

# CHAIN REACTiON

SUMMER 2018



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



# IT'S SUMMER TIME!

# 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

WOO HOO, summer is here, and that means there is no excuse not to get out and ride your bike. Whether you are a mountain bike rider, road rider, or both, get out and enjoy.

Summer time means vacations. Where are you going? Will you be taking your bike? Maybe get in a little hiking, kayaking, or something else outdoors? If so be sure to write an article about your adventures that can be published in the next Chain Reaction.

Summer also welcomes the Tour de France! I always get excited when the tour starts. I can't wait to hear the commentaries of Bob Roll, Phil Liggett and Paul Sherwen. I just can't imagine the tour without them.

Whatever you and your family are doing this summer, have a great time and be sure to include the great outdoors!

Enjoy the ride!

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John Renowden

# The President

I am writing this from my home in Wales at a time of great uncertainty as Amtrak, in their wisdom, has decided that they will not allow us to rent a train for our famous ride. There is no simple solution to transporting 900 tired cyclists back from San Diego to Irvine. It's like the famous line in the movie "Planes Trains and Automobiles" when the car rental agent asked Steve Martin for his rental agreement.

On a brighter note, the weather for our Breathless Agony ride turned out to be spectacular. This resulted in 40 same-day registrations. Clearly riders were waiting to see the weather this year before committing. There is no doubt that the new route to Onyx Summit is far superior to the old route up the other side. Miguel and I rode sweep, so started out behind all the riders. It's interesting to ride at the tail end where you see the effort and dogged determination of the slowest riders. It's a tough ride but all credit to those who are up to the challenge. The great thing about cycling is the more you ride the better it gets. As the saying goes "It never gets easier, you just go faster". We had great reports from the riders on the quality of our rest stops; it seems some more commercial ventures are cutting expenses to the bone, leaving the riders short of supplies and facilities. The return of bacon was a huge hit. Many thanks to all the volunteers for their great efforts in making the ride such a success.

As I mentioned above, I am in Wales, and perhaps I shouldn't mention that a bunch of us just returned from a motorcycle tour of the Principality. There is something to be said for having a 1200cc bike to cover greater distances in

short time. By contrast to my last post when I was here in the winter, the weather was glorious. When we returned we had to get our legs going again so we did an 80-mile Sportive into the local hills. The numerous 14% grades certainly did the trick. If you ever get the chance I recommend a cycling tour of Wales. The varied scenery of hills, lakes and the coastal towns is spectacular. Better get some good gears though.

Next up on the agenda here in the UK is Eroica Britannia in the Peak District, so called because it's hilly. It's a huge event with 50,000 people attending. I aim to ride the 60-mile route on my retro 30lb Pashley Speed 5, which has a 5-speed hub gear and hub brakes. I think the Speed part of the name comes from the gravity-assisted descents. Besides the main event there is a family ride for the kids that





# 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

## Coros High Tech Helmet Review

Larry Locken, Lee Stebbins, and myself recently had the opportunity to wear the new Coros bicycle helmet on a OCW 62-mile ride to Cerritos. What makes this helmet unique are its high-tech features including wireless bluetooth to provide music and telephone communication from your smart phone using bone conduction transducers. Instead of having speakers or ear buds stuck in your ears, small pads attached to the helmet strap transmit sound directly to the bones of the inner ear eliminating the need to increase volume as speed increases. The ear itself remains open to detect traffic noise as well as listen to other riders' conversations.

It features a built-in microphone that allows for telephone calls and the battery will run for 10 hours before needing a recharge. In addition, a two rows of LEDs are placed on the back side of the helmet for safety.

My impression of the helmet was that it felt no different than my existing Giro: slightly heavier but just as comfortable and with good ventilation. The helmet looks good and comes in four colors: white, black, red and blue.

Performance of the helmet exceeded my expectations. Music streamed through the



bone conduction just as clearly as if I had been wearing ear buds. While I normally do not listen to music on rides, I will admit having this feature was really enjoyable. It helped to take out some of the tedium on long stretches of the 605 river trail and made the ride more pleasant. I was surprised that even at 25 mph, the sound came through clearly yet I still felt that I could hear what was going on around me.

The one disappointment was the LED lights on the back of the helmet. They are far too dim to be of service during the day and would be marginal at best in the evening. This is the one area that Coros needs to improve. Either ramp up the lights or remove them. My overall impression is that this is a good product and priced at a very reasonable level for what you get.

Coros representative, David Song, has provided OCW members with the following discount codes on Amazon to help introduce their helmet to us.

Since Amazon doesn't allow promo codes to run over 30 days, you will find multiple codes that will run till the end of September. In addition, we are pleased to donate \$10 per OMNI helmet and PACE watch sold using the promo code at our Amazon store to Orange County Wheelmen as a way to express our gratitude.

Below are the discount codes till September.

Date	Promo Code	Discount
6.4 - 7.2.2018	10QCKMXP	\$ 20.00
7.3 - 8.1.2018	10FXI10J	\$ 20.00
8.2 - 8.31.2018	10WG64KW	\$ 20.00
9.1 - 9.30.2018	10X7LZ4K	\$ 20.00

Here is the link to Amazon to purchase a helmet:

<https://www.amazon.com/gp/product/B078HS3LHP>

For more information on the helmet, go to the Coros website at <https://www.coros.com>.

We will be having a representative from Coros attend a future OCW general meeting to talk about the helmet and give members the chance to ask questions and try them on.



# Touring from Zion Nation Park, Utah To Mesa, Arizona

By Kevin and Ximena Ansel

We had plans to bicycle most of the route that Adventure Cycling Association ([www.adventurecycling.org](http://www.adventurecycling.org)) calls the Grand Canyon Connector. The route connects the Southern Tier Cross Country Trail to the Western Express Trail. The route goes through the North and South Rim of the Grand Canyon, hence the name. We elected to start in Zion National Park.

We got a ride to Zion from Ximena's parents. We all spent a few days there for a family vacation and they left us there to find our way back to their house in Mesa, Arizona, about 520 miles away. This route is very open with few towns or resources for much of the way.

Not knowing what the weather conditions would be, we traveled with rain and cold weather clothing as well as being prepared for hot conditions down in the Phoenix valley. Luckily, we did not need our rain gear but there were a couple of mornings that the temperatures were in the upper 30s. It was very dry in this arid part of the country. The humidity was only 8% for most of the tour.

Our friends Kathy and Link, former OCW members who now live in St. George, UT, met us in

Kanab, UT. They rode with us on the second day to Jacob Lake, which is the turn-off to the North Rim of the Grand Canyon. It is quite a climb to Jacob Lake which is at 7900 feet of elevation. After saying our good-byes to Kathy and Link we headed down the 15-mile descent out of the mountains and forested area and into the desert. The open road had very little traffic as we rode past the Vermillion Cliffs National Monument. The stunning red cliffs and open desert were breathtaking. We finished the day in Marble Canyon which is next to the Colorado River and the Navajo Bridge.

One thing that comes with a route like this in the desert is a lot of wind, strong wind. The next day we rode 72 miles into a direct headwind. The wind was blowing 20 to 25 mph. Along with the 3244 feet of climbing, it made for a long day. We were also 40 miles between towns so we carried extra food and water. This part of the tour was through the Navajo Indian Reservation. The Navajo live very simply and are very kind people. Entering the South Rim of the Grand Canyon we completed a 58-mile day with 5228 feet of climbing. It is awe-inspiring to bicycle right up to the edge of the canyon. Knowing you got there by bike instead of car adds to the euphoric feeling. There is

nothing like getting a pizza and then watching the sunset as it turns the canyon pink and orange.

It is a straight 60 miles from the Grand Canyon to Williams, Arizona. In Williams we came to the first traffic light in 270 miles. Williams is a famous part of Historic Route 66. The town is full of memorabilia and history. From Williams to Chino Valley we encountered more strong headwinds but we got an early start, which helped shorten the day. As we rode south through the town of Prescott we had one more mountainous pass to traverse. It was 15 miles on a windy road with 3200 feet of climbing that got us to Yarnell, Arizona. Yarnell is a very small town known for the 17 Hot Shot Fire Fighters that lost their lives battling a wildfire. A new city park is being built to honor them. There is also a memorial and statue on Yarnell grade. The grade is a 7-mile, fast, windy downhill which is one of the most exciting descents we have experienced in quite a

while.

The rest of our journey was totally flat through Wickenburg, Surprise, Tempe and ending in Mesa. As expected, the temperatures warmed up into the 90s on the last couple of days. We did see a dozen other bicycle tourists along the route. We were able to talk with several of them and had a good time exchanging stories, if only for a short time.

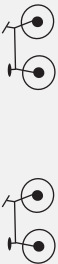
For this trip, traffic was light and drivers gave us plenty of space when passing, especially when the roads were narrow. The roads, for the most part, were in good shape. There were places with a lot of bumpy expansion joints, but our 700 x 35 tires absorbed them well.

If you plan on doing this ride, spring is the best time. Otherwise it will be too hot. You might have monsoons in the summer, which is common for Arizona. If you are tired of riding the congested roads of Orange County, consider



the Grand Canyon Connector. You will have National Parks, National Monuments, open roads, low traffic, and beautiful scenery to help quench that sense of adventure and remind you why cycling is so great.





# MY FIRST LEG OF THE....



BY MICHAEL BUSH

My first leg of the 2017 1st Annual Lobo Cancer Challenge Century started with biking from my Irvine office to an afternoon game at Angel Stadium with a colleague.

After the game, I biked to the Anaheim Amtrak Station. It was a short trip to Fullerton to catch the 6:45 PM Southwest Chief. You can roll your bike onto the baggage car for \$20, but make reservations first, including for your bike. Amtrak doesn't guarantee no scratches, so pack your bike if it needs TLC.

After watching the sun go down on the way to Riverside, it was off to the dining car. If you're slightly crazy, you can get in a little climbing, via Imperial, and catching the train from Riverside.

There are four people at each table, which I consider to be dinner theater, given the interesting stories from people you meet rolling into the night. The food on the train was good! I recently had Sweet Potato Gnocchi with Kale and creamy cheese sauce, spinach and nuts, and a couple of IPAs. The Amtrak Culinary Team is impressive, including Jamie Bissonette, who was a winner on the Food Network's cooking TV show "Chopped."

The next morning's sun coming up as you arrive in Flagstaff brings the feeling that all is well. After breakfast, you can enjoy the subtle beauty of nature, as the landscape is full of shapes, colors and even old lava flows just outside of Gallup.

The train arrives in Albuquerque just before noon. For lunch in Old Town, try honey drizzled into sopapillas; it helps with the New Mexico green chili, which is plenty spicy. If you want to rent a bicycle, Routes Bicycle Tours &



Rentals, Inc. is close by.

The ride starts and ends at University Stadium, which is close to the train station, the airport and hotels. There are tiny little stickers all around, so “Slime Tube Sealant” in your tires is recommended.

The ride starts early in the morning with a 12-mile police escort out of Albuquerque to the foothills. With the riders, you feel like you’re a part of something really good and vitally important. The ride starts out at 5,000 feet. After you get out of town, you can do some climbing. The Rocky Mountain air lets you know you’re not in California.

As close as I’ll ever get to the Tour de France was when I met my folks along the way.



I didn’t know it then, but this year I’ll be riding for my Dad, our family’s “Leader of the Band.”

Towards the middle of the ride, there are grassy plains that meet in the distance with the enormous sky. There can be wind, rain and maybe even snow. Nature on display!

Unless you are in a real hurry to get back, stay a few extra days. There are several road and mountain bike routes in the area. The Sandia Crest trail is one of the most difficult and it peaks at 10,678 feet. Road bike climbers will love it! A link to Albuquerque bike maps is at: <https://www.cabq.gov/parksandrecreation/recreation/bike>

On the way back be prepared, as occasionally there are delays when traveling by train, but it is my favorite way to travel if I’m not peddling. Tired legs should help you sleep on the way back. If you’re up early, you can have breakfast as the train goes through the Cajon Pass. Like Route 66, the days of the Southwest Chief, as we know it, may be numbered, so see America like this while you still can.

The Lobo Cancer Challenge website is at: [www.lobocancerchallenge.org](http://www.lobocancerchallenge.org)

The University of New Mexico Comprehensive Cancer Center is the only National Cancer Institute-designated Cancer Center in a 500-mile radius. They provide cancer care for nearly 60 percent of the adults and 70 percent of the children in New Mexico affected by cancer. The Lobo Cancer Challenge supports areas that revenue, grants, and other funding do not cover. This year, they have added a 5K run/walk to include families/patients/supporters who do not ride. Riders can choose the type of cancer toward which they want to direct their fund raising.

If anyone wants to ride in the 2nd Annual Lobo Cancer century on September 8, 2018, let me know and I’ll help with logistics and margaritas. It would be fun to have some OC Wheelman riding with the local clubs.

Michael Bush  
[Dmichaelbush@gmail.com](mailto:Dmichaelbush@gmail.com)





# Goat Hill

By Alan Vester, Mountain Bike Dude

## Mountain Biking Geared Toward the 50+ Rider

### Rules of The (Off) Road



Hello fellow mountain bikers. We are going to start off with a multiple-choice question. See below. This is an actual trail sign taken in the Irvine/Laguna Canyon area. Which of the four answers is the correct one?

- A. Utility road ahead, trail open to all users.
- B. Utility road, watch for work vehicles.
- C. Utility road, entry prohibited.
- D. Utility road, open to the public, proceed with caution.

The correct answer is C.

My wife Michelle and I found this out from an Irvine Police officer who had stopped six

mountain bikers who had not only ignored this sign, but had illegally jumped a fence on Laguna Canyon Road that was clearly marked "No Trespassing."

The police officer had watched the six mountain bikers jump the fence and proceed on the utility road. He did not arrest nor cite them, just a stern lecture on obeying signs and how it is illegal to trespass on private roads.





Michelle and I actually did not know that this trail sign means “No Entry,” keep out, private property, and this land and road is actually owned by SC Edison and was not open to the public.



Above is the universal sign for “No Entry.” I did not know this nor did the 6 mountain bikers who were detained. I know it now. Michelle and I spoke to the Irvine Police officer for about 20 minutes, and he politely told us about the rampant problem of hikers and mountain bikers riding on private land and

roads which are posted with these signs everywhere. One of the renegade 6 riders was actually arguing with the police officer that he should have the right to ride anywhere he wanted to and just because it was private land with no entry signage, all mountain bikers should be exempt from the laws.

I did not even know how to respond to such a stupid arrogant statement like that. He was lucky he did not get arrested for his ridiculous attitude. People, please obey and respect posted signs whenever you are riding or hiking. “No Trespassing,” means no trespassing, no entry, and stay out.

There are many legal trails and areas in California and the United States; there is never any good reason to ride on private land, unless you get permission from the owner. This is one of the reasons trails get closed in the first place, too many mountain bikers thinking the entire world belongs to them and no one has the right to tell them where they can ride.

Mountain biking is my favorite recreational sport. I ride almost every weekend, race during the summer and love every moment I can be out riding off road. I could never in my lifetime ride all the great legal and open trails just in California alone. I see no need to ride trails where I’m prohibited.

Ride respectfully fellow mountain bikers, enjoy yourselves, and watch those signs.



## OCW RIDE TO THE START OF THE TOUR OF CALIFORNIA



*By Joe Bernhardt*

May 13th saw the start of the largest professional bicycle event in the United States, The Amgen Tour of California, in Long Beach. OCW ride leader, Larry Locken, adjusted the normal Sunday start time to 10:00 AM and led seven OCW members to watch the start of the race. Conditions for the race could not have been better with the sun breaking through morning clouds and temperatures in the high 60s. One of the strongest fields in the history of the race was headlined by world champion, Peter Sagan, and sprinters, Mark Cavendish and Marcel Kittel. The totally flat race course consisted of 12 laps and 82 miles around downtown Long Beach so when two riders jumped off the start to a two-minute lead, no one expected to see them stay out for the bulk of the race. However, stay away they did. But in the end, on the final lap, the field gobbled them up and in a frenetic finish, a sprinter from Columbia, Fernando Gaviria, beat out Caleb Ewan and Peter Sagan for the win.

Without a doubt, the best way to watch a pro bike race is to travel there on a bicycle. It allowed

us to combine a great ride to the start from Mile Square Park while giving us the capability to ride to different locations on the course. It was also fun prior to the start riding the course and having spectators cheer us on in our OCW kits and ringing cow bells as if we were part of the pro riders.

We did not stay for the full race and managed to get home before the finish to watch the last lap sprint. While television is the best way to follow a race, there is nothing like being there and seeing riders fly by in excess of 40 mph. The multitude of vendors at the start-finish is also fun to visit. One of the coolest things we all managed to grab was a free Amgen Tour of California bike backpack filled with a hat and water bottle. Being super lightweight, we will use it for long-distance rides and to carry shoes or sandals on our rides to San Diego.

Overall, it was a great day and one we plan to repeat next year.



# The Hungry Cyclist



## Instant Pot Glazed and Grilled Ribs

### INGREDIENTS

**RIBS**  
2 TBSP. CHINESE HOT MUSTARD  
POWDER  
1 TBSP. GARLIC POWDER  
1 TBSP. SUGAR  
4 TSP. KOSHER SALT  
4 LB. ST. LOUIS–STYLE PORK  
SPARERIBS, CUT INTO 3- OR 4-RIB  
SECTIONS  
¼ CUP MIRIN (SWEET JAPANESE RICE  
WINE)

**GLAZE AND ASSEMBLY**  
VEGETABLE OIL (FOR GRILL)  
2 TBSP. DISTILLED WHITE VINEGAR  
2 TBSP. SRIRACHA  
1 TBSP. FISH SAUCE  
1 TBSP. SUGAR  
2 3" PIECES GINGER, SCRUBBED,  
BRUISED WITH THE DULL SIDE OF A  
CHEF'S KNIFE, SLICED INTO ½"-THICK  
ROUNDS  
KOSHER SALT (OPTIONAL)

### PREPARATION

#### INSTANT POT (PRESSURE COOKER)

**RIBS**  
MIX MUSTARD POWDER, GARLIC POWDER, SUGAR, AND SALT IN A MEDIUM BOWL TO COMBINE. PAT RIBS DRY WITH PAPER TOWELS AND ARRANGE ON A LARGE RIMMED BAKING SHEET. SEASON RIBS ON BOTH SIDES WITH ALL OF DRY RUB, PATTING IT ON IF NEEDED. COVER WITH PARCHMENT PAPER OR LOOSELY WITH PLASTIC WRAP. CHILL AT LEAST 1 HOUR OR UP TO 2 DAYS.

POUR MIRIN INTO INSTANT POT. PLACE RIBS IN POT, ORIENTING THEM ON NARROW SIDES SO THEY'RE LEANING AGAINST WALLS OF POT AND EACH OTHER (RATHER THAN STACKING THEM FLAT, ONE ON TOP OF THE OTHER). LOCK ON LID, MAKING SURE STEAM RELEASE VALVE IS IN THE PROPER SEALED POSITION. SELECT "MANUAL" AND PROGRAM FOR 9 MINUTES AT HIGH PRESSURE. LET PRESSURE RELEASE NATURALLY 10 MINUTES, THEN MANUALLY RELEASE PRESSURE. UNLOCK LID AND TRANSFER RIBS TO A RIMMED BAKING SHEET. LET SIT AT ROOM TEMPERATURE UNTIL READY TO SERVE.

#### GLAZE AND ASSEMBLY

PREPARE A GRILL FOR MEDIUM-HIGH HEAT. CLEAN AND OIL GRATE. POUR COOKING LIQUID FROM INSTANT POT THROUGH A FINE-MESH SIEVE INTO A MEDIUM MEASURING GLASS (KEEP SIEVE HANDY, YOU'LL NEED IT AGAIN). USING A SPOON, SKIM OFF EXCESS FAT FROM SURFACE (YOU SHOULD HAVE ABOUT ¼ CUPS COOKING LIQUID AFTER SKIMMING).

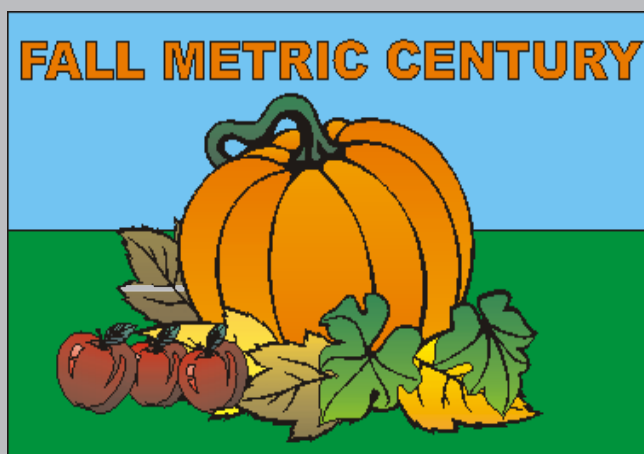
POUR COOKING LIQUID INTO A LARGE SKILLET. ADD VINEGAR, SRIRACHA, FISH SAUCE, AND SUGAR AND STIR TO COMBINE. ADD GINGER, THEN BRING MIXTURE TO A BOIL. COOK, SWIRLING PAN OCCASIONALLY, UNTIL LIQUID IS REDUCED BY HALF, 7–8 MINUTES. STRAIN GLAZE THROUGH RESERVED SIEVE BACK INTO MEASURING GLASS AND SET CLOSE TO GRILL.

RUB A LITTLE BIT OF OIL ON RIBS TO LIGHTLY COAT. GRILL RIBS, MEATY SIDE DOWN, UNTIL LIGHTLY BROWNED, ABOUT 2 MINUTES. TURN RIBS, GENEROUSLY BRUSH GLAZE ONTO EXPOSED SIDE, AND GRILL UNTIL UNDERSIDE IS LIGHTLY BROWNED, ABOUT 2 MINUTES. TURN RIBS AGAIN AND BRUSH WITH GLAZE. CONTINUE TO GRILL, TURNING AND BRUSHING WITH GLAZE EVERY 2 MINUTES, UNTIL RIBS ARE DARK BROWN AND NICELY LACQUERED ON BOTH SIDES WITH SOME CHARRED SPOTS, ABOUT 5 MINUTES TOTAL (SMALLER END OF RACK WILL BE DONE FIRST).

AS THEY FINISH COOKING, TRANSFER RIBS TO SAME RIMMED BAKING SHEET AND BRUSH IMMEDIATELY WITH GLAZE. LET COOL 5–10 MINUTES BEFORE CUTTING INTO INDIVIDUAL RIBS. SERVE WITH ANY REMAINING GLAZE DRIZZLED OVER; SEASON WITH SALT, IF NEEDED.



# Get Out and RIDE !





# Haute Route San Francisco Experience

By Bruce Campbell and Mark Denny

Did you ever watch the Tour de France and wonder what it would be like to ride in a 100+ person peloton followed by a procession of bright yellow Mavic neutral cars, motorcycle police, and medical car? Want to experience a race atmosphere complete with rider briefings each night, super challenging rides and ending with a complimentary massage each day. Then you may want to consider registering for one of Haute Route's legendary experiences like the one Mark Denny and I did in San Francisco this past April 2018.

Haute Route, ([HauteRoute.com](http://HauteRoute.com)) a French company, has a long track record of delivering cycling tours and in 2017 entered the USA market with great 7-day itineraries in both Colorado and North Carolina. This year they added a 3-day itinerary in San Francisco in April which Mark Denny and I attended.

Haute Route's differentiation vis-a-vis Trek Travel, Thompson and others is pointed at providing a Pro Cyclist experience for the avid amateur cyclist. Their routes are very challenging with the San Francisco 3-day course supporting 20,000' and 193 miles the first two days followed by a 10-mile Time Trial.

Mark and I arrived Thursday, April 18th at the Hyatt Centric Wharf hotel near pier 23 in San Francisco. Registration was easy and each of us received an Haute Route backpack loaded with Haute Route Kit, Rider Booklet (soft copy was sent in advance) detailing all logistics and info on the 3 routes, Bib number, fork mounted GPS for tracking time, mylar route strips for bike top tube, T-Shirt and more. This was the first of many indications that Haute Route was putting on a first-class event.

Thursday evening we walked to Ghirardelli Square for our first rider briefing which over 100+ attended. The president of USA cycling spoke and then Haute Route event leader stepped us through the first day's route and logistics. We were then directed to an outstanding outdoor buffet reception with 3 local chefs preparing their specialties. This was another indication that Haute Route was a first-class host.

Day 1 East Bay - 100 miles and 11,000 feet with 26 miles of timed sections.

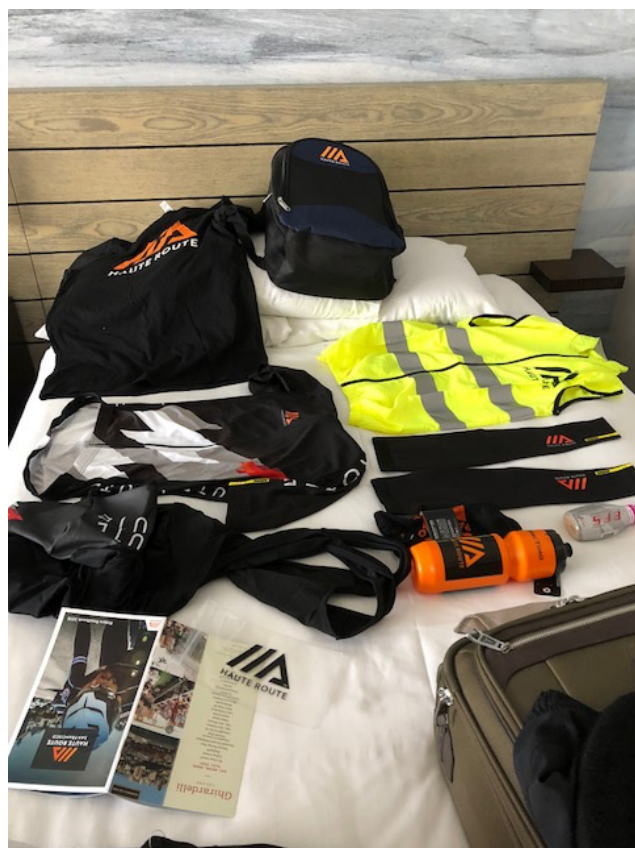
Friday was an early rise with breakfast starting at 5:30am followed by a 6:45am ferry ride from SF Pier 23 to Oakland Jack London Square for the start of the East Bay route to Mt Diablo and return. At ride start, there were plenty of banners and signs and helpful Haute Route folks to help direct you to drop your backpack with change of clothes. The cyclists (including a few pros, including Levi Leipheimer) gathered up for the start under a large banner. Just prior to 100+ of us crossing the start line to dart out into 8:20am raptor-



like rush-hour traffic in Downtown Oakland no less than 16 Oakland motorcycle police showed up to provide a Presidential Motorcade the entire 5 miles up Broadway Ave to the start of the Berkeley Hills climb. I loved riding though all the red lights (legally) and the rush of the guarded Peloton.

Downtown Oakland motorists "Rush Hour regulars" must have been amazed and entertained at this unusual procession of cyclists followed by yellow Mavic cars, mounted motorcycle Safety Patrol and medical car. After the short 5-mile warm-up the ride took a serious change with 14% peak gradients up through the Berkeley Hills.

The route was challenging with a few timed segments one of which was the 10-mile climb up Mt Diablo topped by a peak 19% gradient at the summit. Unfortunately for Mark and I, we followed a small paceline on the way back up and over the Berkeley Hills only to find out our paceline leader (and us) missed a left-turn sign and of course this was on a timed section! Oh well, so much for racing for the



best time on Stage One in our age category!

We returned to Jack London Square about 5:00 pm to find out we were amongst the last to arrive - a humbling experience. There was some scraps of food left for us laggards and others that had been SAG'd in - about 20 total. After a brief commercial ferry ride back to SF (we missed the private Haute Route Ferry by over an hour) we returned to the Hyatt Centric Wharf for a shower, massage and 7:30 pm rider briefing for day two!

Day 2 - Golden Gate Bridge and Marin County 93 miles and 9,000' - 26 miles of timed sections.

Saturday AM was also an early rise with a departure from the Hotel at 7:00am to meet up at a parking lot near the south end of the Golden Gate Bridge. Haute Route did a great job on this segment with unbelievable scenery starting with the ride across the Golden Gate in a Peloton of 173 cyclists. This was followed by a climb up Mt. TAM with an amazing descent which provided a postcard-perfect view of Stinson Beach and the Marin County Headlands!



Amazingly, this was followed by several miles of cycling through a Redwood forest with 200'+ giants on either side for miles on a clear blue sky day. I believe this day was the most picturesque day ever for me on my road bike.

Mark and I were hanging out together toughing out the last large climb up to Alpine Dam followed by an even steeper climb up and away from Alpine Dam back to the last rest stop. I would not be truthful if I did not admit that we both had our doubts about completing the route but once we recovered at the last rest stop we got a mental lift.



What a great decision because there were only two climbs left, Mt Tam and Hawk Hill. The latter, I came to learn is a 800' climb just north of the Golden Gate Bridge supporting the Number 1 Tourist photo spot for combined Bridge and City Skyline

shots - photo attached. We also saw 25+ miles to our East Bay Friday nemesis Mt Diablo and that awful 19% peak gradient! We then rode back across the Golden Gate and to the Presidio for another lunch only to find out we were again amongst the last riders and only scraps of custom-cooked gourmet pizzas and salads left - very humbling once again.

Day 3 Angel Island - 10-mile Time Trial.

Sunday was another early rise with a 6:45am Ferry from SF to Angel Island, which is a State Park just north of Alcatraz, for an 8:00 TT start. This was the first time ever that the Park Service allowed an official bike race on Angel Island. The 5-mile road around the circumference of the island was mostly paved and had a nice little kicker of 400' halfway around. Haute Route did an outstanding effort with professional-looking staging and covered TT start area and each rider was held by the starter as the hand-sig-naled countdown began. Once all 133 cyclists completed the TT we boarded the ferry for an hour+ cruise, excellent buffet lunch and award ceremony where Winners jerseys were provided for each age category. If you're curious about the results they are posted at <https://my6.raceresult.com/94070/>.



In summary, Mark and I both agree that Haute Route lived up to its goal to provide a professional experience for the avid amateur cyclist. I would recommend Haute Route to any avid cyclist who wanted a similar experience and keep in mind the entire day's route is not a race, only sections of the route are timed. Or perhaps you are today or were into racing and want to test your skills by age group.

I got what I wanted out of it, to climb a few epic climbs in Northern California, see scenery that exceeded my expectations and advance my climbing conditioning for my July trip to France for 10 days of Epic Climbing in both the Alps and Pyrenees.





# Tour of California Comes to Long Beach

By John Renowden

This year the Tour of California Stage 1 was held in Long Beach. We are fortunate to be able to see many of the international stars in our own backyard. These included Sagan, Cavendish, Kittel, Phinney, Yates, Kristoff, Van Garderen and many more. Access to the course is a lot easier than for the big races in Europe, so it's possible to see the action close up. The riders completed 12 circuits covering 83 miles in a totally flat course favoring the sprinters. Some say that OCW rides are fast but these guys are lapping the course at an average speed of 27 mph. OK, it's flat but you try riding 83 miles at 27 mph average, or even just riding at 27 mph on the flat. Of course this is an average but when the sprint gets going the riders can reach 50 mph at a peak power of 1,400 watts. Observing the finish you are struck by the rush of wind as the riders streak by. Maybe this is why riders like Sagan are paid upwards of \$5 million for riding their bike.

Stage 2 was a whole different story with a hill-top finish on Gibraltar Road. This favors the climbers. The tactic for Team Sky was for Ian Stannard to set a blistering pace on the run-up to the climb, stringing the peloton out. Ian is a big man at 6' 3" and 176lb; he can ride tempo for mile after mile but when the road

turns up he gives way to the climbers, having dropped many of the all-rounders and many of the sprinters. The winner of this stage, the Columbian Egan Bernal, weighs just 130lb. Columbia has a great tradition of producing talented climbers; all those high mountains and altitude are fantastic training for cyclists.

We see from this that professional cyclists are highly specialized. Beyond their exceptional talent they have to develop their skill to suit their given physiology. Lightweight climbers, muscular sprinter, big and powerful domestiques. By comparison OCW club rides need to cater for a wide range of riders with mixed physiology and abilities. A good average for a





generally flat ride tends to be around 18mph. It's inevitable that the bigger riders will struggle on the climbs and the lighter riders may get dropped on the flat. The pros suffer the same fate, particularly on the big climbs when the sprinters struggle to finish a stage within the cutoff time. This is when the autobus or the gruppetto is formed when a large group of riders fall behind the leading peloton. As I weigh around the same as Ian Stannard I have two choices: grow another 5" or lose some weight. As I am more likely to be shrinking with age I have no choice but to lose some weight.

Bicycling magazine had some interesting views on the ideal weight for cyclists:  
Men: 106 pounds for first 5 feet of height plus 6 pounds for each additional inch. For example, if you're 5'10", your ideal weight is 166 lbs (106 + 60). Women: 100 pounds for the first 5 feet of height plus 5 pounds for each additional inch. For example, if you're 5'6", your ideal weight is 130 lbs (100 + 30)

So there you have it. A bunch of us have signed up to ride the high mountain of the Alps in August, so I'm going to have to lose 10lbs. It won't turn me into a pro cyclist but may make the 60,000ft of climbs a bit more bearable. Meanwhile I will continue to rely on the re-groups on the club rides while I try to keep up.

# WANTED

Are you an OCW member

Do you have a home and enjoy entertaining

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



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



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

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



Contact Monica at

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





# HIKING CORNER

BY ANNE TAYLOR-LOUGHRAN

26 miles across the sea is a hiking gem of an island where you almost think you are in another country. As described by the Catalina Conservancy organization, the island's private land trust, the Trans-Catalina Trail (TCT) stretches 38.5 miles from the Trailhead in Avalon on the East End, out to Parson's Landing on the West End, then looping back to Two Harbors. Finishing and ending at the Island's two major hubs, the TCT winds up hills and down valleys offering spectacular views across the 42,000-acre Nature Preserve of the Catalina Island Conservancy known as Catalina's "Interior." Hikers can enjoy the full length of the Trail. Cyclists can take on the challenging East End portion. You may hike a single leg of the Trail or tackle it in its entirety over multiple days. For our third annual spring hike on the TCT, we chose to backpack 25 miles of it over 4 days, starting at mile 1 in Avalon and ending in Two Harbors. With over 60 plant, animal and insect species found nowhere else on earth, it is a fantastic

place to hike.

We took the afternoon ferry from San Pedro that stops in Two Harbors and continues on to Avalon. After a quick stop at the Vons Express for last-minute provisions, it's about 1/2 mile to our first stop: The Sandtrap Mexican Restaurant where we fill up on tacos and margaritas - carb loading! The remaining 1/2 mile to Hermit Gulch campground is a pleasant stroll through the edges of town and if you want a bit more exercise, you can work out on the community gym equipment found along the road.



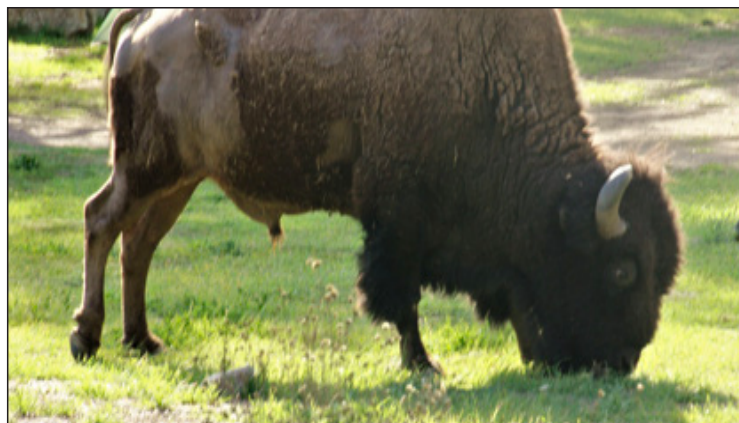
The next morning, we began the 11-mile trek to the next campground, Blackjack. This section of the trail starts off steep for 1.7 miles until you reach the ridgeline, after which you are rewarded with fantastic views of the island and trails.



Halfway to Blackjack campground is Haypress Recreation area where there is water and toilets and some picnic tables, along with a children's playground. The trail winds up and down hills as you continue on your journey to Blackjack campground.



At Blackjack, you are likely to be greeted by Bison.



After 11 miles of hiking and several thousand feet of elevation gain, it is easy to hit the sleeping bag by 8pm. The next day, a key stop is at the Catalina airport, 2 miles from Blackjack campground. Here you can enjoy a delicious BLT and even buy a bottle of wine to pack over to the next campground, Little Harbor, about 6 miles away.



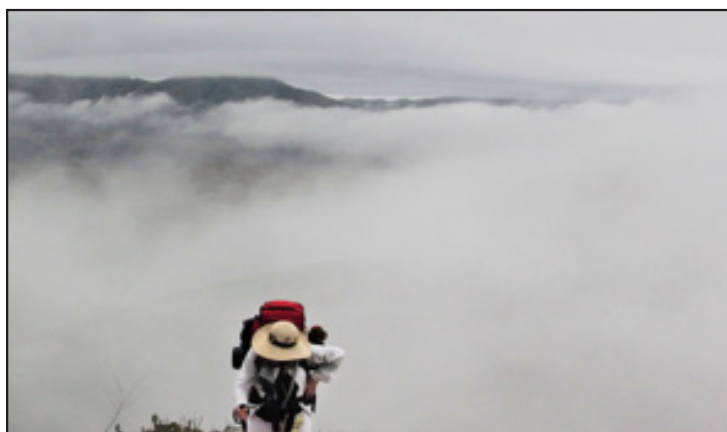
Little Harbor campground is on the coast, with the best beach sites reserved for folks camping for more than 1 day. It's normally a two-night minimum at Little Harbor but that is waived for people through hiking the TCT.



One more night camping at our final campground in Two Harbors. In the village there is a nice restaurant, a general store and outside bar and grill service.



The last full day of our backpack trip took us 8 miles from the coast up to another ridge, where we were hiking in the clouds.



The return ferry leaves around 2pm, taking you back to San Pedro. Campgrounds run about \$25/night per person – some have a max of 6 and some have a max of 8 people per site. All can be reserved from the [visitcatalinaisland.com](http://visitcatalinaisland.com) website.



# 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.





# Lessons From Being A Dana Point Grand Prix Home Stay

By Jill Hampton

## Let's Host Racers

I stared at my computer screen. Two words were unexpected. "A team."

What started as an email conversation five minutes ago had made an unexpected turn quickly. What was I going to tell my husband?

A year ago I was living in a mostly empty apartment, and if I had known, would have happily hosted a cyclist or two for the Dana Point Grand Prix. It's a small apartment, but our lack of furniture means the living room is mostly open, we have a second bathroom, two patios, and off-street parking. It's a bonus we can walk to the crit course, only 3 blocks away.

I attended the races last year with cycling buddies. They explained so much to me. I was only barely riding myself at that point. There was so much to learn. I had not purchased, let alone ridden a road bike yet.

When I explained to my husband we could host racers, he was game. He thought it would be cool if one or two female cyclists stayed with us. I could learn more about cycling. It would be fun. He used to be a chef and would love to cook for them.

## Volunteering To Host

I sent an email to the organizers about hosting a racer this year. I did not hear anything for a couple of weeks. I know they are busy and all volunteers. I dropped an email again about two weeks before the race.

This time there was a response. It was almost immediate.

They were so happy I had contacted them. They had just been contacted. "A team" was looking for a host.

"A team."

I immediately replied and asked how many "a team" might be. I believe the nice woman said possibly six men.

Before I could really let this sink in, and the conversation I would need to have with my husband could be fully fleshed out in my mind, the nice lady had written another email connecting me with the point of contact for the team. He was already sending me emails to thank me and introduce himself and his team.

## Getting To Know Them

In the two weeks or so between first contact and their arrival, I cyber stalked the team. My point of contact was Ricky Arnopol. He's a great guy. So professional. I asked him who would be traveling to Dana Point.

After getting the team members' names, I found them on the team website and on Instagram. I followed them. I looked through their last couple weeks of photos to see where they had been racing and how they had done.

I watched them as they raced before driving to California.

I also found out more about their team. Project Echelon Racing works to help veterans returning to civilian life. They believe cycling is a form of therapy that can help veterans. Their website states, "Recent research has shown that cycling is one of the most effective, accessible, and sustainable forms of therapy for veterans due to its low impact, aerobic, and team based nature."



Emma, Tim, me, Ricky and Lionel

## Meeting Them IRL

Working from home allows for a lot of flexibility. It was great for this experience. They arrived a few days early. Their excursion would involve two races in California - Dana Point, then Redlands the following week. They were coming from Arizona, where they had been conducting winter training in the warm weather of Tucson.

Three young men, and one young woman arrived to a clear Southern California day. Ricky was driving the team van. Tim Savre is from Minnesota. His girlfriend also races. Emma Lujan is from British Columbia. Lionel Mawditt is from Melbourne, Australia. David Greif arrived the day of the race from Arizona.



Lionel and Tim prepare their bikes on race day

It was great to finally meet them “in real life”. Ricky and Tim and I had emailed quite a bit in the weeks ahead of their arrival.

They loaded all their bikes in our garage, their food into our dining room and fridge, and their few suitcases into the bedroom and living room. They have more food and gear than clothes.

## **Exploring Southern California**

Part of their participation in Redlands included talking to elementary school kids at one of the schools out there. They kitted up and took the bikes and their favorite culinary tool – their instant pot pressure cooker full of lunch. The school brought all the kids outside for the presentation. It looked like they had fun.

My husband and I got to witness training, prepping, and nutrition for Cat 1 racers. It was a good education. They were, of course, very deliberate with when and what they ate. Lots and lots of oatmeal and eggs and rice. Beans for protein, too. They ate every couple of hours. Fruit. Veggies. So many bananas!

Rides were every day. I told them about the routes around Dana Point. Climbing? Head up to PID and Highlands. Flats? Head down to San Clemente. They were off on their bikes within hours of arriving.

Post rides were stretching, eating, and the usual chatter about the rides.

The day they went to Redlands included long rides. Ricky and Tim did recon on the Big Bear area, while Lionel rode to Corona.

## **Race Day**

Saturday, I volunteered at Onyx Summit, while they rode all around Dana Point and prepped for the races on Sunday. The morning of the races, I went down to see some of the people I regularly ride with in the early races.

When I returned home, the guys had their bikes completely broken down in the driveway to clean them and prep them. Emma sat on the balcony calmly eating a bowl of oatmeal. She had already cleaned her bike. LOL!

We went down to cheer on Emma for her race. She was riding solo, no team to help her out. She ended with a big grin. She was happy with how she did. I got a couple pictures of her and even a video of her near the lead.

Then it was time to watch the guys. Last year I had watched these races and did not know anyone. It was very different to now cheer people we had become friends with.

The race starts and it’s so hard to pick out the racers you know from a sea of about 150 riders. Thankfully their kits were a shade of blue that was fairly unique.

About the third lap though, I was standing near the start/finish line and off to my right I hear a horrible sound as bikes start to crash. I look over to see frames and bodies tumbling together. My heart sinks. Immediately, I start looking for their blue jerseys. 3. 4. Where is Tim? Whew! There he is! None of them were in the tangled mess.

There were 5 riders on their team. Cory drove down from Tehachapi and we did not meet him. But he was safe, too.

## **Lessons From Racers**

The rest of the race we watched from different corners of the route, took lots of pictures, some videos. Each lap meant counting light blue jerseys. Ricky fell near the end on a corner. Ouch that looked like it hurt. “Just part of racing” he tells us as I later hand him hydrogen peroxide, gauze and Neosporin.

It was interesting to listen to their stories after the race and to ask them about strategy, differ-



Lionel in #49 (second from left)

ences between races, and temperaments of riders. The guys are more aggressive. The women are a little calmer with each other.

Redlands was the bigger race. Dana Point was more of a 1-day practice. More locals ride in crits like Dana Point. It's a little more dodgy than races with more pros. They were playing it safer in Dana Point.

### **The Calm After The Storm**

Monday they packed up and headed to their next home stay in Redlands. It was strangely quiet after they left. I still follow their Instagram accounts and we're all connected on Strava. We're still cheering them on when they race. They're doing well.

Lionel returned to Australia. He's hoping to make it back to the States soon. In the meantime, I get cold every time I look at his Strava. Brrrrr! He's been doing lots and lots of miles and climbs and it's now winter there.

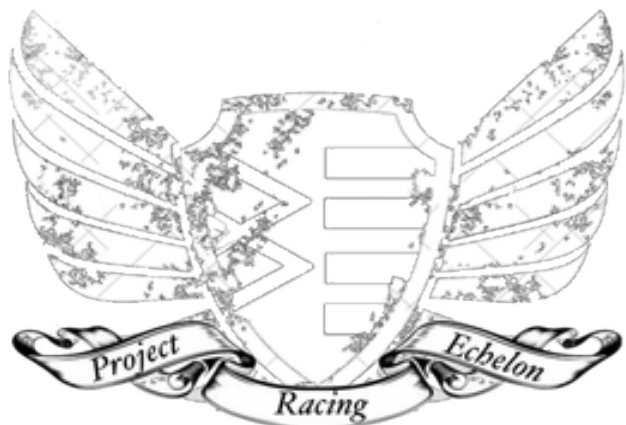
These kids are all in their early 20s. College aged. Living the cycling dream. Traveling the country. Racing. Fulfilling the obligations from sponsors. Putting on a brave face. Staying in strangers' homes. They have a lot of responsibility for their age. They are being asked to do a lot ... on their own.

I admire and respect them. They are doing a really good job. I hope I would have done as well when I was their age. We're looking forward to watching them continue to do great things.

We have nothing but good things to say about these kids. They were polite, respectful, professional and conscientious ... and kind.

Let me know if you have any specific questions about hosting. It was a fantastic experience for us and we recommend it.

Find out more about Project Echelon Racing:  
<https://www.projectechelonracing.com/>



Ricky at the start/finish line



# MONDAY LADIES EVENING RIDE

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

**6 PM MONDAYS THRU DAYLIGHT SAVINGS TIME**

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

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

**WE ROLL AT 6 PM.**

**RIDE LEADERS:**

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

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

**JULIE MOREY**

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

# AMTRAK VOLUNTEERS NEEDED

**Pull out your calendars and mark off September 15th as that is the date of OCW's biggest event of the year, the Amtrak Century. If you don't plan to ride to San Diego that day, the club needs you to volunteer to help out at either the start, one of the four aid stations, or ride the train South for free and work at the finish line. The great thing is after working the finish, you will be able to party back to Irvine Station on our private train along with the 900 bike riders who have completed the ride.**

**In the past several years, we have seen fewer and fewer members volunteering leaving it to a small group to carry the burden. The more volunteers we have, the easier it is to pull off a successful event.**

**All of our many club activities are supported by just two events: Amtrak and Breathless Agony. Without the revenue from these rides, we would not be able to continue to heavily reduce the out-of-pocket cost to our members for our Christmas Party, Awards Banquet, Spring and Fall Metrics, and General Meetings.**

**If you ride with us, you have an obligation to support the Club by donating your time to one of these events. For those who will ride the Amtrak Century, we also need volunteer help on Friday where we stage the trucks, and on Sunday where we clean up and put everything back into our storage shed.**

**Please help support your Club by volunteering your time to this important event. Look at our web site to sign up for one of the many opportunities available. Let's all make the 2018 Amtrak the best ever.**



# COME RIDE WITH US!

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



## SATURDAY RIDE LIKE A PRO

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

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

THIS RIDE IS FOR THOSE WHO WOULD LIKE TO HAVE A BIT OF PERSONALIZED TRAINING, LIKE LEARNING TO BE A BIT MORE COMFORTABLE RIDING ON THE ROAD. OUR LCIS COVER MANY TOPICS, AND YOU CAN ASK ALL THE QUESTIONS YOU WANT.

THE SATURDAY RIDE LIKE A PRO IS A SLOW “NO DROP” RIDE TO SHARPEN YOUR SKILLS. SO COME ON OUT, LEARN TO RIDE SAFER AND HAVE SOME FUN!

FOR MORE INFORMATION GO TO: [WWW.OCWHEELMEN.ORG/PAGE/SHOW/419732-RIDE-LIKE-A-PRO-RIDES](http://WWW.OCWHEELMEN.ORG/PAGE/SHOW/419732-RIDE-LIKE-A-PRO-RIDES)

# **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

## **Bent Up Cycles, Inc.**

23400 Peralta Drive, Unit C  
Laguna Hills 92653  
949.328.9699  
[www.bentupcycles.com](http://www.bentupcycles.com)

## **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

## **ARB Cyclery**

17985 Sky Park Circle  
Suite E  
Irvine 92614  
949.752.2080