

CHAIN REACTiON

WINTER 2018



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



GO RiDE YOUR BiKE

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.

MONTHLY BRAINSTORMING PARTIES

Held once a month, typically the last Thursday or Saturday of the month. These special "parties" are a way for OCW members to get together and "brainstorm" articles and ideas for our monthly NewsBlast and quarterly Chain Reaction while enjoying food and beverage. **COME JOIN US!**

If you would like to host a Brainstorming Party or supply food or beverage please contact Monica McCarthy at monica.mccarthy@cox.net. **OCW REIMBURSES UP TO \$150!**

REGISTRATION FOR OCW EVENTS

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

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

Thank you for your continued support and membership to OCW.

Mike Lee, Events

Editors Musings



Michelle Vester

Is it my imagination or was 2017 full of all sorts of devisating events in California?

Since Alan and I are mountain bike riders as well as road, we felt the floods of the spring time, the severe vegetation overgrowth shortly thereafter, the heat and low humidity after that, and then the destruction of our trails, not to mention homes, this past fall by the devastating fires. Our trails are slowly starting to re-open, but the landscape is forever changed.

As for road riding, we are having to learn to adapt to even heavier traffic, and the very short tempers from drivers trying to get to work or other destinations.

California definitely has changed since I was a kid.

Change can be good, it can be bad, and it can also be a learning experience. It's up to you as to how you want to accept these changes.

Here's to a brighter 2018.

Enjoy the ride!

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John Renowden

The President

I'm writing this column in December for publication in January so a lot of water will have passed under the holiday bridges by the time you read it. As usual, I am traveling back to Wales for the holidays. This means swapping the warm California sunshine for the potential of freezing temperatures and snow. It's just as well I keep a cross bike with knobby tyres over there, so I can get out and ride. I will be thinking enviously of the OCW rides while my toes begin to freeze and frost accumulates on the back of my jersey.

Unfortunately, a diary conflict meant I missed the Amtrak event as, along with six others, I was riding the Spanish Pyrenees, Coast to Coast. More about Spain later. For Amtrak, I would like to recognize all those involved in making the event a success. It takes a tremendous amount of behind-the-scenes effort to put on an event like this. Then on the day we have an army of volunteers to support the rider. Following the event comes the

cleanup. After that comes the review, examining feedback and finding ways to improve future events. Clearly, the biggest issue was the delays at the end involving changing, food service and incorrect announcements. All this has been noted and will be corrected for next year's event. To everyone, including our sponsors and the riders, my sincere thanks.

Luckily, I was able to attend the OCW Holiday Party before my departure. A great social event to herald in the Holiday period. Good food, good drinks and no Lycra (or is it Spandex?) in sight. Of course the highlight of the evening is Jim Brewer's "Sunday Night Live". Every edition gets better, with Jim capturing all sorts of clips throughout the year to embarrass as many folk as possible. Great job Jim, I know from experience

how long that takes. Finally, there were all the generous gifts for Hannah's House, I am sure there are going to be a lot of happy children come Christmas.

Best wishes,

John



Look Who's Playing Cricket In Wales



Steve Loughran

Randy Kiefer

Photo by John Renowden

COME RIDE WITH US!

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).

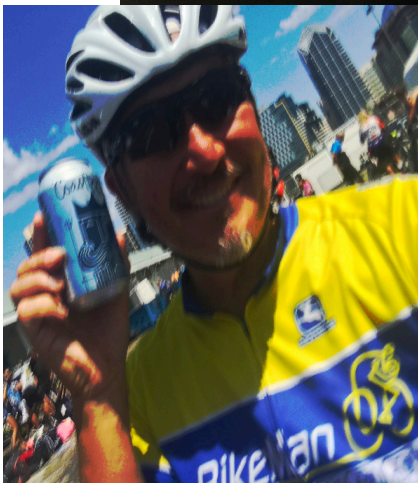
WE ARE FORTUNATE THAT WE HAVE A DEDICATED GROUP OF LCIS THAT VOLUNTEER TO HEAD THIS RIDE EVERY SATURDAY.

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

By Roland Cook



My Amtrak Century 2017

It was such a spur-of-the-moment decision that my wife had to question me. I laughed and told her “I don’t know much about it except for the date and I hear rumors that you drink beer on a train”. That’s all I knew. That’s all that mattered, really. I was on a mission to ride.

I’m a new rider. In three years I managed to log nearly 6000 miles by the time I rode 2017’s Amtrak Century. Which was a blast, by the way.

Anyhow, I recently decided to commit to riding. No excuses. At 55 years old, I fully realize that I can find dozens of excuses to not get on my bike and ride. Not anymore. It’s time to get with it and get on it. As a result, my health is improving and so is my riding skill and endurance.

This summer, after my mental commitment to myself to start riding consistently, I heard of the Amtrak Century through mutual friends. Without hesitation I logged on the internet and found the website to sign up.

So, after checking in to my hotel and checking in for the ride, I pulled my bike into the hotel room. There, I went through it and did my best to make sure the bike was ready for 100 miles of fun. I packed my extra tubes and CO2 and made sure I had enough of my hydration and snacks. Equally important, I made sure my cooler and bag of clean clothes were packed for my ride back on the train. My 0400 wake-up time couldn’t have come soon enough.

Morning finally came. First thing I did was make some good French Press coffee in my hotel room. As I sipped my black gold in a coffee mug, I was getting more excited to ride my bike to San Diego. My bike was all cleaned, lubed and aired up. My bag and cooler were packed and labeled. I loaded up and drove to the starting point of the ride. As I pulled into the parking lot at the train station, I was pleased to see doz-

ens and dozens of riders getting ready to ride. I saw all shapes and sizes of riders of all ages riding all types of bikes. Yep, even though I'm solo, this is gonna be a good day riding.

At the start of the ride, I told myself that I would just cruise at my own pace. I decided that if I got in a groove and wanted some more speed, I'd hook on to somebody's wheel and hang on. Well, over the course of 60 miles and a couple of SAG's, I experienced a plethora of riders that I decided to grab a wheel from. I lost them for a variety of reasons. Either they "SAG'd" too long for my liking, or, they took off way too fast after the SAG, or, I just didn't trust the rider I was clinging on to. Although my riding experience is limited compared to most riders in this Amtrak Century, I knew what kind of rider I wanted to follow. I knew that I wanted a rider much like I would try to be..... smooth pedaling, consistency in speed, point out hazards, maybe even predictable and basically have a good time. Mostly, the riders I was hanging on to were just much faster than I was. Someday, I'll be able to hang. Not today.

It wasn't until about mile 85-90 or so that I finally found someone that fit all the above criteria. A group of about 6-7 riders rode past me at a speed I felt I could manage. I followed one particular guy for many miles on end. His group had scattered slightly, so it was just me and him. Rookie and veteran. I knew that he was aware that I was sucking his back tire for dear life, but, he didn't seem concerned about it or even that he wanted to have me pull for a while. He just kept riding with awesome consistency in speed. His pedaling motion and cadence was like he was part robot. He pointed out every single hazard for me. I swear there was even a point where he was slightly pulling away from me and he intentionally slowed a bit so I wouldn't lose his wheel. As I hung on to his wheel, I noticed that his entire kit was a matching set. Everything, from his helmet to his knee-high socks, were the same blue and gold pattern from some riding club that he obviously is the president of. My socks and my kit were certainly not matching. I must up my game before the next ride.

Although we never spoke a word for the last few miles, I was grateful for such a nice rider. He knew I was struggling to keep up. Although I felt great physically and mentally, this rider ahead of me was obviously way more experienced and way more skilled than I was. I'm glad he wasn't in the mood to chatter because I was doing all I could to finish this century in style. Meaning, I wanted to finish this ride, first and foremost, and preferably with no new scratches or cuts and with enough energy and will to power down a couple of cold beers that were waiting for me just a few miles away. As I concentrated on his knee-high socks' cadence and his back wheel, I prayed that God would make sure my Garmin and Strava were communicating well and this ride would be authentically recorded. You see, I was told that, "If it's not on Strava, the ride never happened".

As we ride closer to Downtown San Diego, I'm getting a nose full of ocean air. "and now, the end is near" I know my cold Coronado Brewing Coastwise IPA's are waiting for me.

Me and my savior bike rider with the knee-high socks were now in a pack of about 30 riders as we approach an intersection with a red light. Yes!! I get to rest for a minute. Then, it dawned on me that this machine in front of me will get an identical rest period.

As I sit at the red light behind this rider, I take a drink of water and was getting ready to thank my rider for pulling me for the last 10-15 miles. Just as I open my mouth to speak to him, he turns around and looks to his left, as if to look for his riding gang. Then, it hit me like a ton of bricks.

As this guy looked around behind him, I realized that he was one of my best friends growing up. It was my friend Randy. We worked in restaurant together through high school in Huntington Beach. We were inseparable and managed to survive many shenanigans in our youth. We went to the fire academy together. We even got hired on to the same fire department, which rarely happens to best friends.

I called out “Randy”. As he looked at me, I could tell he was a bit confused. I sounded like Roland, I looked like him, but, what the hell is Roland doing in a lycra bike kit and riding a road bike? After exactly 3.7 seconds, it suddenly dawned on Randy that his best friend, his academy buddy and his brother firefighter was the guy sucking his wheel. Since he transferred fire departments early on, we didn’t talk daily. Life happens, I guess. We hugged and laughed about the odds of such a meeting.

The light turned green and we took off. I happened to have a shot of adrenaline after running into Randy and managed to hang with his speed AND have a fun, candid conversation with him all the way to the boat docks. The finish line. Turns out, Randy is a seasoned Amtrak Century veteran.

As we cooled off and had some great grub, he filled me in on how the train ride works. All I know is, that ride back to Irvine was the best train ride I’d had in my life. I drank cold beer. I met some of Randy’s riding crew. And I got to catch up with my brother fire fighter. Can’t wait for Amtrak Century 2018.

Amtrak Century 2017, Rider #242



WILL YOU BE READY?

AMTRAK CENTURY

SEPTEMBER 8, 2018



Are you an OCW member

Do you have a home and enjoy entertaining

We are looking form 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



American Cycling Legend *Andy Hampsten*



2018 Awards Banquet

We are very pleased to announce that former 1988 Giro d'Italia winner, Andy Hampsten, will be our featured speaker at the OCW Awards Banquet on February 24th. Andy is a true American cycling legend who placed 4th overall in the 1986 Tour de France. In addition, he won the white jersey for best young rider and helped his team leader, Greg LeMond, to victory that year. In 1987, he joined the 7-Eleven Cycling Team and is most known for his heroic effort in the 1988 Giro on the Gavia Pass for riding in a blizzard and taking the leaders jersey. In 1992, while riding for the Motorola squad, he broke away from the leaders on the Alpe d'Huez to win this classic Tour de France stage.

Andy brings a unique perspective to the emergence of American cycling on the world scene and currently lives in Boulder, Colorado and Tuscany.

I know this will be an evening you will not want to miss, so be sure to watch our OCW home page for more details on when registration opens.



Cycling Clothing Care and Warranty

Submitted by Harry Gunther

Like all cycling gear clothing is not made to last forever, but here are a few useful hints for maintaining and maximizing the life of your cycling kit. Also you will find information on Voler's warranty covering your OCW Club clothing.

Before the ride:

Never use any creams, liquids or products for warming up (winter) or sun protection (summer) on or under garments made with elastic fibers. These products contain chemicals which lead to quick fiber deterioration for all fabrics made with spandex. Chemicals from sunscreens are a common reason for loss of elasticity and curling.

After the ride:

After each ride, hang your garments in a well-ventilated environment or wash them immediately. Do not hang the garments in the direct sunlight. Never store damp sweaty clothes in a non-ventilated environment (e.g. plastic bags, sport bag).

Sweat is toxic. On some individuals more than others - body chemistry is different for everyone. If your body has a tendency to sweat a lot, wash or water-rinse the garments after each use to protect the fibers from bacterial attacks which might lead to fabric deterioration.

Washing:

Washing a garment can put stress on fabric and seams. Therefore, wash cycling garments separately from other clothes to prevent friction - especially items with Velcro, webbing, or anything with a rough/abrasive character. Before washing, turn the garments inside out (seams on the outside). Machine-wash with a mild liquid detergent, ideally in a wash bag, on a delicate cycle in cold or lukewarm water (max. 30° C/86° F). Do not use Woolite, bleach, fabric softeners, or other laundry additives. These additives are harmful and will reduce the life of your clothing. Dry garments flat or hanging, but do not tumble dry.

Global Cycling Network (GCN) has a YouTube video on cycling kit care that you also might find helpful: <https://youtu.be/8psgOLhP-kQk>

Voler's Repair and Warranty Policy

Voler stands behind the quality of their products and wants you to enjoy your garments for as long as possible. Voler's standard warranty is to fix any defects within a year of purchase; if you notice anything wrong with your order please let Voler know right away. Voler may revise their warranty policy from time to time, so check their Web site for the latest information.

Voler also repairs garments. Some common repairs are:

- Repair or replace broken zippers
- Fix unstitched or slightly torn seams

If you think your garment can be repaired, please send an email to repairs@voler.com, with a picture of the garment and a brief description of the needed repair. Voler will respond to your inquiry within about 72 hours. Once they determine that your garment can be repaired, you will be emailed a repair form with a shipping label to send with your garment. Please fill the label out completely to avoid any mix-ups. Typically Voler can repair your garment within a week of receiving it. Repair/shipping fees may apply.

Voler's Crash Replacement for Full Custom Garments

If you crash and destroy your Voler custom clothing, Voler can produce a replacement in just 3 weeks for the 15-piece price. Your garment must be sent back to Voler first. Once received we will produce the exact replacement for you. This service is only available for garments originally purchased and replaced within the same and current season (Oct. - Sept.) Features and options (fabric, trims, sizes, pads, etc.) can not be changed. Prices are based on the current season Team Price List. No discounts or sponsorships applicable. Contact sales@voler.com with any questions.

Remember sunscreen, strong detergents, bleach, fabric softeners, and other laundry additives can be harmful to your cycling kit. Keep your kit in top shape and ride safely.

Thank you to Voler and Global Cycling Network for the information in this article.





**THE ORANGE COUNTY WHEELMEN ARE
LOOKING FOR VOLUNTEERS TO HOST
A MONTHLY OCW SOCIAL PARTY.**

**YOU CAN CHOOSE THE DATE AND
TIME. OCW REIMBURSES UP TO \$150
TO COVER YOUR EXPENSES FOR HOST-
ING. THERE ARE USUALLY 20 OR SO
MEMBERS THAT ATTEND.**

**CONTACT [MONICA.MCCARTHY@OUT-
LOOK.COM](mailto:MONICA.MCCARTHY@OUT-LOOK.COM) WITH YOUR INTEREST AND
TELEPHONE NUMBER.**

THANK YOU!



By Joe Bernhardt, Vice President

the *VICE* President's Message

More Storage at the

OCW Storage Unit

On November 21st, Lee Stebbins led an intrepid work team consisting of Larry Locken, Art Pressel, and Joe Bernhardt to install two ten-foot-long shelves in the OCW storage locker in Orange. The storage locker is rented by the club to hold our supplies and equipment used for Breathless Agony, Amtrak Century, and the Spring and Fall Metrics.

With the acquisition of Breathless Agony, the club added the equipment and inventory used by Robert and Jill Kahler to its existing volume of gear. As a result, the OCW shed was packed to the rafters and in desperate need of more space.

Demonstrating his talent as a craftsman, Lee constructed two ten-foot-long custom shelves at his home that were transported to the shed and secured to a supporting beam. The accompanying picture demonstrates just how strong the shelves are by supporting Lee, Art and Larry.

Now we are once again able to walk into the locker without fear of having supplies and storage bins fall on us. A big shout out to Lee for the time and effort it took to put this project together as well as to Art and Larry for being there to help make it happen.





Goat Hill

By Alan Vester, Mountain Bike Dude

Mountain Biking Geared Toward the 50+ Rider



If Posted - Stay Off The Trails Please



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

2017 has been a rough year for mountain biking here in Orange County. The 1st of the year brought much-needed rain to California. A side effect of the more-than-usual rainfall was trail damage due to runoff. The trails were finally in decent shape in late March and we were back riding again.

October 9th of this year the Canyon Fire 2 started in Anaheim Hills and was not contained until about a week later. The damage was extensive. Peters Canyon, Santiago Oaks, and portions of Irvine Regional Park were closed to hikers, equestrians and mountain bikers.

As of this writing there has been partial openings in all three parks.

It is critical that we mountain biker types stay off the posted-as-closed trails and off the burned areas until they have officially reopened. The web site; ocparks.com has the latest updates on the status of these parks.

I want to remind all mountain bikers to be circumspect of damaged areas and trails. Don't be the moron who thinks the restricted areas don't pertain to him. Burned areas need time to rejuvenate and come back to normal. The signs that say "Stay Out" "No Trespassing" do pertain to us. **STAY ON THE DESIGNATED TRAILS AND DON'T CUT CORNERS AND/OR MAKE SHORTCUTS.**

It is very easy for Orange County Parks and the Forest Service to ban mountain bikes on any given area, and when this happens, good luck getting the restrictions lifted. I have seen this happen in the San Jacinto Mountains, when a reckless, self-centered mountain biker ruined it for all of us. There are banned trails all over California that will probably never be reopened to mountain bikers again.

OC Parks is looking for volunteers to help with habitat restoration in designated parks. The information is available by logging onto ocparks.com.

So stay out of restricted areas please, volunteer if you can and remember the trails will eventually be re-opened to us.

The pictures on the previous page are of Peters Canyon Reservoir (top), Santiago Oaks near the flag (middle), Peters Canyon at the top of Redhill looking north (bottom).

Have a great winter and I'll see you on the trails (the legal ones of course.)



Cycling and Bone Density



By Joe Bernhardt, VP

It seems that just about every year I go to see my doctor for my routine physical, I am treated to a new surprise. Two years ago, she told me I had an irregular heart beat that caused me to be referred to an electrocardiologist. He was able to resolve my issue by telling me to stop ingesting all forms of caffeine. That is not as easy as it sounds as caffeine is in more types of food and drink than you can imagine. Nevertheless, I have abstained and my heart is back to its usual happy rhythm (it's the only part of me that has rhythm as I can't dance a lick.)

This time she noted by my medical history that in the past ten months, I had broken two bones in two separate accidents: my sacrum in a bike crash in December, and my fibula in a skiing accident in April. I did seem to remember them, but I had fully healed and felt great. Nevertheless, she said it was time to check my bone density to see if there was something going on that I needed to be concerned about. I shared with her I had no worries as the accidents were both freaky and not likely to be repeated. I ride the bike most weeks between 150-200 miles, work-

out three times weekly at the gym doing weights, and eat a fairly balanced diet. No worries.

The bone density scan was a piece of cake: it took only 15 minutes from start to finish, and it was like having a mini CT scan.

A few days later the results were in and the doctor's assistant called me with the results. My wrist and leg were normal, but in my pelvic area I have Osteopenia.

Wikipedia has the following definition: **Osteopenia** is a condition in which [bone mineral density](#) is lower than normal. It is considered by many doctors to be a precursor to [osteoporosis](#). However, not every person diagnosed with osteopenia will develop osteoporosis.

Sort of good news-bad news. The prescription to prevent this from moving to osteoporosis is take 500mg of Calcium along with vitamin D daily, and do some form of impact exercise including more weight-bearing exercise.

Turns out that cycling is great for cardio and psychological health, but does nothing for bone density. The vitamins and minerals are an easy fix, but I am now trying to figure out how to incorporate more impact weight-bearing activity into my busy schedule. I used to be a triathlete and have completed multiple marathons so running is nothing new to me. But with age and a knee that had undergone major surgery at age 17, I had decided to stop running 8 years ago.

As of this writing I am still trying to figure out what I can do to increase impact in my exercise routine without damaging my knee. I have already begun doing more leg presses on a weight machine, and plan to do more outdoor hikes. But I don't yet know if this will be enough.

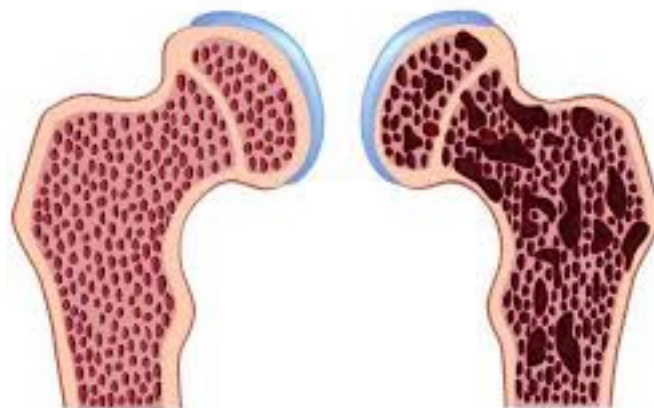
The moral of this story: consider talking to your doctor about this and look into getting a bone density scan to see if you may have a hidden problem. Cycling by itself will not prevent this from occurring and women are particularly at risk.

I am comforted by the fact that not all Osteopenia will translate into Osteoporosis but I plan to do what I can to prevent this from happening. See you on the road.

Joe Bernhardt
OCW Vice President



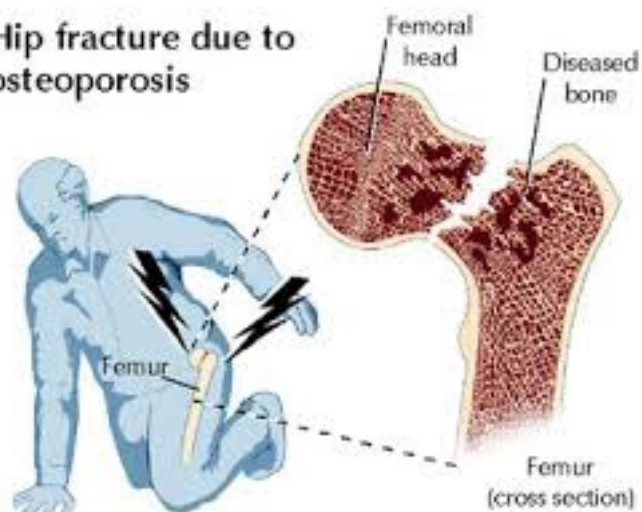
Osteoporosis



Healthy Bone

Osteoporosis

Hip fracture due to osteoporosis





Donate Your Old, Usable Bike!

Need to make some room in the garage? Do you have a relic that is still in working order? Is your partner threatening divorce because you have way too many bikes? Do you have a serviceable bike that you'd like to pass along? Since 2012, OCW Sponsor Shop Trail's End Cycling Center has been helping homeless veterans get back on their feet with donated bicycles that they recondition. In collaboration with the VetNet Program administered by Working Wardrobes, an Irvine 501(c)3 non-profit organization, Trail's End puts bikes in the hands of road warriors who need basic transportation to commute to their new job. Trail's End reconditions and passes along about 20 bicycles each year to WW, at Trail's End's expense.

For over 25 years, Working Wardrobes has changed the lives of more than 70,000 men, women, veterans, and young adults overcoming difficult challenges - alcohol and substance abuse, domestic violence, incarceration, homelessness, catastrophic illness, and traumatic financial loss. Their clients are referred to them from more than 60 agencies throughout Southern California. Recently,

they have been serving a large population of homeless veterans to provide basic job skills, help writing resumes, conducting job interview workshops, retail and computer training, and giving their clients a new set of clothes so they can make a good first impression when meeting with a prospective employer.

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

Wardrobes.

Ideal donation bikes would be:

- Mountain bikes
- Hybrid bikes
- Geared commuter bikes
- Flat-bar single speed commuters;, either freewheel or fixed-gear
- Flat-bar geared road bikes

TECC also receives children's bikes, beach cruisers, and time-trial bikes. Children's bikes are always welcome around the Christmas holiday. Time-trial bikes can be converted to flat-bar commuters. Beach cruisers need to be in very good condition for donation and are generally sold by TECC because they do not make good commuter transportation. Proceeds from these sales will go towards purchasing a new hybrid for one of their clients. All proceeds are donated by Trail's End.

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

If any OC Wheelmen have a gently used bicycle that they want to donate, contact Randy or Dan Profeta at Trail's End Cycling Center at (949) 863-1982, or bring the bike to the shop located at 17145 Von Karman, Suite 108, Irvine.

Randy Profeta, OCW Training Officer

Caption (page 18):

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

Breathless Agony 2018

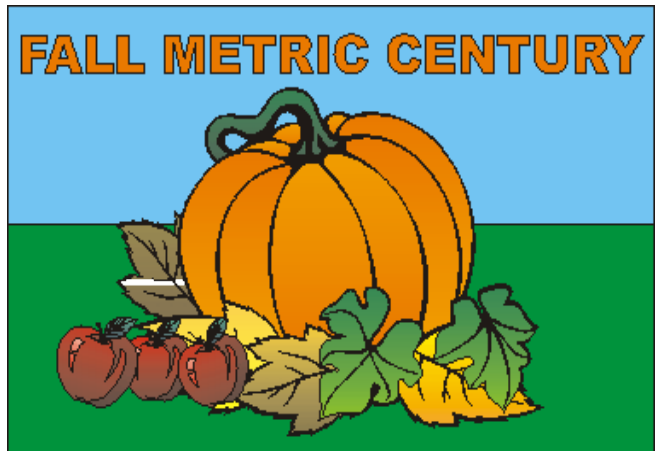
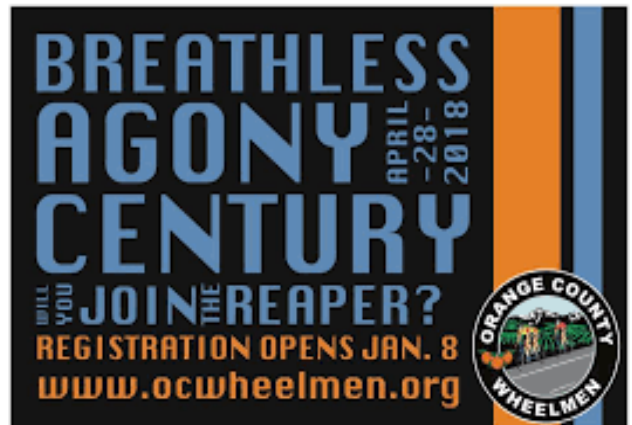
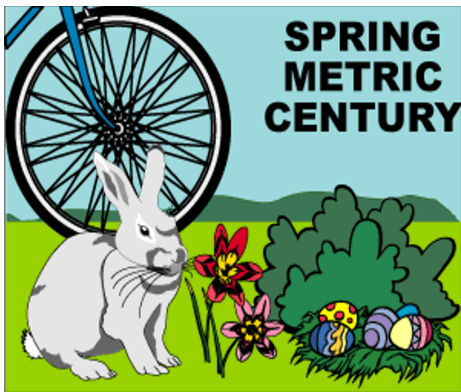


The 22nd
Edition of
Breathless
Agony
Will Be
April 28, 2018
Mark Your
Calendars

2018

EVENTS

Get Out and RIDE





The Hungry Cyclist



Zinfandel-Braised Lamb Chops with Dried Fruit

INGREDIENTS

- 2 tablespoons extra-virgin olive oil
- Four 8-ounce lamb shoulder chops (cut 1 inch thick)
- Salt
- Freshly ground pepper
- 1 tablespoon ground coriander
- 8 garlic cloves, halved
- 10 thyme sprigs, plus more for garnish
- 1 cup big, jammy red wine, such as California Zinfandel
- 1/2 cup dried cherries (3 ounces)
- 1/2 cup dried California apricots (3 ounces), quartered
- 2 cups low-sodium beef broth

PREPARATION

STEP 1

In a large, deep skillet, heat the olive oil. Season the lamb chops with salt and pepper and rub them all over with the coriander. Add the lamb chops to the skillet along with the garlic cloves and 10 thyme sprigs and cook over high heat, turning once, until the lamb chops are browned and the garlic cloves are browned in spots, about 6 minutes.

STEP 2

Add the red wine, dried cherries and dried apricots to the skillet and bring to a boil. Cook over moderate heat until the wine is reduced by half, about 5 minutes. Add the beef broth and bring to a boil. Cover partially and simmer over moderately low heat until the lamb is tender and the sauce is thick and glossy, about 35 minutes; turn the lamb chops once or twice during cooking. Discard the thyme sprigs. Serve the lamb chops at once, garnished with fresh thyme.

MAKE AHEAD

The braised lamb chops can be refrigerated overnight. Reheat them gently before serving.

Serve with steamed Israeli couscous.

THE MAGNIFICENT SEVEN

They fought like seven hundred



Readers of Chain Reaction may remember that five OCW members rode from the Atlantic coast to the Mediterranean, covering 450 miles in six days over the epic climbs of the Pyrenees in 2015. After surviving this ride the “Pyrenean Five” decided that my treat for turning age 70 would be to, again, ride Coast to Coast but this time on the Spanish side of the Pyrenees. The special reward: it’s further, with more climbing! Encouraged by our smug recollections of this feat of endurance, and the fact that nobody died in the process, two more riders elected to join the crew, hence we became the self-appointed “Los 7 Magnificos”. Now one of these riders is a surfer dude and was not much into riding. I had my doubts that he would be able to drag himself out of the water for long enough to do sufficient training to complete the 520 miles and the 45,000ft of climbing. This is equivalent to doing the Big Bear Century five times in six days. I was wrong. From a very modest start to multiple repeats of Pelican Hill Shawn became a strong rider. The lesson here for everyone is that a basically fit person can get to be a multi-day endurance rider in the space of less than a year, it just requires the will and dedication to achieve

the goal. You just need to follow The Rules, see link below. No doubt peer pressure is a factor too; a major advantage of joining a club.

Now as a prequel to the ride there were two stops to be made, the first to my place in North Wales and the second to Miguel’s brother’s house in Bilbao. In Wales I have a collection of bikes and offered the guests the pick. After I gallantly bagged the Cannondale Cross, Miguel chose the Cannondale Saeco and Randy was left with the Pashley Speed 5. Stuart came equipped with his own steed that he keeps to ride in England. Now the roads around my place are narrow, rough and hilly, eminently suitable for the wide tyres on the Cross. Despite the narrow tyres on the Saeco Miguel cut quite a dash on the gleaming red speed machine. Randy, being the hard man, had no problem taming the 30lb Pashley with its retro sweptback bars, hub brakes and 5 speed hub gears. He did have to walk up the first hill but then developed a technique of tearing down the descents in order to use the Pashley’s substantial momentum to crest the next rise. When Charles and Steve joined the team I had to raid a friend’s bike collection to gain a few

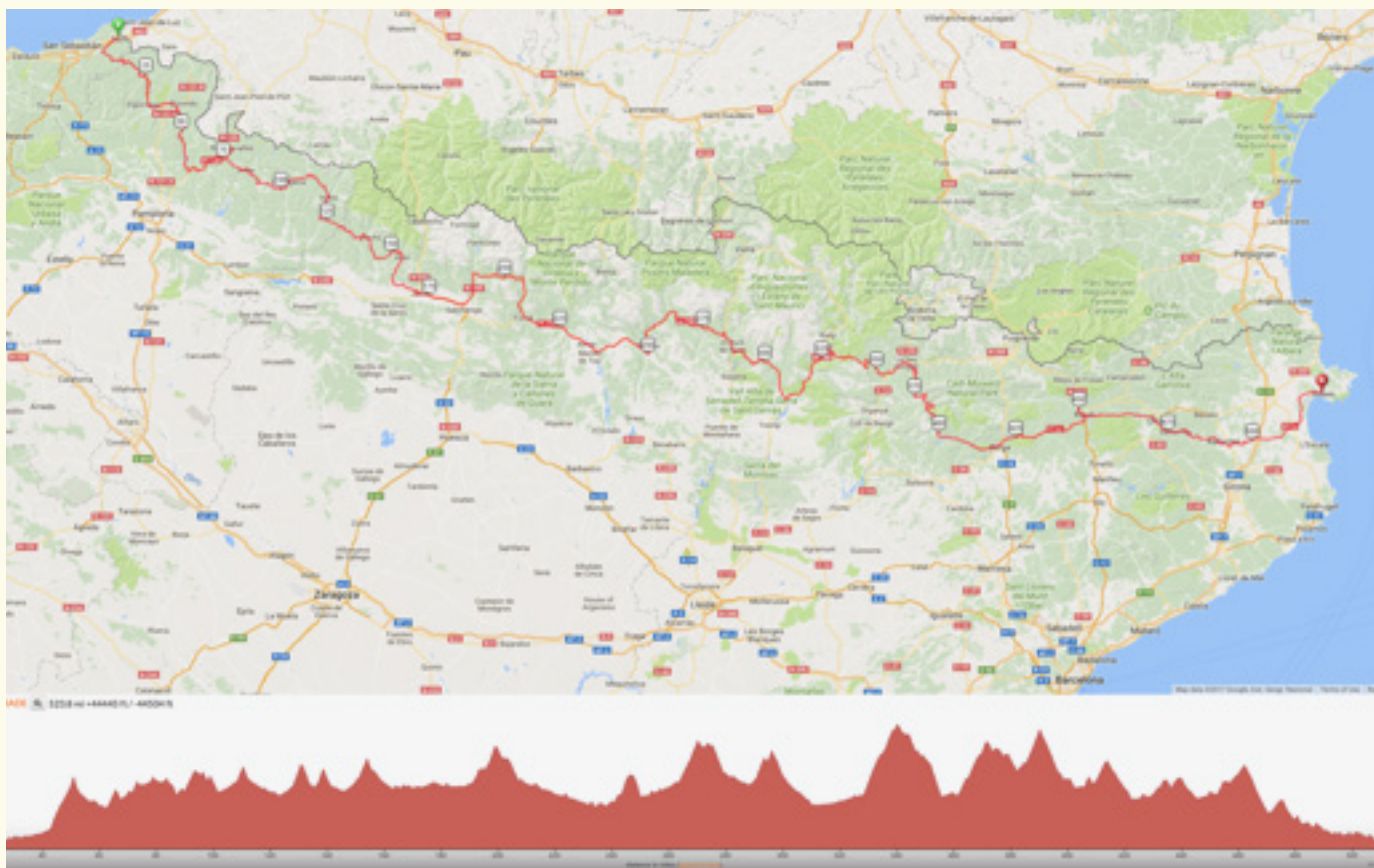
more steeds. The main features of rides in Wales are wandering sheep, cattle grids and frequent rest stops at the local pubs. Besides the riding the team enjoyed an hilarious game of cricket, but we did have to enlist the help of the neighbor's labradoodle to find the lost balls in the hedges.

Be warned, Spanish cuisine is the enemy of the Grimpeur, definition below. Following a visit to the Guggenheim in Bilbao we went tapas bar-hopping in Bilbao and San Sebastian. The tapas, locally known as Pintxos, are way too good to miss. This was followed by a wonderful dinner with Miguel's brother's family. Excellent dinner, wonderful hosts and I don't think I have ever seen so many empty wine bottles. From San Sebastian Derek, our guide and mentor for the next six days, picks us up. Derek has brought along our rental bikes, Giant TCRs, good bikes but I find out that the lower end frames have much less sophisticated carbon layups and are just solid and totally unforgiving. Having said that, they perform flawlessly, just requiring replacement saddles for those who experience butt problems. Hint; take your own saddle when renting

bikes, your butt will thank you.

OK, so now we are into the event, but first it's a group dinner: more eating! Fortunately, there are no scales in our hotel, so I can't see how much weight I have gained. Then begins the ride prep with lots of wrenching to set the bikes up to our liking, pedals, seat height, tyre pressure and bars. And we are off on a cool damp morning. It feels somewhat surreal as we launch ourselves in the direction of the Mediterranean, 520 miles to the east. Will we make it? The surfer dude looks doubtful, I have a torn meniscus in my right knee that has required shots of cortisone and lubricant to get me to the start. Being cyclists we know how to suffer, and suffering is what we will do.

There is a huge difference between the Pyrenees on the French side and the Spanish side. The French side has long, open climbs, famous in the Tour de France. The Spanish side is more verdant and the roads are shrouded in picturesque damp woodlands. Not so many long climbs with wide vistas, more shorter climbs but many of them in one day. On the first day we get a



little rain, not much but enough to require jackets, long gloves and overshoes. The second day is a little grey, but better. We have five climbs in 90+ miles totaling over 9000ft. It's tough for me as my knee pain means I can't stand on the steep sections, I just have to sit and grind. We all notice that the grades are reasonable until we get near the summit, it's as if the road builders got fed up and just went for the summit at the end whatever the resulting grade. The video shows I have my bike leaning to the left and my right knee stuck out to the right. It may look weird but it works. When I get back I get arthroscopic surgery to clean out the joint. I also give the second day printout of the elevation and heart rate to my cardiologist showing I had to crest at 177bpm, somewhat higher than the stress test he gave me with a suggestion that for my age I should not exceed 146bpm.

We ride on, the weather improves, cool morning followed by warm afternoons. The roads are interesting,

lots of tunnels, some with diversions along the old road to keep cyclists out of the traffic, lots of deep ravines with vertical sides. We notice that the Spanish drivers give us a wide berth when passing, the rule is 1.5m and they seem to stick to it. The riding is hard, for some reason the last few miles each day into the hotel seem to last forever. The hotels are wonderful, some very old, some new, not five star luxuries but the best the region has to offer. Dinners are great. There is nothing like the camaraderie of cyclists who have suffered the same grueling ride, happy to be fuelling up on good food and beer. Sleep comes easy, except one night in a noisy town when it's warm and the windows need to be open: no aircon here. Then I am woken early by a text from our leader saying he is in the hospital and needs his passport out of the van. Charles and I make our way down and find we are locked into the hotel. We find a staff member who speaks no English but indicates we can't get out until 7:00am. Charles uses his phone's translation app to explain we need to go to the hospital,





whereby we are led down to the staff door and out on the street. What did we learn from this? Take a rope so you can rappel out of the window if there's a fire? Take your passport and insurance if you go to hospital? Don't get sick? Anyway, Derek was fixed up with a drip and manfully led us the next day, although he had to take to his bed as soon as we got to the hotel that evening.

So back to the rides. The thing I remember most is the glorious descents. Long, long winding descents with practically no traffic. I had the route in my Garmin so I could see the direction and severity of the bends ahead. Generally you could see down the road, so you could use its full width to cream the bends. On one decent Charles and I were together and we heard a loud bang behind us. We were going so fast that there was no way we could turn back to investigate. Anyway, we knew Derek was behind us. It turned out that Randy had a rear wheel blowout but, being Randy, he averted disaster by the deft control of his machine. This was the only incident in our cumulative 3,640 miles, kudos to the rental company. It was not all descents, for

every downhill there was a grinding uphill. The most memorable was stinking hot. Shawn, clearly missing out on the surf, had been swimming in the river to cool down at our lunch stop. We then had to endure this long exposed climb in the baking sun. It was hard, our feet were on fire. Miguel and Shawn stopped to cool off, Shawn had his shoes off, it was then they noticed blackberries in the hedge so went foraging. It was tough to get back on their bikes after that.

Charles and I were recording video and ended up with nearly 9hrs of footage to edit. I have managed to put a video of just over one hour together but it's hard to edit out such good memories, hence I have a few separate videos of long descents. One of these proves that bikes descend faster than cars. Charles is chasing a car that has to brake for each bend, they try to get away on the straights but the bike catches them on every bend.

The last day of our ride is the easiest, with not so much climbing and a cumulative descent to the coast. We end at Roses, a pleasant seaside resort with a wide sandy beach. It's time to jump in the Med. The next day we

set off in our different directions, Miguel and Randy on a tour of Spain, heading back to Bilbao, me to Girona and a flight back to Wales, the others to Barcelona.

It's great to be able to do this stuff. Regular Club riding builds a good base of endurance. Experience of these long multi-day rides shows that Day 1 is a fine wakeup call, Day 2 is the hardest and beyond that the body quickly adapts to its lot. By the last day I was fitter and stronger than ever. Tough though it may be, there is always a sense of loss when it comes to the end. Roll on Italy next year.

Riders: Miguel, Stuart, Shawn, Randy, Steve, Charles, Me

Cycle Tour Company – Bike-Alive

<http://www.bike-alive.com/spanish-coast-to-coast/4593991297>

Bike Rental - Velomondo

http://www.velomondo.com/Velomondo/Our_Bikes.html

The Rules

<http://www.velominati.com/the-rules/>

Grimpeur:

Someone who excels in mountainous races, the real hard men of the sport. A Grimpeur is a rider who will suffer more than the next man to get to the top first, one who has grit, one who has character.





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.

Our last party was at the home of President John Renowden who personally cooked a wonderful meal. As you can see by the picture I took of John cooking, he has many talents besides being a strong bike rider and club president.

At our last board meeting, we adopted a resolution dropping the name Folding Party and have renamed 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 needs to know how many guests to expect. OCW reimburses up to \$150. Contact Monica McCarthy at: monica.mccarthy@outlook.com.



CHRISTIAN BIBLE FELLOWSHIP



TEAM CBF

Team CBF or team Christian Bible Fellowship first joined the Amtrak century in 2011 and has never skipped the event since then. Four riders initially did the ride not knowing what to expect or if they prepared well enough for the ride. After all, the Saturday rides were just meant to be a fun ride and to have fellowship with the men and women of the church and invite friends as well. Much to their surprise, the 4 rookie riders made it to San Diego at the same time with family members cheering as they enter the parking lot.

The support of the family members not only meant cheering for the guys but also following them on the route and taking occasional photos of the riders, medical support if needed, meeting them at the rest stop and of course continuous praying for them and all the riders for safety on the road. The group grew bigger the year following as other church members and friends joined the ride. It became a yearly family affair with lots of cheers and food of course. Two (2) of the last three rides were dedicated to a brother in Christ who was diagnosed with stage 4 prostate cancer and this year's ride was for the wife of one of the former riders who was diagnosed with leukemia. Both of them are still undergoing treatments but we at team CBF know we have our Lord God as the ultimate healer and everything will be done according to his will.

With God's blessing, we at Team CBF will continue to join this annual event and proudly wear our jersey praising our Lord Jesus Christ.  Article by Mike Ilige

HIKING CORNER

BY MICHELLE VESTER

EL MORO 7 MILE HIKE



When Alan and I want to get in a few-mile hike, but we are limited to time, we like our trusted El Moro Loop.

Starting at Coastal Peak Park, on the corner of Ridge Park Road and East Coastal Peak, this starting point has great bathrooms, and plenty of shaded areas. The down side is the lack of parking. There is usually an organized adult soccer game being played every weekend morning that takes some of the limited parking spaces. There is street parking on Ridge Park Road and East Coastal but that fills up early with mountain bike riders and runners. Arriving before 7:30am usually will assure a parking spot somewhere.

We start our hike on No Name Ridge, a scenic fire road heading toward the ocean for approximately 2.1 miles. We then turn left onto the Poles, a 0.4-mile fire road connector. Poles is a steep descent to Moro Canyon where we turn left, but lately it has been in really good shape, so footing isn't a big problem.

Moro Canyon is again another fire road with some fairly good exposed climbs, but also leads to a beautiful canopy section, which is well worth the effort and sun. Even though you are on a fire road Moro Canyon is still very scenic.

At mile 1.5 Moro Canyon transitions at a fork. Go right and take Moro Canyon 0.6 to Elevator for a little more canopy, but also Elevator is exactly what the name implies and will lead to some steep climbing at the end. Elevator is only 0.3, but as stated it packs a punch. Or, at the fork go left onto the 1.25-mile fire road called Slow 'N Easy. Slow 'N Easy is a much easier elevation gain than Elevator, but it is longer. But, for what Elevator makes up in less distance, Slow 'N Easy makes up by being able to walk faster!



Both these trails end up at the Fence Line kiosk. Fence Line is a single track that parallels Bommer Ridge Road. It's a fun single track, but I wouldn't recommend it to hikers, as there are loads of fast mountain bike riders who take this trail. I'm one of them! So knowing this, from the Fence Line kiosk Alan and I walk north toward the gate, which is in sight from the kiosk. Pass through the gate to Bommer Ridge Road and turn left.

Take Bommer Ridge northwest approximately 1.1 miles back to Ridge Park Road and Coastal

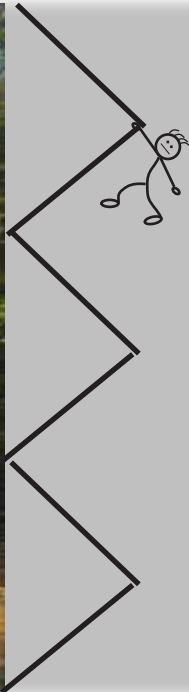
Ridge Park to your starting point.

Remember this is a multi-use park. You will encounter mountain bike riders, as well as other hikers. Unfortunately it's posted that dogs are not allowed, so please respect the rules.

For more information about Crystal Cove State Park (El Moro) and Laguna Coast Wilderness Park, click on the links below:

<http://www.crystalcovestatepark.org/>

<http://www.ocparks.com/parks/lagunac/>



For more information about the OCW Hiking Group email Michelle at kashvester@gmail.com



HALEAKALA ROUND TRIP

BY BRUCE CAMPBELL



It all started in Jan 2017 when my wife Jan and I were awarded a trip to Hawaii in May of 2017 for my sales performance the year prior. The company paid for 4 days and 3 nights at the Four Seasons in Lanai ending May 23rd my birthday. I persuaded my wife, Jan, to extend for 3 more nights in Kaanappali Beach Maui which is a quick 45-minute ferry ride from Lanai. Of course I had an ulterior motive that had everything to do with cycling.

I told Jan that for my birthday I wanted to rent a bike in Maui and ride up Mt Haleakala, a 10,000' extinct volcano on Maui. I also requested that for my gift she should consider to be my SAG support using our rental car. Once we had agreement, I made a rental bike reservation with Maui Cyclery owned by Donnie Arnault, the owner of the shop and Go Cycling Maui tours.

A handful of my So Cal cycling friends have used Donnie's shop for rentals with good results and my experience was similar. The shop's website - <https://www.gocyclingmaui.com/> has an easy link to bike rentals and provided choices of either Scott or Felt bikes in varied frame sizes. The bikes are all set up with compact chain rings and 11/32 cassettes to support the 35+ mile - 10,000' ascent. The website simply requests a couple of key measurements and the reservation was made at a very reasonable price.

I arrived at Maui Cyclery at 8:00 am the day of my ride – you can also pick up the bike the night before but it was a 40-minute one-way ride from Kaanappali Beach and I opted for same-day pick up. I immediately met up with Donnie's mechanic Hank who was setting up rental bikes for a shop-led ride that morning. I introduced myself and told him that I had made a reservation for a Scott Addict for the day. He was well aware of the rental and already had the bike set to go. I rode the bike briefly in the parking lot and no adjustments were necessary other than Hank kindly adding a Garmin 500 computer mount (which I forgot). I asked for a route slip and was directed to a large color map on the wall and was given a 5-minute verbal overview.

Simple right? Holy Cow, why did I not spend a few minutes reviewing the Haleakala route on Strava or RidewithGPS a week ago? How come I did not raise the question about a route slip with Donnie when I spoke to him on the phone in April and opted out on his offer to have him guide me up to the summit for a few dollars more? There was only one option now, so I flushed the nervous feelings and decided to repeat the directions directly to Hank and once he nodded with approval we shook hands and I was off on my adventure.



The Haleakala route is actually very straightforward. Maui Cyclery is conveniently located at the intersection of Baldwin Ave and Hana Highway in the town of Paia. The route is straight up Baldwin Ave/Olinda for 8 miles where cyclists make a key right turn at Hanamu Road which connects with Haleakala Hwy then straight up to “Crater Road” at the entrance of Volcano State Park.

My wife and I departed the shop around 8:30 am and ended up returning at 4:00 pm. The ride is 35+ miles (one way) from sea level in Paia to the summit of Haleakala with a total of 10,000’ of climbing. The first 8 miles up Baldwin Ave averaged just under 5% with a mixture of amazing green valley and scenic blue ocean views. Once my Garmin reached 8 miles I made the key right turn at the intersection of Baldwin /Olinda and Hanamu Road, within a few minutes I joined Haleakala Hwy for several miles until I saw the Volcano State Park entrance.

I paid the \$10 “life time” senior entrance fee to the park ranger and fueled up and chatted with Jan in the SAG vehicle. Then it was off to challenge the 24 switchbacks which seemed much tougher than the 8% advertised gradient. The ride only got tougher for me as I approached closer to the summit (peak at 17%) and the transition from lovely, peaceful green valleys to harsh moonscape – which seemed appropriate for how my legs were feeling (burned out).

I received some encouragement as I passed each State Park sign indicating the ever increasing elevation 6,000, 7,000’, 8,000’ slowly starting to indicate I was getting closer until finally I reached the 10,000’ Summit sign at 2:30pm. So, approximately 6 hours total time and averaging a snail’s pace at 6.8 mph. At the summit Jan and I celebrated briefly, took a couple of pictures and chatted up with a few tourists who both had the same questions. How far did you bicycle up? How long did it take you? Does your butt hurt?

The conversations ended pretty abruptly when I realized I still had to descend 35+ miles and get back to Maui Cyclery before it closed at 5:00 pm. I asked my

SAG partner to follow me and to stay directly behind me to keep separation for me with the other vehicles on the road. Jan did a great job as my personal SAG support that day. She also saw, first-hand, the effort involved in a day-long cycling adventure. This ride is a nice frame of reference for her when I ask permission to disappear for an epic day-long adventure back home like Breathless Agony, Mulholland Challenge, Palomar....etc.

I am satisfied that Haleakala climb is “off the bucket list” and very much liked the fact that my wife Jan could join me on the adventure. I highly recommend the services of Maui Cyclery whether you do Haleakala or just a shop ride while visiting Maui.

The best part of the ride is that, a world-class, lunch or dinner awaits you just a couple of miles from the bike shop at Maui’s very highly rated restaurant Mama’s Fish House – 5 stars on all travel websites and a gorgeous beach-front location. Great ending to an exhausting day! Post dinner



picture attached of both Jan and I, sporting satisfied smiles, on the beach next to Mama's Fish House.



OCW Volunteers Help Build Bikes for Children



Once again a group of mechanically inclined and warm hearted volunteers from OCW participated in the *Share our Selves*, or *SOS*, program coordinated by John Acuna. More than 70 children woke on Christmas morning to the sight of a beautiful, resplendent bicycle, which was mechanically sound thanks to the efforts and expertise of the following OCW members and friends:

Michael Morera, Cathy & Lee Painter, Cliff Coates, Stuart Gaston, Miguel Perea, John Acuna, Brad Hontz, Jill Hampton, Joe Bernhardt, Cliff Heck, Jim Hernandez, Larry Locken, Ron Vilorio, Harry Gunther, Mike McNelly, Jose Armas, Bruce Bereitner, Kevin & Ximena Ansel.

Thank you OCW!

Cycling Museums of *Italy*



By Steele Burrow

You might be in Italy with your spouse, family or friends who would prefer to see a Caravaggio than a Colnago and you hesitate to just say “Ciao!” and head off to climb the Pordoi and the Campolongo where Coppi and Bartali battled it out in mythical fashion in the 1949 Giro d’Italia. Or, maybe you thought your riding shoes, pedals, helmet, cold weather/wet weather gear, etc. took up too much room in your suitcase or added too much extra weight. Whatever the reason, if you’re in Italy and not riding (or even better, if you are riding) one way to at least stay inspired, if not in prime riding form, is to include a side trip to a cycling museum or two, especially in the Lombardy and Veneto regions in the north. There’s of course the well-known “Museo del Ghisallo” (Como region) next to a 17th-century shrine to the “patroness of cyclists” the Blessed Virgin Mary, but there are other, smaller and far less well-known museums that are well worth an extra effort if you’re in the general area.

One that doesn’t make it onto the list of the better known “Museums dedicated to the bicycle and to grand champions” (14 including the Ghisallo museum, the Museo Marco Pantani, the museum called “The Champions Girardengo and

Coppi” and the Museo del Ciclismo “Gino Bartali” to mention just a few of the better known ones) is the “Museo del Ciclismo Toni Pessot” located in the tiny town of Caneva in the Friuli-Venezia-Giulia region of Italy. Although off the beaten or ridden path (though still a fairly easy drive from Venice where you definitely won’t be riding) it’s worth a visit for its collection of jerseys, objects, and photos related to cycling champions, both national and international, including Bartali, Coppi, Girardengo, Merckx, and Indurain.

Somewhat oddly, in the midst of all the cycling memorabilia there is also a pair of boxing gloves which belonged to the giant boxer Primo Carnera (6’6” – 273 lbs.) nicknamed “The Walking Alp” who, like his hero Bottechia, was a brick layer who emigrated to France in search of work: “I was always impressed by Bottechia who had gone to France as a poor muratore and had become rich.” Carnera apparently once dreamed of racing bikes but realized “With my weight I would have crushed it.” He became heavyweight world champ for a year before appearing in a string of b-grade Hollywood movies.

More interesting to cycling fans is the life of Toni Pessot to whom the museum is dedicated and the story of his amazing collection which started, as he put it, almost as a joke. In 1936 he was following a stage of the Veneto Championship in the pouring rain: “My friends on their bikes were much worse off than I was, sheltered in my Balilla (1932 Fiat Balilla 508). He came upon Augusto Introzzi (won stage two of the Tour of Switzerland that year) at the back of the group pushing his bike due to a puncture. “I offered him a lift to the finish in Treviso, to the Hotel Baglioni so that I could see close up the champions I’d heard so much about.” Introzzi accepted the offer and Pessot managed to sneak in among the riders and get to know Girardengo, Binda and Bartali and collect his first jersey. “From that day I haven’t stopped running after bikes to satisfy my passion for cycling and above all to collect important jerseys.”

Building Housing Toni Pessot Museum



Pessot collected more than 150 jerseys, and each jersey “carries a history of hard work and sweat,” but the one closest to his heart is the woolen jersey sewn for Gino Bartali by his mother and called the “jersey of good health” (“la maglia della salute”) which he wore in all his races for the good luck it brought him.

John Foot (“Pedalare, Pedalare”) describes how during the golden age of Italian cycling in the 40s and 50s Italy was divided emotionally and ideologically into two camps; on the one side were those who supported Bartali and on the other those who supported Coppi. Pessot once said, “I’ve always been a ‘Coppista’ but dear Bartali

knew how to be great!”

Located 15 km west of Pordenone (region of Friuli–Venezia–Giulia), the museum contains cycling memorabilia that make it worth a visit for any cycling fan especially epoca fans. An appointment must be made through the library and may require a telephone follow-up. Also, the picture that appears in a Google search does not depict the actual museum (Shown to the left).

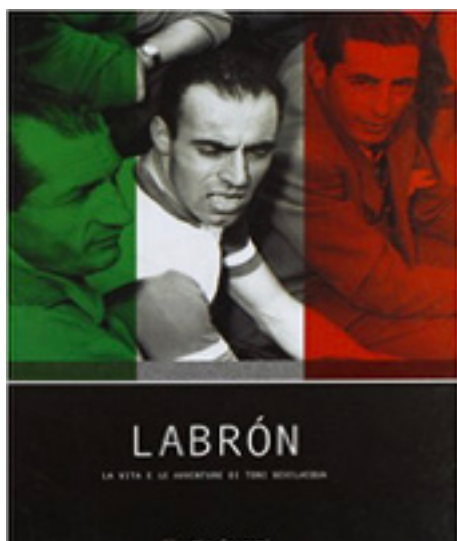
Much more easily accessible (open to the public on Wednesday afternoons and weekends with no need for an appointment) is the amazing collection of Sergio Sanvido housed in the “Museo Toni Bevilacqua” (what better surname for a cyclist than “Drinkwater”!) located in Cesiomaggiore, the “Village of Cycling,” in the Veneto region of Italy. In this town the streets bear the names of cycling greats; the museum is located on “Contrada Anquetil” which intersects with “Contrada Coppi” and “Contrada Bartali.”



Though less well known than these riders, Bevilacqua was an Italian individual pursuit champion, and after the war he rode for the fabled Wilier–Triestina whose jersey, as Gregori writes, is more than a jersey, it’s really a flag. In the first Giro d’Italia after the war, Bevilacqua took the “maglia rosa” or pink jersey after arriving in Genoa almost two minutes ahead of the next rider.

It was then that Sanvido began following his exploits on the “scatola parlante” or “talking box.” In 1950 he became Italian road champion finishing alone, an incredible seven and a half minutes ahead of Bartali and Coppi. In 1951, at seventeen kilometres from the finish he broke away from legendary riders Louison Bobet and Rik Van Steenbergen at what Gregori calls his “lethal pace.” At Hem, six kilometres from the “traguardo,” he just managed to avoid hitting a goose then went on to win by a margin of 1’32” over those champions. At 80kg the French called him “Le Taureau de Venise” or the Bull of Venice.

Gianni Brera (legendary Italian sports journalist and novelist who invented the modern lexicon of Italian football or calcio) was famous for giving nicknames to Italian sports heroes, such as Luigi “Gigi” Riva: “... I baptise him Rombo di tuono (“roar of thunder”)... one of the most extraordinary athletes ever produced by Italian football.” Brera dubbed Toni Bevilacqua “Labròn” or “Big lip” which is also the title of Italian cycling journalist Claudio Gregori’s biography of Bevilacqua (with the subtitle “The life and times of Toni Bevilacqua”).



Gregori is also the author of “ABiCi: The alphabet and history of the Sergio Sanvido Historical Bicycle Museum Toni Bevilacqua, aptly described by another great cycling journalist Mario Pastonesi as “part poem, part anthology, part catalogue and part biography of Sanvido.” Mark Twain, Arthur Conan Doyle, the creator of Sherlock Holmes, Hemingway, Pasonlini, Ein-

stein, Rommel, the “Desert Fox,” Alfonsina Strada, the only woman to have ever contested (1924) the Giro d’Italia, along with others who pedaled or wrote homages to the bicycle, come to life in Gregori’s book which showcases Sergio Sanvido’s passion and brilliance in restoring a vast range of bikes from a rare French Saint Etienne, where the rider pedaled backwards to climb and forwards on flat surfaces, to Fausto Coppi’s Bianchi used to win Paris–Roubaix in 1950, and the Wilier ridden by Marco Pantani to claim the stage victory on Mt. Ventoux in the 1997 Tour de France.



Brera had a deep affection for Bevilacqua due to a great extent to what Gregori calls his sense of “fair-play” which was revealed on the final climb of the 1948 Tour de France, in what Gregori calls “an episode which touched France.” Bevilacqua had led his team leader Bartali to victory in the first stage to Trouville but then twenty-three year old Louison Bobet took the yellow jersey after multiple attacks and after the twelfth stage had a lead of 21’28” on Bartali. Bartali (known as “Gino the pious”) then won in Lourdes and took the team to pray to the Madonna. Many years later he would say that he never prayed for victory: “I wasn’t disturbing her on account of the race.” But on the three successive alpine climbs he destroyed Bobet arriving alone at the finish each time. The French press attributed Bobet’s problems to indigestion. The following stage, a minor climb called “Vue des Alpes”

was all it took for Bobet to collapse. Bevilaqua, although riding for Bartali, ignored the rules, and pulled Bobet to the finish with the spare tube he carried around his shoulders (see photo from French newspaper previous page).

The museum also has a beautiful collection of Campagnolo components (below) and of course the Campy equipped “Bianchi” with which Fausto Coppi dominated Paris–Roubaix in 1950. This followed Bartali’s domination of the Tour in 1948 using the Campagnolo single lever derailleur (“cambio a bacchetta”) with five speeds “in the land of Simplex” as Gregori writes in his history of the Sanvido collection. In 1949 the French responded by making Coppi an “astronomical offer” and Coppi goes on to win the Tour using a “Simplex” rear derailleur.” Campagnolo then offers Coppi a contract for 23 million Lire for three seasons with the Paris–Roubaix win.



Gregori writes how some navigational equipment at Cape Canaveral included Campagnolo parts, and how there was a time in the U.S. when describing something as “campy” meant that it was of the highest quality. In France, a girl who is outfitted just right was said to be “all Campagnolo,” or “Elle est tout Campagnolo” to quote Gregori, one of the great cycling authors of Italy.



Above: “Targhette” or Badges



Tour de France jersey dedicated to the museum by Miguel Indurain

A group of cyclists is riding on a gravel path through a forest. The path is light-colored and appears to be made of gravel or dirt. The cyclists are wearing various cycling gear, including helmets, jerseys, and shorts. The forest is dense with tall trees and green foliage. The overall scene is peaceful and scenic.

Into the Heart of Tuscany and L'Eroica

By Nils Sandburg

In late September my sister and I took a wonderful trip to Italy to spend nine days cycling throughout the beautiful countryside of Tuscany and the surrounding regions. As a bonus our last day was spent participating in a single event called L'Eroica, a gathering of 7000 cyclists riding vintage bikes on gravel roads to experience what it was like for the heroic cyclists of the past. L'Eroica literally means "the heroic".

We began by joining up with 16 other experienced cyclists in the small town of Asciano where one of the guides resided. The guides were with a tour company called Ciclismo Clasico and they provided us with everything we needed. One of the guides had an olive farm outside of town which was our base for three days as we rode out in various directions each day to

discover and enjoy not only the scenery, but to meet and understand the people and culture of the specific area.

The daily mileage was short (40 to 48 miles per day) but the days were long. Each morning after breakfast there was a team meeting to discuss the route and what we were to see. On the road by 9:00 AM and after an hour we'd stop at a local café for a cappuccino. Then ride on to a local village for lunch spending several hours. We'd end riding back around 5:00 PM when the sun was setting set off by the flowing hills of vineyards and olive orchards.

Those first few days were spent traveling through and visiting the towns of Pienza and Montalcino. Time was also spent developing our skills of riding on dirt and gravel roads with 23mm

tires in preparation for L'Eroica.

Day four we left our base in Asciano and rode to the historic walled city of Sienna. This was a treat as we rode through the darkened narrow cobblestone streets and finally entering into an enormous central plaza called the Piazza Del Campo. Here is where a horse race is run semi annually known as the Palio dating back to Medieval times.

Day five we left Sienna and rode to a lovely hotel in the hills of Radda. This was our base camp where we would spend time accustoming ourselves with the gravel roads. At this point we gave up the carbon Bianchis that were provided and given steel Bianchis that were about 40 years old. Bikes built before 1987 are a requirement to ride L'Eroica, toe clips and all. Negotiating steep descents on gravel roads is quite challenging on these steeds.

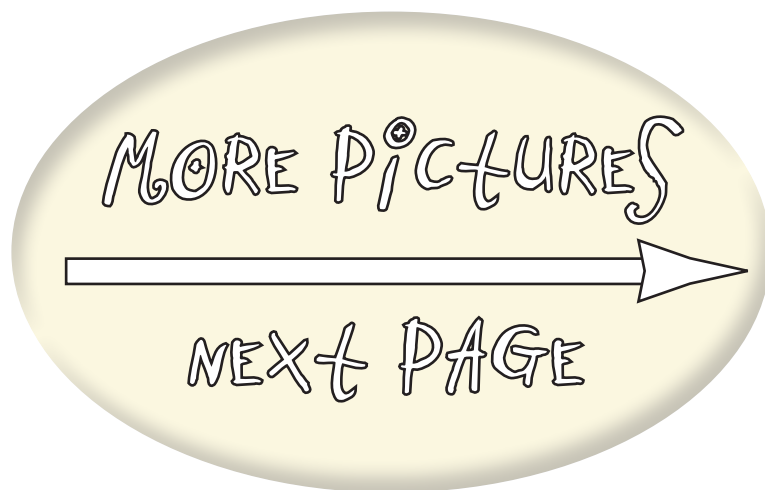
After spending the next couple of days riding the white roads of Tuscany we were ready for the main event. The event was started in 1997 by one man to honor and experience what racing cyclists have done on these roads in the past.

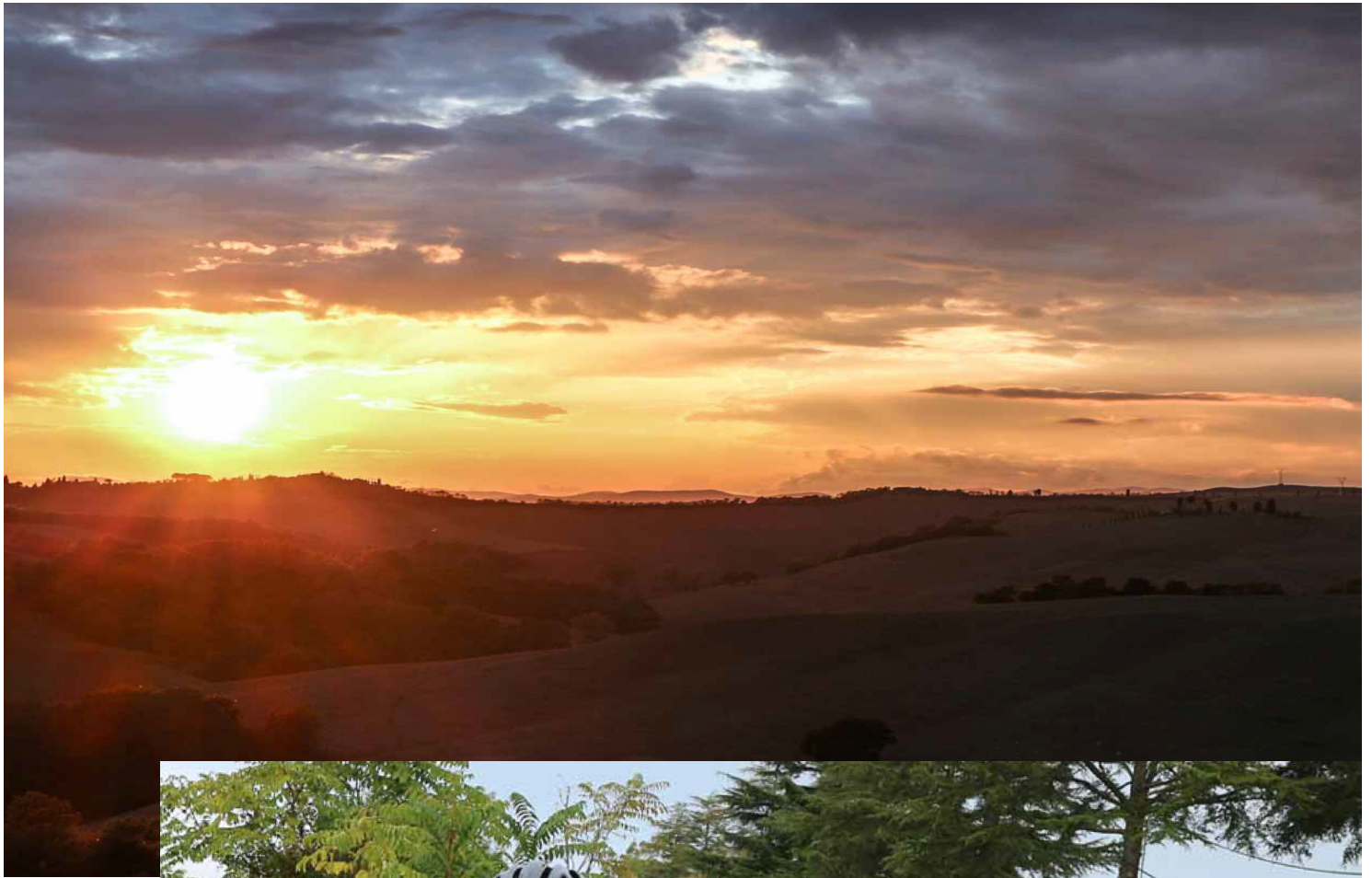
"We want people to rediscover the beauty of fatigue and the thrill of the conquest" - GIANCARLO BROCCI, Creator of L'Eroica.

This event has gone on to be replicated in seven other countries including our own in Paso Robles, CA.

On a cool morning we headed down from our hillside retreat on our vintage steeds into the town of Gaiole in Chianti. Here we lined up in a queue with 7000 other vintage cycling enthusiasts to begin the quest. Rides were of varying lengths which you could choose ranging from 46 km to 209 km. For each length of ride, half of it was on gravel. I'm glad we had lots of practice because traveling those roads with so many cyclists can be rather unnerving but also very exhilarating.

Upon receiving our finishing medals, we rode the 8 km back up to our hotel where we turned in our vintage machines and had a celebratory dinner. Alas our journey had ended but I will never forget the warm friendliness of the Italian people which made the journey just that much more enjoyable.







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