

# CHAIN REACTION

FALL 2018



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



IT'S TIME FOR FALL!

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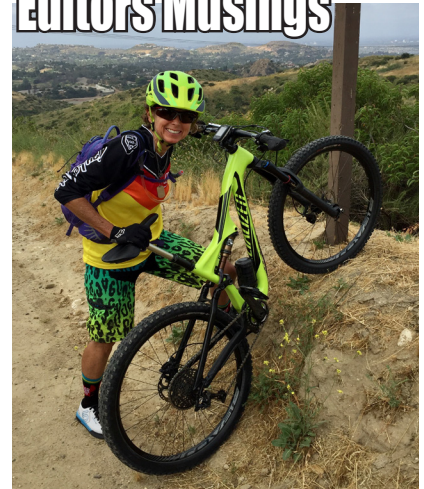
All Registration for OCW events require the registrant to be logged in. Be sure to always check for discount codes. You will only see the discount code if you are a current member of OCW. The discount code if applicable will be located on a separate page in the specific event area. To confirm if you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

Yeah, it's finally Fall! With cooler weather, and hopefully some rain, I love this time of the year.

Besides riding my bike, I love to hike in the fall. The leaves are so pretty with all the fall colors, especially in our local mountains.

If you have a dog it's fun hiking with them, and they love it too. Check out Hiking Corner.

With Amtrak behind us it is time to think about Fall Metric. Be sure to check out the Events page and click on the Fall Metric icon for more information. Be sure to check out the pictures from Amtrak, as well as The President's Message. What a fun event that everyone looks forward to each year. Not only are the riders fantastic, but so are the volunteers!

There are some awesome articles in this issue, so I'll leave you to it. Happy reading.

Enjoy the ride!

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John Renowden

# The President

I delayed writing this message until the completion of “Not the Amtrak” ride. The lack of a train resulted in approximately half the number of riders signing up this year. It’s sad that Amtrak, in their newly acquired wisdom, decided not to provide OCW with a train after over 40 years of patronage. This is an odd policy considering how much we pay for a full train and I can’t imagine that their scheduled services are more profitable. Even sadder is the felling among many of the, would be, riders that it was somehow OCW’s fault. Oh well, maybe next year this can be corrected? Alternatively we may need to consider doing something totally different. Reading the comments from riders, many are positive but there are a lot of reported problems with the end of the ride from Torrey Pines and through San Diego. Clearly the best part of the ride is along the ocean, a joy for riders from our inland communities. Considering the uncertainty we faced with the cancellation of the train, the ride appears to have been a qualified success. The final activity is to review all of the comments from riders and volunteers to see how we can do better next year. But I don’t want to leave this subject without recognizing all the people who helped put this ride together. Like the swan that moves gracefully across the pond there is a lot of paddling that goes on underneath. From the months of organization, to envelope stuffing, registration, truck loading/unloading, SAGs and manning the rest stops, the unsung heroes of the ride give their all to help make it a success.

Many thanks to all involved. Next up, The Fall Metric: November 3, Yorba Regional Park.

Meanwhile, on a mountain near you, there is a change in the leadership of Goat Hill; OCW’s mountain bike section. Alan Vester, after many years of leading this group, is handing over the reins to Randy Profeta. I would like to thank Alan for his input and wish Randy every success in leading this group. Mountain biking is continuing to increase in popularity and we are fortunate in have a wealth of great trails within a short distance. Although we are primarily a road club, many riders enjoy both disciplines and if you haven’t tried it, give it a go.

And speaking of giving it a go. I am struck by how many of our members ride far and wide, whether in the US or around the world. When I first started riding there really wasn’t very much going on for “enthusiasts” but now we have an explosion of choice. There are so many rides that ridership for many of the long established events is generally going down. I have to admit that I have been attracted to Eroica, see later in this issue. This is a phenomenon that started small and is now spreading rapidly throughout the world. What we learn from this is that if you offer something unique and evocative the riders will follow. So this is the challenge that we face for the future. We can’t just offer another ride; we need to find the difference that makes the difference.

# It's a WRAP....

## OCW Annual Picnic....Held Sunday, August 26th!

This year we changed the location to Turtle Rock Park in Irvine and what a beautiful park to host our picnic!

Also this year, because of its loca-



tion, OCW was able to host both mountain and road rides prior to the BBQ.

The mountain bikers were able to access El moro from Bommer Canyon just across the street for a terrific time of climbing, fire roads and single track.

Road riders were able to ride the beautiful smooth roads of Irvine and Newport beach.

Afterwards everyone met back at the park for a fun and social BBQ with plenty of food.

Turtle Rock Park is nestled under

under large trees with lots of walkways, streams and grassy areas for our non-rider bunch.

The park also has two separate parking lots for plenty of parking, and a community center with large clean bathrooms for changing post ride.

To the left is a picture of one of the streams and bridges located throughout the park.

Below is a picture of our first ever pre-picnic mountain bike riders in Bommer Canyon.



# 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

# Road Disc Brake Update

A few issues ago, I wrote an article about the advantages of road bike disc brakes over conventional caliper brakes. Among the benefits of disc were better stopping in the wet, better brake modulation, and not heating up rims on long mountain descents.

I now have over 10,000 miles on my 2017 Specialized Roubaix equipped with full Shimano Ultegra group set including disc brakes so I am becoming an expert on this subject.

I have found that while the braking system is clearly superior to calipers in most riding conditions, there are some drawbacks that I want to share with you.

While braking is superb, I find that with the constant stopping we encounter on our local rides, I am wearing out brake pads every 3 to 5 months. This is expensive as a full set of replacement pads will run me \$45. I install them myself so there is no labor but this does add to the annual cost of maintain-

ing this system. In addition, at 9400 miles, I had worn out my calipers and wound up replacing them with Shimano Dura Ace at a cost of nearly \$200. I'm hoping the new design of the calipers with integrated heat sinks will provide greater longevity than the original.

It appears that all bike manufacturers are now going the way of installing disc brakes on their new bikes. As a result, it is becoming harder and harder to find a quality road bike with caliper brakes unless it is an old model.

In hindsight knowing what I know now, I would have preferred to stay with a caliper brake system and avoid the high cost of disc's, but my current bike was not offered with that option. The old calipers worked great in the dry conditions here in the OC and I rarely had to change brake pads.

In conclusion, disc brakes do work well, but they are expensive to maintain.



# *My Euro Extravaganza*

*By Susan Haynes*



My name is Susan Haynes and I flew to Germany to for the IronMan Frankfurt European championship where I spent 4 days learning the public train system, riding by bike through the German countryside and eating Pork Knuckle Schnitzel. My friend Anthony Tintnot who races Enduro Mountain biking and designs JVelo cycling gear picked me up from the airport in his swanky Mercedes and took me on the Autobahn to Wiesbaden and gave me a proper German welcome. He told me about an app called Komoot which ended up saving my butt multiple times on the trip. The next day he was off to Switzerland for some mountain biking and I had a lot of preparing to do for the IronMan so we departed and went our separate ways. The next day I met a man from Israel on the bus to drop our bikes off at transition-1 whom I now talk with everyday on

WhatsApp. His name is Coach Erez Yehuda and he is now coaching me for IronMan Arizona.

On race day the swim was rough, I made the cutoff by 3 minutes and my legs were dead when I got on the bike, perhaps I shouldn't have done that double century 2 weeks prior. The first place IronMan caught up to me and then I was in the middle of the race, it was an honor to get to ride with the top triathletes in Europe. I learned how to say "Go Susan" in 5 different languages. I ended up DNF'ing the IronMan missing the 2nd bike loop by 20 mins. I didn't care that much because I was the first to the finish line, got to ride with the top athletes and saved my legs a marathon.

After Germany I jumped on the train, bike and

all to Toulouse, France where I began a solo 8 day, 600 mile bike tour of the French Riviera. The first day I got to ride with a man on a Look who only spoke French and a little broken English, I listened while he talked, I love the language. I took a few side tours through the Lavender fields, the smell of the lavender was intoxicating. Inland I grinded up & down 14% grades, panniers and all. The south of France reminded me of Napa if it was pushed to the coastline and every business closed from 1-4PM. Finding water became a mission between those hours, luckily I was able to find a water fountain and a roaming soul the 2 times I desperately needed water. Finding a roaming soul between those hours is tough too, the French countryside is a ghost town mid afternoon. I learned quickly to stock up on fluids and snacks at lunch time. Hotels don't like bikes in the hotel room, so I had to duke it out most

nights to be able to keep the bike in the room with me, they seem to be morally opposed to it. On the 7th day I got caught in a thunderstorm and flash flood for 4 hours before I finally caved and stopped at a hotel to seek a warm shower, hot meal and cozy bed. The 8th day I road straight to the train station in Nice, France having lost a few hours due to stopping the night before from the Thunderstorm. The Mediterranean Sea was so beautiful, the crystalline shades of blues and greens was just like in the pictures. I wish I had arrived the night before to be able to spend a few hours lying on the beach and swimming in the sea, but that's how bike trips go sometimes. I always felt safe, cars are very respectful of bikes and there are bike-lanes almost everywhere. The train stations were more frightening than the roads due to sordid men who stand watching the travelers appearing to be up to no good.



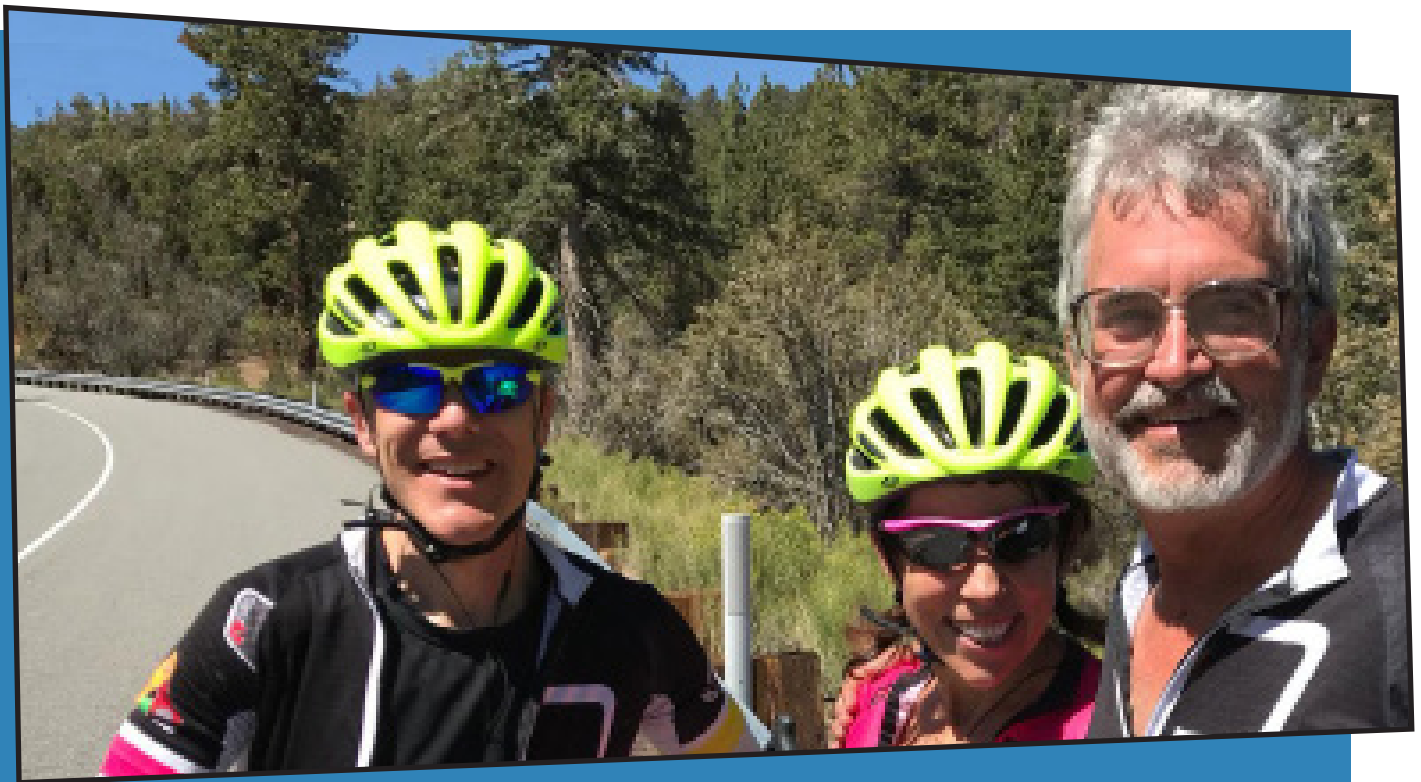


Barely arriving to the station on time I quickly took my bike apart and zip ties it together & hopped on the train from Nice to Paris for some R&R, sight seeing (by bike of course) & a lot of crepes, croissants, & funky cheese. Road my bike to the Eiffel Tower, down the Champs-Élysée, Versailles and toured Marie Antoinettes Palace, it was amazing. In total I was able to see 27 points of interest.

I met a group of expats outside a coffee shop who invited me to join. They smoked cigarettes, sipped their espressos and kissed me on the cheek, it was so French. In total I road 817 miles over the span of 2 weeks, my legs were a little tired but honestly not bad unless I was walking upstairs. Every year my vacations get a little more epic than the last, I can't wait to see what 2019 has in store, Giro d'Italia & the Swiss Alps here I come!







By Michael Bush

At the 2017 Tour de Big Bear, a friend suggested going down the back side of Onyx for five miles and then ride back up. I assumed that's what a lot of people would do. I did see her climbing but didn't see where others were making U-Turns. I kept going downhill with another friend, in what seemed like forever, to Angeles Oaks. After a rest stop, we biked about five miles up when I ran out of energy. I worked to slowly make it back to the top. Several SAG drivers asked if I was okay and if I needed a ride. I was determined to make it all the way back, and politely said, "no thanks."

Months later I got an email from the OC Wheelman that they were DESPERATE for SAG drivers for the Breathless Agony ride. I didn't know what that was, but I do have a soft spot for good organizations that are "DESPERATE." That morning, I learned the ride started in Redlands and went to the Onyx Summit.

On the last ten miles of a hot day, which had been my own private hell, I had scoped out the five stragglers. Like the SAGs before me, I asked if they needed help or needed a ride.

They were all determined to make it all the way back and politely said, "no thanks."

I occasionally looped around the riders, like a sheep dog keeping the herd together, while giving them the space to ride so they didn't feel like were being pushed along by a bulldozer. No riders were going to get left behind on my watch no matter how much they wanted to do it on their own.

I was wondering what they were wanting to prove to whom. Personally, as far as I was concerned, I just wanted to make sure they were okay and go home. I remembered I didn't want to be labeled as a quitter and thought of the guy who needled me for being so slow and the friends that I'd like to tell that I made it to the top. I decided this was my karma in dealing with stubbornness. No matter how much the others were struggling, I'd be patient and let them have their ride.

In the meantime, I was making mental notes of the landmarks, which became hardwired in my brain for the next Tour de Big Bear. I ended

up taking one rider to the top and another one the last few miles to Redlands and enjoyed the conversations with both.

The next day I went to help clean up and there was extra food. The food kitchens were closed on Sunday afternoons. Fortunately, I found a church and offloaded three boxes of bananas and a lot else and the parishioners were very happy!

For the 2018 Tour de Big Bear, I was inspired by the Tour de France. The first 35 miles of the were by far my strongest. However, early on in climbing the front side of Onyx, on very warm day, I realized I was still me, as I was struggling. I had been thinking about writing this article and gasping for breath early on was not the development that I had envisioned.

I stopped a few times going up and some nice people asked if I was okay. I knew if I took it slow, I could make it up and back. But I immediately resolved not to go down the other side. I didn't need to prove myself to anyone. I just needed to ride within my limits. I could push the envelope, but not rip it.

Still, I was a bit disappointed with myself. I drove back home along Scenic 38. A few miles down the back side of Onyx I saw a woman pop off her bike in obvious discomfort. She was the same friend, who the year before who made the U-turn, this time coming up from Angeles Oakes. I quickly parked and got out to help. She just needed some water, but otherwise she was determined to make it all the way back with the help of another friend. I smiled at her sense of determination and the perfect timing of it all.

Pictured on page 12: Lenny Isaacs, Judi Thiel, and Michael Bush.



**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)**





# Goat Hill

By Alan Vester, Mountain Bike Dude

## Mountain Biking Geared Toward the 50+ Rider

# Where the Trail Ends

Hello Goat Hill mountain bike riders. I've been hosting Goat Hill mountain bike rides for the Orange County Wheelmen since 2012 and after 6 great years, I'm stepping off. It's been a great run, but time to turn the reins over to the next Goat Hill ride leader. We have ridden many trails in the last 6 years. Carbon Canyon, Chino Hills, Tijeras Creek, Ride for Rwanda, Old Camp in Trabuco Canyon, Bommer Canyon, Idyllwild, Peter's Canyon, Black Star, Skyline in Corona and Irvine regional park. It was a blast mountain biking all these trails and thankfully no accidents. We have ridden in Spring, when the trails are perfect, and the landscape is green. We have ridden up Black Star and down Skyline to Corona in the middle of Summer where the temperatures have reached triple digit.

Special thanks to my wife Michelle who co-hosted the rides with me and always brought a positive vibe to the rides and helped make sure all riders were accounted for, and we did not lose any riders in six years of Goat Hill.

Thanks to Orange County Wheelmen for allowing me to lead Goat Hill for the last six years and I appreciated the opportunity to lead the mountain bike rides for the club.

Not much more to say, Michelle and I will continue to mountain bike ride on the weekends and look forward to riding with the next Goat Hill ride leader.

See ya on the trails.

Alan Vester  
alanvester7@gmail.com





# Save Those ! Old Tires !

Next time you change out a old tire due to wear, if it is still safe to ride for one more ride, hang on to it and bring it to an upcoming OCW General Meeting. We are collecting useable tires from our members to be used by our SAG drivers at our major events, Amtrak and Breathless Agony. Rather than purchasing a new tire to help out a stranded rider with a cut tire, we would prefer to save money and use one of these donated tires to help get them to the finish line. They can then replace the worn tire with a fresh one at their own expense rather the Club's.





## *A Mid-Week Cycling Get Away to the Santa Ynez Valley*

By Kevin & Ximena Ansel

Ever get tired of cycling the same old Orange County roads? Then maybe an escape to the central California wine country is in your future. Santa Ynez Valley consists of Solvang, Buellton, Los Olivos, Ballard, Los Alamos, and the town of Santa Ynez. Just miles north of Santa Barbara off the 101 freeway, it's close enough to get there in just a few hours. We like to stay in Buellton. The hotel rooms are affordable and mid-week rooms are lower than the weekend pricing.

After grabbing a quick breakfast at Mother Hubbard's, our favorite café, we head out on Santa Rosa Road. For those of you who have done the Solvang Century, you'll remember this route. Santa Rosa Road skirts the foothill as you ride past several vineyards and wineries. The views are fantastic as you ride through this rich farmland. There are four climbs on the 20 mile

route that ends at a rural part of Highway one. A right turn on the highway will take you to the town of Lompoc. It's a good place to stop for a break. You can do an out-and-back or get back to Buellton and Solvang along Highway 246. Highway 246 has a nice shoulder most of the way. Mid-week traffic is typically low along this entire route.

Another ride we like is to head north on the service road from Buellton. The road will dump you off on Highway 101 where you can exit on Highway 154. Making a left on Zaca Station Road will take you passed Firestone Winery and Fess Parker Winery. They are both worth a stop. Go easy on the wine tasting though for obvious reasons.

Heading back toward 154, turn left on Foxen Canyon. You will have a steep climb ahead known as



flattens out next to Michael Jackson's old Neverland Ranch. Continuing, you will, once again, end up in Los Olivos. Time to stop at Panino's again. Did we say that we like Panino's? Besides the fantastic cycling in Santa Ynez Valley there are lots of other things to do as well.

There is the Chumash Casino, if you are into that sort of thing. There are also many good restaurants and cafés. You are not limited to wineries and tasting rooms either. If you prefer beer, visit the Firestone Walker Tap Room, Figueroa Mountain Brewing Company, or the Solvang Brewing Company.

The Wall. There is a great view from the top and the descent down the back side is spectacular. Foxen Canyon leads you back to highway 154 and the town of Los Olivos. Stop at Panino's for lunch and enjoy the quaint little town. There is a wonderful cheese shop there too. Pick up a baguette and Smoked Gouda to go with that wine you are going to buy.

From Los Olivos make your way to the steep climb up Ballard Canyon Road. This is the route that was used a few years ago for the Time Trial in the Tour of California. Once you are over the top there is another great descent to Chalk Hill. This road conveniently ends in downtown Solvang.

A third route we like is heading south on Highway 246 out of Solvang. When you go through the roundabout at highway 154, you'll proceed toward Happy Canyon. Happy Canyon leads you to the climb up Figueroa Mountain. Many consider Figueroa Mountain to be the crown jewel of cycling in the valley. The ride can be done a variety of ways but at the shortest it is a 40 mile loop with 5,000 feet of climbing and with the steepest grade of 8-10%. Several Pro riders, cycling teams and cycling camps ride Figueroa because they say it is the closest thing to cycling the Alps. This was also used by US Postal and was Lance Armstrong's training ground. The route winds around and

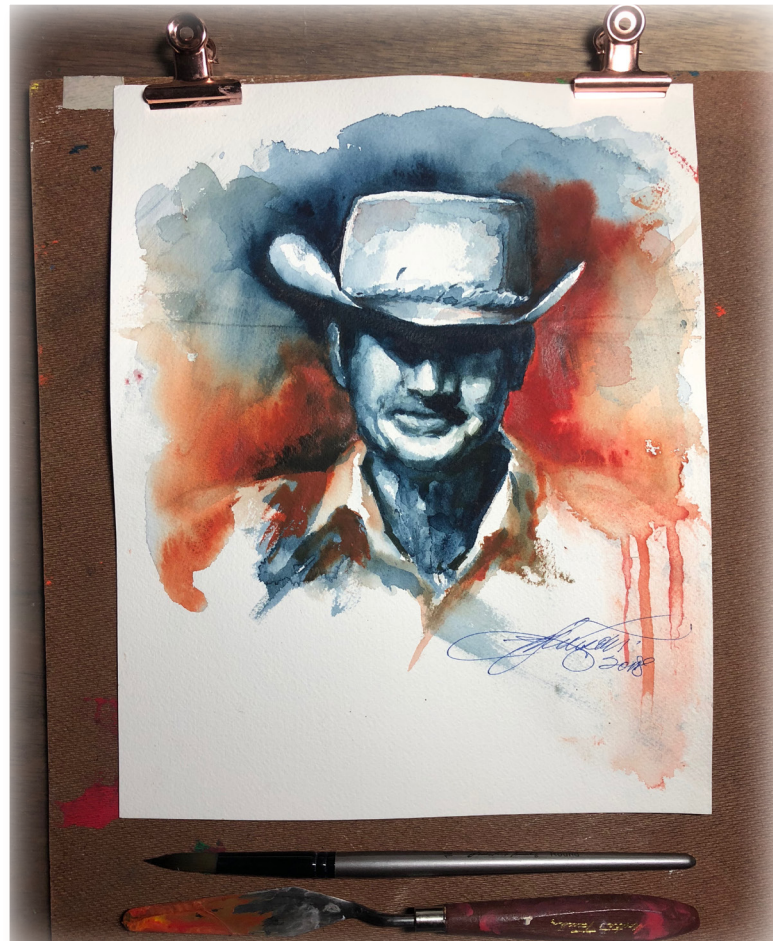
Fall is a great time to cycle in Santa Ynez. The crowds are gone, the weather is good, and traffic is low. It can be cool in the mornings so start out in arm warmers and maybe a vest. The winds



usually picks up in the afternoon so get your riding done early and then hit the Jacuzzi. One note about the roads, even though they are low on traffic, many of the back roads are rough and in need of repair. So pay attention and watch for potholes and cracks.

For more information check out the Solvang cycling website:

<https://www.solvangusa.com/things-to-do/cycling/>



# THE DEATH OF THE SOUTHWEST CHIEF

BY MICHAEL BUSH ~ DRAWING OF DON BUSH BY JENNIFER ESPAT

I recently urged you to ride the Southwest Chief with your bike before it was too late. It's terminal and Amtrak is not waiting until the tracks are cold.

Hours before I was to depart from Fullerton, a client asked me to appear in the Riverside court with him on the following Monday. I decided to drive to Riverside and leave my monkey suit in the car, so I could drive straight to court, when the train rolled in early. I called the Amtrak number, but the recording referenced a high call volume.

I couldn't find a restroom at the Riverside station, or an Amtrak employee, so I drove to San Bernardino. Again, no Amtrak employee and no overnight parking. A security guard said I could park in the street, but a restaurant owner advised against it.

I then drove to Barstow. I despise Trump, but along the way I noticed there were parts of California that seemed like a ghost town. Hardworking people who now don't even have hope, as opposed the vibrant energy of coastal cities.

It was dark in Barstow and there wasn't soul around. I called the security number posted on a cool caboose. The recording was for a locksmith's shop and indicated if the call was an emergency, and outside normal business hours, to call someone else.

The next station was a couple of hours away in Needles. I was getting tired and resolved to find a way to make it work. Again in Needles, no Amtrak employees and no overnight parking. I doubt there is a single person who travels the Southwest Chief who returns in less than 24 hours. Fortunately, I found a woman in a liquor store who said she'd watch my car for a couple of days. I was grateful and on the way out I asked for her name. She said, "Rita, like the song." I replied, "LOVELY RITA!" and we both laughed.

When I got to the Needles train station, I saw an email from Amtrak that there was a problem with my reservation. I called and was told I had "forfeited" my reservation, but I could make another one. However, Amtrak had picked up another bike along the way and there was no more room for bikes. I asked how I could have paid for a reservation for my bike and then have that sold to someone else and not get a refund on top of that. When that process didn't go well, I decided to complete a post conversation survey by pressing "1" (the worst score) for all questions. Just as I got to the last one, the recording said there was problem in recording my answers and to please call back.

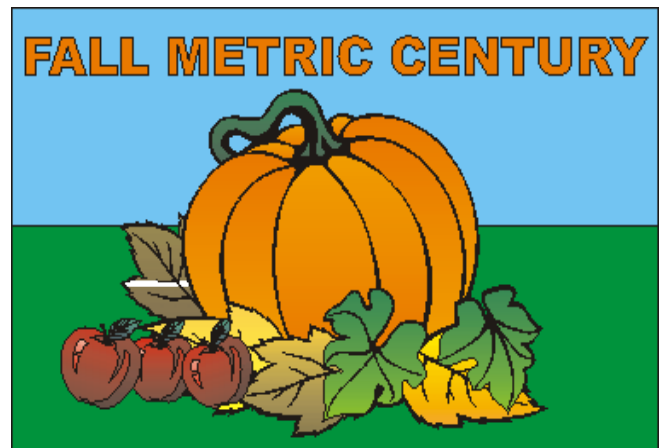
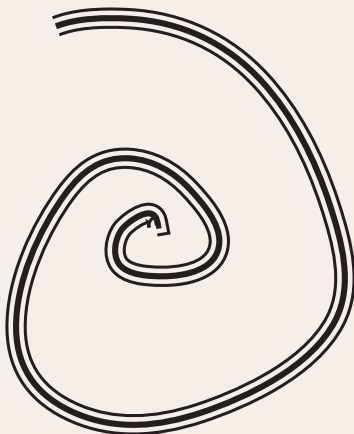
The good news is I had a very thick binder of CDs that I hadn't listened to in a long time, the weather was nice, so the unexpected road trip was a lot of fun. Hit the "Roadkill Cafe" in Seligman, Arizona on the way back which I highly recommend. I had never been to Seligman

before and my bike seemed to want to jump out to take ride on the open roads, but there was the court appearance in Riverside...

Last year when I biked past my folks place, they came out to see me, which was the highlight of my ride. A few months before the 2018 Lobo Cancer fundraiser, my Dad passed due to cancer. My step-mother had been grieving, but she came out to see me. I ditched the ride and she made breakfast. Both of us had recent dreams of seeing my Dad when he was healthy and younger. My sister had made a drawing of him

I have been a lifelong fan of trains. We got engaged on the Southwest Chief coming into Flagstaff. When my children were young, we got a family car, where the kids could be as loud as they wanted. Besides being a great way to travel, I think it's a national defense issue to keep a network of passenger trains in place. I have both Chrome and Explorer, Verizon and ATT as you never know when you will need a backup.

The Southwest Chief is effectively gone. As with my Dad, I grieve with the reality of his final days, but am deeply grateful for all he brought to my life, how much he is indelibly intertwined with who I am and I can still smile and even laugh with my memories.



# GET OUT AND RIDE !

# Ride The Rockies

## Ride Report From Day 5



By Mitchell Gaswirth

Today's "official" route was a short 32 mile spin from Grand Lake to Winter Park, with an "optional" out and back to the top of Berthoud Pass. This option for those inclined would add 29 miles and require an additional 2,700 feet of elevation gain.

Option? Did someone say option? Like I would know the meaning of the word. I came to ride, I will not be denied, and certainly not by my own choices! There are no options in cycling. If they put a mountain on your map you clip in and climb it. It's what you do.

Even if that mountain is an 11,307 foot behemoth like Berthoud Pass. I had been waiting for this opportunity since this year's Route Announcement on Super Bowl weekend. In truth I'd been waiting four years for this opportunity . . . but hold that thought.

We started this morning in Grand Lake,

retracing our steps to Granby, riding the same 16 mile stretch we covered to get to town yesterday. The fortuitous tailwinds that helped push us home yesterday had dissipated by morning. We had a nice unimpeded float mostly downhill under cool and overcast skies.

Reaching Granby we swung East and began the low grade climb toward Winter Park. We detoured off Highway 40 to romp around some quiet farmland. There were a lot of cows. We were treated to great views of Mt. Evans, a 14,000-plus foot peak some forty miles distant. The cows didn't seem impressed with the view, or with us. After rejoining the Highway just South of Fraser we pedaled into Winter Park, the day's "destination".

But as noted, Berthoud beckoned. I'd like to say I owed it one, but actually I owed it two.

I first climbed Berthoud on the last day of the

2011 tour. We started that day in Granby, climbing under a steady rain that only intensified as we attained higher elevation. The rain turned to snow flurries mid-mountain and into a serious snow shower a mile or so before the summit. Conditions were perfectly miserable.

And then on my second Berthoud climb from the other direction in '14, the weather was really bad.

That second climb was my most harrowing cycling experience. We started that day in Boulder. It was Day 1, and my wet weather clothes were packed snug as a bug in my luggage, which itself was safely ensconced on a baggage truck somewhere down mountain. They were warm and dry. I was neither.

It had already been a long day in the saddle before we began the climb into darkening clouds. The wind was blowing down on us as if the mountain wanted to flick insects off its' flank. Snow was falling on the middle slopes and there was a full on snow storm at the Summit. When I got to the top there was nothing

to do except inhale a hamburger in three giant gulps and descend the other side before I froze. I had to get to lower ground, I had to get to my hotel.

But that was stupid. Of course I only recognized that in retrospect, which retrospective epiphany was realized around 90 seconds after I dropped off the top. Hundreds of bicycles and their jockeys had to be bussed down the mountain that afternoon but, lucky me, I had started so early I was able to get over the crest before the Colorado State Patrol closed the Pass. Unsafe for bikes, they said. They were right.

On that descent I was soaked to the skin, hypothermic, and I wanted (I needed) to get to my hotel in the worst way. The Road was slick and icy, my tires had no traction, and I was freaking freezing, but the faster I tried to go the colder I got and the more dangerous the descent became. Thus I had to inch slowly down the mountain, teeth chattering like a six year old in an ice cold pool. I was a mess when I got to Winter Park. I don't think I fully warmed up for hours after. It was a frightening

experience, one I'm not wanting to repeat. But today is a different day.

Hey Berthoud. I'm back.

It was still cloudy when we headed out of Winter Park for the 14.5 mile "optional" climb. We were trucking along with a nice tail wind from the West on a low grade ascent for several miles until we hit the "head-wall," a series of switchbacks each a half mile or more in length that ascend straight to the sky.



This was the steepest section, six to seven percent slope lasting several miles, and alternating between headwinds on West-bound switchbacks and tailwinds on East-bound ramps. I rode steadily but conservatively, just inhaling the scenery that on my prior trips I'd only glimpsed between raindrops and snowflakes. The road leveled out a few miles from the Summit, averaging around four percent, and allowing a final push without having to overextend. Two miles from the top the winds seemed to go still, as if the mountain had finally relented to our mission, granting a begrudging acquiescence to our completing the climb.

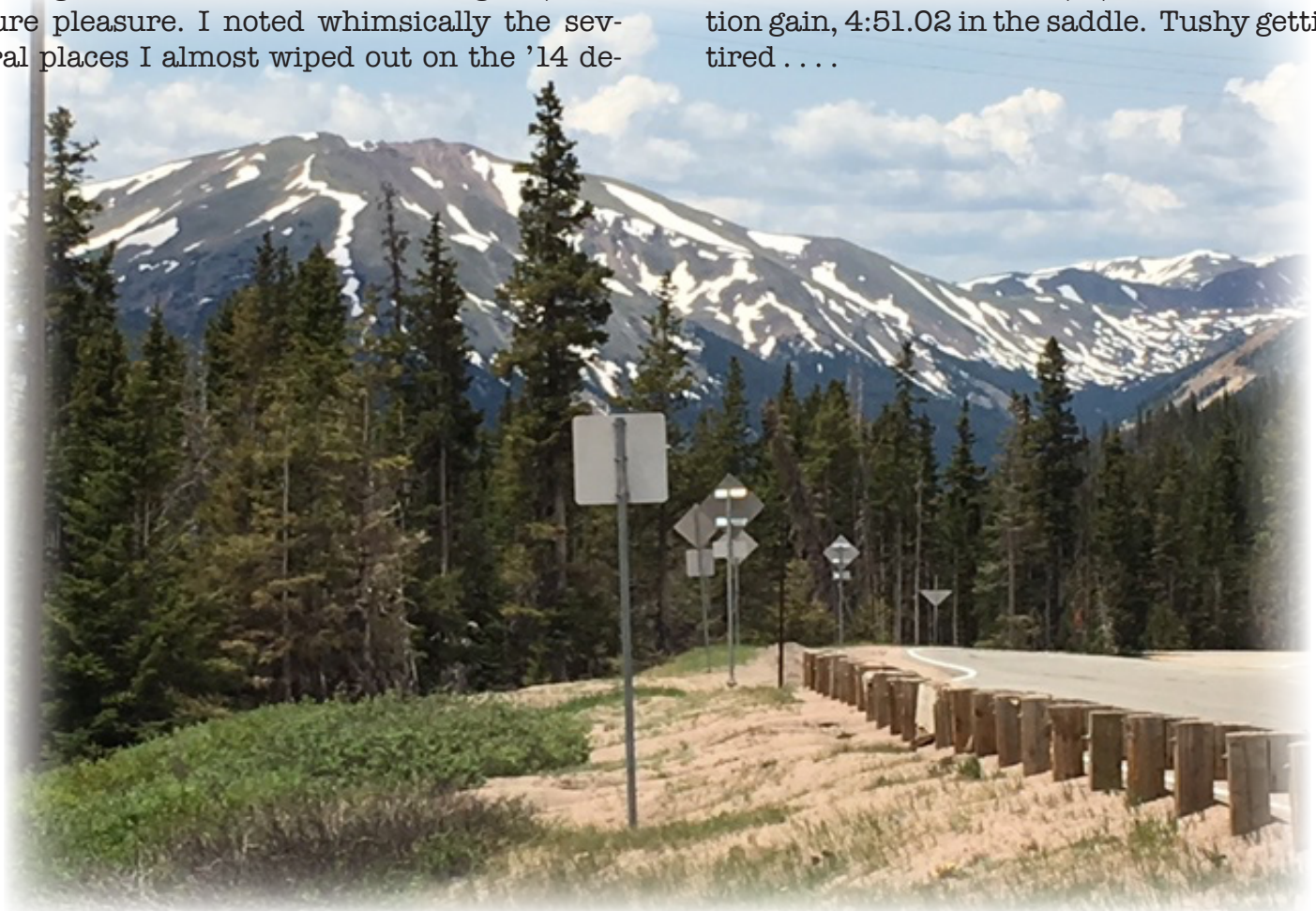
It felt good to stand on that Summit 11,300+ feet above sea level. I lingered a while, a luxury I lacked the two prior times, munching potato chips and watching other cyclists finish their climbs, some with bursts of energy, others seemingly in slow motion. This time the descent, on dry pavement through cool but not bone chilling air, was pure pleasure. I noted whimsically the several places I almost wiped out on the '14 de-

scent. This time I just rolled rapidly on by.

Berthoud is twice the length of Rabbit Ears, and thus required more vertical ascent, but was only two-thirds as steep in terms of average grade. Both are tougher than Fremont, which several days later now seems tame by comparison. I would like to try to Rabbit Ears again in warmer temps, but my skills are more suited for climbs like Berthoud. Even if they go on forever it's just a matter of sitting in and churning away.

The pics attached don't do justice, the overcast sky washed out the vibrant colors. Pic 1 is from the Summit looking West back to the road we climbed. Rocky Mountain National Park is in the far background. Pic 2 was taken a mile or so below the Summit and depicts the terrain through which we climbed. Pic 3 is looking East from the Summit down the other side of the Pass.

Numbers . . . 62.29 miles, 4,263 feet of elevation gain, 4:51.02 in the saddle. Tushy getting tired . . .



# HIKING CORNER

BY MICHELLE VESTER



Alan and I learned, is fairly common. Fear aggression is what usually causes a dog to bark at other people or dogs. Even growl.

Using Meetup we were able to find Tasha Miner, a dog trainer in South Orange County. She holds fear aggression clinics, as well as group hikes. After we attended her clinic for dogs with fear aggression, we learned that Cooper isn't all that bad and can be trained. We also learned of hikes that she leads with other dogs and their "parents".

Good news is Cooper did extremely well with the hike, and we all had a blast. The hike was held at Irvine Park and we used dirt trails, as well as paved. There were about 8 others hikers and their dogs. Everyone got along fantastic and we learned valuable things, and not just for the dogs!

I would highly recommend Meetup, and Tasha Miner (iDogs), if you are interested in hiking with your dog. Her next outing is scheduled on Friday, October 19th at 8am and will be at the Maple Springs trailhead in Silverado Canyon.

Go to [Meetup.com](https://www.meetup.com) and look for iDogs hike, or Tasha Miner. You can also try this link:

[https://www.meetup.com/oc-idogs/events/254711289/?rv=col&\\_xtd=gatlbWFpbF9jbGJja9oAJGVIMTE2NTkxLTY2YWItNDJlNCO5MWFmLTkwNmU4NjdmMjRhOA&\\_cookie-check=kWKQX-JN-xYGLiFP](https://www.meetup.com/oc-idogs/events/254711289/?rv=col&_xtd=gatlbWFpbF9jbGJja9oAJGVIMTE2NTkxLTY2YWItNDJlNCO5MWFmLTkwNmU4NjdmMjRhOA&_cookie-check=kWKQX-JN-xYGLiFP)

It's great being able to hike with your dog, and it brings together a whole different set of friends outside of road or mountain bike riding, as Alan and I discovered using Meetup. Meetup is a website people can use to find groups with like interests. In our case we were looking for a dog trainer specializing in fear aggression, a typical trait with herding dogs such as our 9 month old puppy, Cooper, a miniature American (Australian) Shepherd.

Fear aggression in dogs is actually, from what



# Route des Grandes Alpes



## Geneva to Nice the Hard Way

By John Renowden

Flying back from Nice the pilot announced we had reached our cruising altitude of 39,000 ft. It is then it stuck me that by climbing over 50,000 ft in six days we would be 11,000 ft higher than this plane was flying. The ground looked a long way down.

The saga began in the usual way; where shall we go this year, who is going, when can we go??? After much debate we zeroed in on The Route des Grandes Alpes, a 420 mile slog over the high mountains of the the Alps, the toughest ride we have done to date. The team this year consisted of myself, Miguel Perea, Steve Lougran, Stuart Gaston, Charles Berzon and Randy Kiefer. Shawn Tuberg, who joined us for the Pyrenees last year, couldn't make it this year as he needed a new truck.

“In the 18th century, roads were built through

the Alpes to communicate with the various fortifications. But they also served many remote communities.

And the construction work was a source of income for local people. At the end of the 19th century, the Touring Club de France, whose original remit was to promote tourism by bicycle, opened its doors to motorists. It campaigned for improvements to roads and signposting, and for the provision of facilities such as wayside inns. It laid out numerous tourist itineraries, with viewpoint indicators, including, in 1911, the Route of the Alps, though it was completed only in 1937, when President Albert Lebrun cut the ribbon on the road across the Iseran pass.”

We met up in an Airbnb in Geneva, a fine old second floor apartment with big rooms and

high ceilings, not far from the lake. The early arrivers soon found that eating out in Switzerland cost an arm and a leg. Fortunately the area was well served with big supermarkets which enabled us to test our culinary skills and make use of the fine dining room that the apartment had to offer.

After three days of acclimatization we got together with the rest of our party, ten Canadians from Toronto. They all looked younger and fitter than us. We had rented bikes but the Canadians all brought their own, three of which didn't make their flight. Luckily they finally made it to the hotel late in the evening. Our rented bikes by comparison were quite basic Giants with 105 groupsets. Not great but reasonably functional. The best feature were the Vittoria tires, 25 on the front and 28 on the back. These proved excellent for the whole ride, no punctures and great grip on the descents, wet or dry. After fitting pedals and our own saddles we went for a short ride along the lake to tune in the adjustments.



Day one we were straight into it, a modest 70 miles but a total of 8,500 ft to climb over the Col de Gets, Col de la Colombiere and Col d'Aravis. Although the guide promised reason-

able grades, there seemed to be a lot of 8, 9 and 10%'s. Charles was looking strong after recovering from his crash at the beginning of the year. Randy had flown in from Anchorage after riding 5,000 miles from Southern California, so had a lot of miles in his legs. We were all doing OK but none of us were a match for the Canadians. But they were half my age and on their own bikes. By the third climb it was getting hot and I must have been dehydrated, on the steep final section my heart rate had peaked at 174 bpm, not good. This day didn't have any flat sections, we were either toiling up the climbs or speeding down the glorious long descents. That evening our hotel was still at 3,500 ft, half way up the first climb for the following day.

Day two was again a reasonable distance of 70 miles but with a total of 10,400 ft to climb over the Col des Saisies, Cormet de Roselend, and a 6,000 ft finish at Val d'Isere. The scenery is stunning with snow capped mountains, lakes and rolling pastures. Again the climbs are tough but rewarded with long high speed descents, over 50 mph on the Roselend. Miguel recorded 56 mph, but I was stuck behind a camper van which I only managed to pass on the inside of a hairpin bend. The downside of this day was the final climb up to Val d'Isere, a busy road with multiple scary tunnels but we all made it in one piece.

Day three of 82 miles took us over the Col l'Iseran, Telegraph and Galibier, totaling 10,200 ft. The descent off the 9,000 ft Is-eran is 45 miles to the base of the Telegraph; then it's

straight into the climb. Although it's fun to dive down the descents and swoop around the bends it's necessary to stop from time to time to take in the views and wonder at the depth



of the valleys. I can't imagine how they built these roads with the tools they had in the 18th Century. They had to cut into the cliffs and buttress the roads for mile after mile; when confronted by an outcrop it was necessary to blast a tunnel. All this through passes that are closed by snow for half the year. So far the weather had been kind, the heat being the main problem but at the peak of the Galibier it all changed. The descent was wet and cold. Freezing hands and wet brakes are not a good combination for fast descents with hairpin bends. After suffering the bulk of the descent we raided a coffee shop to warm up. These guys were used to this scenario, bringing us toweling robes to help us to warm up. It turned out that this is a cafe frequented by the pros who train on the local hills; there were lots of pictures of the stars on the wall. After plundered the van for some warm clothes, we then headed off at speed for the night's hotel.

Day four over the Col d'Izoard and Col de Vars was easier by comparison with 60 miles and 7,500 ft of climbs. Again the views were amazing and with a more relaxed schedule it was

possible to stop for photos and coffee before arriving early at the hotel for a few beers and a rest.

Day five, another relatively easy day of 55 miles and 6,850 ft to climb meant time for coffee and an early arrival at an old hill town. The hotels along the way have been modest two or three star establishments, perfectly adequate but this one had the distinction of having the smallest room

I have ever stayed in. The owner, a Brit, explained that they had to squeeze in bathrooms as the hotel was built with shared facilities, they also had to fit individual beds. The food was good however, so we left adequately fueled for the final day.

Day six included the Col de la Couillole, Col de St Martin, Col de Turini and Col de Castillon, 65 miles and 7,700 ft of climbing. Although it didn't seem it at first, it was a tough day, the Turini being a beast. Nearing the top of the climb a cold wind sprang up and thunder rattled around the mountains. At the top it started to drizzle which prompted us to put on some rain gear. As it turned out we should have put on all our rain gear, together with warmer clothes. It started to lash it down with rain on the twisty descent. On top of that, the road was being repaired and there was lots of loose gravel. One of the Canadians crashed on a bend and lacerated his elbow, thankfully nothing broken. At the first town at the base of the descent we sought shelter. The cafe was packed with locals, presumably all sheltering from the rain. My jacket and shoe covers did a

fine job but all other areas were cold and wet. I could wring gallons of water out of my long finger gloves. Thankfully the van found us after scooping up others along the way. With everyone soaked it wasn't practical to get all the riders into dry gear so the bikes were loaded onto the roof of the van for the short final drive to the coast. It only remained to gather everyone together for a fine celebratory dinner where we could swap stories of our suffering.

What did we learn from this? The Alpes are tough because the climbs are long with many steep grades. The scenery is outstanding. The descents are long and technical but huge fun. The weather can change in an instant, so be prepared. The Alpes website has a calculator for the number of calories needed to complete the tour. In my case 37,000, so eat heartily. Shawn got his new truck and we got totally exhausted. We now need to decide where we are going next year, let the debate begin! We can all do what we put our mind to.

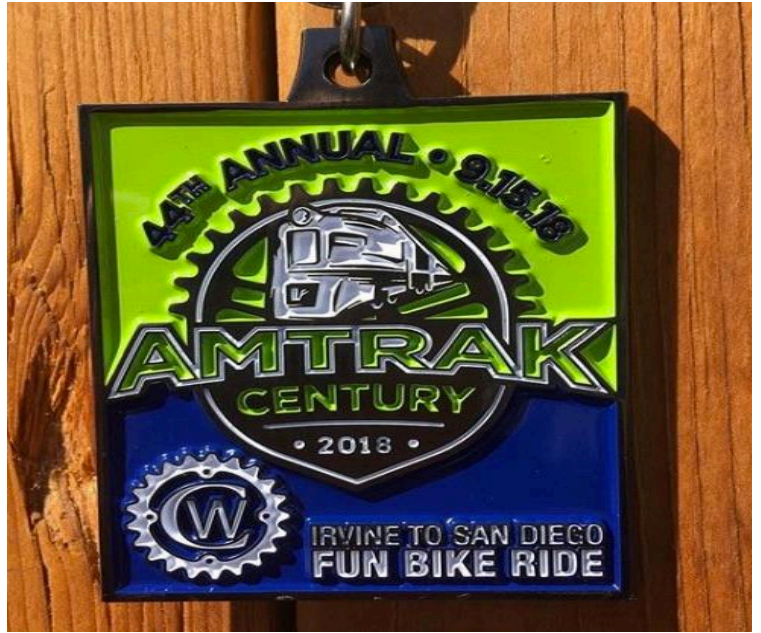


Alpes website: <http://www.moveyouralps.com/route-des-grandes-alpes/en/>

Tour organized by Bike-Alive: <http://www.bike-alive.com/route-des-grandes-alpes/4594064581>

# AMTRAK 2018







# First Century Recovery

By James Hickman  
[pacelinebikes.com](http://pacelinebikes.com)

There's plenty of information out there on how to train for your first Century. They tell you how to train with limited time, how to get ready in 10 weeks or less and what type of workouts to do and when.

Most of these will get you through your first century just fine, but what happens when your done? The next 24 to 48 hours after completing your event are just as important as the several weeks you spent training for it.

Completing a century, especially your first one, is hard on your system. I have had a few cyclist tell me how they became ill a few days after completing their first century even though they felt fine immediately afterwards.



First things first. As soon as you finish the event, get a good recovery drink in your system. Don't chug it down but sip it down as you walk around a bit and unwind. I

recommend Endurox R4 recovery drink because of the right balance of post protein, carbs and electrolytes. Of course, if you have one you have been using, stick with it. Main idea is to hydrate, and replenish your system.

## First 1 to 4 hours Post Ride

The first 1 to 4 hours after the event is when your body will absorb the most nutrients. During this time, any carbohydrates you eat will be converted into muscle glycogen at 3 times the normal rate. It's been reported that there is a 50% reduced replenished rate after 2 hours with a return to normal replenishment time by 4 hours.



Most people want to go and celebrate with friends and family afterwards, which is fine. However, make sure to replenish first

as stated above and try to get to bed early. You might want to take a quick nap before any post ride events.

If possible, get a recovery ride in the next morning. Make it a short ride, riding slowly with a higher than normal cadence. If you ride with others, make sure you do your own pace and distance and do not get caught up with having to keep up with the other riders. This recovery is for your body not theirs.

A good rule to follow, especially since it was your first century, is to take a day to recover for every hour it took you to complete the event. Get plenty of rest, eat right and slowly rebuild your miles and intensity. Sleep time is when muscles repair and rebuild themselves. Replenish your glycogen stores and hydrate like you did in preparation for the event.



This is obviously the time to take care of any post ride aches and pains and seek medical care for any lingering pains to any joints or muscles. If you have time to get a message, go for it. Studies have shown that a message, even 3 days after the event, can improve circulation. The message

also helps to loosen those nasty knots that can develop after a long endurance event.. The more of these events you complete the more you will get use to what you should feel like afterwards and be able to read into what your body is telling you.

### **Part Of The Training Plan**

Make sure you add a recovery component to any century training program. Use this article as a base line and make adjustments as necessary.

Developing a recovery program for your system will enable you to recover faster, healthier and get you on the road to train for that next event.

# The Hungry EyeList



## **Just Good Old Fashion CINNAMON TOAST**

Thick Sliced White Bread  
Melted Salted Butter  
White Sugar  
Ground Cinnamon

Heat top oven element to roast. Drizzle melted butter over top side of bread. Enough butter to slightly saturate, making sure all of the top surface is buttered. Sprinkle desired amount of sugar and cinnamon over buttered area. Place prepared bread on foil lined cookie sheet and place into oven.

Leave oven door slightly open and watch carefully, as they will toast fast.

Remove from oven when desired toasting has been achieved.

Caution.....Might bring you back to your childhood!!!!!!!



# Eroica Two Ways

*By John Renowden*

First there was Eroica California in April, then there was Eroica Britannia in June. Two rides by the same organization but very different in style and riders. I don't know for sure but I suspect the British ride may have been five times the size. For both rides I was accompanied by Greg and Stacy Kline, riding the CA event on their usual steel Fusos and the UK ride on their Brompton's. The reason for the Brompton's was their portability, even going in the overhead on some flights. Their warmup for UK was to ride the Scottish Isles and then, after Eroica, some serious miles in Wales and London.

The CA event in Paso Robles was preceded by riding with Randy Kiefer at the start of his mammoth ride to Alaska. What better way to get to Paso than to ride there. To make it manageable we took the train to Santa Barbara and then rode up the San Marcos Pass,

through Santa Ynez, Santa Maria and Morro Bay. With bikes laden for overnight stays the hills were brutal, as were the afternoon headwinds. All good training though for Eroica. At Eroica in Paso we had a magnificent Airbnb, shared with a lively bunch of Greg and Stacy's Rando riders.

Paso held the festival in center of town where there was a range of booths selling retro gear. I spent some time searching for a wide ratio six speed freewheel to replace the 12 - 24 that came on my

Spectrum, but with no luck.

For those who don't know Eroica, it's an event to honor the hero riders of the past and as such needs to be ridden on vintage bikes. It's interesting to see what everyone else is riding. There are many magnificent classics to ogle and some ancient examples that you wonder how on earth they ride them over such a torturous course. For this ride I used my 1987 Spectrum, with its Campag Record six speed freewheel. Greg persuaded me to do the 71 mile ride with 5237 ft of ascent, some of the steepest hills are on the 18 miles of unpaved roads, and some are very steep indeed. The only problem is I am no hero, so I need to slog it out as far as I can before falling off. On one of the climbs Greg noticed some movement in the grass verge which turned out to be a tarantula. Being the brave person he is he let it crawl over his hand. Luckily it

was having a good day and didn't bite him. Further down the road we came to a winery where they were handing out bidons or wine, good fuel for the following hills and gave the ride a more rosy complexion. Another rest stop prides itself on cooking fries in olive oil, scrumptious. Now the hills are one thing but the steep descents on dirt are something else with old single pivot brakes, very scary. It was always a joy to get back on paved roads. The good news is that the end of the ride came with beer and barbecue but this was not a patch on what came later in our Airbnb with its magnificent kitchen and barbecued steaks.



Over in the UK, we again rented an Airbnb in the perfectly picturesque village of Heartington in The Peak District, near to the start of the ride. The village had a cheese shop that made its own cheese, a shop that sold local produce, including strawberries to die for, a great pub and even a duck pond. This time two of my daughters joined us, one with her two children and my youngest with her three month old baby. The UK event is much more than just the bikes, there is plenty for families to do: a full fun fair, all kinds of food stalls, whiskey tasting, themed bars, clothes stalls plus various collectibles and art. In the evenings there are concerts on the large sound stage and dancing in other locations. Previous years have attracted 50,000 visitors.

Once more Greg persuaded me to do the 60



mile ride. This time I was riding my 30lb Pashley Speed Five with its five speed Sturmey Archer hub gears and hub brakes. This bike is great on the dirt as it has 28 x 1.5 tyres but it doesn't like steep hills, too heavy and under geared. By contrast Greg and Stacy could ride up anything on their Brompton's. One of the sponsors is the local brewery, so there was free beer at one of the rest stops at a stately home. Now I mentioned that the Pashley doesn't do hills. Well all was good until we came to a rest stop called High Peak. I was thinking High Peak meant we were at the top and headed downhill but it couldn't be further from the truth. At this point we joined a disused railway line and this usually means a flat strait ride but this line was certainly unusual. I don't know what the Victorian engineers were thinking because the line went up hill at 14% for 1000 ft. It seems that horses were originally used to haul up the wagons and later a steam winding engine was installed with a cable system. The railway lines were long gone but the grade was still there, as was the engine house at the top. I put all my weight on the pedals but the Pashley refused to move forward. There was nothing for it but to walk up and it was a long way. Greg and Stacy had to wait ages at the top for me to get there. To cap it all there was another smaller climb further down the road. Once all this was done it was a reasonable cruise into the finish, spoiled only by the light rain that started to fall. At the finish everyone was crowded into the massive marquee that was serving beer and food to the

hungry riders. From there it was all downhill to Hartington and dinner in the local pub. Our adventure was not quite over because next day we visited Chatsworth, the home of the Duke and Duches of Devonshire. A magnificent stately homie in spectacularly manicured grounds.

Eroica is spreading from its humble beginning in Italy to more and more countries and now there is an Eroica Cafe in Barcelona which will also be replicated in many more locations. They have even contacted me to help establish one in Southern California.

Anyone interested?

<https://www.eroicacalifornia.com>

<https://eroicabritannia.co.uk>





# 8 Traffic Safety Tips That Cyclists Should Keep in Mind

By Jeff Aldaine

Every year in the United States about 1,000 people die because of bicycle-related accidents. In 2015, there were 467,000 bicycle-related injuries recorded by the US Center for Disease Control and Prevention.

Like motorists, cyclists are at risk of road accidents. In a way, they face more dangers than motor drivers do. Cyclists are not given the same leeway and consideration as other drivers are given. Bikes are smaller too, so they're harder to notice on the road.

As a cyclist, you need to keep these traffic safety tips to avoid the dangers you face on the road.

## **Follow the Highway Code**

The most basic rule of staying safe in the road is to [follow the Highway Code](#). That means you don't run on a red light and don't cycle where pedestrians walk unless there is a bicycle lane. Take heed of road signs too. Some of the traffic guides may not apply to you since you're using a bicycle, but it helps

to get to know them so you can anticipate the movements and discern the signals of other vehicles.

Still, there are a few very important traffic rules that cyclists also have to observe. For one, you should never drink and ride. According to the National Highway Traffic Safety Administration statistics, [37 percent of cyclist deaths](#) in 2015 were due to the motorists or biker driving under influence.

Many people may think that a bicycle doesn't do as much damage as a car or a motorbike does, but there isn't any difference when you're putting your life and others' at risk. The same goes for texting and riding. You should always have your full attention on the road when you are riding.

## **Be Visible to Motorists**

In a road filled with cars and bigger vehicles, it can be difficult to spot a comparably small bicycle, putting cyclists at a greater risk of getting into a traffic accident. When riding a

bike, you should increase your visibility by using lights—white lights in the front and red lights on the rear, and other lights on the bike.

Consider using a headlamp too and Wear bright clothing, like a [LED reflective safety belt](#), especially when you're riding in the early morning, in the evening, and in bad weather. This will make you easier to spot even at a distance.

Also make sure that you are riding in a position where you can see the road clearly, as well as be seen by other drivers. When you pass by vehicles, especially at intersections, be sure to make eye contact to ensure that they notice you.

### **Be Aware of Vehicles**

Cyclist are always at a disadvantage on the road, out of the bicycle. Bicycles are smaller and slower than cars and motorbikes are. You also don't see a lot of bikes on the road, so they can go unnoticed in a sea of motor vehicles. That's why most drivers don't look out for bikes, which is one of the causes of biker injuries and accidents.

As cyclist, you need to be aware of other vehicles when you ride. Many accidents and collisions happen when a cyclist overtakes on the inner side of vehicle as it turns. Not every driver is responsible enough to turn on signal lights before turning. Don't cut corners, and be patient enough to wait for the vehicle to pass.

In addition, avoid cycling close to and along the inside of large vehicles, like buses and trucks, to lessen the risk of an accident. Their drivers usually don't have high visibility of what's behind and next to them, so it's best to keep safe by cycling far from them.

Be aware of other vehicles, including ones on the opposite side. Reckless drivers on the other side may suddenly jump in your lane to overtake other vehicles.

Other drivers may want to access a side road or are getting out of minor one to go into a major road. They may also be trying to avoid parked cars or road hazards. Either way, you have look out for vehicles in all directions.

### **Avoid the Door Zone**

Moving vehicles aren't the only ones you have to look out for when you're on the road. You have to be aware of stopping ones too. When a car stops on the side, it's highly likely that someone is about to get out. Avoid the door zone if you don't want to get a concussion.

Opening car doors are one of the hardest to anticipate, yet the damage they cause can be fatal. Always look out of stopping or parked cars, and leave a door-sized space when you're cycling. If you can't make a swerve to avoid the door zone, slow down and wait until the passenger gets out, the vehicle moves ahead, or you have enough space.

Watch out for warning signs of opening doors, like brake lights, cab vacancy lights, and movements inside the vehicle that indicate passengers are getting out. You should also make presence known by flashing your front lights or ringing your bell so the one getting out notices you.

### **Wear a Helmet**

More than other fancy biking equipment, a helmet is the most important gear every biker needs. Wearing a helmet can save you from head and/or brain injuries that may kill you or leave you in a vegetative state for the rest of your life.

Wearing a helmet reduces the risk of fatal injuries in bikers by 85 percent, says a case study by the Bicycle Helmet Research foundation. In many countries, wearing a helmet while cycling is mandatory, like in Australia and Argentina. In the United States, biking helmet laws vary by state.

Wearing a helmet while biking may not be enforced your place, but there are compelling reasons you should wear one. For one, it reduces bikers' risk of fatal injuries by 85 percent, according to the finding of a [case study](#) by the Bicycle Helmet Research Foundation. Wearing a helmet is not about laws or convenience; it's a matter of your safety.

### **Don't Cycle in Crowded Areas**

Just because you are riding a bike doesn't mean you can mix in with a crowd of pedestrians. In fact, you should avoid cycling in areas full of pedestrians. People are more unpredictable than vehicles are. At least with cars and motorbikes, you can watch for signal lights and warning sounds, but with pedestrians, they can move unexpectedly and accidentally collide with you.

As such, it is better to avoid cycling in crowded areas or ride past behind pedestrians. If you can't avoid going through these areas, ride slowly and use your bell or front lights to signal your presence.

### **Signal Your Intentions Clearly**

Communication is also necessary on the road, especially nonverbal communication. Making eye contact, hand signals, and warning sounds will help you keep safe on the road. For example, look over your shoulder to show you are planning to make a turn. When it's safe to make a drift, put out a hand to signal your turn.

Sometimes, drivers or pedestrians may not see you, so try making eye contact to check. You can also sound your signal bell to notify someone in front of your presence. If they notice you, they will immediately be more cautious and give you more space.

Make big movements from time to time, like standing up, especially when you're on a busy lane. This will get drivers' or pedestrians' attention better than other signals will. Don't cycle near heavily tinted vehicles. It will be much more difficult to establish eye contact with their driver. And chances are, they won't have great visibility of all directions.

### **Ride Defensively**

Sure, riding aggressively may get you to your destination faster, but it also increases your risk of getting into a fatal accident. On the other hand, riding defensively will make you safer on the road.

What does it mean to [ride defensively](#)? One, it means checking your bike before you set out. Make sure your brake, lights, and bell are all

working. Check your tires if they are adequately inflated and the other parts of your bike if they're working properly.

Two, be familiar with the traffic rules and follow road signs. Three, know your route so you can avoid crowded areas. Also get familiar which areas have bike lanes so you can go through there.

Finally, always be cautious and give your full attention to the road. Don't cut corners to avoid getting in trouble with other vehicles.

Safety should be your priority when you are on the road. City bikers are especially at risk of fatal biking-related accidents with more vehicles and crowded areas. Even with traffic lights and road signs in the city, riding defensively is still a cyclist's greatest defense against dangerous traffic situations.

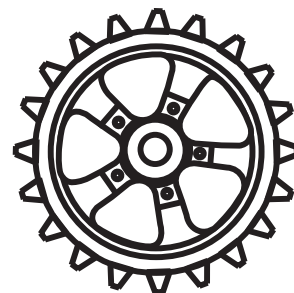
### **Stay Safe on the Road**

The road is a place full of dangers. As a cyclist, you have many disadvantages when you ride next to bigger and faster vehicles. That is why you have to be extra cautious out on the road, especially in urban areas.

Ride defensively and follow traffic rules. Always be aware of vehicles in similar and opposite lanes.

Be especially watchful for vehicles going out intersections, parked cars, opening car doors, moving pedestrians, and blind corners. Make yourself visible by wearing bright or reflective clothing, even during daytime.

Reduce your risk of getting fatal injuries by wearing protective gear. Finally, communicate with your whole body to signal your intentions and make drivers or pedestrians notice you.



# **Please Support the Sustaining Members of the Orange County Wheelmen**

Many sustaining members offer discounts to OCW members.  
Tell them you are from OCW and continue to support those who support us!

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## **TURNING 65 THIS YEAR?**

Don't know if you should get Medicare Supplement/Medigap or Medicare Advantage? Call or Email Steve Davis 714.241.0366  
[Info@BearStreet-is.com](mailto:Info@BearStreet-is.com) [www.BearStreet-is.com](http://www.BearStreet-is.com)  
FREE QUOTES for Individual, Family & Small Groups  
Health Insurance, Dental & Travel Insurance  
(Ca.Lic.0G11433)

## **Emergent Success**

23046 Avenida de La Carlota  
Suite 600  
Laguna Hills 92653  
949.885.6467

## **LegalShield**

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

## **Pace Sportswear**

12781 Monarch Street  
Garden Grove 92841  
714.891.8716

## **AdventureCORPS, Inc.**

638 Lindero Canyon Road  
Suite 311  
Oak Park 91377

## **MVP Massage Therapy**

15375 Barranca Parkway  
Suite J-104  
Irvine 92618  
949.439.0673

## **Rock N' Road Cyclery**

6282 Irvine Blvd.  
Irvine 92620  
949.733.2453

## **Yorba Linda Physical Therapy**

16615 Yorba Linda Blvd.  
Yorba Linda 92886  
714.577.0745

## **The Bicycle Tree**

811 N. Main Street  
Santa Ana 92711  
714.760.4681

## **Trails End Cycling**

17145 Von Karman Ave.  
Suite 108  
Irvine 92614  
949.863.1982

## **Irvine Bicycles**

6616 Irvine Center Drive  
Irvine 92618  
949.450.9906