

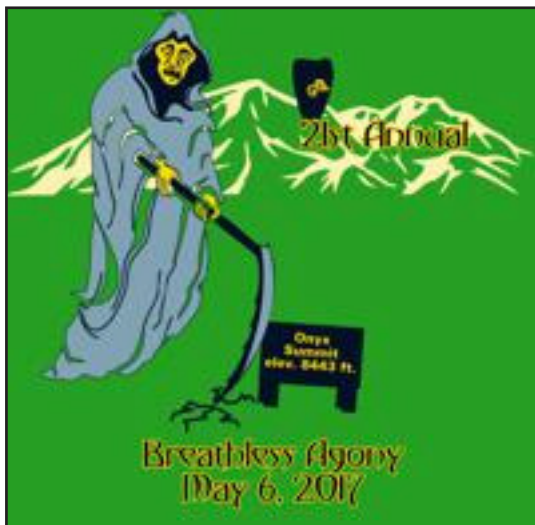


A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



Winter  
2017

HAPPY NEW YEAR  
**2017**



# New Year New Changes

By Mike Lee, Ride Director, Webmaster

Some of you are already aware of the major change in the club, but I will enlighten you so my email requests and information brings you up to date. We are in the process of acquiring Breathless Agony from Robert and Jill Kahler. We will be the main contact in managing the event for 2017. As such I have retained the position of managing this ride along with the recruitment of volunteers that I have been doing for the past 5 years with OCW. We are in the

process of adding the Breathless Agony event to the website. Registration for the event opened on January 9 @ 8:00 pm. We already have over 50 riders registered and by the time you read this we will be hovering close to 75. So, my request is to merge the previous volunteers from Kahler Cycling Academy with the OCW team to bring a new level to the ride.

*Continued on Page 24*

# 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

Drought...What Drought???

What crazy weather we've been having lately, after years of basically no rain. I can remember over the last few years not having to take much time off my mountain bike because of wet, muddy trails. This is the first year I haven't been able to ride my mountain bike for over a month because of rain.

Because Alan and I are members of IMBA, and we also work closely with the forest service in Idyllwild, we strictly adhere to trail etiquette as well as the forestry and park trail closures after rain and fire. So with that said we've been on our road bikes, hiking and just plain enjoying walking in the rain. So I've been getting exercise, but I really miss my mountain bike.

Hopefully this recent rain has made more than a dent in our drought situation, and we are only just beginning into February! We can only hope.

Enjoy the ride!

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## EVENTS 2016

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Awards Banquet	February 18
Spring Metric	April 22
Breathless Agony	May 6

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Miguel Perea

# from the PRESIDENT

Hello OCW and welcome to the Winter edition of Chain Reaction! And Winter it is, as we haven't had weather like this in quite a few years. On the other hand, the frustration of not being able to ride whenever we want is tempered by knowing that all this rain is replenishing our lakes and reservoirs. And that is something we are all glad about. Some of us have even discovered the joy of having a cup of tea sitting by a warm fire.....on a Saturday morning! I am sure we are also thinking that this cannot possibly last much longer, and pretty sure the dry, sunny days will return and our biggest worry will be whether we need to wear arm warmers for tomorrow's ride.

This year will be an important one for OCW as one of our signature events, the Ride Around the Bear, will no longer take place after 32 years of magnificent climbs from Redlands to Onyx Summit. In recent years the participation had been dwindling, in some cases because of the extreme heat, but mostly because of the increasing risk of riding up highway 330 with virtually no shoulder and being buzzed by cars and motorcycles alike. Ah, but instead, OCW will be running another event, just as challenging, if not more, and with 20 years of experience. I am talking about the Breathless Agony event, which has even more climbing than the Bear ride, and is one of three components of the King of the Mountain competition. OCW has committed to taking over the event from the previous owners, Robert and Jill Kahler, and with their collaboration and all the loyal OCW volunteers I am confident we will bring new life and enthusiasm to a great road ride. The date is set for May 6, and Mike Lee and Raffaele Spennato, our old and new ride coordinators, are already

busy collecting permits, arranging for park and rest stop locations, and asking for volunteers. May will be here before we know it and we hope to see you all soon out there.

The annual OCW Awards Banquet is already set for February 18th, at the Villa Restaurant in Orange, and the registration is already available on the OCW web page: [https://ocwheelmen.sportngin.com/register/form/372999565?\\_ga=1.80510999.1464735781.1484948635](https://ocwheelmen.sportngin.com/register/form/372999565?_ga=1.80510999.1464735781.1484948635)

This year's guest speaker is seven-time mountain bike world champion Rebecca Rusch. Rebecca has also won the Leadville 100 a record four times, and is known in the world of cycling as the Queen of Pain. For \$20 a person, and each member can bring one guest, you get a fantastic meal and get to listen to an inspiring figure. Hope to see you there.

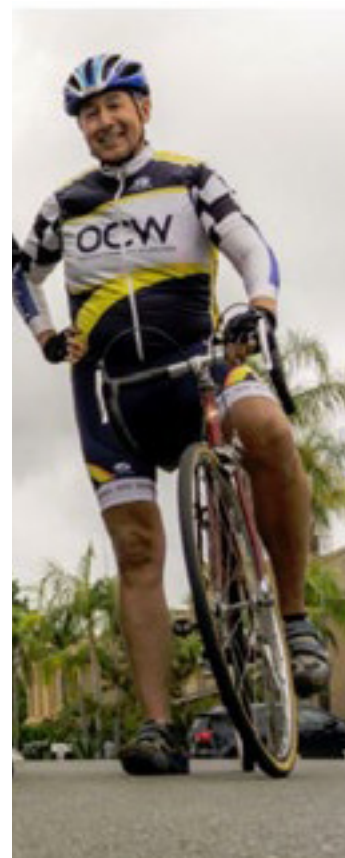
It is somewhat surreal to watch the transition of political administrations in Washington, as my own two-year term as president of OCW comes to an end. Fortunately my successor, the illustrious Welshman John Renowden, will only have to manage the challenges of an already well-run and beloved bike club.





It has been a real joy and a privilege to serve the club and all of you for what seems like a very short two years. The timing couldn't be more appropriate as Karla and I just learned that we are going to be grandparents this year. We'll be a little busy in 2017 but I intend to be out on the road with you as much as I can.

I wish you all a fantastic year in every respect. Be safe and don't forget the sunscreen!





# Orange County Wheelmen

# Awards Banquet



## Guest Speaker **Rebecca Rusch**

**Author of Rusch To Gory**  
**Seven Time World Champion**  
**Four Time Leadville 100 Champ**  
**Firefighter**

When describing Rebecca Rusch's athletic achievements, it may be easier to talk about what she hasn't done, but, like Rebecca herself, we're doing this the hard way.

Her national and world titles in whitewater rafting, adventure racing, orienteering, and cross-country skiing certainly impress, but

they only set the stage; it's the two-wheeled victories that really lengthen her resume. Rusch's mountain bike accomplishments would strain the pixels on your screen. National wins across multiple off-road formats top the list, as well as record-setting victories at storied ultra endurance races like the Leadville Trail 100, Dirty Kanza 200, and 24 Hour MTB World Championships. Not content to wait for the race to come to her, Rusch also claimed the record on the 142-mile Kokopelli Trail, coming in more than an hour and a half faster than the previous champion. It wasn't her idea, but it doesn't take a professor to see why she earned the moniker "The Queen Of Pain."

While maintaining this laundry list of accolades would be enough for most athletes, Rusch takes no such time to rest on her laurels. Her SRAM Gold Rusch Tour has been traveling to races and events across North America to help get more women in the saddle and riding their bikes through skills clinics, social events, and group rides. She created Rebecca's Private Idaho, a grueling gravel road event in her hometown of Ketchum that attracts hundreds of riders to her backyard every year, all for charity. Organizations like the International Mountain Bike Association, World Bicycle Relief, PeopleForBikes.org, the National Interscholastic Mountain Bike Association, and the Wood River Bicycle Coalition can count her as an official ambassador and, in some cases, board member.

All that, and she's still a firefighter and EMT with the Ketchum Fire Department and walks her dog, Diesel, just about every day.

**Saturday, February 18, 2017 starting at 5pm**  
**The Villa in Orange (new venue)**

<http://www.ocwheelmen.org/page/show/424938-awards-banquet-officer-installation>





# RIDE TO THE EDGE OF THE WORLD

Story And Photos By Alan Dager

December 28, 2016, was a typical summer day here in Tierra del Fuego: blustery, rainy, cold, sunny then windy again, changing every 15 minutes. Just outside Ushuaia, Argentina, the southernmost city in the world, was the riding stable: Centro Hipico Fin del Mundo.

It was a fine day for going on an exciting ride on the trails in the forests and along the shore of this spectacularly beautiful place. The excellent staff helped me up on my horse, Zodiac, and showed me how to properly place my feet in the stirrups. The saddle was a Western style, made of aluminum instead of leather with a thick natural wool pad.

It had been more than twenty years since I rode a horse, and I had some trepidation about riding. Would I be able to stay on? Would Zodiac keep upright on the narrow, steep, winding, muddy, cliff-side trail? Well, I trusted that he would because he didn't want to fall any more than I did.

Two guides took our group of about 14 tourists immediately down a very steep section, through some mud and stream crossings,

and even on a steep, muddy, slippery path that I could hardly have walked on.

Thank goodness Zodiac had four feet, being more stable than I am on two. But after about a half hour of riding, I did witness a horse falling down, sending its rider tumbling. The photo of the re-group scene shows where it happened. Fortunately the rider was not seriously hurt, but that fall ended her ride. Her husband's ride ended there, too, and another rider didn't continue so three horses had to be led, riderless, back to the stable. It was a wonderful hour and a half, but I was glad to get back in one piece. What an adventure!











# ROAD TO RECOVERY

## TWO BRIDGE TOUR AFTER A MASSIVE CARDIAC EVENT

BY STEVE OGILVIE

Steve Ogilvie, 52 and his son Daniel Ogilvie, 20, both of Riverside completed their self-supported, self-titled “Two Bridge” tour in October of 2016. Using Maps from the Adventure Cycling Association and information from the book *Bicycling the Pacific Coast*, they set out on their own on a Saturday morning, with no specific plans as to how far they would ride each day or where they would stay or how long it would take. They only knew they were riding two bridges: The Golden Gate Bridge to the Coronado Bridge.

They drove to the north side of the Golden Gate Bridge in San Francisco, packed up their gear and began their ride toward San Diego. They have road bikes and added racks and saddle bags to their bikes to carry their tents and sleeping gear for their southern route ride. They mapped out every campground along their route, bike shops, places to see, places to eat and points of interest. Over the last several years, Steve and Daniel have ridden multiple double centuries throughout California and many single-day rides, but have never rode on a multiple-day ride.

Things changed for the two in February 2015, when Steve suffered a major heart attack with full cardiac arrest, and fortunately he was revived through CPR and an AED which were close by.

He was rushed to the emergency room with a 100% block in his LAD and had suffered what is appropriately titled a widow maker heart attack. After suffering the cardiac event, Steve was limited in his mobility for a period of time and went through several months of cardiac rehabilitation with changes in diet and necessary changes in his work. After several months of cardiac rehabilitation, he had another cardiac event which again required hospitalization and another stent later that year.





Working with his physicians and his cardiac team, Steve continued rehabilitation with a consistent exercise regimen which included jogging, cycling/spinning, and strength training. Through persistent training, Steve was feeling better and he and Daniel were ready to take a challenging ride. They left San Francisco on a beautiful sunny day. They rode 85 miles on Day 1 and stayed in New Brighton State Beach. On Day 2, they hoped to get to Big Sur. However, the Big Sur campgrounds were closed and they had to keep the day short and stayed in Monterey, setting up camp and going to town to enjoy the city.

Day 3 included their climbs up to Big Sur and the ride down to Pfeiffer falls. The weather was quite warm and their bike temperatures were at 105 for a portion of their ride. They stayed beachfront at a little state park in Limekin and enjoyed a beautiful sunset. Day 4 was another day of hot temperatures, hotter than the day before and they had their first mechanical trouble which required stopping at a local bike shop to have the brakes adjusted and fixed. This was a 100-mile day and required them to set up camp, ride to town to grab some food and find a laundromat for a good wash of four days of clothes. On Day 5, during the ride to El Capitan state beach, Daniel broke a spoke on his rear wheel

which made the bike quite wobbly with all the gear on the bike and they had to slow down until they could get to camp. They were still ten miles from the next bike shop, but made arrangements with a local bike shop to open a bit early in the morning. On Day 6, they woke up early to head into Santa Barbara to get the spoke replaced and continued their ride. Just before arriving in Malibu, Steve had their first flat tire as they rode into an RV park for the night. Now they were entering familiar territory and knew the way down to San Diego.

Day 7 took them down to San Clemente state beach before their final ride down to the Coronado Bridge on Day 8. They rode through Los Angeles, Orange and San Diego counties with little effort and enjoyed the speed they could ride down the coast. They arrived at the Coronado Bridge and felt the victory of 635 miles and 28,000 feet of climbing over the last week. California coast is a beautiful ride and can be thoroughly enjoyed when you have no predetermined plans and take the time to see the sites along the way to enjoy the state in which we live. You will find that many people from across the country and from around the world travel this route. Some for a small part of the state which they rode and others going from Canada to South America. They carried no food and ate only at local-owned restaurants and enjoyed the company of many natives along the way. The local bike shops were fantastic to go out of their way to help them get back on their path and gladly provided them with the nutritional fuels cyclists need.

For cyclists who suffer setbacks, cycle on. One's speed on the open road or the ability to climb hills may never be the same as it was before. However, as Steve's cardiologist says, 'at least you are riding' and what a ride it was for them. The ability to make the ride was assuring to Steve that recovery happens. The ride with his son was an incredible experience, never to be forgotten. They are looking forward to the next long ride, hopefully this year, from Canada to San Francisco to complete their ride of the Pacific Coast.









# 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.*

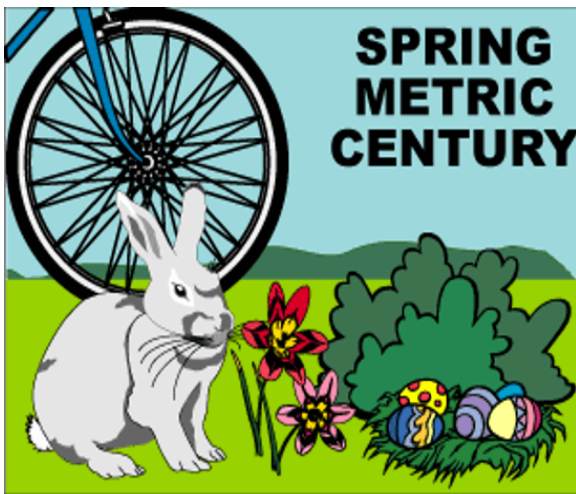
*Judy Aronson, volunteer for Hannah's*

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

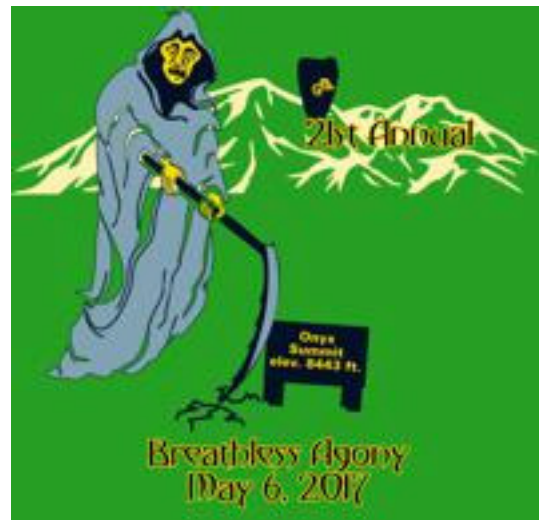
# UPCOMING EVENTS



Saturday, February 18  
THE 2017 Annual  
Awards Banquet



SPRING METRIC  
APRIL 22, 2017



Breathless Agony  
Saturday, May 6, 2017



# Goat Hill

By Alan Vester, Mountain Bike Dude

## Mountain Biking Geared Toward the 50+ Rider

### 2016 Recap

2016 was the best year ever for Goat Hill. We had more scheduled rides than previous years and went to a few new destinations. We rode in Irvine Regional Park, Black Star Canyon, Tijeras Creek, Peter's Canyon, Santiago Oaks, Idyllwild, Bommer Canyon, Chino Hills, and even rode in the San Gabriel Mountains to Cogswell Dam.

I had more riders turn out for rides in 2016 than in years past, so something must be working.

Personally, I really like the vibe of the Goat Hill rides because they are not competitive in nature and they take on more of a social feel and makes for a fun mountain biking experience. We have Dave and Mary Park who pilot their vintage Cannondale tandem mountain bike and take it on any of the trails presented to them. The two of them are fearless.

We took one of our rides in Laguna Wilderness Park and when we came to "Lizard Trail" which is technical and steep, I suggested to Dave that he take an alternate route and meet us at the bottom of the trail. Dave's response was, "What, and miss out on all the fun!"

I could barely watch as he and Mary mounted their tandem, dropped in and rode the trail to the finish. Unbelievable!

We had more guest riders in 2016 than ever. One rider, Rebecca Grant, joined us at the end of the year for a few rides and especially enjoyed the Tijeras Creek ride which is my favorite ride in South Orange County. Rebecca can definitely hold her own on the trails and is a great person to have along on the rides.

Well, it will be tough for Michelle and me to come up with an encore for 2017, but if it is half as good as 2016, I'll be ok with that.

In case you're interested, this is a video I shot in Chino Hills, and yes it is actually me riding the mountain bike. It's a little long at 12 minutes, but it starts at 4 Corners, goes up Raptor Ridge and down Fault Line Trail. The video was shot at 1080P, so change the You Tube settings to 1080p for maximum viewing.

<https://www.youtube.com/watch?v=nDrKk7piqKY&t=26s>

See ya on the trails!





# The Spin is ON

By Charlie Nickell



If one more runner on a cross-trainer bender gushes about how great spin class is, I'm taking hostages. Where is the fun in pedaling a bike missing a wheel for 45 minutes while going absolutely nowhere, while listening to rap remixes of Taylor Swift songs? I don't get it. Isn't the point of turning mechanical cranks via human power to actually create forward motion - to go somewhere in life? When the excitement of spin class ends and you return to your car do you just rev the engine for the next hour without leaving the parking lot? Hey, why not - the engine gets a good workout.

It's interesting to note that I've never been asked to attend a treadmill class. Why would I? Who needs some overly groomed fitness instructor barking orders on how to run on a perfectly balanced treadmill? If you stop moving your feet on a treadmill, you can kill yourself - yet no safety or motivational instruction exists. If you stop pedaling your spin class device, I'm pretty sure the crankshaft stops moving. Spin "bikes" look pretty stable and self-explanatory. My couch doesn't tend to shift around. Do I need a couch coach to keep my heart at the proper aerobic rate while mowing through my Cheetos and channel surfing for "The Shawshank

Redemption?"

Okay I admit it: It's not a balance issue that requires a spin instructor. The purpose of the instructor is for pure distraction since you're not really going anywhere and they (evil corporate America) don't want you figuring that out? If you really liked to bike, you'd be outdoors, and there are no monthly fees for that so the corporate health spin is on full throttle to keep you indoors (where you belong).

I have a used LifeCycle in my garage for rainy days when I can't run outside. It has a "Hill" program that I mostly use. I typically pedal the device for 48 minutes and after the program finishes, the LifeCycle turns off and the LCD displays three meaningless totals: 48 minutes exercise time (oh, thanks, that was so confusing, what day is it?), 6.4 miles covered and 680 calories burned. Okay, so 48 minutes makes sense. Looks like the LifeCycle and the rotation of the earth around the sun are in sync. What about the 6.4 miles? I haven't moved forward one physical inch, much less 6.4 miles. It's a three-car garage, for chrissake. Hmm, 680 calories burned. How does the machine actually calculate my metabolic burn rate? The only thing touching the bike is my butt. I typically drink an entire bottle of CarboPro 1200 30 minutes into the mind-numbing drill. I'd bet I'm carbo-loading 800 calories or more during the supposed workout. And, my garage slab is at a slight downgrade so when the water heater blows, killing our pet salamanders, everything drains out the driveway. Admittedly, if you run street marathons my garage is a ma-

jor hill but to me it's flatter than Cameron Diaz. Make no mistake, the LifeCycle and its evolutionary evil offshoot, the dreaded Spin Bike and associated classes, are closely related.

What's the point here? If you're going to move your feet around for hours on end, wouldn't it make more sense to do it outside and actually experience something? The point of exercising, in my so humble opinion, is to detach from human-made devices (stereos, buildings, CNN, strip malls, Danskins, male Spandex workout pants) and tap into the real world that supports your very existence; focus on the oxygen process instead of some chicks'/dudes' sweaty glutes. Do we need 42-inch plasma screens with some motor-mouth honey badger telling us to spin faster? "You're doing great Jane, excellent work going absolutely nowhere." Last time I checked, Spin class, like its many robotic predecessors - aerobics, dancer-size, step aerobics, T-Bow, the foxtrot, whatever - are just weak attempts for the 24 Hour Witless operations to keep the masses from getting bored in the freakazoid environment known to the thankful animal kingdom as the indoor gym. The small, grungy lockers with naked guys drying themselves off sprawled out under the wall hand dryers - egads, it's all so normal until you go for a long run or ride and think about it.

News flash: stationary bikes indoors with some person yelling at you is not fun. Great workout? Super to hear, good luck in your next stationary ultra or century ride. Here's a tip: If you go to a garage sale and there's a bike with one wheel, tell the guy it's broken and you'll haul it off for five bucks. Spending four grand on a Lance Armstrong or similar spin bike is the scam of the century; it's like buying a Ferrari with no rear end.

I could go on for hours, but I have a "trampolining" class tonight and have to split. Oh, never heard of it? I'm totally hooked on the group mini-trampoline phenomenon at Three

Hour Exercise Emporium. I'm going to log 35 minutes of indoor fly time with a total gain of over 17 vertical air miles and never leave a 4x3 space inside some converted warehouse that I don't recognize as such because they've cleverly painted the air ducts and ceiling jet black. The camouflage is so real it's like staring into the sky on a crisp winter night. Is that Venus? I could stay forever.

*Charlie Nickell is a freelance writer and entrepreneur. As a seasoned ultrarunner, he editorially covers ultra-marathons and other endurance events. His entertaining rants/articles can be found on his custom tech shirt site, [www.nduranc.com](http://www.nduranc.com).*





## General Stretching Routines For Bicyclists May Help Maintain Flexability



Article By  
Doug McIntyre

Courtesy Of  
Yorba Linda  
Physical Therapy  
and Vince Balog

Recently while walking through my home, without so much as a warning my left knee gave out causing me to almost fall. X-Rays revealed that the left meniscus had deteriorated, the joint has arthritis and is almost bone-on-bone.

My orthopedist, who repaired my meniscus and ACL in 2002, advised against surgery and to keep cycling. He prescribed physical therapy to help relieve pain and recommended Yorba Linda Physical Therapy knowing they were bicycle-oriented. Coincidentally YLPT is one of the businesses OCW suggests its members support.

At YLPT I was introduced to Vince, an avid road bicyclist, who knows well the kinesiology involved in bicycling, and empathized with my condition. Vince evaluated me, determining that my hamstrings and quadriceps were strong enough, but too short, a condition he explained is caused by inadequate or, in my case, no stretching after a ride. Vince also noted that my hip flexors and abductors as well as my abdominal muscles could be stronger. He explained

that all these muscles work together when cycling and by lengthening and strengthening them the knee will be better supported overall and the condition causing pain would be minimized.

Vince then developed a stretching and exercise plan with the objective to lengthen my hamstrings and quadriceps, as well as to strengthen my hip muscles and abdominals. He along with Mike and Kayla worked with me for a month to ensure that I did the exercises and stretching using the proper form, which is very important to meet the objectives.

At each of my visits, Vince evaluated my progress and adjusted his plan as I got stronger or if I was having difficulty with an exercise.

I just completed my visits to YLPT, the knee is improved and I continue to cycle, but will continue to do the stretching and strengthening exercises learned at YLPT at home and at the gym. Especially the stretching after cycling, which we all should be doing.

oOo



Some general stretching routines for bicyclists to help maintain flexibility are provided here, courtesy of YLPT.

Each stretch should be held for 30 to 60 seconds, repeated 2 to 3 times, always after riding, and never before. Stretching before riding can decrease muscle power output for over an hour.

Should you or any of your cycling friends have a need for physical therapy, YLPT should be considered.

~ Doug McIntyre





BY JOHN RENOWDEN

# BIKES OF CUBA

In December 2016 I took the opportunity of the more relaxed travel restrictions to visit Cuba on a Photo Tour organized by Road Scholar. An historic time, arriving during the period of mourning for the death of Fidel Castro. Cuba is an amazing place and somewhat different from the image I had gained from the media. Not all of the buildings are crumbling. The center of Havana is in quite good repair. Beyond the center though the buildings are indeed crumbling. There are some surprisingly good restaurants, often hidden away in a back street, with very little advertising. Neon signs are quite rare. Above all I was taken by the friendliness of the people. They love to have their picture taken and really appreciate it if you show them the result. I asked a local photographer about this and he said it's because they are a proud and confident people. You would think that following the years of the American embargo they might bear a grudge, but not at all. They welcome the opening up of the travel restrictions, which have enabled many to start a modest private enterprise.

On part of the tour we stayed in a Casa Particular (a private home with rooms) for \$20/night. Sounds cheap but when you consider most Cubans earn around \$30/month it's not something the locals could afford.

This brings me to the bikes. America has 800 cars per 1000 and Cuba has 38. This means that outside Havana bikes and horses are the predominant means of transport. Not only that, many of the bikes are ancient. Pretty much every bike either has a large box attached or a passenger. When we ordered a cab, a Pedicab turned up. This was piloted by a wiry guy who somehow managed to power up hills and over cobbles with no gears. We persuaded him to let me have a go, much to the amusement of the other drivers when he was sat in the back. Cubans have learned to be resourceful and this bike had a foot brake mechanism attached to the downtube, and that was when I discovered the brakes were totally ineffective. Any amount of heaving on the pedal made no difference at all.







# Hiking Corner



Submitted By: Larry Linn and Doris Bingo  
Pictures By: Doris Bingo



**Hike with Michelle and Alan and Doris to Idyllwild January 2, 2017**

Doris and I met Michelle and Alan in Idyllwild at the Town Baker for breakfast and the best Sticky Buns and coffee around. Because of crowded conditions at Humber Park, we all decided to begin the hike from the Creekstone Inn, where Michelle and Alan were staying, and there was room for Doris to park her car. We walked from the Inn up Fern Valley Rd to the trail head. Your author was still recovering from a nasty cold but thought I could stay up with the group. Wow was I wrong. Never try to keep up with Michelle, even on a good day. Out of sympathy, Doris stayed with me while we watched Alan and Michelle disappear around the bends ahead. We continued to walk up the Devil's Slide Trail for about a mile. I had to give up and Doris tried to catch up with the others but managed to only get within voice distance to get their attention and let them know we were headed back down.

Later, Alan told me that they made it up to Saddle Junction. On the way back, Humber Park was full of people and cars. There was a massive traffic jam going around in circles in the parking lot. In all fairness, this was the last day of the long New Year's weekend so a lot of people were enjoying the time off, but it was a madhouse.

Back in Idyllwild, at a little before lunch time, Doris and I tried to find a place to eat, but all the good restaurants were super busy and their parking lots were filled up. So we decided the best thing for us was to head down Hwy 243 to Beaumont and find a place to eat. We tried Guys Italian restaurant in Beaumont, but as usual it was closed. Never mind what the sign on the door said. Ultimately, we ended up at Bob's Big Boy in Calimesa. We had a nice relaxing lunch there.



Our hike was only 5.7 miles with 1,360 ft of gain. Not what we usually accomplish, but under the circumstances, I can't complain. I am sorry to report that Doris caught my cold, however she rebounded quickly.







# Bike Escort Team for the Long Beach Marathon

By John Renowden

When the call came out to OCW members at the end of September...

*"Lenny Isaacs is organizing a bike escort team for the Long Beach Marathon Oct 8-9.*

*The goal is for you and a partner to follow one of the lead running (or wheelchair) athletes and call in their time every mile to the race tracking team."*

So I volunteered, not knowing anything about it and so did Terry Kessler. The tough part was having to get up at 1:30 am to meet up early to pre-ride the first section of the course. I was allocated as Sweep for the wheelchairs, so I hung back at the start to partner the last contestant. Walter was competing for the first time using a borrowed heavy looking Hand Crank. The "Pros" had low-slung speed machines and shot off at amazing speed. By contrast Walter's machine looked more like a tractor. It was so heavy it needed pushing up the short hills on the course. Despite the limits of his machine Walter did great and was so happy to finish. For my part, I was able to ride the closed course to support a great guy who is now going to be looking for a fast machine for the next event.





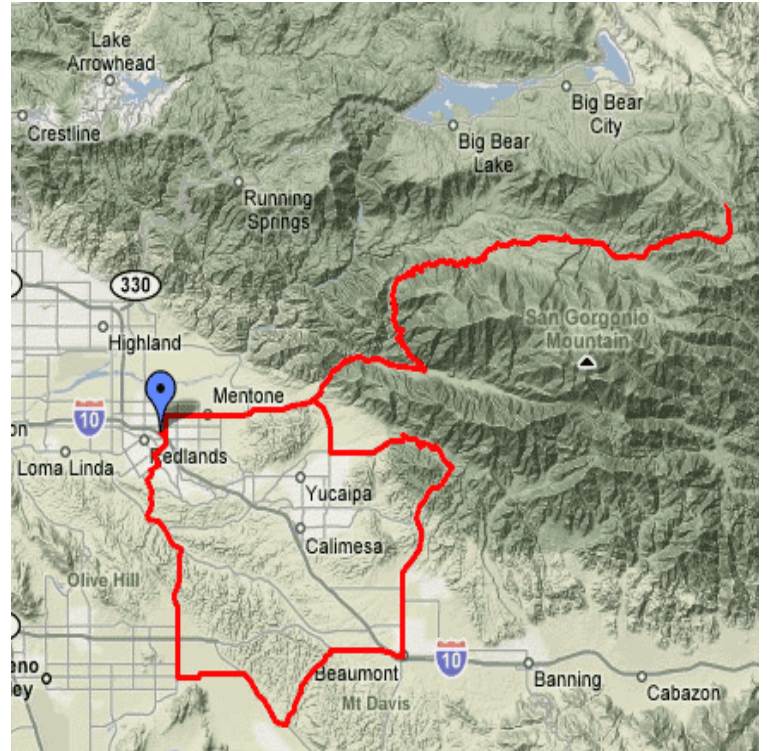


*Continued from Page 1*

The OCW board with my advice decided to end the 32 years of producing the event. The traffic on highway 330 with my firsthand knowledge of living on the hill and experiencing the increase in traffic starting on Thursday of mountain visitors brings a level of danger that could become a liability to our riders.

Breathless Agony brings a new ride to OCW and with our many years of staging Amtrak, The Bear, and the Metric Century rides we are well poised to bring success to Breathless Agony. We have a great leadership team from the OCW Board of Directors.

If you want to help in any capacity or continue in your previous efforts please contact me at [mike.lee@ocwheelmen.org](mailto:mike.lee@ocwheelmen.org)







# Cheese Steaks



## Ingredients

8 SERVINGS

### Peppers And Onions

2 tablespoons olive oil

4 large onions, sliced  $\frac{1}{4}$  inch thick

3 large red and/or green bell peppers, seeds removed, sliced  $\frac{1}{4}$  inch thick

Kosher salt, freshly ground pepper

3 tablespoons white or red wine vinegar

### Steak And Assembly

4 pounds boneless beef short ribs

8 10-inch-long Italian sub rolls

Vegetable oil (for griddle)

Kosher salt

Freshly ground pepper

10 ounces white or yellow American cheese slices (about 16)

10 ounces mild or sharp provolone slices (about 16)

# The Hungry EyeList



## Preparation

### Peppers and Onions

Heat oil in a large pot over medium-high. Add onions and bell peppers and season generously with salt and black pepper. Cook, stirring often at first then only occasionally as vegetables soften, adjusting heat as needed and adding a splash or so of water if vegetables are browning too quickly, until golden brown and very tender, 25–30 minutes.

Remove pot from heat, add vinegar, and give everything a good stir. Taste and season with more salt if needed.

### Steak and Assembly

Place short ribs on a parchment-lined rimmed baking sheet and freeze, uncovered, until firm around the edges but still yielding in the center, 45–60 minutes.

Cut short ribs in half crosswise, then lengthwise into very thin slices. (It's better to have thinner, less-regular slices than thick, even slices. Either way, don't stress; whatever you do will be more than fine.) Divide meat into 8 portions (about 8 oz. each), using sheets of parchment paper or plastic wrap as dividers.

Slice bread in half lengthwise, keeping a long side intact. Heat a large griddle across 2 burners over medium—a flick of water should sizzle on contact. (Or use a large cast-iron skillet and cook 1 portion at a time.) Lightly coat griddle with oil. Place 2 portions of meat (about 1 lb.) on griddle; season generously with salt and pepper. Cook, pressing down and pulling slices apart using 2 metal spatulas, until half-way cooked through (you should still see some raw spots). Scoot meat into 2 oblong portions no more than 1" high and top with some onion-bell pepper mixture. Top with 2 slices American cheese and 2 slices provolone cheese per pile. Cook, undisturbed, until meat is browned and crisp underneath and cheese is melted, about 4 minutes. Transfer each portion to a roll; slice in half crosswise. Repeat with remaining ingredients. Serve topped as desired.



# It's Official: Cycling Makes you **HAPPY**



**By John Renowden, Vice President**

A recent article published in Cycling Weekly reports on a “Wellbeing Study”, involving 1,000 adults, that concluded an active lifestyle raised the wellbeing score by an average of 13%. Apparently it's not just the physical activity but also the mental stimulus that registers higher scores. Of course, we cyclists already suspected this. It's a curious paradox that suffering leads to happiness.

Cyclists push themselves hard, and for extended periods, resulting in aching muscles and exhaustion but this generates a great sense of achievement and satisfaction. Being a member of a cycling club raises the wellbeing potential to a much higher level. Riding in a group of like-minded individuals offers camaraderie and, for those that enjoy the speed, a level of competition as the pace increases. I find it quite remarkable how resilient the body can be to such abuse. Riding over Big Bear, riding the Pyrenees, riding double centuries, no problem.

With the Awards Banquet coming up I note two of our club riders clocking up 10,000 in 2016. I was also struck by Chuck Bramwell's excellent report on the California Triple Crown series, listing riders who have completed 50, 100 and an astonishing 150 double centuries.

So, as Nike says, Just do it. Only endurance athletes understand the lovely achy feeling in the legs the morning after a hard day's riding. Let's all look forward to a rocking 2017 with lots of fun and wellbeing.





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## SATURDAY RiDE LiKE A PRO

PLEASE CHECK OUT THE OPPORTUNITY TO RiDE THE SATURDAY SHORT RiDE WITH ONE OF OUR FRIENDLY LEAGUE CERTIFIED INSTRUCTORS (LCIS).

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!

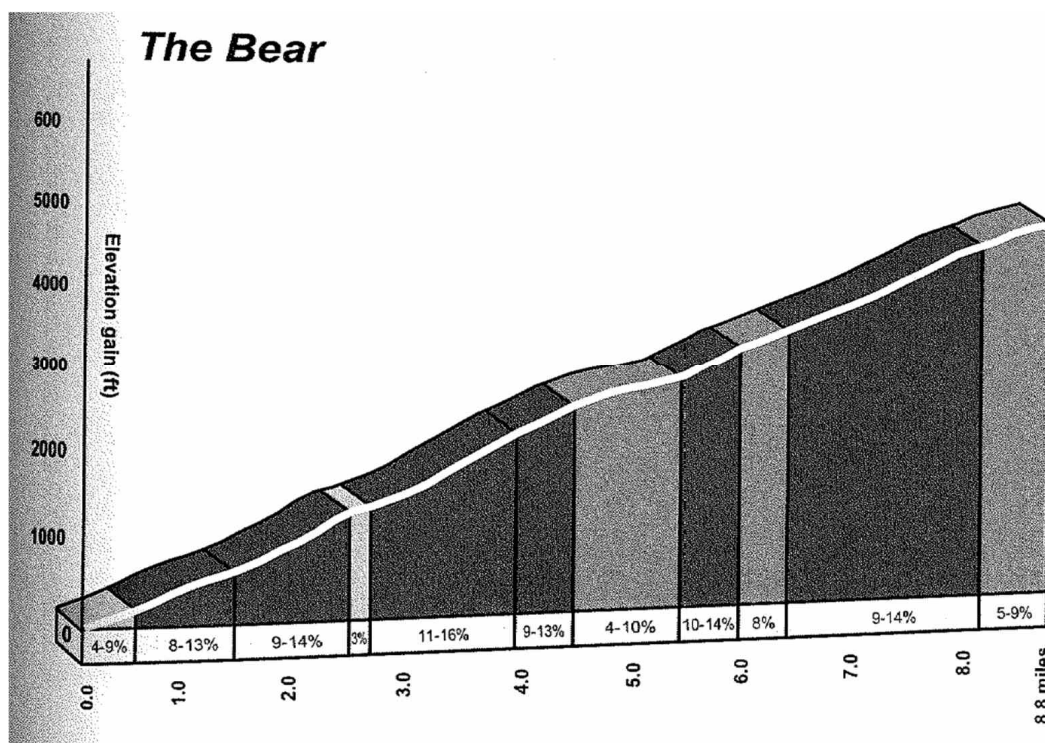
FOR MORE iNFORMATION GO TO: [WWW.OCWHEELMEN.ORG/PAGE/SHOW/419732-RiDE-LIKE-A-PRO-RiDES](http://WWW.OCWHEELMEN.ORG/PAGE/SHOW/419732-RiDE-LIKE-A-PRO-RiDES)

# **THE BEAR** **AND SHERMAN PASS WEST** **BY JOHN VAN VLEAR**

## **The Bear**

In the Spring of 2014, the 2nd edition of the Climbing Book<sup>1</sup> listed a new #1 toughest road bike climb in California – The Bear. A partially private road outside of Bakersfield (technically the town of Arvin), The Bear crosses over part of the reclusive Tejon Ranch. Yet, lack of access wasn't going to deter us from adding the newly-listed climb to our trophy shelf. Google and persistence led JVV to those who discovered this massive climb and who disclosed it to the Climbing Book author.

The stats are daunting: #1 in California, #5 in America (behind monsters Mt. Washington in New Hampshire, Pike's Peak in Colorado, and Hawaiian volcanoes Haleakala and Mauna Loa). The Bear gains 4,800 feet vertical in just 8.8 miles. For comparison, the brutal climb up Mt. Baldy Road to the ski lifts is also 4,800 feet, but over 13 miles! The Bear boasts an overall gradient of 10.4% (by comparison the toughest mile for Mt. Baldy is 10.4%), a steepest mile over 13.3%, and sections of 17%. Ugh! Here's how the Climbing Book graphs it:



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



Early Saturday morning, after signing an Access Agreement and Waiver for the Tejon Ranch, we rolled out of tiny Arvin:



After a 4-mile warm-up we passed bikes over The Bear's barbed wire gate abutting Highway 223:





Looking up at The Bear from just past the highway gate, it was hard to even see the road:



The pavement was dicey as we trudged upward. It became steep, then steeper. Our heart rate monitors exploded, yet we were still in the first several miles! But the views were getting nice:





JVV and Bob Castle grinding away:



JVV flatted early, running over a small but deadly “Goat’s Head Thorn.”



After a quick tire change (even quicker since one of our hosts worked at a bike shop), everyone kept climbing with tortured – oops smiling – faces:



Bob Castle



Ouch!





Ouch in a different way (Jim Morris)!



One of our hosts, Sam, on his custom steel bike (the extra weight gives him a better workout!).

Steep ascents yield awesome views:

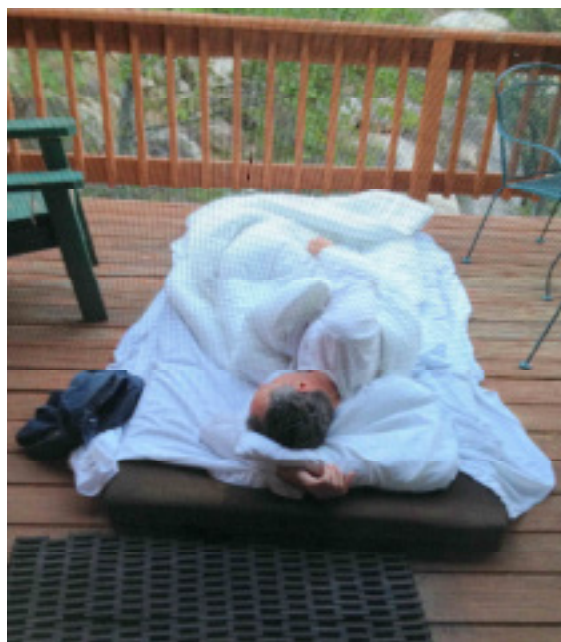


After “weaving” by some, grunts by many, and pain by all, we finally summited where The Bear intersects Owl Court (notice the “theme-appropriate” jersey on JVV):

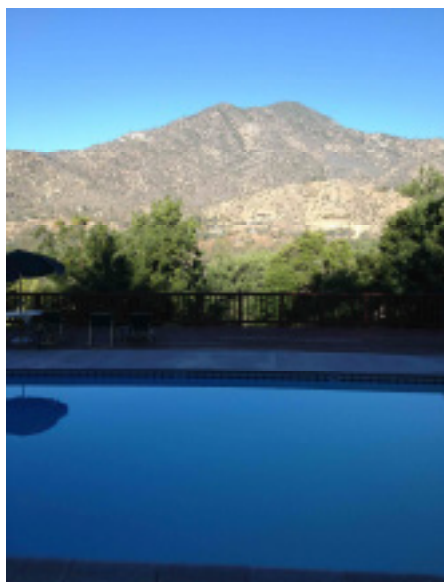




We spent Saturday night in rustic Kernville on the Kern River above Lake Isabella. Jim got the short straw and had to sleep on a futon (but wisely pulled it onto the balcony):



The Whispering Pines hotel was a gem:



On Sunday morning we drove 18 miles further up the Kern River, parked near a bridge ...



... and attacked remote Sherman Pass West (note the “Next Full Services 75 Miles” sign):



Sherman Pass West is the 5th toughest climb in California, gaining 5,300 feet over 15 miles. Starting at nearly 4,000 feet, the summit is over 9,000 feet (the 10th highest paved road in California). As the author of the Climbing Book put it: “There are some ascents out there that are difficult to get to but worth the effort. The climb up the west side of Sherman Pass qualifies as such as it is one of the most isolated and difficult in the United States.”



The bottom of Sherman Pass was desert terrain. Even though we started early to avoid most of the heat, the shade was still welcome (Bob and Jim):



Soon, the terrain got better, the air cooler, and the day more spectacular:





As we rose above 7,000 feet, the true nature of this Sequoia forest climb revealed itself:





Finally, we summited after one of the best days ever on the bikes:



View to the east from the summit parking lot:





The three amigos (Jim, Bob, JVV):



Back at the car (where it was in the high 90s), JVV jumped off rocks and cooled off in the Kern River:



Back-to-back heroic days, two world-class beyond category “hors” climbs, over 10,000 vertical ascended in 24 miles, #1 and #5 in California conquered ... with camaraderie and fellowship. Beyond Epic!

JVV







# **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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