

CHAIN REACTiON

FALL 2019



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



it'S FALL BABY! LET THE COOL RiDiNG BEGiN!!

OCW CLUB LINKS

HOME PAGE: www.ocwheelmen.org

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

OFFICERS: www.ocwheelmen.org/page/show/419328-officers

DIRECTORS: www.ocwheelmen.org/page/show/419332-directors

SUPPORTING MEMBERS: www.ocwheelmen.org/page/show/424483-supporting-memberships

MONTHLY BOARD MEETINGS

Held the first Sunday of each month starting 11am at Carl's Jr., Newport Beach. Take the 405 Freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr. (at Von Karman). All Officers and Directors are expected to attend to conduct business. Other interested members may also attend.

GENERAL MEETINGS

Held typically the first Thursday of each month at Irvine Ranch Water District, Sand Canyon Ave. in the city of Irvine. Light dinner starting at 6:30pm with meeting starting at 7pm. Different speaker each meeting.

REGISTRATION FOR OCW EVENTS

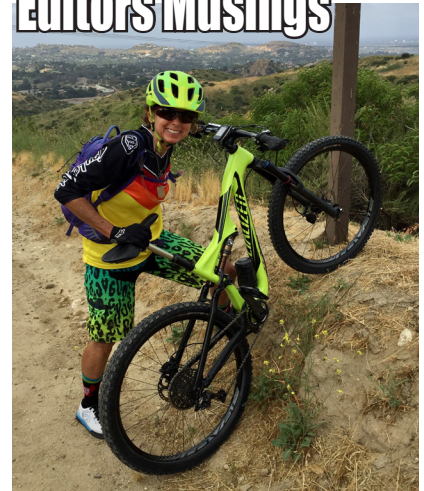
All Registration for OCW events require the registrant to be logged in. Be sure to always check for discount codes. You will only see the discount code if you are a current member of OCW. The discount code if applicable will be located on a separate page in the specific event area. To confirm if you 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.

events@ocwheelmen.org

Editors Musings



Michelle Vester

Happy Fall Everyone!

I can't wait for the cooler weather, as it seems we've had 90 degree temps for weeks now. As I'm writing this the temperature outside is a nice 74 degrees. Last weekend Alan and I rode our mountain bikes under partly cloudy skies with temps in the upper 60s to low 70s. Not bad for the last weekend in September, and it was wonderful!

This issue is packed full of information for cyclists. Actually, I'm going to call it The Knee Issue, as there are two really informative articles written by our members regarding knee pain.

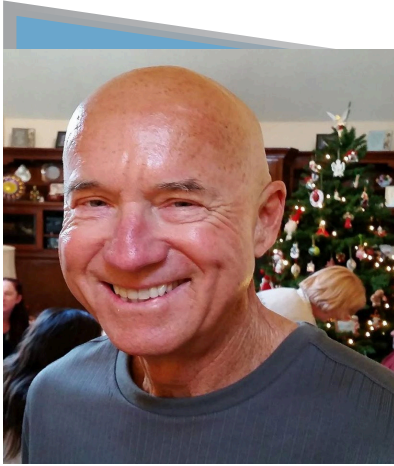
Don't forget about the new classified section. If you have a bike, or bike related item that you would like to sell be sure to email me with the information and a good quality picture so I can place it in the next issue.

Enjoy the cool Southern California weather....Finally!

Oh, and enjoy the ride!

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Joe Bernhardt

The President

I hope everyone has enjoyed a great summer and have been able to experience new and exciting adventures on our favorite method of travel. This past July, I was blessed to have been able to join several OCW members on a fantastic trip to Venice, the Dolomites and Eastern Alps and finishing in Milan. Over a period of six consecutive days, we climbed in excess of 39,000 vertical feet with average grades almost always over 8 percent. The weather was generally excellent and everybody completed the trip without any problems. Look for a future general meeting presentation where we hope to have John Renowden return from Wales to show his epic movie of our trip.

By the time you read this, the first annual Pacific Coast 100 will be completed. At this time, it looks like we will have over 400 riders make the trip down to Carlsbad. I want to especially thank Terry Kessler who stepped up to act as ride director and coordinated a multitude of tasks through her leadership by pulling off this event. Without Terry, I'm not sure we could have made the event happen. Lee Stebins continues to be a workhorse, obtaining the permits, porta potties, and is the primary contact for Photo Crazy and Rouleur Brewery. Irene Walker has put together the food list and is working with Bristol Farms and Smart and Final to give us the supplies we need to keep 400 riders happy. Harry Gunther has worked with our designer to come up with a beautiful jersey that is selling exceptionally well. And Larry Locken, who not only works his tail off

during all three days of the event, but has posted the routes so hopefully no one will get lost on their way down the coast. We have many other OCW volunteers who are donating their time and energy to make this event a success and I want to thank each of you for your help.

As we focus on the future of OCW, we need to do some serious planning on how we will run our club. Presently, we have two major centuries each year, the PC 100 and Breathless Agony. The bulk of the revenue to run the club comes from these two events as our membership dues are not adequate to pay for the activities we have enjoyed these past years. The major annual expenses that we incur are running two metric centuries at no cost to the members, monthly general and board meetings, quarterly Bicycle Social Parties, a summer picnic, liability insurance, a storage shed for our event equipment, web support fees, and the annual Holiday and Awards Banquets.

It was just three years ago that we could expect to net over \$50,000 in profit from the Amtrak ride alone. With 1300 total riders the event sold out each year and provided the bulk of our revenue. We dropped "Ride Around the Bear" as the route has become extremely dangerous and we made a business decision to purchase "Breathless Agony". Breathless had an excellent track record with nearly 500 riders the year before we purchased it.

Jumping to 2019 and we no longer had a train for Amtrak. With a bus return, our ridership

last year dropped to just 630 riders. In addition, earlier this year Breathless only had 169 paid riders. Our expected net profit from the PC 100 will be minuscule compared to what Amtrak generated. While we are still solvent, our annual revenue has substantially dropped from just a few years ago.

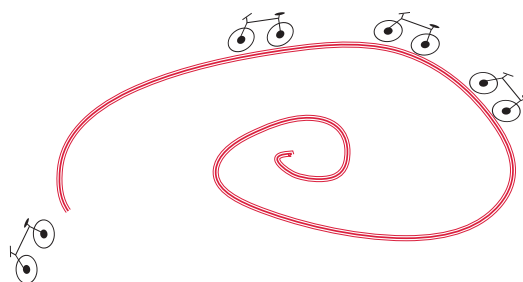
As a result, we need to seriously look at our future operations and make some hard decisions regarding activities we can financially support:

- We have already decided to not have a OCW financially supported summer picnic but are substituting a picnic where each member brings their own food and drink.
- The Bicycle Social Parties will now be held once per quarter instead of monthly.
- The Fall Metric will go on as planned with no cost to the members.
- We will not have the usual Holiday Party at the Huntington Harbor Yacht Club and are exploring some low cost alternatives.
- We will not have a February Awards Banquet with a featured paid speaker and again will be looking at a low cost alternative.
- We need to decide on the future of our two major rides and either grow them to where they can give us a return that is worthy of the effort that is put into the events by the members or consider alternatives.

It is important to remember that the primary reason we belong to OCW is to ride with our fellow members on great, safe routes. That is the reason I joined OCW in the first place. The special events are a bonus but whether we have all, some, or none of them does not change why I will continue to ride with OCW.

At our upcoming board meetings (the first Sunday of each month), I encourage you to join us and voice your opinion on the future direction of the club. We need to look at what is truly im-

portant to the members and plan to adapt to the changes we are facing. If you cannot make the meetings, feel free to contact me by phone or email. Either way, please make your voice heard.





Saturday, October 12, 2019



Get Out and RiDE



the *VICE* President's Message

By Bruce Campbell, Vice President

Huge thanks to all of our OCW Pacific Coast 100 volunteers for their time, energy and enthusiasm supporting the 400+ cyclists who registered for the inaugural event. The amount of time for planning, organizing, executing and cleaning up for this event is massive and requires a lot of volunteers.

I participated in the Friday loading, Saturday Rest Stop 2 and Sunday unloading and cleanup, and I was impressed with the number of club members who gave up personal time to assist this event. Volunteering also allows you to meet new members and forge new relationships within the club. I really enjoy meeting members and learning where and when they ride and where they have vacationed and cycled.

If you have not volunteered previously please consider volunteering for our two major events Breathless Agony in the spring and Pacific Coast 100 in late summer.

Also, a huge thank you to our partners Bristol Farms and Smart & Final that provided food and refreshments for 400+ cyclists. Without their support we would literally not be able to offer an event like the PC 100.

Last but not least we had JAX at RS2, Rock n' Road at RS1, and Two Wheeler Dealer at the start. These local bike shops provided mechanics to support the riders. I personally watched JAX at Rest Stop 2 during the PC 100 and saw them:

- - Replace an 11 Speed chain at no charge.
 - Replace both a tire and tube at no charge.
- Numerous shifting adjustments on drive trains and brakes and my favorite one next:

- Complete drive train cleaning on a Shimano Di2 drive train so the electronic shifting would work. There was so much excess grease on that drive train, once removed it left an obvious black stain on the mechanic's work area. Gotta love it!

This type of mechanical support at rest stops makes OCW really stand out, and our reputation as a club increases in a very positive way based on this type of support. Please consider supporting these bike shops with your cycling purchases or services needs.

One of the VP's duties includes running the monthly general meetings, which seem to be attended well with 25-30 members in attendance. The meetings occur the first Thursday of most months at Irvine Ranch Water District near Sand Canyon and Irvine Center Drive. The start time is 6:30pm with a light dinner and presentations starting at 7:00 pm. Come on out and meet some new members!

This year we have had presentations on the Huntsman World Senior Games, Cycling Taiwan's Annual KOM Challenge, Carmichael Training Systems, Bike Fit, Power and Power Meters, Bicycle Angels, Cycling the Dolomites.

This coming October 3rd we have Dr Derek Monroe of UCI a PhD in Kinesiology, speaking on "Biomechanics of Cycling and Factors Affecting Performance" or how to get max performance on the bike based on how you fuel your body - pretty darn cool. Hope to see you there!

Meanwhile keep cycling and think about volunteering!



The Hungry Eyelist



Grown Up Grilled Cheese

Ingredients

- 1 Tbsp. extra-virgin olive oil
- 12 scallions
- Kosher salt
- Freshly ground black pepper
- $\frac{1}{3}$ cup pickled jalapeños
- 4 $\frac{1}{2}$ "-thick slices country-style bread
- 4 Tbsp. mayonnaise
- 4 oz. sharp cheddar cheese
- 4 slices American cheese
- $\frac{1}{4}$ cup whole-grain mustard
- 2 Tbsp. Dijon mustard (optional)

Directions

Heat 1 Tbsp. extra-virgin olive oil in a large non-stick skillet over medium-high until shimmering. While oil heats up, trim green parts of 12 scallions so they fit in skillet. Add scallions to skillet (hairy bits still attached; we'll discard them later on) and toss to coat in oil. Season with salt and pepper and cook, undisturbed, until deeply charred, about 4 minutes. Toss and continue to cook, tossing occasionally, until softened and charred all over, 2-3 minutes longer. Transfer scallions to a cutting board and let cool; reserve skillet.

Trim and discard hairy ends of scallions, then chop crosswise into $\frac{1}{2}$ " pieces. Transfer to a small bowl.

Finely chop $\frac{1}{3}$ cup pickled jalapeños. Transfer to bowl with scallions and toss to combine.

Arrange 4 $\frac{1}{2}$ "-thick slices country-style bread on cutting board. Spread 1 Tbsp. mayonnaise on one side of each slice.

Using a vegetable peeler, shave 4 oz. cheddar cheese into long ribbons.

Place 2 bread slices (mayonnaise side down) in skillet. Arrange shaved cheddar over, overlapping as necessary so they fit in the confines of the bread. Top cheese with scallion-jalapeño relish.

Arrange 2 slices of American cheese over relish. Close sandwiches with remaining 2 slices of bread (mayonnaise side up).

Heat skillet over medium and cook sandwiches, undisturbed, until deeply golden brown and crisp underneath, 5-7 minutes.

Using a spatula, carefully turn sandwiches. Season cooked side with salt and reduce heat to medium-low and continue to cook until evenly golden brown and cheese is melted, 4-5 minutes longer. Transfer both sandwiches to a cutting board. Season other side of sandwich with salt.

Mix $\frac{1}{4}$ cup whole-grain mustard and 2 Tbsp. Dijon mustard (if using) in a small bowl.

Cut grilled cheese sandwiches in half. Serve with mustard alongside for dipping.



BIKE SHOPS

MAKE A

DIFFERENCE!!

We appreciate the generous help from these three bike shops that supported the Pacific Coast 100 this year. They got our riders back on their bikes safely and quickly.

Let's remember that our local neighborhood bike shops need our support too! Stop by and say hello!





River Trail by: Mountain Bike

by: Matt Pim

All 4 of the riders live in Riverside, and have completed Around the Bear several times over the last 20 + years.

Did I mention we are all in our 60s?

We have big plans for next year. "The 2020 S.A.R.T. H to H Ride". Heart Bar to Huntington Beach!! (140 + miles?).

My name is Matt Pim, and I am a member of OCW. On May 4th my ROAD riding buddies and I decided to take our mountain bikes to the San Bernardino mountains and ride the entire Santa Ana River Trail out of the mountains until we were back to where we had staged a vehicle at the Mill Creek ranger station.

We began our ride at 8:30 am at the Heart Bar campground off Hwy 38. For the first 2 miles it was very difficult to see or distinguish the trail. Much of the trail had washed out during the February 14 2019 (Valentine's Day) storm.

We ended up riding on the trail some, and on the dirt roads as well. We returned back to the Mill Creek ranger station around 2:30 p.m.

Long day for only about 20+ miles. Lots of hike a bike, crashes, and bloody body parts.

Not sure we can pull that off in one day, (or at all) but fun to plan these rides over beer, wine and cheese!



left to right, Mark Boone & Kevin Kelly.
Not pictured, Matt Pim & Joe Audette.



BY: TERRY KESSLER

I am beyond words to fully express my gratitude to all the hard working Orange County Wheelmen friends and family! Together, we truly made the day special for hundreds of riders from start to finish. You were the “Dream Team” of volunteers.

Our strengths on this inaugural event were many. Our team or organizers worked tirelessly to prepare for all the details of this event! We had marked the whole route and our route slips were clear and easy to follow. Our rest stop teams were enthusiastic and experienced, making the day go smoothly. We had Two Wheeler Dealer, JAX and Rock N Road bike support at the first rest stops and multiple sag vehicles to help if needed.

The route really was beautiful, yet challenging! With this route, the riders had a variety of options depending on their pace and training. The Bristol Farms burrito bar at the finish hit the spot and Rouleur Brewery’s diverse beer selection seemed to be a good crowd pleaser.

Next time, we will have more shade and seating, especially for that last hour at the finish

line. We will also stagger the bus and bike returns so that the metric riders won’t need to wait around so long. If only we can persuade the weather gods to make it about 10 degrees cooler too!

Half of the riders, still miss San Diego and the train. The other half was happy not to go to San Diego and enjoyed the coastal repeat coming back from Torrey Pines. Many folks that wouldn’t normally do a century were willing to do the metric and some folks made their own modifications of the route.

Here are a few quotes from some PC100 riders:

Jim Reyes -

Thanks to all the volunteers who made this an awesome event. Everyone was so encouraging and helpful!

Jim & Debbie “the little CoMotion red tandem” team -

KUDOS TO ALL!!! Fantastic friendly helpful!!! Everybody was cheerful and happy to be out there!! That was a really challenging ride. Thank you to all the volunteers. They did a

great job.

Elena Ibarra -

It was a good event, nice route and I loved the popsicles at the end of Torrey Pines.

Greg Rummler -

This was my 1st Century ride (I signed up for the metric, but ended up doing the full century). I loved it! The route was great, support at rest stops excellent, burrito at end tasty! I hope to do it next year again!

Thank you!

Wayne Pieroni -

I've been doing the Amtrak ride for 30+ years and as usual you pulled off a very well planned event. Thanks to all the volunteers for making it all happen. Overall, another fine event by OCW!

Mike Jellesma -

The best thing about the ride was not arriving in San Diego during the midday traffic. The turn around at Torrey Pines was a great idea.

Danna Keller -

This was my first century ride, but not my last! Thank you for an amazing experience. It was so much better than I expected, even with the heat and that huge climb to get to my Popsicle. The views were beautiful and volunteers were encouraging. I look forward to next year.

Derek Bulteman -

The volunteers were indeed awesome. Each time I thanked them, they were quick to say, "Thanks for riding." They are a special group and all should thank them profusely.

Peter Aquino -

Thank you for putting on this event! I thought the course markings were great. The support at aid stations was fantastic and the overall event was enjoyable.

Danna Kipnis -

Congratulations for an excellently run Pacific Coast 100. The route markings were very helpful, the rest stops were well stocked and staffed

with extremely helpful people, the plentiful ice available at each stop was much needed and appreciated, and the jerseys were absolutely beautiful. This was a very emotional event for my friend Danielle and me. ... We will both always remember this event and weekend.

Steve Holness -

It was my first century. Great route, great support, great experience!

Susan Gans-

As someone who has done the Amtrak Century around 25 to 30 times, and who was (to be honest) quite disappointed that there would be no train return and no coolers this year - - and almost didn't sign up as a result - - I just wanted to say that you all did a really great job, and we all had a very fun day (except maybe for the heat and the climb at the very end up to the brewery!).

Seriously, the work you all put in really shows, including the good support (both SAG vehicles and the mechanics at each stop), the arrows on the road, the enthusiasm of the wonderful and very hard-working volunteers, the variety of snack choices (LOVE the pineapple at Las Pulgas and the watermelon at Buccaneer Park!!), and especially the ICE at all the stops!!! Also really liked the design of the jersey and medals this year - - very creative and just great looking! I do so many century rides that I stopped buying the ride jerseys a long time ago, but this one is very tempting!

Yes, I'd like to see the return of the train return (I'm one of the Team Bubba peeps, and we really enjoyed our party on the train in years past, as I'm sure you know!), but the brewery was a fun place to end the ride and the beer was great (and I'm not much of a beer drinker!) - - and the souvenir glass was another very nice touch.

I do hope you can get Amtrak back on track (pun intended), but even if not, I'll probably continue to do the ride every year for as long as I'm able!

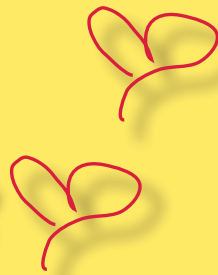
PACIFIC COAST 100 PHOTOS







Volunteers



**THANK
YOU!!**



**TO ALL OUR
WONDERFUL
VOLUNTEERS**



MountainBike Dude

By Alan Vester

**Mountain Biking
Geared Toward
the 50+ Rider**

Meet The Mountain Bike Dude and His Ride

Thought I would share some info about me and the mountain bike I ride.

Rider Profile

Rider Name: Alan Vester

Birthplace: Battle Creek Michigan, July 20, 1953, moved to Southern California in 1962.

Height: 6' Weight 175 lbs.

Where did I grow up: Various cities in Southern California, lived in Orange County since 1977.

Siblings: Three Brothers and two Sisters. I'm the eldest of 6 kids.

Current Home: Placentia, CA

How long riding mountain bikes: Started 1992.

How Long a member of OCW: Since 2007.

MTB Racing Career: Huntsman's Games (St. George Utah) Silver and Bronze medals in Cross Country and Downhill. 24 Hours of Adrenaline, Idyllwild, CA.

"Over the Hump" Mountain Bike Race Series in Orange County Ca, 2014 to present. Race in 65+ Age Class. No medals, no awards, no pint glasses. Just a lot of fun.

Mountain Bike Accomplishments: IMBA certified ride leader since 2017. Ride leader of OCW's Goat Hill 2012 to 2018. President of Idyllwild Cycling, an IMBA chapter. Co-Founder of Idyllwild Cycling Club and the Idyllwild Spring Challenge mountain bike race 2005 to 2013 (Currently suspended due to mountain fires.)

Day Time Job: Ford Motor Company Senior Master Technician and Shop Foreman for

Fairway Ford in Placentia, CA. Started working at a Ford Dealer in 1978, still employed at Fairway Ford.

Vehicle: 2010 Ford Explorer, soon to be replaced by a 2020 Ford Explorer.

Fastest Car Ever Driven: 2006 Ford Gt. A vehicle with a top speed of 198 mph.

Favorite Places to MTB Ride in Orange County: Tijeras Creek in Trabuco Canyon Black Star Canyon and Bommer Canyon Trail in Irvine. El Morro/Crystal Cove.

Favorite Places to MTB not in Orange County: Idyllwild, CA, Gooseberry Mesa, Utah, Ketchum Idaho, Boise Idaho.

Longest Mountain Bike Ride: 50 miles.

Longest Road Ride: 160 miles.

My Current Mountain Bike 2019 Pivot Trail 429

Frame: Carbon, size Large

Weight: About 29 lbs.

Fork: Fox Factory 34 29", 51mm offset, FIT4-130mm

Rear Shock: Fox Factory Float DPS

Wheels: DT Swiss M1700 w/ DT Swiss 350 hub, 40mm - 27.5"+

Tires: Maxxis Rekon 27.5"+ x 2.8" TR, 3C, EXO, MAXXTERRA, SilkShield set up tubeless with Stan's sealant.

Drive Train: SRAM X01, 1 X 12 Eagle with optional grip shift instead of thumb shifters

Rear Cassette: 10-50 T

Front Chain Ring: 32 T

Saddle: WTB Volt Vigo made exclusively for Pivot

Grips: Ergon GP1 Grip Shift Grips.

Brakes: Shimano XT

Seat Post: Fox Transfer Dropper 150 mm of travel.

My Opinion: I spent two years deciding on a new bike and I'm 100% sure I made the right choice. The Pivot Trail 429 is a short travel full suspension bike. 130 mm front and rear. I chose the 27.5, 2.8 tires with 40 mm wide rims. I really like the stability and handling characteristics of this wide tire. It is slightly heavier than say a 2.4 tire, but I'll take the stability and comfort any day. I also appreciate when I purchased the bike, I did not have to make any modifications to the build. The brakes are great, the SRAM X01 is very quiet, smooth and reliable. I'm very happy with the Maxxis tires and tread design. I also like the Fox Transfer dropper post. The smoothest, operating dropper post I have ever used. 150 mm of post travel is perfect. I have always purchased Specialized mountain bikes in the past and this is my first Pivot. I have never been so happy with a bike. It's not a temperamental racing bike, it's not a long travel Enduro bike or a downhill bike. It fits my riding style perfectly. I'm basically a trail rider who occasionally races and rarely take on technical trails. I've only had the Pivot for 3 months and not a single problem with it and I ride it three days a week.

Another slick option with this bike is that the frame geometry will fit a 29-inch tire and wheel. No modifications necessary, just swap out the 27.5 wheels and tires for 29-inch tires and wheels and hit the trail.

Have a great Autumn, the trails are calling, and as always, I'm ending this article with the "Rules of the Trail."

The trail rules are courtesy of the International Mountain Bike Association (IMBA)

"Rules of the Trail"

1. **Ride open trails.**
2. **Leave No Trace.**
3. **Control your bicycle.**
4. **Yield appropriately.**
5. **Never scare animals.**
6. **Plan ahead.**

See ya on the trails.

Alan Vester (Mountain Bike Dude)
alanvester7@gmail.com





Cycling Majorca or is it Mallorca?

By: Bruce Campbell

If you enjoy cycling coastal routes with views along beautiful beaches, tasty Tapas dishes or touring medieval cities Majorca has it all. That's just what my wife Jan and I did this June with good friends Vince and Barb Wilhelm.

Majorca is a well-known cycling destination for Pro's during the winter since it is close to major cities in Europe. It's just a 40-minute hop from Barcelona or you can fly direct from cities like Madrid.

When I made reservations I noticed there were two different spellings of the island - but they're the same place; the only difference is that **Majorca** is the Anglicised version of the Spanish spelling **Mallorca**.

Since there were both cyclists and non-cyclists we divided up the time pretty evenly between cycling and doing touring together as couples. Plus we rented two vehicles so everyone had opportunity to do what they enjoyed doing most during the day.

First a brief discussion on the non-cycling aspects of our trip.

The main airport is in Palma which has a mod-

ern airport and ample car rental facilities. Palma has a lot to offer including great Tapas restaurants, shopping and touring of both a Castle, Royal Palace of La Almudaina and Cathedral, Catedral-Basílica de Santa María de Mallorca.

There are also a bunch of beautiful beaches including Es Calo des Moro Beach in Southern Mallorca.



Now the cycling discussion and what a wonderful experience!

The cycling is outstanding and availability of



bicycle rentals is off the chart convenient or you can select one of the many cycling tour companies. My friend Vince and I chose to rent our own bikes from a local shop in Palma. I rented a Cannondale Super 6 and Vince rented a Scott Addict, both with Ultegra DI2 for just over \$200/week.

We stayed at a Marriott, 2 bedroom and 2 bath, timeshare just 15 minutes from Palma. We used Ride with GPS to determine which routes worked best for us and downloaded the digital routes to our Garmin. We both purchased European Maps options from Garmin for \$20. This is a 12-month subscription service for Garmin although they do not advertise up front that the maps will time out after 12 months.

We chose two routes that we could join up very easily from our host Marriott location and two routes that had a remote start. I will briefly describe the two remote routes as they were the most beautiful and challenging routes.

Sa Calobra or “The Snake” in English.

Sa Calobra is “the must do” route in Mallorca and the experience, from scenery to ride enjoyment, is absolutely terrific. The translation in

English is “The Snake” and the photo below underscores the nickname.

The drive to ride start was 1 hour plus from our Marriott and we targeted a small cafe at the beginning of the route as our start point. Upon arrival at 8:00am, the owner, Juan, was just setting up his store front, promo display items for sale, making a pot of coffee. He was very friendly and after a few minutes of conversation learned that he had inherited his store from his father who built it himself in 1967.

The ride starts out flat but then climbs about 1/2 mile before the approximate 5+ mile descent to the Mediterranean. The descent is exhilarating as you wind through numerous switchbacks. At one point, the road loops around then up and over itself with an iconic arch - pictures attached

The climbs reminds me of GMR as the actual climb is only 6 miles at 7% average. There was a short 500’ segment at 15%. The round trip from the cafe downhill and return to the cafe is about 13.5 miles. I enjoyed it so much I decided to do a repeat.

My friend Vince and I chose the Cap di Formenter remote ride as our last ride on Mallorca. The route started in a small town named Pollensa on the northern coast. Once out of town, we started a steep 1K climb to a wonderful viewpoint.

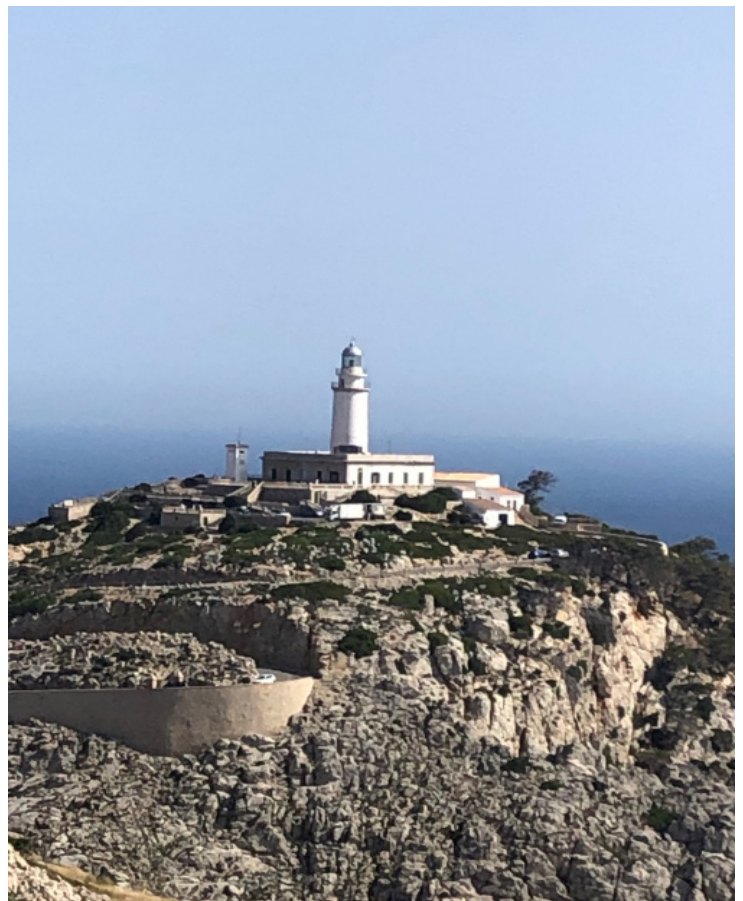




While waiting for Vince to join me at the summit of the first climb, I shot a picture of a goat then I watched as a car rolling in reverse from a hilltop parking spot crossed the road. The driver did nothing to stop the car which luckily was stopped by a guard rail which made a nice gouge in the rear bumper – I hope the owner took the max rental car insurance.

The route meandered through a state park and then started a series of challenging climbs that were rewarded with wonderful Mediterranean vistas. Ultimately, we reached the lighthouse on a very windy point and we enjoyed cold drinks and snacks on the patio while talking with other cyclists from different countries. The photos to the right are good but don't do justice to the live experience.

I plan on returning to Mallorca, but next time with a ride camp of 5-7 days in the Spring when the weather is a little cooler than our June trip. Regardless, this venue is highly recommended for any kind of vacation as it has something for everyone and can be combined with a Madrid/Barcelona experience to really make it worthwhile.





HIKING CORNER

BY DORIS BINGO



Lassen Volcanic National Park

September 4 -7, 2019

We had a group of 10 campers staying at the Manzanita Lake Campground in 5 adjacent campsites.

I drove to Redding on Monday, September 2 to help Larry pack his gear and buy any last minute food we needed.

On Tuesday morning, Larry and I went for a bike ride on the paved trails to Mary Lake and the Blue Gravel Mine Trail in Redding. In the afternoon, we decided to do a mountain bike ride even though it was hot. We initially tried to ride the Wintu Trail, but quickly realized we were both in over our heads. We tried the Mule Mountain Trail which was an easier fun trail.

On Wednesday morning, Larry and I had breakfast at the Benton Airpark Café located at the small airport in Redding. Then we headed out to Lassen Volcanic NP to meet up with the rest of the group. That evening, we had a group dinner of brats with peppers and onions.

Thursday everyone did a hike to Kings Creek Waterfall. After returning to the campground, I went on a short bike ride with Margie and Irineo while Larry took a long nap. After Larry woke up, we did a hike around Manzanita Lake where we ran into Diedre and Rick fly fishing from their boat.





HOW DO YOUR KNEES FEEL ON THE BIKE?

JOHN R. THOMAS, PT, DPT, OCS, CSCS, TPI CGFI

Are you experiencing any knee pain or discomfort?

If so, have you ever taken the time to figure out why?

Interestingly, the onset of knee pain can often feel mysterious. One minute you're out of your seat powering up another hill and the next you're incapacitated by pain and dysfunction and having to re-evaluate your cycling mortality.

However despite how random the onset and persistence of knee pain can feel, there are some tangible reasons it exists. Reasons that go beyond cliches like doing too much, age, and bad luck.

They're just hard to notice unless you know what to look for.

Here are three genuinely hidden mechanical factors that can set your knees up to become sore when riding your bike.

YOUR ANKLES ARE STIFF

The first hidden handbrake is a stiff ankle.

It may not seem like much but thanks to heeled shoes and flip flops our ankles can easily stiffen over time. The ankle is literally the next joint below the knee, so any restriction here can force the knee to compensate unnecessarily.

This can often be seen towards the top of your pedaling stroke.

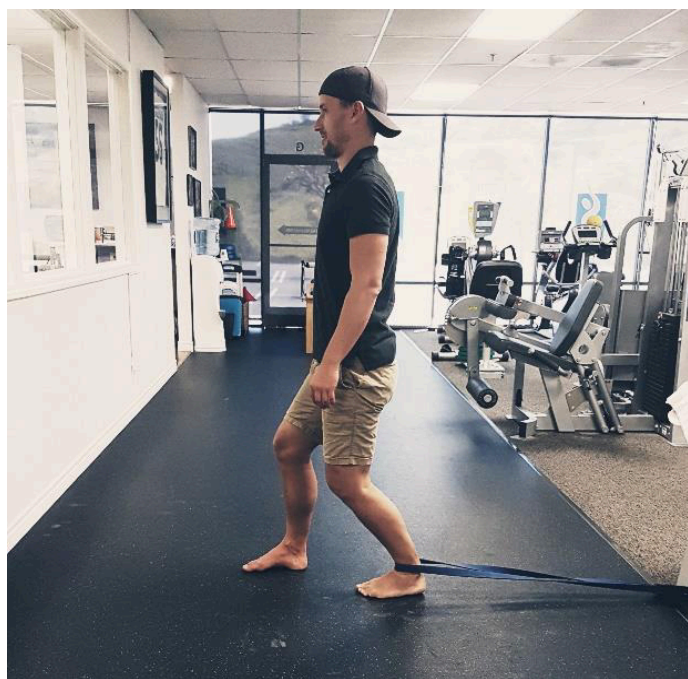
When observing from the front your knees should stay in a similar plane for maximum efficiency. Ankle stiffness forces your knee to shunt inwards in an attempt to find a way around it.

This changes the way the entire knee (and leg) is loaded, setting structures like the Patella, Meniscus and ITB up for failure over time.

Raising the height of your seat will decrease the demands on your ankle mobility. If this

helps reduce your knee pain strongly consider freeing up your ankles.

**Exercise to rectify:
Banded ankle stretch**



YOUR HIPS ARE STIFF

As with the ankle, hip stiffness can also change the way you load the knee - setting it up for pain on the bike.

The modern world forces us to sit more than we should. As a result, the front of our hips can stiffen if stuck in the same shape for hours on end. Many of the tissues that cross the front of the hip and thigh directly communicate with the knee. The tighter these areas become the less available slack there is for the knee to play with.

This greater resting tension can challenge the Quadriceps and Patella tendons as well as the Patella itself leading to a multitude of issues if subjected to the repetitive nature of cycling.

**Exercise to rectify:
The Couch stretch**



YOUR BACK IS STIFF

Another handbrake to consider is a stiff low back.

Our thirst for sitting can not only stiffen us up at the hips but the low back as well. The slouchy postures and poor positions we find ourselves in on the couch, in the car, at the computer etc can ask specific parts of our back to stiffen over time.

These stiffness areas can then de-activate our Gluteals and tighten our Quadriceps and Hamstrings - further affecting the function of the knee.

**Exercise to rectify:
Foam roller stretch**



So if your knees are giving you grief on the bike, you're hoping to avoid it in the future or just looking to improve your performance on the bike, make sure to look beyond the knee. By all means manage any specific areas of pain or local dysfunction, but go hunting for stiffness in the rest of your lower half as well.

Remember, stiffness is hard to appreciate unless you specifically go looking for it.

When your knee first begins to hurt on the bike, don't think of it as the start of something new. Instead, look at it as the last straw. Consider it the moment your body stopped tolerating this covert dysfunction it's been buffering for a while beforehand.

By doing so, you may just uncover the true cause of your knee pain allowing you to work towards eliminating it for good.

After all you deserve to be able to ride your bike to the fullest of your potential.

John R. Thomas, PT, DPT, OCS, CSCS, TPI CGFI

Doctor of Physical Therapy

Board Certified Orthopedic Clinical Specialist

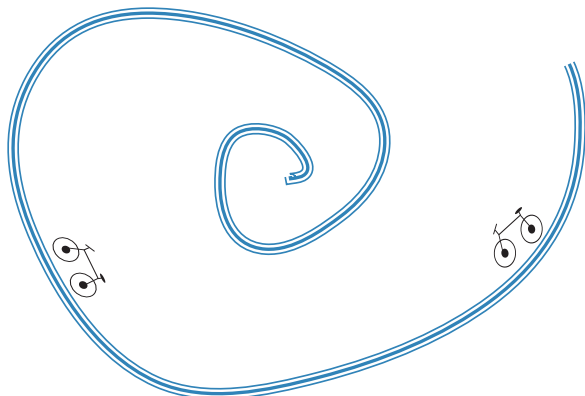
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Blue Bayou

By Mike Fulcher

Why does every cyclist on the road have to pass any other cyclist they encounter? I see this almost literally every day. Riders will change their speed, change their route, heck even drop their own loved one if they see someone else on the road to pass. And when they catch the rider, do they ever fall alongside and ride with them for a bit ('let's spin to the 7 Eleven. Slurpees are on me')? Not a chance. Far too fast, far too important to consort with the likes of you. Especially if the passer is wearing orange cycling shoes. Here is my salute to those demon cyclists:

(IMPORTANT NOTE: Before reading further, I require everyone under age 50 to Google "Blue Bayou" by Linda Ronstadt. You will not get this message unless you are familiar with that tune, and you are not familiar with that tune if you aren't at least 50. Trust me. Do it now. We'll wait. It will take 30 seconds to look up and 3 minutes to listen to. You'll be back in less than 5 minutes, and will easily catch back up to the older folks before they're finished: they're slow readers after all. Do NOT skip this step . . . you WILL be carded before proceeding!).

A Passing Passion (to the tune of "Blue Bayou:):

*I feel so bad I gotta hurry by
Hafta pass you, don't ask why
Being first gives me such a high
I blew by you*

*Save a nickel, save a dime
Save one minute of my time
Though I left my baby behind
I blew by you*

*I gotta pass today
Come what may
I blew by you*

*Zooming by again
I just gotta win
I blew by you*

*With a smirk or two
I'm a jerk to you
Seems I can never see
That if I could just blend
I might make friends
Who'd ride some with me*

*So excuse me, but I must
Make sure that you eat my dust
Not be first? I just can't adjust
I blew by you*

*Move aside, get outta my way
See, the race is now underway
And I must be ahead every day
I blew by you*

*I'm gonna pass today
Come what may
I blew by you*

*"Gotta win", I whined
Just can't BE behind
I blew by you*

*Now I'm first, I'll gloat
'Cause that's all she wrote.
If I could only be
Just a little bit nice
They might think twice
(be)fore shootin' at me.*

*Well I'll never be blue
My dreams came true
I blew, by, you-ou-ou-ou.*



In The Shadows of Coppi and Bartali: Riding the Dolomites with Orange County Wheelmen

By Steele Burrow

This past July, eight members of the Orange County Wheelmen spent six days climbing passes (“Passi”) in the Dolomites made famous by Coppi, Bartali, Merckx, Pantani and the recently deceased Felice Gimondi among others. Also known as the “Eastern Alps” and in Italy as the “Venetian Alps” as well as the “Tridentine Alps” (the “Trent Alps”) they extend from the Veneto region to Trentino (“Trent”) / Alto Adige westward to Lombardy and our tour followed the same direction from east to north-west/west starting in Belluno (1.5 hours north of Venice) and ending in/at Lake Como in Lombardy.

A UNESCO World Heritage Site, these mountains were formed by a primordial sea where a barrier reef like those of the Bahamas grew hundreds of millions of years ago. The name “dolomite” comes from “dolomia” an unusual stone of carbon layered with calcium and magnesium, a distinct form of limestone identified in the Tyrolean Alps in 1791 by the French geologist Déodat de Dolomieu, one of Napoleon’s team of scientists. However, a Tuscan mineralogist, Giovanni Arduino, had identified this deposit of limestone twelve years earlier as magnesia limestone, a more amazing “discovery” insofar as the element magnesium had just been discovered.



assume colors other mountains cannot even dream of. Pink, yellow, even orange. They remind some of the Grand Canyon and others of a lunar landscape. All agree however that this is another world which has descended onto the earth.”

Every year at the presentation of the stages of the Giro d’Italia the question is: will it be the Pordoi or the Sella? Gardena or Campolongo? Or maybe all four

This history is often cited in discussions of “multiple discovery” (A. Graham Bell or Marconi? Don’t get into that argument in Italy!) but the real importance of Arduino’s theory lay in the fact that magnesium carbonate was not always around; it’s a compound formed when the calcium in ordinary limestone is replaced by magnesium. For the philosopher Ian Hacking, the “enigma of dolomite” is the fact that giant dolomite mountains are not being formed today. That begs the question: “What conditions prevailed early in the history of our planet that do not apply today.” (Hacking, “Rocks” in “The Social Construction of What?”). Is Dolomite a window to the past? For us it seemed like a window through which we could clearly see that our recent past should have included more training for these giant formations.

The Dolomites resemble towers more than the triangle-shaped mountains children draw. The Sella “group” is a good example with its enormous expanse of rock which suddenly narrows, jutting sharply upward. The writer and eminent cycling journalist Giacomo Pellizzari writes that: “at sunset they



of these “passi’ which circle around the Sella group.

For Pelizzarri “it’s a unique love story of the Giro and the Sella group. You only have to enter one of the “rifugios” located on those passes to hear legends and anecdotes which seem incredible – some are true and others have clearly been invented.”

climb from Arraba through 33 tornanti or switchbacks which you’re happy to have after the long uphill grind on passes which have none, like the Fedaiia.



The following is Pellizzari’s description of the Pordoi. Hopefully the translation does it justice:

The Pordoi is in fact a perfect climb, almost divine. In effect, it’s the Platonic idea of the ascent, ‘cyclistically’ (ciclisticamente) speaking. Its tornanti seem to have been designed by Brunelleschi or Michelangelo in person. Geometrically perfect parabolas, all equal and in rapid succession. A renaissance cathedral of asphalt and small stones indicate the altitude. These sinuous curves along the crest of the mountain appear to have been specifically made for bicycles. Other modes of transport are superfluous here.

The Pordoi is the highest pass at 2,239 meters or 7,346 ft. above sea level and snow can be found there even in summer. The view from the top is exceptional with the Marmolada glacier, the “Cathedral of the Dolomites,” on one side and the “Sass Pordoi” on the other, a calcareous mass rising up 3,000 meters.

Plaque commemorating past winners of Pordoi stage of Giro d’Italia. (Picture upper right)

To reach the Pordoi from the Veneto side you

(“Storia e geographia del Giro d’Italia”, Giacomo Pellizzari)



In memory of Fausto Coppi's five amazing victories here, since his death the highest peak in the Giro d'Italia has been generally known as "Cima Coppi" or "Coppi Summit" though officially "Passo Pordoi." Coppi said that once on the Pordoi (what Italians have long referred to as the "Maracana" or "cathedral" of cycling) he began "to breathe." His former captain and then gregario Gino Bartali however "suffered



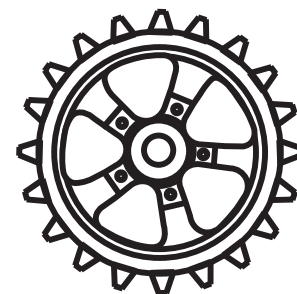
the torments of hell” (Pellizzari’s inimitable style): “It was almost as if the pass was a curse on him, a calamity destined to cause him regular woes.”

In the Giro, Bartali and Coppi faced off over a ten-year period in the Dolomites with Coppi winning ten Dolomite stages and Bartali winning five. Coppi had seven solo breakaway wins to Bartali’s one. But, as Pellizzari points out, the numbers are deceiving insofar as it wasn’t an equal contest for at least three reasons. Bartali was five years older and late in his career during this period; the overall race strategy was different: Bartali fought for every stage of the race while Coppi always concentrated on the Dolomite stages; the difference in the two teams: Coppi had the better team while Bartali could only rely on himself. Finally, Coppi was much more willing to accept new technology and Bartali was often attacked when he had problems changing gears. Nevertheless, in the Giro, Bartali won seven King of the Mountain jerseys to Coppi’s two, though Coppi was superior in the hardest climbs, those in the Dolomites.

Dolomite dispelled the myth that the earth has basically been the same since it was formed; it’s no longer formed in any real amount but it grows “in regions in which nearly all modern life forms are severely stressed” (Hacking).

The italics are mine since that’s the real link with the “8 Magnificos” of the strada, the severe stress first anticipated on the Campolongo, then experienced on the Pordoi (not only), rejoiced over briefly, then experienced all over again later in the long grind up to the Passo San Pelligrino. But at the end of the day we could relax, knowing that we’d conquered these fabled passes - at least until the apprehension about the Stelvio the next day started to creep in.

Great camaraderie and stunningly beautiful terrain – a little bit of cycling heaven descended onto the earth in the Dolomites.





Life Changing Benefits of Biking for Women

By Lauren Hale

[More and more women](#) are seeing the [benefits of biking](#). Hopping on a bicycle to commute, when out visiting friends, to get to doctor's appointments, or even for the pure pleasure of being out in the open road can help boost your body.

The health benefits of cycling go on and on. It builds up your stamina and endurance, torches fat, and helps with circulation. Because of these benefits, lots of people have taken up riding bikes to go to work or to any place they want to be in at that moment.

The great thing about bikes is that, the more time you spend on them, the more the benefits add up. This is why the [growth of bike commuting](#) continues, and it's not difficult to commit to. You can easily integrate biking to your everyday routine, unlike gyms, that don't actually take you anywhere. That's why more and more people are committing to biking every day.

Here are a few benefits you can browse through if you need more convincing on why biking is the way to go.

Cardiovascular and Muscular Benefit

Bike riding is one of the many fitness activities that you can easily add to your day. Even when you think you don't have time to go to the gym or follow through your daily fitness regimen, you can still get the same cardiovascular benefits from cycling.

Aerobic exercises, like walking, jogging, or dancing, are awesome movements for your body, but they don't do much for you in terms of muscles. Your muscles can definitely get the boost they need considering the repetitive motion involved in biking.

Cycling strengthens your thighs and hips and the rest of your lower body muscles. If your bike path covers steep hills, both your arms

and your upper body will benefit as you [pedal more](#). Doing this regularly and commuting on the same road day to day will have a significant impact on your body aesthetics.

Easy on the Joints

If you're still not convinced, you should know that cycling is good for your joints. When you ride often, the constant motion helps preserve your cartilage from early deterioration.

If you're an athlete who suffers from muscle strains on your foot and [pain above your knees](#) and also experiences back pain every now and then, biking helps alleviate pressure on your impact-related injuries.

For those who are struggling with their weight, you won't be too kind to your knees if you straightaway start on a regimen that focuses on your lower body. The extra pounds will add more pressure on your joints. Exercises like biking are right for you as they don't hammer on your joints too much. Even swimming can be a good thing too.

Also, when you add biking to your daily routine, it can help fight off the incremental pound-for-pound gain. Most women, when they put on weight, it usually starts on the waistline. Biking can definitely torch the extra pounds when done continually.

Others prefer cycling on stationary bikes inside the comfort of their home or at a gym. Wind resistance and steep terrains can be too challenging for some. But you'd have to work a little harder to get the same result as you would when you ride a mountain bike or road bike outdoors.

To overcome your doubts and fears, you need to build up your strength and courage gradually, starting with an indoor bike and then an outdoor bike. When you gather enough of both to brave the outside, start with just easy bike paths until you get comfortable with changing the pace and adjusting to more challenging roads.

Stress Reliever

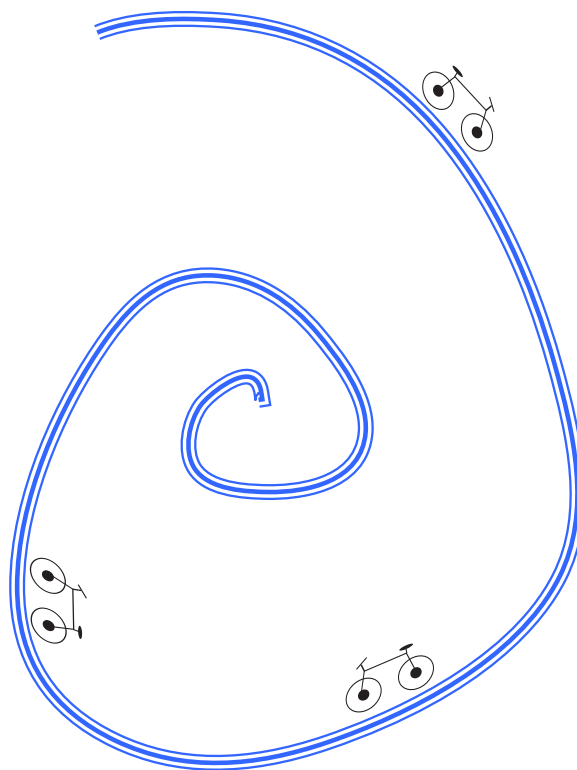
Riding bikes is both fun and risky. But if your commitment to biking is strong, you'll find that it can be turned into an outlet for stress.

Most women find that commuting on two wheels can clear their heads and relieve them of work-related stress. The effects of daily cycling extend to mental health. It increases your energy levels and also reduces fatigue. Biking for more or less 30 minutes can dramatically improve reaction time and pave the way to your creativity.

As your mind gets clearer, your focus will follow suit with that sense of newfound confidence. It will free your head from unwanted thoughts and make way for relaxation and enjoyment. You'll be fully present in every moment when you let biking be a part of your every day.

Lauren Hale

Freelance Lifestyle and Fitness Writer





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Correct Poor Crank-arm Fit to Relieve Chronic Knee and Hip Pain

This article is a summary of a recent medical research paper entitled “Correct Poor Crank-arm Fit to Relieve Chronic Knee (and Hip) Pain.” The paper was authored by Rick Schultz of Bike Fitness Coaching (OCW member) and Amy Schultz, PT, DPT, CSCS. It is scheduled to be published this year.

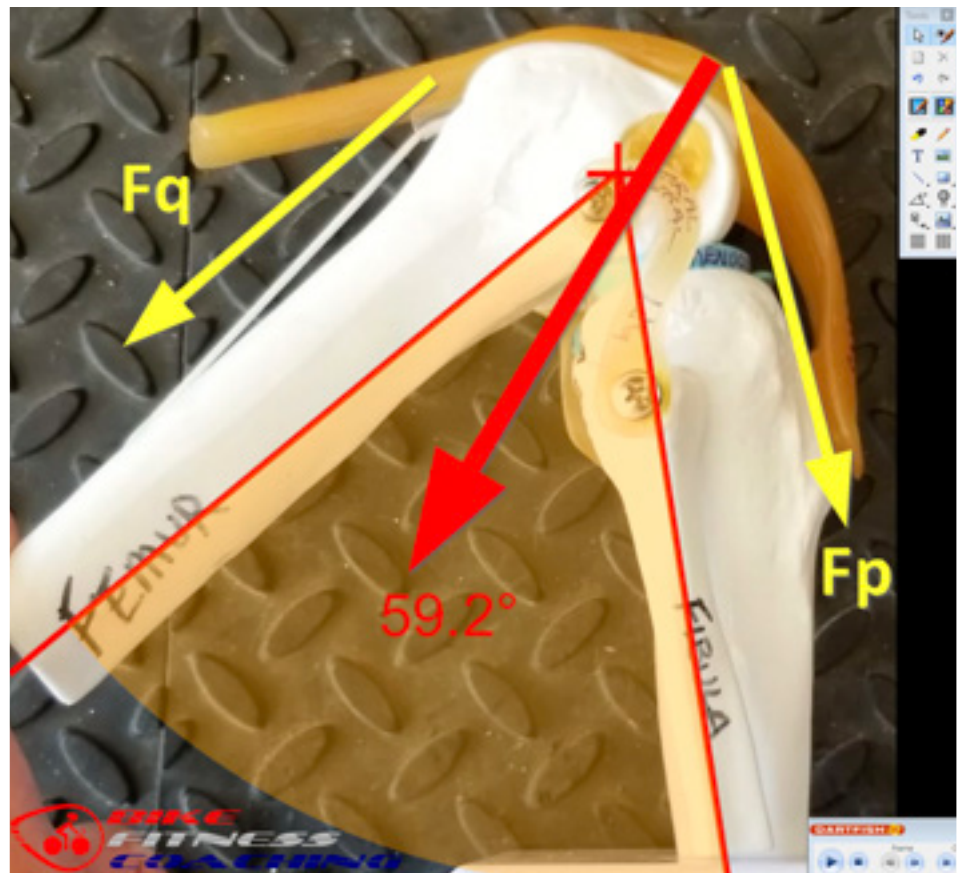
Background:

Amy is a licensed Doctor of Physical Therapy and I am a master bike fitter and we specialize in medical bike fits. This paper was in direct response to the hundreds of clients that have come in for knee pain relief. Most wait until they get to the point of not being able to apply any pressure to the pedals without severe knee pain.

It is extremely important to look at and solve their knee pain from two sides, i.e., physical therapy and bike fitting. For example, if a cyclist with chronic knee pain goes in to see a physical therapist and does nothing to correct the original cause, their knee pain will return immediately when getting back into their ill-fitted bicycle.

Post physical therapy, the cyclist should be sent in for bike fitting to ensure their knee pain does not return. So far, we have helped over 1,000 cyclists reduce or eliminate their knee pain. I mention reduce since there are those cyclists

that have waited too long for treatment or a bike fit that they now have permanent knee damage, meaning that there will always be some level of pain when cycling. For these cyclists there are two possible solutions, (a)



see an orthopedic surgeon who will prescribe a medical course of action and (b) once healed, consider even shorter crank arms to reduce knee and hip movement.

Data Collection:

Metrics are collected for all bike fits with special notes added for those that exhibit knee

pain.

The data collected shows a direct relationship of long crank arms causing hyperflexion of the knees when cycling.

Paper Preparation:

In preparing the paper, several photos needed to be detailed by overlaying angle and force vector data onto the photo.

After photos/videos were taken, **Dartfish Motion Analysis Software Tool** (main screen shown below) was used to determine angles. The resulting photo was then imported into an image editor program to show, in this case, Force Vectors.

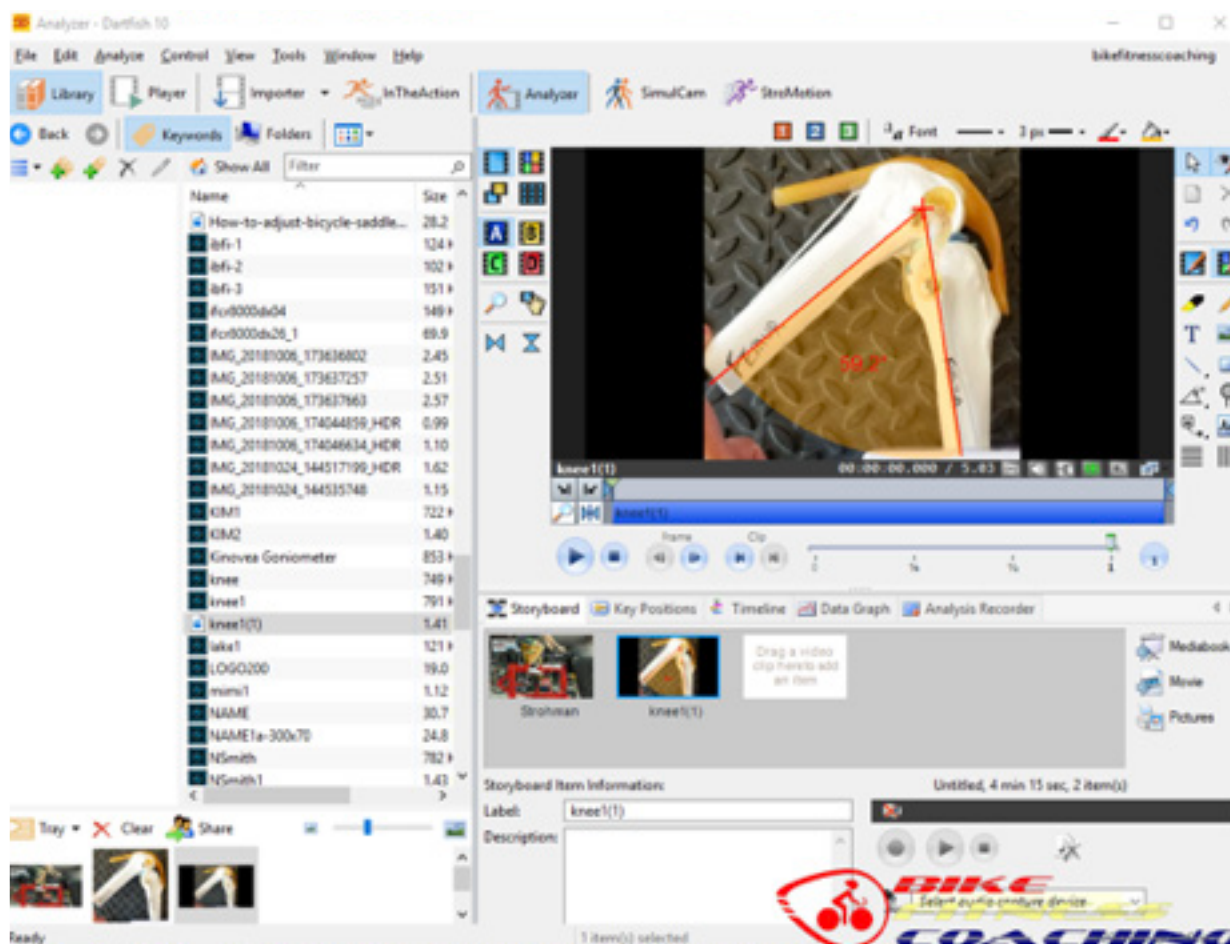
Summary:

1) I wanted to show another utilization for Dartfish. In our case, Dartfish was instrumental in helping put together a medical analysis and research paper.

2) For in depth analysis of cyclists pedaling under load, a video is taken where angles are evaluated in detail using Dartfish.

1) As a proud OCW member myself, I am here to restate that there is a discount for bike fitting for OCW members. Several have already stopped by and not only got a great bike fit but purchased other needed items like cycling shoes. Please support the sponsors by looking us up for your bike fitting, coaching or physical therapy needs.

For more information on bike fitting, please contact me at: bikefitnesscoaching@gmail.com
For more information on physical therapy, please contact amy@evolution-pt.com



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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

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