

# CHAIN REACTION

SPRING 2018



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



# SPRING IS HERE!

# 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 Monica McCarthy at [monica.mccarthy@cox.net](mailto:monica.mccarthy@cox.net). **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

Spring is here, and so are lots of road bike riders, mountain bike riders, pedestrians and cars. With everyone sharing the same road and trail it can get a little bit crowded, so we all need to respect one another and give others warning when we are approaching them from behind, or even coming toward them on a narrow road, path, or trail.

Speaking of trails, remember those riding up hill have the right-of-way, and never "bomb" past other riders or pedestrian/hikers.

Have a blast out there this spring. The flowers are already blooming on the trails and hillsides, so slow down and enjoy.

Oh, and don't forget if you go anywhere exciting on your bike or a hike, be sure to write about it!

Have a great spring everyone, and.....

Enjoy the ride!

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John Renowden

# The President

What a great honor it is to be the President of such a great club, made great by the great membership and the great work that they do to support the club. This is epitomized by our Member of the Year, Lee Stebbins. There is so much that Lee does, other than yelling, "Keep out of the right lane" and "No jack rabbit starts." It's the work in the background members don't see that keeps the club running smoothly. This goes for many others who quietly get on with tasks with little direction. That's why it's good to have an Awards Banquet....and what a banquet we had this year. We were honored to have Andy Hampsten who related some highlights of his outstanding cycling career. This proved a big draw with 100 attendees, followed by the well-attended Sunday Club Ride with Andy. Predictably, Andy passed me on a climb. Actually, he made it appear too easy, looking young, slim and clearly he has maintained his fitness. Andy was so gracious throughout his visit, posing for pictures, signing caps and riding in the group when he could so easily have pushed the pace on the front. It's hard for us to imagine what it must have been like for the early American riders to compete in Europe.

In the last edition of Chain Reaction I mentioned that I would be in Wales for Christmas. Being back here now, in sunny California, I was struck by the cancellation of club rides at the slightest hint of rain. Predictably, it not only rained in Wales but it was freezing cold with it. This doesn't deter the locals; if you don't ride in the cold and rain you don't get to ride much in the winter. So off I would go, riding my cross bike with its wide tyres, dressed in multiple layers of thermals and waterproofs. Like they

say, there's no such thing as bad weather, just inappropriate clothing, and maybe inappropriate bikes? The cross bike gets hosed off and sprayed with WD40 at the end of each ride.



**BURRRR**



With Winter largely behind us we can look forward to the clocks going forward on March 11, first day of Spring on March 20, the OCW Spring Metric on March 24, and Breathless Agony on April 28. Time to get signed up.

# COME RIDE WITH US!

[WWW.OCWHEELMEN.ORG](http://WWW.OCWHEELMEN.ORG)



## SATURDAY RIDE LIKE A PRO

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

# What is a Folding Party?

By Joe Bernhardt

When I first joined OCW three years ago, I saw each month in the calendar an event titled “Folding Party.” I thought “what the heck is that,” and figured that it must be something only for Board Members or some sort of mysterious committee. I thought “this doesn’t apply to me” so I never bothered to look into attending one of these meetings.

Once I became Vice President of the club, I found out what I had been missing. Turns out the Folding Party is really a Social Party with no real agenda other than to meet fellow riders and spouses and to have a good time for a few hours. The monthly party is hosted by a club member at their home and is totally casual in nature.

I invite all club members to give it a try and attend one of our future Social Parties. On the bike we do talk and kid around, but conversations are usually limited to the length of a stop light. At the social party with our diverse group of members, there is never a shortage of topics to discuss. In addition the food and drink is first class.

At our board meeting, we adopted a resolution dropping the name Folding Party and have re-named it to better describe it for what it is, a “Social Party”. I encourage you to take a look at the calendar and try to find time to attend an upcoming Social Party.

Be sure to RSVP as the hosts need to know how many guests to expect. OCW reimburses up to \$150. Contact Monica McCarthy at: [monica.mccarthy@outlook.com](mailto:monica.mccarthy@outlook.com).





# the *VICE* President's Message

**By Joe Bernhardt, Vice President**

Let's face it: When it comes to road bike innovation, OCW members are for the most part set in their ways. The club is heavily focused on road cycling and roadies have always been slow to accept advances in technology. In contrast, mountain bikers are more likely to try out new equipment and nontraditional ideas. This is clearly reflected by the major bicycle component manufacturers developing new products on the mountain bike side first and then much later producing a road bike counterpart. Professional bike racing has always limited the introduction of new ideas to the peloton and this has permeated into the general road bike culture. Roadies want to ride what the pros ride even if it is old technology.

I am both a roadie and a mountain biker which puts me in position to see both views. My current road bike is a 2017 Specialized Roubaix Expert that has an integrated shock in the head tube, disk brakes and Di2. It is a long way from a traditional road bike and I absolutely love it. My mountain bike is a 2016 Specialized Stumpjumper FSR (full suspension) with 650B Plus tubeless tires (3.0 wide) that I run with just 15 lbs of pressure. It's not that I shun steel frames, cable shifters, or friction brakes, I simply believe that these new technologies make the riding experience more comfortable and enjoyable.

As Vice President of the Wheelmen, my pri-

mary job responsibility is to line up interesting speakers for our monthly general meeting. For quite some time, I have shared with anyone who would listen to me my experience of riding an electric powered assist mountain bike two years ago in Colorado. Until I took that demo ride, I was definitely not a supporter of E bikes. I looked at them as made for people who were out of shape and not a "true cyclist." But when I started riding the E bike, I literally laughed out loud as I toured the parking lot of the local bike shop while stepping up the power output of the Bosch unit on each lap. Even though I was at 5,000 feet, the power of the pedal assist unit made me feel like I was Peter Sagan. The experience made me realize that I had been close-minded and not open to this new way of cycling. Simply put, I had rejected the idea of a pedal assist bike based upon my biases without giving it a chance.

More recently, I have seen high-end electric assist mountain bikes while riding the back country in Black Star Canyon, Whiting Ranch, and Laguna Coast Wilderness. In every case, I was able to talk to the rider, and each told me the E bike was allowing them to go places that they otherwise would not have been willing to tackle. It gave them greater independence and they were having fun on the bicycle.

That leads us to our February 1st OCW General Meeting where Shuji Sakai of Shimano

was kind enough to provide us with ten demo E bikes. Every club member I talked with after their demo ride spoke about how much FUN it is to ride the E bike. Without a doubt, attitudes changed that night and several members talked about the possibility of purchasing a pedal assist bike in the next year.

While the bikes we rode that night were not higher-end models, the performance of those E bikes exceeded our expectations. They accelerated well, were comfortable, and had good range. With lighter-weight motors and batteries being developed, I believe that it is only a matter of time before we see E bikes produced that will have even greater appeal to the serious road rider. In cycle-crazy Europe, the fastest-growing segment in cycling is E bikes. In the meantime, the current generation of E assist road bikes are still a blast to ride and bring a different experience to riding the road. And after all, in the end, isn't that why we all ride?

Earlier today, as I rode my mountain bike in Crystal Cove State Park up several climbs exceeding 20%, my mind drifted back to the other evening thinking how much better the experience would be if I had pedal assist to help me up those crazy pitches. While I can still make the climbs, having pedal assist would get me to the top faster and I would have more FUN doing it. I have a feeling an E bike looms somewhere in my future.



# Breathless Agony 2018



The 22nd  
Edition of  
Breathless  
Agony  
Will Be  
April 28, 2018  
Mark Your  
Calendars

# Have Tools Will Travel

By John Renowden



One of our riding buddies from multiple Rosario - Ensenada events asked who would be available to repair bikes at an orphanage in Mexico, so four OCW members answered the call: Miguel, Stuart, Shawn and myself. We set off with tools, pumps, tires and tubes for the Rancho De Los Niños Orphanage in the Valle De Guadalupe in Baja. On arrival it was a matter of scouring the grounds for anything approaching the remnants of a bike, and we found lots of sad-looking machines. All had flat tires, some with no tubes, wheels were bent, few of the brakes or gears worked, chains were rusty, bearings were loose or missing, pedals broken, and so it went on. Of the 20-odd bikes we found hardly any in a condition to ride, some were so bad they had to be scrapped and robbed for parts. One of these sad bikes belonged to a kid who seemed to have a special attachment to what amounted to a complete wreck. I tried to fix the back wheel but it was so bent the spokes would not pull it into true. Besides that, the wheel was loose on the axle and when I tried to tighten the cones it locked up. On further inspection I found there were no balls in either of the races. But when I suggested the bike was scrap the owner was distraught, so we found a donor wheel, trimmed it up and fixed the brake as best we could. When finished he rode happily off, like it was the

best bike ever, even though it was the worst. Other kids then brought their bikes to be fixed. One girl brought here bike that was clearly too small for her but luckily Tim had put three decent bikes in the car and gave her one of these. In a mixture of surprise and delight she rode off at high speed with her friend. Miguel and Shawn had a production line of fixing flats, Shawn with the bucket of water and Miguel on the patches; after several hours of fixing Miguel ran out of patches. Stuart can wrench anything, so spent his time bringing bikes back from the brink, dipping into his stock of tubes and tires that he had bought in anticipation. In all, we probably fixed 20 bikes, but how many will be working in a few days remains to be seen. Stuart is planning to go back later with a more specific stock of parts, tires and tubes so we will find out.

What did we learn from this? The kids will ride bikes until they will go no more and then just abandon them. Nobody even pumps up a tire. The kids don't seem to mind what their bikes look like but get a lot of pleasure from just riding...and they are good at it. For our part, it felt good to make a small contribution, and with that, headed off back to California.



# There's Nothing Better Than To Spend An Early Spring Day In Southern California Teaching Your Child To Ride A Bike!!

By Peter Blied

We spent the day exploring the trails and riding around O'Neill Park and down the creek trail. He got his first water crossing experience and took in some great views atop Live Oak Trail. It was a great day for both of us!





## By John Renowden

At the February OCW general meeting we had a presentation for Alain Lambert, the recently appointed Executive Director for Haute Route North America. This may be a new concept for many riders, particularly in the USA, so we asked Alain to provide more details. In summary it's the closest an amateur can get to riding like a professional with a level of rider support usually reserved for the peloton in a Grand Tour and fully time-ranked stages.

### The Haute Route Experience

One of Europe's most popular cyclosporatives has come to the United States! For years, cyclists in Europe have enjoyed 7-day amateur cycling events from Haute Route, featuring iconic climbs in the Alps, Pyrenees, and Dolomites. In 2017, Haute Route debuted their first event in the US with the Mavic Haute Route Rockies, a 7-day adventure over some of the most scenic and challenging routes in the Colorado Rockies. In addition to returning to the Rockies, for 2018 Haute Route is introducing three new 3-day events in the US, in San Francisco, CA; Asheville, NC; and Cedar Springs, UT. There are still spots open for the April 20-22 [Haute Route San Francisco](#) event, and we talked to Alain about what athletes can expect.

### Q: First things first, what's the correct pronunciation of Haute Route?

Alain: We've heard a lot of different versions, especially between North Carolina, California, and Colorado! Perhaps the best way to write it the way it sounds is: "Oat Root".

### Q: What makes Haute Route events unique?

A: Haute Route events allow cyclists of all abilities to enjoy the best parts of being in a professional cycling stage race. First and foremost, riders are going to tackle challenging and iconic courses with comprehensive nutritional and mechanical support from start to finish. And off the bike during these 3- and 7-day events everything is taken care of so you can focus on riding, eating, and relaxing. We have professional mechanics to make sure your bike is ready to go each morning, and riders get a daily post-stage massage so their bodies are also ready for the next stage. Each evening there's a rider briefing that features video coverage of that day's stage and crucial information for the next stage.

For riders staying in the Official Riders' Hotel, we've worked to create the atmosphere of the Team Hotel in a professional stage race like the Amgen Tour of California or Tour de France. During these stage races, the peleton gathers

to eat breakfast together, and these shared meals are great for building camaraderie as well as for fueling up for the day's stage. Haute Route riders will have the opportunity to gather for athlete-friendly breakfasts before the stages and swap stories in the afternoon and evening in the Official Riders' Hotel and the daily Rider Briefing. In San Francisco, the Official Riders' Hotel is also down by Fisherman's Wharf. Not only does that make it very easy to get to the stage starts, a lot of the riders are bringing family because there's so much for them to do in the area.

**Q: What prompted you to bring Haute Route events to the US?**

A: I have been fortunate enough to experience multi-day cycling events from a few different perspectives. I participated in Haute Route events in Europe as well as cycling camps integrated with the Amgen Tour of California pro stage race. I was also involved in managing the Team Novo-Nordisk Pro Cycling Team for five years, so I've experienced their training camps and spent some time with them at races. The Haute Route format is the most authentic pro cycling experience available for amateur cyclists, and I think all bike racers, cycling enthusiasts, and cycling fans should have the opportunity to live and ride like a professional cyclist.

**Q: How does the competition part of Haute Route events work?**

A: The results for each stage and the overall are based solely on riders' cumulative times recorded on timed segments. Being the first rider to reach the stage finish doesn't mean you won the stage, unless you were also the fastest through the timed segments. And not all the timed sections will be climbs. Some will be rolling or even flat terrain, where riding with a fast group will be advantageous. The idea is to feed riders' desires to

compete while also recognizing that getting dropped from the front group due to a flat tire, a mechanical, or just a bad moment, shouldn't mean you're completely out of the competition. With the timed-segment format, athletes can ride stress-free on the untimed sections of the course, look around instead of looking only at the wheel ahead of them, and get what they need from aid stations without pressure of losing time. Then, when it's time to "open the throttle", so to speak, to set a fast time for a segment, riders can go all out and challenge themselves.

**Q: What are the best parts of the Haute Route San Francisco course?**

A: We have so much in store for athletes in Haute Route San Francisco. Stage 1 starts at Jack London Square in Oakland, so we chartered a ferry to take everyone to the stage start. The highlight of Stage 1 will be the ascent (and descent) of Mt. Diablo, an iconic climb in the Bay Area and the site of epic Tour of California battles. For Stage 2, the day will





start and end by riding across the Golden Gate Bridge. The miles between crossings will send riders through Muir Beach and Stinson Beach, and feature climbs up Pine Mountain Pass, up from the Alpine Dam through the redwoods, and then up the famed Seven Sisters to the summit of Mt. Tam. After descending back to Sausalito, the final timed section will be up Hawk Hill to the finish on the Marin Headlands. The courses are incredible, and when you combine the roads with the pro-level nutritional and mechanical support, Haute Route San Francisco is the ideal way to experience the best of Bay Area cycling.

Ready to head to San Francisco for this great 3-day event from April 20-22? Head over to [Haute Route](#) to register online for both the event and the accommodation package at the Official Riders' Hotel.

### **OCW Footnote**

You may have noticed that the 2018 Oscar for the best documentary film went to *Icarus*, a film that exposed the systematic state-sponsored doping of Russian athletes. The filmmaker Bryan Fogel's original intention for the documentary was to use himself as a guinea pig to see how effective performance-enhancing drugs would be to improve his time on the tough Haute Route Switzerland. This led him to Grigory Rodchenkov of Moscow's Olympic Lab, and so the story pivots on to this expose. You can watch it on Netflix.

## Haute Route - A Chance For Club Riders To Feel Like A Pro





# Goat Hill

By Alan Vester, Mountain Bike Dude

## First Aid Review

Michelle and I both carry small medical kits in our packs when riding both mountain and road bikes. The kit we use is the [Adventure Medical Kit Ultralight/Watertight.5](#).

It is lightweight, waterproof and costs only \$17.00 from REI or Amazon. Funny thing is, we have used our kits on more than one occasion, but rarely for one of us, and normally it is for someone else we find on the trail that needs medical attention. Most injuries in mountain biking are minor in nature. Small skin abrasions, bee stings, muscle cramps, thorn or cactus needles that need to be removed. Often we stop and help a rider clean a cut or scrape, put on antibacterial ointment, bandage a wound, offer them ibuprofen. Sometimes we will contact someone for them, whatever we can do to assist. I also carry a compact survival blanket, brand name SOL, 1-2 person blanket, [surviveoutdoorslonger.com](#)



## Mountain Biking Geared Toward the 50+ Rider



Occasionally the injuries are more serious and require the medical attention of a professional. We are both recently trained in First Aid/CPR taught by the American Red Cross. We are not doctors, but often we can play an important role in assisting someone who has suffered a major injury until medical help can arrive. We were taught in class that our primary role was to gather information about the injured before the paramedics arrive. Information such as the person's name, do they have any allergies, are they allergic to any medications, when did they last eat. It is important because the injured person may lose consciousness before medics arrive at the scene and any pertinent information about the injured you can render may save their life.

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

There is nothing worse than coming across an injured person, or sustaining an injury and not knowing what to do to help. I highly recommend to everyone reading this article to enroll in some sort of first aid training course. [The American Red Cross](#) in Santa Ana offers courses year round for less than \$100.00. There are private institutions that also offer First Aid/CPR classes. The classes also cover topics such as what is legal and ethical to do when assisting an injured person. Money well spent.



**American  
Red Cross**

You may already own a first aid kit that you like.

Might be a good idea to get it out and check its contents. Those E-caps from 2009 have probably expired by now. The aspirin tablets from 2011 have also long since expired. Look at the date codes on the ointments and bandages. One thing I really like about the Adventure Medical Kits is you can order re-fills for expired items in your kit without having to replace the entire kit.

You may think that you are a good mountain bike rider and since you rarely ever crash, being trained in first aid is not that important. Keep in mind, you are probably a very good rider, but many mountain bikers are not and they are the ones who will most likely need help.

Be safe out there and be prepared.

# WANTED

**Are you an OCW member**

**Do you have a home and enjoy entertaining**

**We are looking for members who would like to host a BS Party, aka Folding Party**



**We will reimburse you up to \$150 for the event!**



**It's a great way to become more involved and meet more members and have fun**

**We are looking for a host for March and any month thereafter**



**Contact Monica at**

**[monica.mccarthy@outlook.com](mailto:monica.mccarthy@outlook.com)**



# 2018

## Awards Banquet

By Miguel Perea

On February 24th OCW celebrated another great 2017 season with our annual Awards Banquet. This was an opportunity to recognize all the riders and volunteers who make our events possible. Under the masterful guidance of John Renowden, OCW President, and Joe Bernhardt, OCW Vice President the event was attended by a hundred members, making it one of the best attended in recent years. Jim Brewer created another magnificent video collage of the many participants in the 2017 rides and events. Like a good wine Jim's videos get better every year, and many of our memories get to be enjoyed again at these banquets.

Lee Stebbins was honored by the membership as OCW Member of the Year for 2017. Lee is a cornerstone of the club with over 40 years of leadership service. He is a past president and continues to be active in many of the club activities, such as the organization of both the Amtrak and Breathless Agony events, leading and preparing the club's annual budget meeting, teaching the Bicycle Safety 101 class, and acting as substitute ride leader. Most importantly, Lee never misses an opportunity to play his role of watchdog on rider safety during club rides. It is not a stretch to recognize that much of what OCW has accomplished as a club over the years, is due in great part to Lee's continuing contributions and dedication, and the club simply would not be the same without his presence. Be sure to recognize Lee for all he does for us the next time you see him.

The guest speaker this year was Andy Hampsten, the only American to win the Giro d'Italia

(1988), one of the three annual Grand Tours, along with the Tour de France and the Vuelta a España. Andy also participated and completed 8 consecutive Tours de France, between 1986 and 1993, finishing top five twice, and top ten four times. His palmares also included wins in the Tour de Suisse and Tour de Romandie, among many others. He was also a member of the pioneering 7/11 team: first American team to participate in the Tour de France.



Andy had plenty of great stories to tell and shared them with great wit during the Awards Banquet. The next day he rode on the regular OC Sunday ride and his presence brought out close to 60 riders, well over the number of riders we get any other week. Andy posed for pictures and videos with anyone who asked and was extremely gracious throughout his visit. Andy runs a touring business in Italy and you can learn more about his tours at [Cinghiale.com](http://Cinghiale.com).



More Banquet Pictures On Pages 28 and 29



# From Our Own Correspondent

Into By John Renowden  
Written By Randy Kiefer

to the Golden triangle (I trust that most of you are old enough to have knowledge of this 3-country poppy growing area.) Part of that adventure was a side trip across the Mekong River for some market time in Laos. I bought some chopsticks.

I said farewell to Pamela at the end of Nov. After her departure I stayed a few days in Bangkok before taking a 5-day tour of Bhutan - sweet indeed. For background, Bhutan, to retain its culture, is not big on outside interests influencing its traditional way of life. To that end it is selective as to whom it allows in the country. Okay, sorta. It costs around \$200 a day that you have to pay in advance. So basically,

Back in October last year Randy Kiefer cleared out his garage, packed his stuff and left to go "Bikeabout" heading for the Far East via his family home in North Dakota. Being Randy he didn't actually take much stuff, rather he packed a storage unit full of mostly bike parts. Care must be taken when opening the door of this unit as it is likely to release an avalanche of itinerant wheels. Fortunately, before he left he invested in a smartphone so we could stay in touch. What follows is only a sample of his wanderings.

Since 7 Nov my sister Pamela and I were in Singapore for 5 days, with the remainder of the time between Chiang Mai and Chiang Rai in northern Thailand. Other than walking the alleyways for beer and pineapple, two highlights were the, mud baths, river washing, and elephant feeding outing, and the day trip

the backpack crowd gives this place a miss. Part of the benefit of that expenditure is that it covers all hotels, meals, guide, car, and driver for the number of days you reserve. The hotels are nice, the food good and healthy (great for a part-time veggie like me), and the culture ever so interesting. A point in fact, the highest un-climbed mountains in the Himalayas are in Bhutan. They consider the peaks sacred, and therefore, hands (actually feet) off. They are all about Buddhism, which includes a lot of suffering. They consider being alive as part of suffering. During discussions with my guide I tried to get my hands around the whole "suffering" thing, but it didn't work so well. Okay, climbs in the Pyrenees make me suffer, but then there is always the downhill, so the suffering vanishes (mostly). At any rate, the Bhutan side trip was well worth the time.

So I am now in Chiang Mai revisiting some of the places Pamela and I enjoyed. I also made the final payment on my new/used ride (out the door for \$450.00), and will start riding tomorrow. Will head northwest to Pai, then south along the Myanmar border, then east to Cambodia with the a stop at Angkor Wat. Then Laos, and Vietnam.

I am in Luang Prabang, in north central Laos. And yes, I too have become more aware of the US's 9-year "secret war" of bombing in mostly Laos. In the capital, Vientiane, I visited a museum that tells the story that starts with the fact that if the bombs were on a time line one bomb was dropped every 9 minutes 24/7 for 9 years. It is difficult to grasp living under those circumstances. It went on to tell stories and have exhibits about how villagers have lost their lives and limbs as a result of UXO. I was unaware that Obama allotted \$30m for cleanup. I didn't feel good about being there. I had also read about the villagers living in limestone caves for years on end. As I make my way to Vietnam I will be passing through that area and will see if I can get a tour. As for the Ho Chi Minh Trail itself,



I am in over my head riding these mountainous paved roads; so just getting from city to city is an accomplishment. The locals are subsistence farmers, they do not need more obstacles to obstruct their survival. My Vietnam visa starts 20 Jan, so I will cross toward Hanoi at that time. I will need to be out 20 Feb. At this time I am looking forward to giving the Beast (my bike) away wherever I am at that time. All the best, and my regards to my OCW brethren, Randy.



I am in Hoi An, Vietnam. A UNESCO city, and from my observation well deserved. The only down part is that 10,000 other tourists think the same way. So it goes.

My last mass emailing was 9 Dec, the day before I left on the bike portion of the trip. So although for some of you this will be repeat info, below is some basic info:

1) Thailand from 10 - 23 Dec. Good roads, but busy. Secondary roads are good as well. Had I not been on a bit of a schedule I would have taken more of these roads. The people are warm and generous, so good riding.



2) Cambodia 23 - 29 Dec, it deserved more time. If possible, the folks are even more welcoming. Aside from wanting to get a taste of the country, Angkor Wat was a must. The near-by city, Siem Reap, is totally nuts with tourists, but again, part of the deal. The Wat itself is big, old, and impressive, but didn't hit it out of the park for me. It was peaceful, which was nice after being in the city for a few days. The countryside is rough. The villages are at a subsistence level at best. Water is from common spouts, sanitation is questionable.

3) Laos 30 Dec - 20 Jan This country by itself is a home run. Well, the mountain roads may make me think twice about that, but it was fun. Started in the lowlands of the Mekong, and finished touring the limestone caves in the mountains near the Vietnam border. Vientiane, the capital, is a low-keyed mid-sized city. The French influence was apparent from the food, the city streets, and the architecture. Not good for the people to have been under the thumb of the French, but good for visitors. I laid-over a few days to eat and relax. Also visited former capitals of, Laung Prabang, and Vieng Xai. Got an education on our "secret war", the UXO that was left behind and is still killing and injuring farmers, how

we left the H'mong out to dry and why they wanted out of Laos, the Pathet Lao government in hiding, etc. I knew very little of these situations before, now I realize I know even less, but it has been rewarding to gain more knowledge from various points of view.

4) Vietnam 20 Jan - 20 Feb. Okay, all of these countries are warm, friendly, and welcoming. The 300ks from the Laos border was a downhill breeze to Hanoi. Hanoi itself was - well, chaos. There is no wrong way to ride the streets. After I realized that, all bets were off (stop signs/lights, one-ways, etc) I relaxed and did as the locals. Actually it all

worked well. I just watched what others were doing, and blended in. Just wait a second or two, and somebody will be going the wrong way, and I just followed along. From Hanoi I took a Cat Ba Island overnight boat tour. An amazing place. A maze of islands that are these green mountains popping up from the sea. I was lost the entire time, but that wasn't important. Another peaceful place.

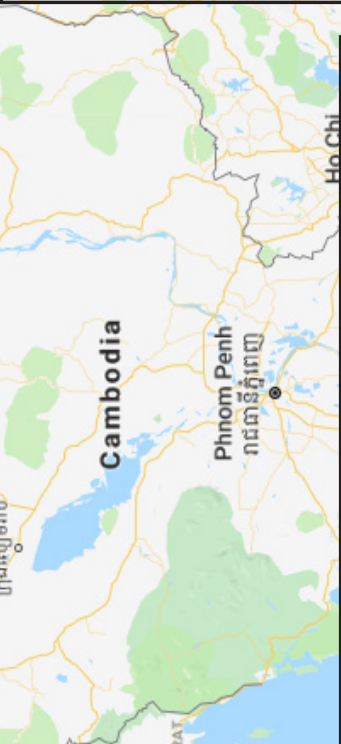
I have been riding south from Hanoi on and off Hwy 1. The main north/south route between Hanoi and HCM City. Being off Hwy 1 is wonderful. Village food and wares stalls aplenty. But soon it will be all Hwy 1 for me as I fly from HCM City 20 Feb to Japan.

5) Presently I am on my way to Tam Ky to meet with my Sargent County bud, Bill Anderson. This will be Bill's second time in Vietnam; the first was 45+ years ago courtesy of Uncle Sam. It will be a treat for me to connect with him over dinner and drinks. Thank you Bill.

There it is, in the end it will be 2-plus months of riding. Am not sure of the kms, but will total them at some future time. It has been a fun adventure, and actually learning a lot about SE Asia. More stories are in my journal, and photos are logged for future reference. My

grandpa Janisch once said, “it is better to be lucky than smart”, and up to this time in my journey luck has been on my side.

Those of you in the mid-west stay warm from the intense cold, and those of you on the West Coast stay healthy by avoiding the flu. Randy.

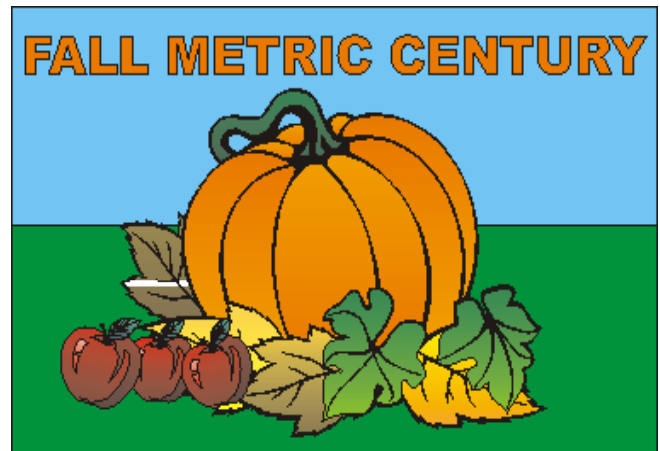




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# The Hungry Cyclist



**Monkey Bread**

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## INGREDIENTS

### DOUGH

1 CUP (2 STICKS) CHILLED UNSALTED BUTTER, CUT INTO 1-INCH PIECES, PLUS MORE FOR BOWL

1/3 CUP WHOLE MILK

1 1/4-OUNCE ENVELOPE ACTIVE DRY YEAST (ABOUT 2 1/4 TEASPOONS)

3 CUPS (OR MORE) ALL-PURPOSE FLOUR

3 TABLESPOONS SUGAR

1 TEASPOON KOSHER SALT

4 LARGE EGGS, ROOM TEMPERATURE

## PREPARATION

THIS IS A GREAT RECIPE IF YOU DON'T MIND A LITTLE MORE PREP WORK, BUT IT'S WELL WORTH IT!

THE PREPARATION IS A LITTLE LENGTHY SO I'VE INCLUDED A LINK TO THE RECIPE ON THE BON APPETIT WEBSITE. THERE ARE OTHER MONKEY BREAD RECIPES OUT THERE, BUT TRUST ME JUST FIND THE TIME TO TRY THIS ONE.

BY THE WAY, THERE ARE ALSO SAVORY MONKEY BREAD RECIPES USING CHEDDAR CHEESE ON THE BON APPETIT SITE.

HAPPY BAKING!!

HERE'S THE LINK TO THIS RECIPE:

[HTTPS://WWW.BONAPPETIT.COM/RECIPE/MONKEY-BREAD](https://www.bonappetit.com/recipe/monkey-bread)



# A Great European Bike Tour

By Pete Van Nuys

My wife, Lynn, and I think a great tour is Balance. To know a new land you must ride it, taste it, see its present but also touch its past. The riding should take you over varied terrain. Daily mileage should be modest, with lots of options for the more adventurous. And time with the group should be balanced with time on your own.

Four years ago we put together a tour in Switzerland, Austria, and Italy for the group of people who ride out of our shop in San Clemente. We're both former AYH tour leaders and I worked in the travel business for 8 years, so we knew what new and more experienced cycle tourists expect.

It must've worked because we've been asked to repeat this tour for the third year in a row! And we're adding a tour of the Lot and Dordogne Rivers in southern France this year, too.

Here's what happened last year....

## **St. Moritz is The Resort in Southern Switzerland**

We gathered at the Hotel Soldanella for our first shakedown ride around the lake. Since we treasure tiny roads which typify rural life here, we venture off pavement for part of the ride-- through pine forests high above chalets and down onto paved paths that returned us to the spa town below. It's a short ride that sets the tone for the days to come.

### **Off to Zernez in the Engadin Valley**

Next morning our first ride took us literally down a bobsled run-- a backroad covered with ice in the wintertime-- around switchbacks soaring into the village below. We continued down the Inn River valley through narrow cobblestone streets of medieval villages. The houses and buildings are covered with runes and poems hundreds of years old, revealing pre-Roman culture still thriving in these Alpine valleys. The day's ride ended at the foot of Switzerland's National Park, the oldest in Europe.



### **Into the Real Alps**

Our road the next day took us high above the Inn River through the village of Guarda, award winning for its preservation of architectural heritage. The view is spectacular-- and so is the ride back down to the river and the castle at Ardez. Then up again, higher even into the true "alps," the high summer pastures where contented Swiss cows give us the milk that produces the array of delicious Swiss cheeses. After lunch and a few beers, we swooped down seemingly endless switchbacks to our overnight in Scoul. It was hunting season and we dined on fresh venison.

### **Swiss Breakfast, Austrian Lunch, Italian Dinner**

The third day presented us with two Alpine passes. The first to Norbertshohe, its 11 switchbacks lifting us 1,220' in 4 miles. Our reward was the spatzel mit kase at the summit-- imagine white mac and Austrian cheese, the best cheeses you've ever tasted. Next we rolled over Rechen Pass between Austria and Italy, conquered the rollies on the bike path along an alpine lake, and plunged down to the village of Burgeis and the sauna at our hotel.

### **The Lush Valley of Northern Italy**

We awoke at the top of the Val Venosta, a broad lush valley created by the Adige River. Dropping into the medieval walled city of Glurns for pastries, we continued downhill along the paved bike path that flanks the Adige for 70 miles. Riding through vineyards and apple orchards, we stopped for lunch at a fishing camp accessible only by bike inside Stelvio National Park. Hearty Tirolian fare accompanied by local beer fueled our ride to the spa city of Meran.

### **Day of Rest or Challenge?**

Some of us spent the next day relaxing in Meran; some chose to return to the foot of Stelvio Pass for the epic 15 mile



7,000' climb to the summit. Counting the 48 switchbacks and communing with the cows provided entertainment on the way up. We were motivated by the views of three glaciers and the gradual widening of the horizon line signaling the top! From a chilly 48 degrees at the summit, the temperature rose steadily as we swooped back down, catching the train at the bottom and returning to a well-deserved massage at our hotel in Meran.

### **Feeling More Like Italy Now**

The temperature continued to warm as we dropped along the Adige bike path and climbed the old railroad tunnels to Kaltern. Winetasting at lunch, we stashed our bottles in the van and continued to the ancient town of Ora amidst the vineyards at the foot of the Dolomites. Dinner was in the “Church Keller” for local specialties paired with local wines in the cellar, logically, next to the village church.

### **Markets, Museums, and a Memorable Meal**

Our last day on the road was a short ride to Bolzano, in time to visit this famous market town. Pedestrian-only streets are lined with colorful stalls and the storefronts of major brands. The 3-story bike store has its own wind tunnel. Three local breweries are tucked into narrow lanes. And Otzi, the 5,000-year-old “iceman” housed in his own museum gave us a glance at mankind from the Bronze Age. After sightseeing all afternoon, we gathered at Zur Kaiserkrone off the main square for our farewell dinner.

This year the tour will be September 5 through 12th.

For more information please visit:

<http://urbanbicycleoutfitters.com/europe-2018>







# HIKING CORNER

BY MICHELLE VESTER



## SANTIAGO OAKS HIKE



Like El Moro, Santiago Oaks is another excellent hiking area that is close. I actually hike here almost every Friday, unless it's raining.

Coachwhip, which is one of my favorite trails for mountain bike riding, as well as hiking, was unfortunately closed for several months after the Canyon 2 Fire. Lower Coachwhip is linked by a bridge that was destroyed during the fire giving the trail no access point to and from the other trails (see pictures below of the bridge before, after the Canyon 2 Fire, and after the restoration).



Before Canyon 2 Fire



After Canyon 2 Fire



After Restoration

Now that the bridge and the trail are restored, all of Santiago Oaks is open for some seriously fun hikes, not to mention mountain bike riding.

My favorite hike starts by entering Santiago Oaks from behind Anaheim Hills Elementary, located off Serrano Ave. in Anaheim Hills. I park at Fred Barrera Park, located at 8380 E. Serrano Ave., located next to the school.

The climbing starts right away on a fire access road that leads to Edition Ridge fire road (unmarked) where I turn left and continue climbing. Just before the gate I turn right onto an unnamed fire road. This leads to 3 access points. I take Anaheim Hills Trail, which is basically another fire road that drops down into a small valley with excellent views of several trails that I will soon be hiking. Once at the valley floor the trail starts climbing in earnest until I reach the highest point and onto another fire road called Barham Ridge. I then turn right on Barham Ridge for a few yards until I reach Coachwhip Trail. I take Coachwhip down toward the valley floor. Coachwhip is about a mile long with several fun switchbacks. I then cross the bridge and head back up to Barham using Cactus Trail. Cactus is shorter but also steeper, which makes for a great workout. Once I'm back up to Barham I turn right and head up to Mountain Goat Trail. Mountain Goat is another fun trail with switchbacks that will again take me down to the valley floor.

Heading toward the valley floor I once again have excellent views of all the trails I just hiked, not to mention views of north Orange County from Orange all the way to the beach. If the weather is clear Los Angeles and all its tall buildings are easily seen.

Down at the bottom of Mountain Goat I turn right and pick up a trail called Bumble Bee, which leads me once again to the valley floor where I cross over a small dry wash and continue up Bumble Bee to another ridge.

At the top of Bumble Bee I make a slight left and climb up a trail called Grasshopper. At the top of Grasshopper I'm once again rewarded with excellent views of Orange Hills, Tustin Hills and on down to the beach. On a clear day I can see Catalina and even San Clemente Island. I continue down Grasshopper until it ends at a bench which intersects with a fire road called Sage Ridge Trail (unmarked). At Sage Ridge I turn right and hike down (not the stairs) and then up to Oak Trail, where I turn left for a few yards and turn right on Wilderness Trail (unmarked). After about 50 yards I take a sharp right onto the last climb called Peralta Hills. This last climb is a real whopper that will get your blood really flowing, if it wasn't already. I then come to a fork in the road. One leading to Serrano Ave., and the other a really huge steep climb. Yep, take the huge climb, because that is the way back to the car, and it's also more fun.

At the top of this massive climb I'm rewarded with another bench, but why sit when there's still a bit more hiking to do. Peralta Hills will lead to a couple of fire roads. I take a left onto an unnamed fire road that leads down to an entrance gate (toward the townhomes). I take this fire road to the back entrance of Fred Barrera Park, where there is bathrooms and also where I parked my car.

This is a 5.8-mile 2-hour hike with approximately 1,362 feet of climbing. A great morning workout!

For more information about the OCW Hiking Group email Michelle at [kashvester@gmail.com](mailto:kashvester@gmail.com)



On The Road Again....

# In Oregon

By Kevin & Ximena Ansel

We got a phone call from our good friend Sam, who lives in Corvallis, Oregon. His Mid-Valley Bicycle Club was doing their yearly bike tour and he wanted to know if we were interested. The tour was going to start in Klamath Falls and head north, back to Corvallis. It was a 9-day, 385-mile tour, with about 18,000 feet of climbing and one rest day. It sounded great to us, so we loaded up the car and drove to Oregon.

We met the group of 36 riders and 3 SAG support members at the Klamath Falls High School. The club had made arrangements for riders to leave their vehicles at the high school while we were on the tour. One of the SAG vehicles was a large Penske truck, similar to what OCW rents when supporting *Breathless Agony* or the *Amtrak Century*. The truck hauled equipment for riders who did not want to carry their own touring gear.

There were about 14 riders that took advantage of this option. The rest of the group rode self-contained. The club had booked all the campsites needed for every night. Each rider was responsible for their meals. Many cooked every night but others made their way to local restaurants or picked up sandwiches and snacks in the afternoon each day.

Leaving Klamath Falls the route made its way north around Crater Lake National Park. Even though it was late June camping in Crater Lake was still closed due to the heavy snow fall from the winter. This meant that we had a longer ride to an alternate campground. The snow was still deep at the summit of the climb where the Pacific Crest Trail crossed our route. We had heard that PCT hikers were having a difficult time making their way through the trail this year because of the amount of snow. The day

ended at the Union Creek campground after 68 miles and 3400 feet of elevation gain.

The roads were relatively traffic free, which was a very nice change from cycling in Orange County. The route was absolutely beautiful, winding its way through the lush forests of Ponderosa pines. Many of our campsites were along gorgeous lakes or rivers. The only down side was that these sites were infested with mosquitos and bugs. We endured by covering up as much as possible and using herbal insect repellent. Somehow these pesky insects still found a way to bite us through the repellent and clothing.

We continued riding north and by day 4 we had finished most of our big climbs. With clear skies, cool weather and no traffic, it was a cyclist's dream. We rode next to the Umpqua River enjoying a 4200-foot descent over 50 miles. People from all over the world come to fly fish in the Umpqua River and are rarely disappointed.

The day ended at the Susan Creek campground where everyone shared stories of the day's journey. All 36 cycle tourists were experienced riders and the evening went on with more stories of past tours and travel adventures. It was a diverse group of friendly, fun-loving people.

We then rode to the town of Roseburg and took a day-off day. We camped at the fairgrounds on the edge of the city and rode into town for breakfast at a local café. From there we did some window shopping in the quaint downtown. Meandering around, we discovered the Paul O'Brien Winery, which was featured in Sunset Magazine. We picked up a nice bottle of wine to share among friends back at camp. We also toured the local history museum and enjoyed dinner at a local brewery. When you bicycle tour, food is always something you look forward to.

The following night, the club had a professionally catered BBQ meal brought into our campsite. We all stuffed ourselves on BBQ chicken, beef, baked beans, coleslaw, homemade biscuits, brownies, and a variety of drinks. We had to roll ourselves into our tents that night.

The next day brought changes in the landscape. We rode out of the pines and into the Willamette Valley, which is a rich agricultural area in Oregon. It runs about 150 miles from Portland to Eugene. The Willamette Valley produces some wonderful wine along with many other crops such as wheat, hay, onions, and peas.

Our last night was spent at Richardson Park Campground





just outside of Eugene. We heard that the Eugene Pro Rodeo was in town and a few of us convinced the SAG driver to give us a ride to the fairgrounds. Seven of us piled into his small van and headed for the show. The evening affair included watching Bronc riding, steer roping, barrel racing, and bull riding. After watching these cowboys and cowgirls we were happy to be riding a different kind of saddle. Our Brooks leather saddles appeared to be much more comfortable.

The last day of the tour was a flat 41-mile ride back to Corvallis through farmland. It was a great way to conclude a wonderful bicycle tour. After spending a couple of days with Sam and his wife exploring Corvallis, we boarded the

Amtrak train for a ride back to our car in Klamath Falls. We have done several bicycle tours in Oregon and we love the beautiful countryside, low-traffic roads, and nice campgrounds. We highly recommend Oregon as a destination if you like traveling by bicycle.

For more information about bicycling in Oregon check out the Travel Oregon website.

<https://traveloregon.com/things-to-do/outdoor-recreation/bicycling/>





# MONDAY LADIES EVENING RIDE

**15 TO 20 MILES, MOSTLY FLAT, SOCIAL PACED, NO-DROP RIDE**

**6 PM MONDAYS THRU DAYLIGHT SAVINGS TIME**

**COL. BARBER MARINE MEMORIAL PARK, CORNER OF BARRANCA AND HARVARD, IRVINE  
(MEET IN THE NORTHEAST CORNER OF THE PARKING LOT)**

**JOIN US FOR A LADIES RIDE, MONDAY EVENINGS THROUGH DAYLIGHT SAVINGS TIME STARTING ON MONDAY, APRIL 3RD. ROUTE AND SPEED WILL BE DEPENDENT ON THE EXPERIENCE OF THE RIDERS. WE WILL BREAK INTO GROUPS AND ALTER THE DISTANCE AS NEEDED. THIS RIDE IS GREAT FOR BEGINNING RIDERS, RECOVERING SUNDAY HARD RIDERS, OR THOSE RETURNING TO RIDING WANTING A FUN, SOCIAL, NON-COMPETITIVE EXPERIENCE. MEN ARE WELCOME, BUT REMEMBER THE WOMEN WILL SET THE PACE. ENCOURAGE YOUR NON-RIDING PARTNER TO MEET WITH OTHER WOMEN AND LEARN WHY RIDING IS REALLY FUN.**

**WE ROLL AT 6 PM.**

**RIDE LEADERS:**

**THERESA NELSON, 949-355-7675**

**[CHICKSTHATRIDE@GMAIL.COM](mailto:CHICKSTHATRIDE@GMAIL.COM)**

**JULIE MOREY**

**[CYCLECHIK21@GMAIL.COM](mailto:CYCLECHIK21@GMAIL.COM)**



By Andrew Stephens



“We’re advocating to bring awareness to the underused, vast map of off-road class I bike trails all across Southern California.”

As cyclists we all know how lucky we are to be within counties that have such a huge amount of Class I trails available to us. Whether we use it for training, commuting or just for fun it’s a luxury that not many other suburban areas have. All the way from LA to OC...

Here at the “Trails of SoCal” youtube channel we’re trying to show people outside of the immediate cycling community the value of these Class I trails. Showing that they are safe, easily accessible & vastly underused. Also, we’re trying to do it in a very engaging, informative way. Because, with some of these trails running for 20-30+ miles non-stop between counties in a lot of ways we consider them “bike highways”. These “highways” could really help shift the car-first mentality that most SoCal residents have always known. As

it is these “highways” already run alongside many existing major auto highways (Santa Ana River trail by the 55, LA River trail by the 5) but are still massively underused in-comparison. We believe there’s no reason for that & that it’s primarily due to people just being unaware of what’s around them.

So! If our youtube channel gets even a handful of new riders out of their cars, onto bikes (+ joining OC Wheelmen!) & into the trail systems for whatever reason that will be looked at as a massive achievement.

Thanks for reading and please check out the youtube channel/subscribe!

Youtube:

[https://www.youtube.com/channel/UCjfvU-z5IaibD16097Np\\_COQ](https://www.youtube.com/channel/UCjfvU-z5IaibD16097Np_COQ)

Facebook:

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

# THE Volunteer

BY JILL HAMPTON

The alarm goes off early. It's still very dark. I'll be meeting my friend in an hour. We'll car-pool to the ride, but this time there is only one bike. His bike. I will not be a rider. I will be volunteering today.

It's cold and dark and people are lined up, ready to collect their packets. I hand out muffins to grateful hands trying to stay warm. A light drizzle sputters occasionally. Chatter among those waiting is about rain gear, keeping warm, and road conditions. I'm glad I brought some of my snow clothes when I moved to California a few months ago.

The first ride I volunteered for was Breathless Agony last year. I was a new cyclist, having only started riding in February 2017.

My buddy gets his bike ready, tells me about the conditions, and gives me some tips and advice about the ride. The riders leave and those of us at the start/finish prepare for the wait. The drizzle starts and stops. It's cold. What's it like for the riders?

It's not boring for the volunteers. We greet each other, help out with unloading the food for the riders when they get back. Tables are cleaned. Jerseys and other items are set up for sale. All the time, we are learning about each other and why we are volunteering today.

We get an inside view of the ride. Behind the scenes there is organization of the rest stops, timing of opening and closing those stops, calls for assistance for a rider or two.

It was a cold, rainy, nasty day. Riders returned early. Many did not complete the route. My buddy returns, very cold, drenched, telling me of fog, rain, and temps in the 40s.

As each rider returns, the volunteers find out more about the conditions, how the riders are doing, and what issues might need to be addressed.

In September, I volunteer again. The Amtrak Century is an organizational marvel. I have worked in marketing for years, and let me tell you, event planning is not easy. The Amtrak Century is a well-oiled machine.

We arrive at our rest stop and we have a binder full of instructions. Many of the volunteers at Las Pulgas have worked this stop for years. Grab the E-Z-Ups, set up the tables, start staging boxes of fruit, coolers, and the bike racks.

There are about 8 of us at the stop. We each get our t-shirt for the day and put it on. Name tags are helpful, I will never remember everyone's name.

As soon as we get all the tents and tables set up, we set to work getting our food ready. 1,300 cyclists will be here in about 90 minutes.

Bananas get chopped in half and placed in an aluminum pan. Keep it full. Pineapples. So many pineapples! I have never chopped so many pineapples. Melons. Cookies, snack mix, Cheez-Its ... all in small cups for easy grabbing.

I don't even remember how many tables we set up now, but we had them all covered with food.

It was a beautiful morning, I was chatting happily with the other woman who started chopping fruit. Soon a rider showed up, then it was a trickle, then a torrent. What a rush! Remember all that pineapple? It was the most popular thing we had on those tables!

We prepped as much fruit as we could before a single rider showed up, but we still had more in the boxes behind us. Chop, slice, slide the rind into the box next to the table. Laugh, joke, chat with the riders.

What a great day and an adrenaline rush.

You might only see that cyclist for a few seconds, but they are happy to see a smiling face, a joke, a laugh, and encouraging word. Maybe they are local. Some are from another state. Some are not from the US.

Your buddies come through and call out your name. "Hey! Good to see you! How are you doing?"

The woman who was chopping fruit with me was taking a year off from the century. Work kept her busy and she could not train that season. She plans to ride this year.

Some of the guys who worked the rest stop are retired. They are obviously good friends, and happy to welcome new faces.

One woman I talked with at Breathless was the wife of one of the cyclists. She was happy to be there. She doesn't ride, but could still take part.

I hope I made the people I met have a laugh while they stopped for a minute at Las Pulgas. If you saw the crazy woman with the knife, chopping pineapple and offering bananas for your jersey, well, that was me.

This year, I plan to ride Amtrak, but I should be at a rest stop for Breathless. I hope I get to meet some of you.

TO VOLUNTEER FOR EITHER BREATHLESS AGONY

OR AMTRAK CENTURY

PLEASE CONTACT

MIKE LEE

[MIKE.LEE@OCWHEELMEN.ORG](mailto:MIKE.LEE@OCWHEELMEN.ORG)



## Refusing to Brake For Breast Cancer

Rachel Kelley would often receive compliments on her road bike from strangers. It was sleek and black and adorned with fierce pink flames. “I would tell them it was an expensive bike—I had to be diagnosed with breast cancer to get it,” says Rachel, who’s a 12-year survivor.

Rachel received her bike as part of a Liv Cycling program that donates Avail road bikes each year to breast cancer survivors who are participating in the Young Survival Coalition’s (YSC) three-day, 200-mile Tour de Pink charity rides. She received her survivor bike in 2014 and is riding in her sixth YSC Tour de Pink West Coast this year as captain of her team, Zen Pedalers. Last year, Zen Pedalers raised more than \$51,000 for the Young Survival Coalition, a nonprofit dedicated to providing support and resources to young

women diagnosed with breast cancer before the age of forty.

It’s a cause near and dear to her heart, and Rachel recalls the road leading up to her diagnosis: On March 29, 2006—her 9th wedding anniversary—she showed up for her first day of work and immediately went to her new boss to ask for time off. Diagnosed with breast cancer in her right breast just the night before, Rachel had a whirlwind of medical appointments ahead of her. “I met with my breast surgeon on March 31 and on April 6, I had my surgery,” she says. Seven weeks of radiation, five days a week, followed.

The Cypress, Calif., resident quickly discovered that breast cancer was a disease assumed to strike only older women. “The local support group I was referred to was made up

of women who were in their 60s and 70s,” says Rachel, who was 42 when she was diagnosed. “And it met at 10 a.m. on Thursdays, so not exactly the most convenient time for those who are working full time. But at the time I didn’t think to look for other resources.”

## Cycling for a cause

Breast cancer wouldn’t be the only health issue to beset Rachel. A back injury in 2010 left her using a walker. During this time, she began accompanying her husband, Christopher, on his cycling trips.

In 2012, he rode in his first YSC Tour de Pink West Coast. The benefit bike ride is actually part of a cycling trifecta that includes not only the West Coast, but South (held in Florida) and East Coast rides, as well. The YSC Tour de Pink rides are the major fundraisers for Young Survival Coalition, raising more than \$1M for the organization each year. This money helps fund endeavors that include support groups, educating healthcare professionals, research advocacy and conferences such as the Young Survival Coalition’s National Summit.

Still recovering from her injury and on the sidelines for 2012, Rachel met for the first time YSC Tour de Pink co-founder Lisa Frank, who is also a survivor. “I remember her standing in front of me and asking, ‘Who are you?’” she says, laughing at the memory of the interrogation. When Lisa discovered Rachel was a survivor, she got excited. “She told me I had to be out there at the beginning of each day’s ride to have my picture taken with the survivor riders. The survivor-rider photo was a tradition. I told her, “But

I’m not riding.” She didn’t care. She made sure I was out there every morning for the picture. We got such a welcome from her, and I thought; ‘Now this is an awesome organization.’” In addition to meeting and becoming friends with Lisa, later that weekend, Rachel & Christopher also met the CEO of YSC, Jennifer Merschorf, who is also a breast cancer survivor and now friend of the Kelley’s.

With the proper rehabilitation, Rachel was able to ride with Christopher the following year on a Co-Motion tandem bicycle they like to call “Speedy”. In 2014, she rode all 200 miles on her Liv survivor bike. It was quite the feat for the previously casual bike rider.

This year, as Rachel marks 12 years of survivorship, it’s a particularly poignant time for her: 12 years was how long her mother went before she had a recurrence of breast cancer. As Rachel and any other survivor can attest to, the fear of recurrence never quite goes away. But she doesn’t dwell on it long before



she moves on to what challenges she looks to tackle next. “I want to do the YSC Tour de Pink East Coast and South rides one day,” she says. “I don’t have a bucket list. I have a bike-it list.”

For more information about Zen Pedalers or

to help support Young Survival Coalition by donating to Rachel Kelley’s ride, please visit: <https://west.ysctourdepink.org/Rachel>.

For more information on Young Survival Coalition and all that they do, please visit: <https://youngsurvival.org>.



This is Christopher & Rachel on day two last year, overlooking Lake Casitas with their tandem, “Speedy.”



By D. Michael Bush

# “Passing on your LEFT”

Why would a bike enthusiast represent pedestrians injured by bicyclists? Even though it's my job to represent my clients, there is heartbreak involved in knowing something irreversible didn't have to happen if someone had been a little more careful.

When a biker approaches a pedestrian and barks “ON YOUR LEFT!” I'm confident that it's a flip of the coin whether a pedestrian will instinctively move to the left or right. I estimate that at 15 mph, a biker will travel over 20 feet, before it's even possible for the pedestrian to respond sensibly. The biker has had time to develop the line between obstacles, involving calculations of time, speed and distance. However, a pedestrian walking in the same direction is thinking about something vastly different. It can take longer before a decision is made.

As with skiing, “People ahead of you have the right of way. It is your responsibility to avoid them.” (From “The Carver's Almanac”) People aren't fixed objects. Like any good soccer player, we all need to use our instincts to anticipate what could happen in the space on either side of our line of travel.

Recently, I approached a pedestrian on a narrow bike path from behind. So as not to startle him, I gently said, “I'm passing on your left”

and waited until I saw which way he moved. Staying consistent with the requirement for motorcycles who lane split on freeways, I passed at a speed not much faster than the walker was going. He said, “Thanks, not everyone does that.” I hope that changes soon.

One of my elderly pedestrian clients was seriously injured by a bicyclist. After being released from the hospital, despite months of rehabilitation and therapy, she was never able to recover her balance sufficiently to ride her bicycle, which she loved to do.

Pedestrians on bike paths can be frustrating, as bikers are sometimes to motorists, who are in their own little world, listening to their radio, with their windows up and air conditioners on. However, those who get regular outdoor exercise, in their own way, are our sisters and brothers.

The difference in perspective is similar to what a stranded motorist sees after being out in the dark night after a few minutes, compared to what an oncoming motorist sees who has the headlights on. The eyes are dilated differently. It's wise for the stranded motorist to take extra precautions, such as putting flares in front of the stationary vehicle and to stand outside of the roadway. We often see and react to things differently, with the un-

suspecting having only an instant to react. We have the time, ability and the responsibility to watch out for pedestrians who are walking to the beat of their own drummer.

My personal feeling is that one purpose of miracles referenced in the Bible was to underscore gentle core teachings for the stubborn, oblivious and complacent, who wouldn't otherwise take the lessons to heart. I hope bicyclists will be extremely cautious when passing walkers. If not, someone else's life might be forever changed for the worse, and you could be sued. May we all live and learn.

Below is a photo of my client. She has given permission that it be used.



*“ Recently, I approached a pedestrian on a narrow bike path from behind. So as not to startle him, I gently said, “I’m passing on your left” and waited until I saw which way he moved. ”*

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