practice our environmental responsibility. Member Jim Teshima organized work crews over a period of several weeks to clean the piles of hardened mud off the path. The crews brought shovels, brooms, axes, a wheelbarrel and their enthusiasm to accomplish the task. This project is only one of the ways in which CIBC is environmentally responsible. Our club name is on the sign posted at the beginning of the bike path known as the Emma Wood bike path but officially named Omer Rains path.



*Editors Note: I thought this was very informative and interesting. I'm wondering if OCW can do the same here in the OC!*





# OCW Route Contest Winner!

**Congratulations to Rhonda Earick, the winner of the OCW Route Contest. She had multiple routes entries and her 46-miler was the winner. She won a \$25 gift card to the bike shop of her choice!**

**Thank you to all who submitted routes and for getting involved with OCW, our wonderful bike club! Even though the contest is over, we are always open to new and exciting (& safe) roads. Share your favorite route with one of our ride leaders. Remember, this is your bike club!**

## 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!

### TURNING 65 THIS YEAR?

Don't know if you should get Medicare Supplement/Medigap or Medicare Advantage? Call or Email Steve Davis 714.241.0366  
[Info@BearStreet-is.com](mailto:Info@BearStreet-is.com) [www.BearStreet-is.com](http://www.BearStreet-is.com)  
FREE QUOTES for Individual, Family & Small Groups  
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949.885.6467

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Independent Associate  
Small Business and  
Group Benefits Specialist  
949.735.7605  
[tcmclain@legalshield.com](mailto:tcmclain@legalshield.com)

### Pace Sportswear

12781 Monarch Street  
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714.891.8716

### AdventureCORPS, Inc.

638 Lindero Canyon Road  
Suite 311  
Oak Park 91377

### Bent Up Cycles, Inc.

23400 Peralta Drive, Unit C  
Laguna Hills 92653  
949.328.9699  
[www.bentupcycles.com](http://www.bentupcycles.com)

### MVP Massage Therapy

15375 Barranca Parkway  
Suite J-104  
Irvine 92618  
949.439.0673

### Rock N' Road Cyclery

6282 Irvine Blvd.  
Irvine 92620  
949.733.2453

### Yorba Linda Physical Therapy

16615 Yorba Linda Blvd.  
Yorba Linda 92886  
714.577.0745

### The Bicycle Tree

811 N. Main Street  
Santa Ana 92711  
714.760.4681

### Trails End Cycling

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