



2012 Installation Lunch

By Rod Doty

Sunday, March 11th was the Club's annual Installation Lunch, once again held in the club house at **Pam Leven's** Condo. About 45 bleary-eyed (we had all lost an hour's sleep the night before because of day light saving time) members arrived either by auto or bike. After socializing a bit, the first order of business was lunch. This year we had deli-style sandwiches with assorted sides. As the lone dissenter when it was decided to have cold food for lunch, I want to thank **Kermit** for picking me up some barbecue ribs. I don't know about everyone else, but I enjoyed my lunch. It does pay to complain.

Tribute was paid to two of our better known members who passed away this year: **Ralph Boething**, and **JR Renfro**. It was then time to announce this year's awards. There was a special award this year given to **Jacques Stern** as the "Most Improved Rider." On Jacques' first ride with us, he had to stop and rest and walk portions of a climb in Palos Verdes. Those of us who rode with him that day thought we would never see him again. But, a few months later he was back, a much improved rider. He has since conquered that hill and gone on to ride a few centuries.

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2012 Tour of California Preview

By Lynn Katano

The 2012 Tour of California route will feature new mountain climbs, a challenging time trial course and a return to the Pacific coastline. Beginning in three-time race champion Levi Leipheimer's hometown of Santa Rosa, the 2012 race will wind its way south through redwood-lined country roads and spectacular coastline drives before ending in the City of Angels, Los Angeles. Also, for the first time in race history, Stage 8, the final stage of the race, will begin on one of the most famous streets in one of the most recognized cities in the world, Rodeo Drive and Beverly Hills. The seventh-annual event will travel more than 750 miles over eight days from May 13 – 20, 2012.

In celebration of the route announcement, each of the 14 Host Cities produced videos highlighting their respective stages which are now posted on the official race website at

www.AmgenTourofCalifornia.com.

Each video includes specific route details, as well as individual city highlights, all of which combine to create an exciting first-hand look at what is sure to be a thrilling race.

Drawing the world's top cyclists, including Tour de France competitors, Olympic medalists and world champions, the Tour of California is one of most anticipated professional cycling races on the international calendar. Highlights of the 2012 route include:

Stage 1: Santa Rosa to Santa Rosa (Sunday, May 13)

Start/Finish Location: 3rd Street and Santa Rosa Ave

Stage 1 of the 2012 Amgen Tour of California will start and finish

Continued . . . See "Tour of California" on page 5

Fargo Hill Climb Postscript

How Steep Was It? Answers!

By Pam Leven

With our annual Fargo Street Hill Climb just ended, Wheelmen bicyclists and fans surely wonder once again about the steepest ride-able streets in Los Angeles. On your behalf, Let Me Google That For You. If the link on the e-Gooseneck works, click here - or copy and paste:

<http://lmgty.com/?q=steepest+streets+in+the+world>

Now you know some of my sources. As another service, I will report the highlights and reveal a big shocker that makes Fargo seem like a bunny slope!

Fargo Street, with a reported 32% grade, is the best known steep street on the web in Los Angeles and among bicyclists because of our annual gravity-defying Hill Climb. Nearby Baxter and Ewing Streets are equally steep, but mere beneficiaries of the reflected glory from Fargo. Out of sight of cameras and crowds, wanna-be Fargo conquerors use those streets to practice for the main event.

Even steeper, however, is 28th Street in San Pedro at 33.3% grade. We don't run a 28th Street Hill Climb because that heart-pounder, between Gaffey Street and Peck Street, extends a mere 50 yards. Fargo, as I learned in my Internet travels, is 281.6 yards long.

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My Solo Rose Bowl Century

By Don Naylor

[Ed. Note: Before this ride, Don had asked Dennis Miller for advice on how to keep track of the laps completed without a bike computer and Dennis had facetiously suggested placing a peanut in a bowl each time he completed a lap, but warned that squirrels might sometime steal the nuts, throwing off the count. This intro will make sense later.]

Determined to give the Century of the Month thing a try, late in January, I figured my only chance would be 33 laps of the Rose Bowl. I mean, I hadn't ridden 500 miles in the last year, so it's not like I was going to do 100 miles with much climbing (though, there's still about 3000 feet of gain on this century). Thus, last Saturday (January 28th) I headed to Pasadena in a desperate attempt to ride 100 miles and, of course, start doing that for the following 11 months as well.

It was a beautiful day: mid-seventies and no wind at all despite the gusty prediction. Everything was green and verdant looking, and everyone was out enjoying the spring-like weather. A fine day for riding. Car traffic was so light that bicyclists generally took the lane. There were a lot of golfers, but they were kept behind an eight foot fence with locked gates (I knew they were a little weird but didn't know they were dangerous). That left the joggers who swarmed the place, but they soon thinned out.

I was really enjoying myself, but after just five laps I was bored. After 10, well, I just settled in like you do on a long drive on a nice

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Minutes of the Meeting

February 16, 2012

By **Nancy Domjanovich**, Secretary

Present at the home of **Gary Murphy**: **Nancy Domjanovich**, Secretary; **Rod Doty**, Vice President & Gooseneck Editor; **Bill Faulkner**, Postal Liaison; **Kermit Ganier**, Director at Large; **Bobbi Gold**, Web Mistress; **Pam Leven**, President; **Gary Murphy**, Century Challenge Chair; **Larry Schellhase**, Membership Data; **Nancy & Richard Wedeen**, Valley Connection and **David Williams**, century-a-week man..

The Goosenecks to be mailed were folded, sealed and labeled by those in attendance to be later stamped by **Bill Faulkner**. The business meeting was called to order by **Pam Leven** at 8:11 p.m. The minutes of the previous meeting were approved as written.

TREASURER'S REPORT: **Ron Zelizer**, Treasurer, was away this week, so there is no Treasurer's Report.

OLD BUSINESS: The Watts Tower ride was a success, bringing close to 150 riders. Thanks to **David Nakai**, who arranged the ride and coordinated with the LACBC.

NEW BUSINESS: *Newcomer Ride:* **Kermit Ganier** reported on the last Newcomer ride. The next one will be April 15 and the one after that, on May 20.

Ride Report: **Gary Murphy** reported the latest on the Century Challenge.

May Schedule: **Rod Doty** handed out a tentative ride schedule for us to discuss and come to a final agreement.

Upcoming Events – Installation: We discussed what food to have for the installation on March 11, and decided to price a few places.

Grand Tour: Some information is now on our website. During the coming week, **Kermit Ganier** and **Bill Meyers** will be arranging the start place for the Grand Tour. **Pam Leven** reported that the Grand Tour jersey is being worked on at Voler.

Next Gooseneck Meeting: March 22, 2012 at the home of **Gary Murphy**.

The meeting was adjourned at 8:50 p.m. The host served crackers & cheese and frosted cookies.

New Members

| | |
|--------------------|-------------|
| Uli Held | Los Angeles |
| Howard Matz | Los Angeles |

Total Memberships: 246

Welcome to the Club. However, this is only two new members in the last two months (we didn't have any last month). We really should be doing better. Maybe now that we have had a nice mention in *Los Angeles Magazine* (see "Over the Handlebars") we will pick up a few new members.

Over the Handlebars

Publicity For The Club. Los Angeles Magazine's March cover story "Explore L.A.'s Best Bike Rides" features the Los Angeles Wheelmen! Under the headline Pack Mentality, the mag listed three clubs. We were featured under the header Open Arms: "Since 1945, the Los Angeles Wheelmen have pedaled through our streets. The recreational club, whose members aren't interested in competing, hosts a beginner ride one Sunday a month as well as weekly rides that explore the Valley, the South Bay and Griffith Park. Bring cash – the group likes to stop for lunch. >> \$20 for one year."

World Travelers. We've recently heard from **Karen & Barry Mason** who are on a trip: "Barry and I just finished our 7 day trek on Kilimanjaro. Barry says I will have to figure out another way to kill us. This was really, really hard but we survived – barely. The smartest thing we did was not to go the extra 800 meters from the base camp to the summit so we don't have a certificate but we didn't need to be rescued either. Now we begin a more age appropriate safari and we will be back in civilization in a few weeks. – Karen"

Do You Know These Members? The following members have recently failed to renew: **Tony Gavino**, **Lynn Katano**, **Ronald Novotny**, **Renee Ralls**, **Geovani Salazar**, and **Jeni & Matt Turgeon**. Lynn – I'm printing your article in this issue! I assume this is an oversight. If anyone sees any of the above, give them a friendly nudge to renew.

Fargo Street Hill Climb

Just what does that 32% grade feel like?

By **Terry Neff**

Before I attempted to climb Fargo Street on my recumbent bike last year I wanted to have some idea of what it would feel like. I knew the pedaling would be hard, even with my Front 30 - Rear 34 toothed gears, but I was more concerned about whether there would be a tendency for the front wheel to lift off the ground! I decided the easiest way to get a feel for this was to raise my front wheel up onto something which would place it at the same angle as when riding up that hill and then just get on the bike. But how high should I raise the front wheel off the floor?

By definition a 32% road grade means that for every 100 units (feet, meters, whatever) running horizontally, there is a rise of 32 of those same units vertically. Another way of defining the grade is as the tangent of the angle at which the road rises expressed as a percentage. So, a 32% grade is equivalent to an angle the tangent of which is 0.32 or about 17.7 degrees.

Now that I knew the angle of the road I could calculate the height I needed to raise my front wheel off the floor by setting the hypotenuse of a right triangle equal to my bike's wheelbase (46 inches) and solving for the side opposite the angle of 17.7 degrees. Knowing that the sine of that angle equals the side opposite (the unknown height) divided by the hypotenuse (46 inches) the height should equal $\text{Sine}(17.7 \text{ degrees}) \times 46 \text{ inches}$ or around 14 inches.

Since I have a small chair with the seat just a little higher than 14 inches I proceeded to place my front wheel on it and, doing this next to a wall so that I could steady myself, I was able to lay all the way back on the recumbent seat, with my feet out in front on the pedals, in my normal riding position. It felt very strange but it did show me that my center of gravity was still well ahead of my rear axle so I felt confident to at least attempt the climb.

I was fairly certain that I could not do the whole climb straight up the hill but would need to zig-zag. This cuts the angle down except for each time you change direction near the curb where you have to briefly climb directly up the 32% grade. I only made it half way up the street before I had to stop from fatigue, although, after some comical attempts to get started again, and another stop about 50 feet from the top, I did make it all the way. But of course it did not count as a successful climb which has to be done without stopping. I admit that part of the reason for continuing up was that going down seemed even scarier!

But at least my bike didn't flip over backwards during the attempt!

Century Challenge 2012

By Gary Murphy, Chairperson

Just like the economy, our club centuries seem to be picking up steam this year after a depressed 2011. Our total through February is already 9 ahead of last year's first two months and I hope to receive further contributions that might give us our fastest start ever. We have lost a few century riders this year to injuries and illnesses, but others appear ready to more than offset those losses and we have several new contributors in 2012. One rider has even set a goal to go from about a century per month to a century per week, so **Mel Cutler** may have additional competition this year. We started January with excellent turnouts for the New Year's Day Kick Off Century and the Janus Century. We have also had good turnouts for the February and March centuries of the month resulting in some very enjoyable group centuries. Also in January, Mel rode perhaps the most interesting century reported so far this year while visiting Maui. He not only gave us our first ever Hawaiian century, but his route took him to the 10,000 foot rim of the Volcano. In February Mel and **David Pagel** reported our first double of the year, the El Camino Real Double. This month **Jan Brindle** rode the Solvang Century. He is the only club member so far to submit it, but I hope to hear from other club members who completed it as well.

Our rules allow riders to wait 3 months before reporting their centuries so you can still send in any centuries ridden this year. Check out the Century Challenge guidelines and totals on our web site and help us take another shot at 500 club centuries this year. If you haven't ridden a century yet this year, April and May are perhaps our best century months. There are many organized centuries coming up (see the Western States Calendar on our web site) and the 12 training rides include several centuries. Almost all the training rides can easily be stretched into centuries while providing very scenic routes so hopefully we will see more of you in the local mountains this Spring.

Cumulative Centuries

I thought I would start to keep track of total cumulative centuries reported over the years by our contributors and mention these from time to time when people reach milestones. I plan on recognizing 50 total centuries, a century of centuries (100), double (200) and triple (300) centuries of centuries, half millenium (500) and, if someone keeps this going into the future, a millenium (1000) of centuries. I am basing the totals only on the records that I have, starting in 2008, so we are all on the same basis. This may not seem totally fair, but the Century Challenge is really about goals and the future and not past performance. Having said that, I will now list the achievements of some of our contributors.

Mel, who has participated from the start in 2008, passed the double century total last year and now has reported 223 centuries. **David Nakai** passed the 200 mark this year and now has 204 reported centuries. **Renee Smith** has been participating for just over 3 years but is already nearing the double century mark with 165 reported centuries. I passed the century mark this year and now have 106. **Kerin Huber** has participated only 2 years but has reported 96 centuries. **Dennis Miller, April McKay, David Williams, Renee Sands** and **Bobbi Fisher** have all reported more than 50 centuries.

The members listed above do contribute about two-thirds of our total club centuries, but we need the contributions of members who prefer to do just a few select centuries per year to get us anywhere near our club goal. Thus, I hope to hear from anyone who completes a century in order to bolster our totals and let other members know about your riding.

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But how steep is steep?

Here are some tips to put Fargo in perspective.

Interstate highways are allowed up to 6% grade, reports a source on Yahoo! Answers. Grade is measured as feet rising per 100 feet traveled. At 6% grade, you go up 6 feet in elevation for every 100 feet you travel. Consider the average wheelchair ramp. It's short, but generally rises 1 inch for every 12 inches in length, coming to about 8% grade.

Angel's Flight, the counterbalanced cable cars in downtown Los Angeles, takes passengers about 100 yards on a 33% grade. In San Francisco, the "Crookedest Street in the World," stomach-churning Lombard Street, is the steepest site in the city's cable car system with a 21% grade.

Try this at home, courtesy of somewhere on the web. Get a level that's 18 inches long as the horizontal reference and a ruler that's at least 12 inches for the vertical reference. To make an 8% wheelchair ramp, put one end of the level on the desk and raise the other to 1 3/8th inch. For 33%, raise the level to the 6-inch mark. I used two rulers, and the result was still dramatic.

The steepest officially recorded public street in the US is Canton Avenue in Pittsburgh. And it's cobblestone! The authoritative source: Wikipedia. "Canton Avenue has a grade of 37%. In 10 feet of horizontal distance, the elevation changes by 3.7 feet."

They ride where in Pittsburgh?

Amazingly, Pittsburgh bicyclists ride Canton like Wheelmen on Fargo - but on steroids. The locals celebrate their dubious good fortune of having a world-wide-web-famous hill with an annual event that makes the our Hill Climb seem like an outing on the South Bay Bike Trail.

The Dirty Dozen requires racing riders to climb 13 of Pittsburgh's steepest and toughest hills in a 50-mile route. The race dates from 1983 when brothers Dan and Tom Chew (the Pittsburgh version of Dan and Dave Wyman) and friend Bob Gottlieb wanted to showcase Pittsburgh's renowned geography in a ride that stays within 10 kilometers of city center, explains Danny on his website <http://www.dannychew.com/dd.html> On that momentous Saturday December 17, 1983, the first Dirty Dozen was held - in 27 degrees F with snow flurries.

For readers who love technical stuff, here's some, courtesy of Danny Chew: "Back in the early years (the 80's) a macho attitude prevented any rider from using gears lower than a 42x24. In recent years, the ride has gotten easier due to lower gearing and several of the hills being paved (asphalted) which used to be rough cobblestone or wavy blacktop killing what little momentum the rider had. In recent years, riders have used a 39x32 gear which makes the ride much less taxing on the rider's upper body."

Riders must reach the top of each hill without stopping or crashing. Tacking is OK, but no going back and starting again. No judges; everyone is on the honor system. Riders accrue various points for various hills. First place winners, men and women, get \$150 each; second place finishers, men and women, take home \$100 each and third placers get \$50. Entry is \$15.

A Wheelmen Challenge

Could this be a model for the Wheelmen? I invite rider routers to devise a course. **Dan** and **Dave Wyman**, Gary Murphy, **David Nakai**, **Rod Doty** and anyone else: If you read this far, are you interested? What are you thinking? Readers: Send your suggestions to Vice President and Ride Scheduler **Rod Doty** at roddoty@earthlink.net. Watch this space for updates.

Installation, continued from page 1

Gary Murphy then announced the awards for 2011's century challenge. First place, with 56 centuries was **Mel Cutler**, second place, with 52, was **David Nakai** and third place, with 48, was **Kerin Huber**. The following members also completed at least one century each month (total centuries in parenthesis): **Gary Murphy** (27), **Dennis Miller** (22), **Terry Neff** (17), **Bobbi Fisher** (15), **Renee Sands** (14), and **David Williams** (13). All these members received gift certificates to Trader Joe's.

The big award of the year is the Jack Flynn Trophy. This year it went to a rider who has been a tireless volunteer at the Grand Tour, who has created a number of routes for the club over the years, organized the recent joint ride with the LACBC and other clubs to the Watts Towers, has written numerous articles for the Gooseneck and who occasionally treats us to his poetry: **David Nakai**. (See photo on cover of this Gooseneck) Besides all the service to the club mentioned above, David is just an all-around good ambassador for the club and cycling in general. He has a "never say quit" attitude and he is always happy to help out a slow rider or a rider in trouble.

Next up was the installation of officers. But since the same officers were to be installed once again, "judge" **Nancy Wedeen** and her bailiff **Richard Wedeen** accused the officers of high crimes and misdemeanors for hijacking the club. However, chief perpetrator, **Pam Leven**, soon seized control of the proceedings and, in a scene I was later told was taken from "Blazing Saddles," ended by putting the assembled crowd in handcuffs. My description really doesn't do it justice, but there should be a YouTube video of the proceedings available on the web (if not now, then soon). One plus – everyone got to take home souvenir handcuffs.

With that, we had cake.

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day. First, I did eight laps and stopped for a coffee. Then, I did seven more and stopped for a nice lunch on the porch of the club house. (6, 5, 4, 3 laps, and you're done.) Everything was good.

But as I started on the next set of laps, things started to be not so good. I'd given up on the nut in the bowl technique to keep track of laps as suggested by Dennis as I couldn't find Hansel and Gretel approved squirrel proof nuts. So, I resorted to putting tick marks on a scrap of paper. But I think the squirrels were erasing some of them! Wasn't that three since lunch, but the paper said only two? I forged on anyway only to find I'd really irritated the little fuzzballs. Desperate to sabotage my efforts, they resorted to gnawing through a shift cable when I wasn't looking (the one in back which I couldn't ride without)!

As I had noticed the cable was a bit frayed, I'd brought a new one with me, and could have replaced it fairly easily. But noticing the lengthening shadows, and noting that there was no food available after dark, I considered aborting. Not that I had given up on doing a century in January, nor that I would come back and start over, but I had realized that I could do a century up the coast to Ventura with no more climbing than on a Rose Bowl Century. And there were still four more days in January to do that.

Weighing my options, I made one more lap pretending I was David Nakai. on a fixie. However, I have a very large 'small' gear in front and single speeding it wasn't working well. If I'd only had a few more laps to go I'm sure I could have done that (I mean, I walked the last hills of the Grand Tour just to finish), but with 40 plus miles to go, I was looking for options. And that was when I made my fatal miscalculation. Although I was feeling pretty good, I decided that

I would stop anyway and give it another try later. I guessed, correctly, that I was working on Monday and Tuesday. But I thought, "I'll just do this on Wednesday. I'll be rested. I'll go up the coast. The weather will be good. Maybe I'll even get some company. It will be fun."

The only problem is that Wednesday was in the next month. Later, upon realizing this, I vaguely thought about starting late on Tuesday, riding at night, sleeping when needed, and finishing the next day (isn't this what those "Rhonda-nears" do?). Maybe that would count as a January century. I would still be in the running for the century a month club. About that point, though, I decided to give up on the whole thing, which is probably just as well. Fifty something miles went way better than I thought given my lack of preparation. Seventy five would have been tough but doable. A hundred would have been grueling.

I do have some small regrets, as doing a century each month that I was extremely ill prepared for (and then somewhat ill prepared for, and then slightly ill prepared for) would have inspired me to get back into shape faster and accelerated my fitness curve. Plus the 100 mile per month club has appealed to me since I first heard of it (I've actually only done 100+ miles three times). But, oh well, now I'm back to sensible riding, just slowly increasing my mileage each month in preparation for next year which may see some serious riding.

Oh, and by the way, I don't know if I'll ever attempt a Rose Bowl Century again, but why don't we plan a Rose Bowl Double? How cool would that be?

Grand Tour on Twitter

You can now follow the Grand Tour on Twitter @LAWGrandTour. The Grand Tour tweets every few days with news and useful information for Grand Tour fans. Currently the Grand Tour only has 2 followers, but would like some more.

Don't Forget The Rally

The Great Western Bicycle Rally is fast approaching (Memorial Day Weekend – May 25 - 28) and once again I would like to urge all members to consider attending. This year the Rally is under new management, but it sounds like the Rally will continue to be the enjoyable event we have come to know and love. It will be a weekend of riding in a great cycling area (Paso Robles and the surrounding central coast area) with like-minded cyclists from all over the state. There will be competitions if you like and evening social events. But the riding is the real draw. There are routes to choose from which range from 10 miles to 100 so there is something for everyone. You can travel to the coast or tour the farm land and vineyards in the Paso Robles area.

You can camp right on the fairgrounds (Rally Headquarters) or there are many motels in town. Motel rooms are easier to come by since the Custom Car Show is no longer in town the same weekend, but you had better make your reservations soon because they will all fill up.

There is much more about the Rally than I can fit in here. You should check out their web site at:

www.greatwesternbicyclerally.com

for more details. It really is a great time and I would like to see a sizable group from the club attend. It's always more fun to ride with your friends.

Tour of California, continued from page 1

in the city that helped establish the race as the premier professional cycling venue in the USA. As in the past, expect to see the spectators perched in the trees near the finish line as they try for the very best view of the final sprint. The stage starts with a couple of neutral laps around the city and then heads out to the open roads of beautiful Sonoma County. Within 30 minutes, the race reaches the Town of Windsor and the first of several sprints in the stage. The race then heads south and passes by some of the world famous vineyards of Sonoma County. In Graton, the racers turn east and head back into Santa Rosa for a sprint. Next, is a straight shot towards the coast and into the quaint town of Occidental. From here, the stage heads north on Bohemian Hwy and a portion of Levi's Leipheimer's "King Ridge Gran Fondo". In Cazadero, the racers will start to feel the cool Pacific Ocean breezes as they start a climb up to the top of Fort Ross Rd. What goes up, must come down. In this case, Meyers Grade Rd presents amazing views of a spectacular coastline, but it is the white knuckle descent down to Hwy 1 that will quickly grab the rider's attention. A left onto Hwy 1 takes the racers south 12 miles to the quintessential northern California climb of Coleman Valley Rd. It is long, twisty, and steep. The technical descent back into Occidental will test the skills of every member of the peloton. Just 16 miles left to the finish in Santa Rosa on redwood lined country roads. For the first time, the race will make a clean shot to the finish line in Santa Rosa without any finishing circuits. The crowds will be epic!

Stage 2: San Francisco to Aptos (Monday, May 14)

Start Location: Marina Green @ Marina Blvd in San Francisco

Finish Location: Cabrillo College in Aptos

If you like race starts, you will be hard pressed to find something better than the Stage 2 start in San Francisco. The site is Marina Green in San Francisco's marina district and the start line runs right to the break wall of San Francisco Bay. The backdrop? How about the Golden Gate Bridge, Alcatraz, Angel Island, and the Marin Headlands. The views are breath taking. As much as we love San Francisco, our stay in this great city is short lived. Within a few minutes, the race will have passed the Presidio and the Golden Gate Bridge. From here, the stage continues south on Hwy 1 through the San Francisco suburbs of Pacifica and Daly City. Making its way down the Devil's Slide north of Half Moon Bay, the peloton will enjoy the most spectacular coast line in the world. This stage turns inward and starts the assault up Bonny Doon. In the past, this climb determined the winner of the two previous Santa Cruz finishes. With the finish moving to Aptos this year, the riders have another 42 miles of racing and another KOM. The last several miles are downhill and then a short run down Soquel Ave to the finish. A long and difficult stage, but don't be surprised to see a large pack of riders contest the finish in an exciting sprint.

Stage 3: San Jose to Livermore (Tuesday, May 15)

Start Location: Berryessa Community Center in San Jose

Finish Location: Livermore (M Street and 1st Street)

San Jose has been a host city for each of the seven years of the race. Our typical downtown start has been moved to North San Jose, just a few miles from the infamous Sierra Rd climb. We are giving the racers a "break" this year and not asking them to tackle a Cat 1 climb just two miles from the start! The route into Livermore is one that the race has taken before: Calaveras Rd and Hwy 84. Livermore is hosting their first race finish, but the race has gone through Livermore many times and started here for Stage 4 in 2011. Home of the renowned Lawrence Livermore Labs, the City of Livermore (established in 1869) played a prominent role in California's "Gold Rush" history and today is home to a thriving wine industry.

Just 28 miles into the race, the riders will contest a sprint at today's finish line, but the race is just getting started. Heading out north on Livermore Ave, the riders will likely face a stiff headwind coming down the valley. After passing through the town of Danville, the Amgen Tour of California will grant a wish that has been made the past six years "Please climb Mt Diablo." We will in 2012. Mt Diablo is one of the most revered climbs in California and we are excited to have the climb as part of Stage 3. After a fast and technical descent into Walnut Creek, the race will head east into the Town off Clayton where the second Sprint of the stage will be contested. From Clayton, the race will connect back to a familiar route into Livermore for the Amgen Tour of California. Just nine miles from the finish, the riders must tackle the blustery winds as they battle the final KOM of the stage up Patterson Pass Rd. A quick descent will take the race onto Cross and Tesla Rds. Once on Livermore Ave, it is just a few miles into a likely sprint finish in historic downtown Livermore.

Stage 4: Sonora to Clovis (Wednesday, May 16)

Start Location: Sonora (Yaney and Washington)

Finish Location: Clovis (Bullard and Pollasky Aves)

At 130 miles, Stage 4 is the longest stage of the race...and possibly the most difficult. This will be the race's first visit to Sonora. Many consider Sonora to be the best preserved "Gold Rush" town in California. There is no question about the important role that Sonora played in the Gold Rush. Today it serves as both the gateway to Yosemite National Park (just 30 miles away) and the seat of Tuolumne County. For a city that has "California history" written all over it, you need look no further than the location of the race start. As the riders roll south from the start, it is easy to imagine what it was like more than 250 years ago as wagons rolled down the same street.

As the riders head south towards Mariposa and Oakhurst (Sprint cities), they will enjoy the incredible beauty and challenge of historic "CA 49." As they skirt Yosemite, they will encounter numerous KOMs, twisty and technical descents, raging rivers, but very few sections of flat roadway. Once through Mariposa, CA 49 widens a bit, but two more KOMs await them as they head to the final sprint in Oakhurst. For those that remember the snow and ice along this route in 2009, the riders will be fearless as they attack the final 40 miles of our return to Clovis.

What better way to help celebrate Clovis' 100th anniversary than to watch a thundering peloton sprint to the same finish won by Mark Cavendish in 2009. Clovis is another of California's "Gateway to Yosemite" cities and is home to the world famous Clovis Rodeo.

Stage 5: Individual Time Trial (Thursday, May 17)

Start/Finish Location: Bakersfield (Bakersfield College)

The finishing circuit at the end of 2010's Stage 5 in Bakersfield was a "gut busting" fan favorite. It was only natural to return to the scene and turn that circuit into an 18.4 mile individual time trial course. Right from the start, the riders will go from zero to nearly 60mph in a matter of seconds. The start ramp will launch them onto an immediate descent to Alfred Harrel Highway. From here, it is a straight, but not exactly flat route to the turn around point at Lake Ming. It is going to be hot. It is going to be windy and there is not much in the way of flat roadway to catch your breath. The route is full of 100' rollers. As the riders approach the finish, they realize that they have a problem. They can see the finish, but it is way up on a 300' bluff! The smart rider will have saved a little for the China Grade. Its an 8% climb to the top of the grade and then a hard left. Its not over. They still face a slightly uphill .44 mile run to the finish! if you think it sounds like a fun 40 minutes on the

bike, come out and be part of a select group of amateurs that will get to race the course just before the pros start.

Stage 6: Ontario to Big Bear Lake (Friday, May 16)

Start Location: Marie Kerr Park, Palmdale.

Finish Location: Snow Summit Ski Area Big Bear Lake.

After a hiatus in 2011, the riders will face the daunting Stage 6. This is the first of the race's "Daily Double": Big Bear and Mt Baldy. If the 2010 route was a "killer," this slightly toned down route will be a "crusher." This day is all about strategy. The riders will still be feeling the sting of the Bakersfield time trial. Do you leave it all on the mountain climbs today and hope you can survive the brutal ascent to Mt Baldy tomorrow or, do you match the move of your nearest rivals and let Mt Baldy decide the ultimate winner of the yellow jersey? Will there be that unique rider that is capable of attacking both Big Bear and Mt Baldy?

After a cruise down historic Sierra Hwy. The racers head into the Angeles National Forest. After a short stretch on Angeles Forest Highway, the route turns onto Mt Emma Rd. Following the first climb of the day and then a descent to Fort Tejon Rd, the first KOM at Mountain High ski area is reached via a 12-mile climb to a 7,000' summit at Angeles Crest Highway. There is a brief respite as they descend to Wrightwood and then over to Highway 138. The route again goes vertical as it passes through Crestline and Lake Arrowhead, as they enter onto "Rim of the World" highway. Entering the Big Bear area, the riders will take the northern route around Big Bear Lake and then tackle the last ascent to the finish at a more than 7,000 foot elevation at the Snow Summit ski area.

Stage 7: Ontario to Mt. Baldy (Saturday, May 19)

Start Location: Ontario Convention Center

Finish Location: Mt Baldy Ski Resort.

If the Stage 6 climb to Big Bear Lake created some separation between the contenders and the chasers, Stage 7 will be the ultimate test of the rider's resolve to capture the yellow jersey. Did they leave it all on the roads to Big Bear or did they hold back enough to survive one of the most difficult stages in the history of bicycle racing in the USA? It's been called the Queen's Stage and it is a return to the first true mountain top finish in the Amgen Tour of California's history. It has been compared to the epic stages of the European Grand Tours. This is the training ground for many of the local racers in southern California, but only a handful have done the entire route and none have done it after six days of racing over 700 miles! There is no question that the winner of the 2012 Amgen Tour of California will be decided on the final 15 switchbacks to the finish on Mt Baldy.

The race begins in the thriving city of Ontario. Situated just 35 miles east of Los Angeles, Ontario is a center of commerce in southern California. Just a few miles from the start, the riders will start a 13-mile climb to the Village of Baldy. After an acute left, the racers are facing another mile of climbing up Glendora Ridge Road to their first of three monster KOMs. From here they have 12 miles of narrow and twisting roads that gradually descend to a fast and technical descent down the backside of Glendora Mountain Rd. The vistas are spectacular throughout the Angeles National Forest. Another descent down East Fork will take the riders to Hwy 39 and the town of Azusa. Heading east, they race through the City of Glendora for the only Sprint of the day. At this point, the remaining number of flat miles for Stage 7 has dwindled to less than two and there are still nearly 30 miles to the finish.

A left turn onto Glendora Mountain Road and it is "Game On". The next KOM is a nine mile climb. That is followed by 12 miles of a slight climb back to Baldy Village. A left turn back onto Baldy

Road will see the race gain 1,000' in just three miles and the real climbing has not even started! At Ice House Canyon, the route makes a hard left turn and the sign to the ski area points towards the sky. Over the next 2.5 miles, the riders will face 10 switchbacks on a road that is so steep that many of the race vehicles cannot make it to the top. At 1.2 miles to go, the road straightens out. The finish line can be seen ahead. At .25 miles to go, the route makes a hard left and the racers face a final five switchbacks to the finish line. This will be the stage where legends are made and winners are decided.

Stage 8: Beverly Hills to LA Live - Los Angeles (Sun., May 20)

Start Location: Beverly Hills

Finish Location: Los Angeles – LA Live

The 2012 Amgen Tour of California introduces another new host city for the start of the final stage of the race. If you had to conjure up a city that typifies all that is iconic about LA, the choice is quite easy...Beverly Hills!! With the start line across Rodeo Drive, the Ferraris, Lamborghinis, and the occasional Bugatti Veyron will be replaced with Giants, Treks, BMCs, and Specialize bikes. Designer dresses give way to high tech lycra. What better way to start the final day. Fans will talk about this stage start for a long time.

A quick turn after the start will take the riders onto Santa Monica Blvd and then north on Doheny into the City of West Hollywood. If you have run the LA Marathon, this route may seem familiar to you. Reaching Sunset Blvd, the race makes a right turn and heads towards Hollywood. Here is where heads will be turning in the peloton as they pass the likes of Madame Tussauds Wax Museum, the spectacular Kodak Theater, Mann's Chinese Theater, Hollywood and Vine, and the Pantages Theater. The route turns southeast and heads past Dodger Stadium.

At Grand and Caesar Chavez, the riders will enter the 5-mile long circuit. The circuit will take the riders through Chinatown, past City Hall, the Biltmore Hotel, the spectacular Disney Hall and LA Music Center, and then onto the finish line as they race past Staples Center and LA Live. We have even added a stinger of a climb!

The winner of the 2012 Amgen Tour of California will be crowned on the award stage in Los Angeles at LA Live. He will have survived the longest and most difficult stage race ever contested in the USA. His team will have sacrificed everyday to propel this rider ever closer to yellow. It is going to be a truly amazing Amgen Tour of California this May 13-20.

Additionally, volunteer registration for the race is now available online. Hundreds of volunteers will be needed at each start and finish venue - and are especially needed to cover the 5 mile circuit in Downtown Los Angeles. Volunteer course marshals in LA will have the best seats in the house and will get to see the entire exhilarating race pass-by twice on the final stage of the Tour of California. Go to

<http://www.amgentourofcalifornia.com/Tour/volunteer.html>

to sign up as an individual - or bring the whole club and sign up as a group!

Thank You Contributors

This month thanks go to **Lynn Katano, Pam Leven, Terry Neff, Gary Murphy** and **Don Naylor** for their articles, as well as **Nancy Domjanovich** and **Larry Schellhase** for their usual contributions of the Minutes and Membership Information. I received a few contributions this month that I didn't have room for, but will be printing them next month. Keep those articles coming.

Riding With the Wheelmen

NEWCOMERS AND VISITORS ARE ALWAYS WELCOME AT ALL LA WHEELMEN RIDES

Regular Sunday rides vary widely in pace and distance. Short rides are generally 20 - 35 miles with few hills; medium rides are 35 - 55 miles and may include some hills; and long rides are 55 - 100 miles and often include challenging hills. Newcomers should arrive at ride starts 10 - 15 minutes early to get acquainted and learn about the group. Everyone should be ready to ride at the designated start time with bikes assembled and tires pumped. It is suggested that all riders carry water, a pump, patch kit, spare tube or tire, minimal tools, and a map of the area.

HELMETS ARE REQUIRED ON ALL WHEELMEN RIDES

Submissions to the Gooseneck

Send contributions to **Rod Doty, 4900 Overland #334, Culver City, CA 90230** or e-mail them to roddoty@earthlink.net. Material should arrive by the 15th of any month to be in time for inclusion in the NEXT month's issue. We reserve the right to modify submissions for any reason.

Contacting the Wheelmen

The Club's Webpage is at <http://www.LAWheelmen.org> and general e-mail may be sent to m.j.grove@att.net. Change of address requests and other information may be sent to the Club's main address at **LA. Wheelmen, P.O. Box 341301, Los Angeles, CA 90034**.

Officers and Staff may be contacted at the numbers and e-mail addresses listed to the right.

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Regular (Every Week/Month) Rides

EVERY SUNDAY, 9:00 a.m. LOU'S CORNER CAPER. Social, scenic rambles in Beverly Hills, Pacific Palisades, Santa Monica & Marina areas. These rides are for those looking for a quick local ride on the Westside. *Beginners and non-members are always welcome!* **START: The "CORNER"** Olympic Blvd. 1 block west of La Cienega in Beverly Hills. From Santa Monica Frwy (10), off & north on La Cienega for 1½ miles, L - Olympic Blvd, R - Le Doux. **INFO: Marty November, (323) 933-1346** (marty011@sbcglobal.net)

SOMETIMES SUNDAYS. Usually a short, slow meandering ride suitable for riders who want to learn how to ride in a group. Starting from Studio City or Toluca Lake and stopping for coffee. Check with Nancy or Richard Wedeen (818) 985-8415 or nanpsycle@aol.com

EVERY WEDNESDAY, 10:00 a.m. GRIFFITH PARK GROUP. Come out at **9:45 a.m.** to get acquainted with the group. There are usually 2 route options offered, both with friendly riders who take care of newcomers & can introduce them to longer

distances. **START: LA ZOO PARKING LOT.** From Ventura Frwy (134) or Golden State Frwy (5) off at any exit to Griffith Park and follow signs to the Zoo parking lot. Meet at north end of lot. **INFO: M.J. Grove, (310) 556-7967; Nancy Wedeen, (818) 985-8415.** (NOTE: During the summer, some riders may show up and start ½ hour early)

EVERY THURSDAY, 8:30 a.m. TRIPLE DIPPERS SOUTH BEACH RIDE. Meet on bridge at end of Ballona Creek Trail in Marina Del Rey. Ride usually goes South to Palos Verdes on bike path and then some riding on the Peninsula decided by the group. Contact **Nancy Domjanovich** nancyadnil@sbcglobal.net for details

SOMETIMES SATURDAY VALLEY RIDE In the San Fernando and/or San Gabriel Valleys, a small group may meet at Keystone & Riverside about 8:30 or 9:00 a.m. for a fast hilly ride. Check with Nancy or Richard (818) 985-8415 or Alan Duncan at alan.duncan@gmail.com



See both the Los Angeles Wheelmen & the Los Angeles Wheelmen Grand Tour on Facebook



Follow the Grand Tour on Twitter @LAWGrandTour

To Join the LA Wheelmen:

You can obtain a membership application on the club's web site (www.LAWheelmen.org) or call Rod at (310) 838-0843

**Los Angeles Wheelmen
Bicycle Club**
P.O. Box 341301
Los Angeles, CA 90034-9301



*Cycling All Of
Southern California
Since 1945*

April 2012 Bulletin of the Los Angeles Wheelmen

**David Nakai with the
Jack Flynn Award**

**See Installation Article on
Page 1**



Los Angeles Wheelmen Schedule of Events - April - May 2012

NOTE: Each week, the routes offered will be available on the Web. Go to <http://home.earthlink.net/~roddoty/> or they can be accessed through the main club site <http://www.LAWhelmen.org>. Download the routes and bring them with you to the ride start.

APRIL SCHEDULE

Sunday, April 1 - 8:30 a.m. TURNBULL REVISITED (Long 71, Medium 52 & 1500 ft, Shorts 37 ft or 24 & 600) Today's ride is not very difficult – or is it? Maybe I'm just fooling. You won't know who to believe today. A riding companion tells you the top of the climb is just around the next corner. Maybe it is – maybe it's not. Someone tells you we turn right at the next corner. Maybe we do – maybe we don't. You get to the top a hill and find someone has put a rock in your seat bag. Who knows what can happen today. As for the ride itself – this is one of the club's annual (at least) chances to ride Turnbull. All but the short short route do it, but it's the only climb of the day for all but the long riders. The long and the medium are identical as they climb over Turnbull and make their way over to the start of the San Gabriel River Trail in Azusa and then take the trail back to the start. The only difference is that the long makes an extra trip a few miles up San Gabriel Canyon and back before going down the river. The short routes simply go over or around Turnbull, but pretty much stay in the area. I understand David Nakai plans to ride the entire thing on a unicycle. You won't want to miss that. **START: PICO PARK in PICO RIVERA.** From San Gabriel Frwy (605), off & west on Beverly Blvd to Park on left. (If coming from the North, the Beverly exit puts you on San Gabriel River Rd which you follow for 1.3 mi. to Beverly)

Saturday, April 7 - 8:00 a.m. PIUMA TRAINER (60 mi - 4800 feet) Mission two of the training season. We have only ridden this one once before but it's a good second week trainer. It isn't much more difficult than last week – about the same distance and the same amount of climbing – a chance to hone your basic skills before the missions get more difficult. We start with a quick trip out to Malibu and through Malibu Canyon to the featured climb of the day – Piuma. It's about 4 miles and a bit steeper than the long climbs from last week and that's why this is ride two. Then it's down Stunt road – pay attention – you'll be climbing this one in a few weeks. A bump over to the Valley for lunch and then it's across the Valley and over Sepulveda to complete your day. We are still in the early stages – relatively short rides with what you will come to see as only moderate climbing (even if it doesn't seem that way now). So stick with us and you'll be ready for the later rounds when things get turned up a notch. **START: BRENTWOOD ELEM. SCHOOL - San Vicente & Gretna Green.** From San Diego Frwy (405), off & west on Wilshire, R - San Vicente, L Gretna Green (1 block past Bundy).

Sunday, April 8 - 9:00 a.m. FUNNY BUNNY EASTER RIDE. (Long, 44, Medium, 35 - 1200 ft, Short, 27 - 400 ft.) Last Christmas fell on a Sunday and now, what do you know, Easter falls on a Sunday this year too. What are the odds? Fortunately, we have an Easter ride ready for just such a case. For those not inclined to celebrate Easter – just consider today a rite of spring ride. Today's offerings are short and relatively flat. The routes head down to the Marina for brunch at Jerry's Deli or elsewhere in the area where we can dine al fresco and soak in the rays. The long and medium do a few small hills in Beverly Hills first (nothing real bad) before heading south to the Marina. The short skips the hills. The long takes an extra loop on the return for a couple of more hills and some extra miles. Come on out. The rides are short so you can spend the rest of the day celebrating in whatever way you want. It occurs to me now that Good Friday falls on a Friday this year. Must be because it's leap year. **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the

Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

Saturday, April 14 - 8:00 a.m. CIRCLING SAN FERNANDO CENTURY (94 mi - 5500 feet) Mission Three on our training schedule – Today we extend the distance without really increasing the climbing difficulty. In fact, the most significant climb today is probably the relatively easy trip up Sepulveda. (There are a lot of smaller climbs which account for the 5500 ft. total) But the distance jumps up to near a century. Actually, this is our century of the month for April. It starts in nearby West Los Angeles and, as you might guess, heads out to the Valley and makes a counter-clockwise circle around the Valley before returning. We start with a trip up Sepulveda and then east along Mulholland to the east end of the Valley near Griffith Park. We head north along Kenneth and Glenoaks before heading west along the northern edge of the Valley on Rinaldi. We make a pass around Chatsworth Lake before heading out Mullholland Highway to cross to the coast on Malibu Canyon. We complete the circle by heading back to the start via Santa Monica. Most of the route is on familiar ground, but there are a few byways you might not have ridden before. Don't miss this one. The real climbing starts next week. **START: WESTWOOD PARK Sepulveda & Ohio.** From San Diego Frwy (405), off and east on Santa Monica Blvd, Left on Sepulveda and L on Ohio and R into Park.

Sunday, April 15- 8:30 a.m. LIFE BEGINS AT 8:30 (Long 78 - 3800 feet, Medium 57 - 3000 feet, Short 30.) Today is the hundredth anniversary of the sinking of the Titanic. Later in the week are the anniversaries of the siege in Waco, the Oklahoma City bombing and the Columbine, Colorado shootings. A lot of bad history. To top it off, tomorrow your taxes are due. To take your mind off of it, what you need is a nice bike ride. Today's routes should fit the bill. We start in West LA and both the long and medium head out to Malibu and go over Malibu Cyn to Mulholland Hwy. The long heads west to Kanan and returns back to PCH for a coastal return. The medium heads east and returns through the valley and over Sepulveda. (I'm not sure the long is that much more difficult than the medium – you decide) The Short riders miss all the fun by staying in the Palisades area. When you get back, all that negative history might not seem so bad and you can always turn off the non-stop showings of that Titanic movie. Once you finish your taxes, you can truly let "life begin" again. **START: Westwood Park at Sepulveda & Ohio.** From San Diego Frwy (405), off and east on Santa Monica Blvd, Left on Sepulveda and L on Ohio and R into Park.

Sunday, April 15, 9:00 a.m. NEWCOMER RIDE We didn't hold a newcomer ride in March, so maybe there is a backlog of newcomers waiting for a chance to dip their toes into the joys of club riding. Here's your chance to find out what it's all about. This ride is designed to get you started in club or group riding. Maybe you don't know where to ride or what group riding protocol is – this ride has the answers. It's a short ride with a patient leader which will introduce the fun of club riding and answer all your questions. Join us for this once-a-month event. **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

Thursday, April 19 - 7:30 p.m. GOOSENECK & BUSINESS MEETING. Exciting news!!! We have a new host for this month's meeting: **Bobbi Gold**. Her home is in Culver City which fits right in with our Culver City/Westchester focus for meeting locations in the last couple of years. It's always exciting to visit a new home. But don't get carried away – there's work to be done. Those Goosenecks won't fold, seal and label themselves. Afterwards, there will be the usual business meeting. This will be the first meeting of the newly installed Board, but since the new Board is the same as the old one, I wouldn't expect any excitement on that front. The Grand Tour is fast approaching, so I imagine we will be discussing that. Finally, there will be refreshments. Bobbi has already made a comment deprecating her cooking ability, but maybe she was just lowering expectations so that she can blow us away. You will have to come to find out. **PLACE: 5929 Stoneview Dr. In Culver City.** From Culver City, take Jefferson Blvd east to where it curves left – continue straight into Rodeo. Go R on Lenawee Ave to end (It jogs L/R at Ivy Way) R - Stoneview Dr to 5929. Meeting night directions: **(310) 837-3661.**

Saturday, April 21 - 8:00 a.m. BALDY VILLAGE DOUBLE OPTION TRAINER. (58 mi - 6100 feet or 48 mi. - 5000 feet) Mission Four turns up the heat this week by adding some long climbs and more total elevation gain. Last year we went to Baldy Village twice by two different routes. We are only going there once this year, but you get to pick your route. The traditional route (58 miles) takes us up Hwy 39 to East Fork, up Glendora Mountain Road and then along Glendora Ridge to Baldy Village for lunch. The other option (48 miles) heads across the San Gabriel Valley to the base of Mount Baldy and then takes Baldy Road straight up to the Village. After lunch both options return together back along Glendora Ridge and down Glendora Mountain Road. Although the 2nd option is shorter and has less total elevation gain, climbing up Baldy Road is significantly more difficult than the climbing on option one. So take your pick. Both routes will have the option of adding the very difficult climb from the Village up to the ski lift and back for those who haven't had enough. This is one of our most popular trainers. It's very pretty and has relatively low traffic. There is increased climbing from the earlier trainers, but the mileage is still low, so you can take your time and you will make it. **START: Pioneer Park in Azusa** From Foothill Frwy (210) off and north on Azusa Ave, R on Sierra Madre Ave 1 block to Dalton & Park

Sunday, April 22 - 8:30 a.m. LONG BEACH BOOGIE (Long 61 - 2000 feet Medium 52 - 1600 feet, Short 33) Today is Earth Day. Bicycling has always been the darling sport of those pesky environmentalists. So, today we can pretend we are jumping on the Earth Day bandwagon and celebrating by riding our bikes. Who says the Wheelmen aren't politically correct. Today, the long and medium riders head up Coyote creek almost 10 miles all the way to Santa Fe Springs. The long then makes a long loop over to Brea and around back to Santa Fe Springs. The medium skips this loop and rejoins the long riders shortly before lunch. Before returning to the start, there is a short loop in Long Beach (well, we had to go there with a ride name like "Long Beach Boogie") The short gets off Coyote Creek a little earlier than the other two routes and tours northern Orange County on its way back to the start. Don't tell those environmentalists that most of us will be driving to the ride start, which kind of makes the whole thing a wash, environmentally speaking. **START: EL DORADO PARK in Long Beach.** From San Diego Frwy (405), off & North/East on Studebaker 1 mi. to Park. Park in Library lot on right just before Spring St.

Saturday, April 28 - 8:00 a.m. LATIGO / STUNT TRAINER

(Main route 65 mi & 5900 ft, Inland return 80 mi & 7200 ft or Inland Century return 93 mi & 7300 ft) Mission Five again steps up the difficulty by giving you two or three significant climbs (instead of one long one as we did on the way to Baldy last week). Again we have options for those who want more than the standard ride offers. All options do the basic ride with the two title climbs. First we climb Latigo – not so steep but with over 8 miles of climbing, it can get to you. After lunch, it's on to the 2nd climb of the day – Stunt Road. This is 4 miles and definitely steeper than Latigo. If you do the basic ride, you are done for the day as you cruise down to the coast on Topanga and return back to the start. The first option makes a Valley return taking you up Old Topanga into the Valley, across the Valley and also over Sepulveda. This adds miles and climbing. This year, we are again adding a century option for those wanting to get another April Century in. This simply adds a loop in the Valley to the Inland return to pick up the extra miles needed for a century.. No matter which option you choose, it's another day of classic riding. **START: BRENTWOOD ELEM. SCHOOL - San Vicente & Gretna Green.** From San Diego Frwy (405), off & west on Wilshire, R - San Vicente, L Gretna Green (1 block past Bundy).

Sunday, April 29, 8:30 a.m. DAVID DOES DESCANSO (REVISED) (long 37 & 3600 feet, medium 31, short 27) In case you don't know, the "David" in the title is our own current Jack Flynn Award Holder **David Nakai** who has created some very interesting rides for the club. In February, we rode his routes to the Watts Towers and that was very successful. He put together these routes a few years ago and they are noteworthy for traveling through some areas we don't often ride. All routes head up to Descanso Gardens and have lunch in Montrose and then return together. The short takes a fairly direct route, but there's no avoiding the climb up Chevy Chase. The medium is the same, but takes a trip (climb) through the Mount Washington area. If that's not enough, the long is the same as the medium except that it adds a trip (climb) through Elysian Park and a somewhat difficult climb up and over Camino San Rafael between Verdugo and Chevy Chase. The distances are not so great, so why not try the long or medium – these are our only regular routes to ride Elysian Park and Mt. Washington. The last time we did these, not only did David DO Descanso, but he did it on a "fixie." **START: Los Angeles Zoo parking lot at the NORTH end.** From Ventura (134) Frwy or Golden State Frwy (5), exit near Griffith Park at any exit marked by signs to the Zoo or to the Autry Museum. Follow signs into the park and to the Zoo lot. Don't confuse us with other groups which sometimes start here.

MAY SCHEDULE

Saturday, May 5 - 8:00 a.m. SAND CANYON TRAINER (70 miles - 5700 feet) Mission 6, if you decide to accept it, is one of our classic trainers dating back to the 80s when the training rides started. Today we keep the climbs coming with 3 or 4 major climbs, depending upon how you count them. We start with the ride from Brentwood out to Newhall (a couple of hills there - Sepulveda and over the hump to Newhall) and then it's up Placerita Cyn to Sand Canyon. This is the big climb of the day with its double peaks. You then get the long downhill on Little Tujunga. Note this well, because we will be climbing Little Tujunga in a few weeks. A quick trip across the Valley and the final climb over Sepulveda and we are done. Be sure to bring some snacks to eat up at Bear Divide, because it's a long way to lunch on this route. Bear Divide, with its picnic tables, is always a pleasant place to re-group after the climb and, despite certain sightings in past years, it is not "bare divide." So keep your shorts on. **START: BRENTWOOD ELEM. SCHOOL - San Vicente & Gretna Green.** From San Diego Frwy (405), off & west on Wilshire, R - San Vicente, L Gretna Green (1 block past Bundy).

REMAINDER OF MAY IN e-GOOSENECK EXTRA PAGES

e-Gooseneck Extra Pages

Remainder of May Schedule

Sunday, May 6 - 8:30 a.m. REVEL THE ROLLIES III (Long 64, Medium 49 - 2600 feet, Short 34) If you can crawl out of bed after your Cinco de Mayo celebration yesterday, you might consider coming down to Orange County for today's ride. If your head is pounding from too much tequila yesterday, we promise nice quiet streets and soothing undulating hills. Today's rides (long and medium) take us to Capistrano where the sweet twitter of swallows may calm your nerves. These rides were designed to take advantage of some of the relatively newer roads in Orange County. In this case long and medium riders take the somewhat new extension of Antonio Parkway which now goes all the way to Ortega Hwy, just a hop, skip and a jump from Capistrano where we stop for lunch. Then it's north along the coast. The medium heads inland on Laguna Canyon while the long goes north to Newport Coast Drive (a good climb) before heading back. The short riders do their own thing, heading to the back bay. Truth be told, I don't think many of our members suffer hangovers very often, even after a holiday known for revelry. All the more reason for joining us today. The ride will be even nicer without the fuzzy tongue and bloodshot eyes. **START: OLD TOWN IRVINE.** From San Diego Fry (I-5), off at west on Sand Canyon in Irvine. L - Burt St (1st left) to end and park in Lot 3.

Saturday, May 12 - 8:00 a.m. YERBA BUENA (77 or optional 92) It's mission 7 (the first trainer of the 2nd half of the training season) and we have another long featured climb for you today - Yerba Buena. This is a favorite climb of the training season since it goes over one of the highest paved climbs from PCH. We start by heading out PCH to Neptune's Net and the base of Yerba Buena. It's a long climb before it finally comes down to Mullholland Hwy. We then follow Mulholland to Malibu Cyn (some hills along the way), back to PCH and home. For those who want more, there is an optional longer return through the valley (which is long enough to qualify as a century and adds a couple more climbs. This trainer probably is no more difficult than last week, but you should be getting used to this level of climbing now because we will be turning it up a notch in the coming weeks. **START: BRENTWOOD ELEMENTARY SCHOOL - San Vicente & Gretna Green.** From San Diego Frwy (405), off & west on Wilshire, R - San Vicente, L Gretna Green (1 block past Bundy).

Sunday, May 13 - 8:30 a.m. VALLEY RALLY (Long 49, Medium with hill, 41 & 1600 feet, Medium without hill, 38, Short 32.) It's Mother's Day - a holiday the Wheelmen don't really celebrate much. In my case I haven't had an honoree for 40 years, so I tend to forget. With the aging of the club, I suspect many of our members are in the same situation. Some of you may be spending the day with mom or your children, but here is a ride for us motherless cyclists. The 3 routes ride the same area today, but don't stick together much. All routes head east from Whittier The Long makes it all the way to Pomona and then returns via Diamond Bar Blvd and Brea Cutoff to Industry for lunch. After lunch it's a quick hop over Turnbull back to the start. The two mediums head to Industry to join the Longs for lunch (probably beating them there) either by going over Turnbull or around it. They both make an easy return. The Short doesn't go quite as far east as the mediums before returning to Whittier. Of course, I suppose even motherless cyclists had a mother at one time - it wouldn't be out of line to give a few thoughts to her as we ride along today. **START: Sorensen Park in Whittier** From 605 Frwy, off and east on Washington 0.5 mi. to

left on Broadway to Park on right.

Thursday, May 17 - 7:30 p.m. GOOSENECK & BUSINESS MEETING. We don't have a host yet for this meeting. At the last meeting we discussed asking **Ron Zelizer**, who had volunteered for meetings earlier in the year, but then had to cancel. But, he wasn't present, so we left it open. Now it's a month later and we have forgotten to ask him and he's off on a ski trip and we can't ask him. We'll ask him when he gets back. Whether he says yes or not, there will be a meeting someplace on this date and we'll do the usual folding and labeling of Goosenecks and we'll hold a business meeting. Just check back next month to find out where we will be.

Saturday, May 19 - 8:00 a.m. TWO TERRIBLE TUJUNGAS TRAINER. (.72 mi. and 6700 feet of elevation gain) Mission 8 and we up the ante a little today. No more miles than previous weeks, but more climbing with two very significant climbs. We start with the long long climb up Little Tujunga (remember riding down it two weeks ago). Then it's the long gradual grade out to Acton on Soledad Cyn. - It's not steep, but you still gain about 2000 feet on this portion. After lunch, it's up Aliso Canyon - a tough last mile on this one. But the climbing continues on Angeles Forest Hwy all the way to Mill Creek Summit. This is the high point of the ride and we pretty much head down hill back to the start except for that pesky short climb up to the turnoff to Big Tujunga Cyn. **NOTE:** the water stop at Hidden Springs on the return may no longer be available, so come prepared to carry enough water to get you through the long stretch through Angeles Forest after lunch. Now that Angeles Crest is once again open, we will offer a century option for this one as well. **START: Lakeview Terrace Rec Center (on Foothill Blvd just east of Osborne)** (Not far from the intersection of the 118 and 210 Frwys) Take Foothill Frwy (210) west to Osborne/Foothill exit, off and East on Foothill 0.3 mi. to Center.

Sunday, May 20, 8:30 a.m. BROOKSIDE PARK (without Brookside) (Long 41 - 2200 ft., Medium 37, Short 32 - 600 ft.) These routes have a tortured history. At one time the long started from the "Corner" while the shorter routes started closer to Pasadena. They converged on Brookside Park where they would take a break to toss around a Frisbee. Even when Frisbee tossing became passe, we would buy food elsewhere and picnic in the park for lunch. Somewhere the start locations got consolidated. Then, due to weather, we quit picnicking in the park and getting lunch elsewhere. That left no reason to even go to the park, so last year I removed that from the route. Now we have much shortened routes that don't even go to the park they are named for. Perhaps while we ride this year we can discuss some way to add a few miles back or even go to the park again. In the meantime, here's today's plan: The three routes start at the zoo and head up to Pasadena and all return together. The long heads up Chevy Chase and throws in some hills (including famed Christmas Tree Lane in Altadena). The short and medium take slightly easier and shorter routes up. The common return is through Eagle Rock. Actually, it's not a bad set of routes and with the training rides on Saturday, maybe nobody is looking for a longer ride today. **START: Los Angeles Zoo parking lot at the NORTH end** From Ventura (134) Frwy or Golden State Frwy (5), exit near Griffith Park at any exit marked by signs to the Zoo or

to the Autry Museum. Follow signs into the park and to the Zoo lot. Don't confuse us with other groups which also start here.

Sunday, May 20, 9:00 a.m. NEWCOMER RIDE This is our monthly newcomer ride for May. Since Los Angeles Magazine recently mentioned that our ride program included a monthly newcomer ride, maybe we'll have a few more takers than usual this month.. It's a chance for a rider to find out what club riding is all about. Plenty of people ride the beach bike path and maybe around their own neighborhood, but once you are tired of that, where do you go? Club riding is the answer. A club will take you places and on rides you may never attempt on your own. This ride is designed to get you started in club or group riding. Maybe you don't know where to ride or what group riding protocol is – this ride has the answers. It's a short ride with a patient leader which will introduce the fun of club riding and answer all your questions. Join us for this once-a-month event. **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

Saturday, May 26 - 8:00 a.m. FLATS & HILLS TRAINER (92 - 6200 feet) Mission number 9 is one of trilogy of trainers which were the only 3 trainers offered back in the 70's. It's another long one with plenty of climbing to boot. No really big hills like the mountain climbs last week, but plenty of mid-range and smaller climbs. Actually, this is more like what you will find on the Grand Tour lowland route. We start with Benedict Cyn. Then it's across the valley (more hills than you would think) to Mulholland Hwy (a couple of medium hills and the big hill by the Rock Store. We continue Mulholland all the way to the coast for lunch at Neptune's Net. We then take the coast back to Santa Monica which I suppose could be called the flats portion of the ride, but most of us know

better than that. I count only 2 long climbs (over 2 miles) but neither one climbs more than 1000 feet. With 6200 feet of total gain, you see that there will be plenty of small hills. Only 3 more missions to go before the big day, so you need to be doing this type of ride at this point. NOTE: this is the "Century-of-the-Month for May (although other trainers this month could easily be extended to a century). **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

Sunday, May 27 - 9:00 a.m. IVAN'S RIDE (Long 45, Medium 40, Short 29) I used to think **Ivan Gazdik**, a member back in the 70's, originated these routes. But I've been reading in the old Goosenecks and Ivan was associated with riding in Palos Verdes where he led a weekly ride – not the Valley were today's rides go. Ivan died suddenly in an accident and it's possible this was put together as a memorial ride or simply named in his memory. But why a ride in the Valley? More research is necessary. In any case, we have the rides named for him today. The purpose of these routes is to visit the mural painted in the Tujunga Wash along Coldwater in the valley. All routes head over Sepulveda to the valley (although the long makes a death defying plunge down Encino Hills Dr.) After riding along the mural, the routes meet for lunch in the East Valley. The short makes a relatively easy return over Cahuenga while the long and medium return up Mulholland and down Deep Canyon / Benedict back to the start. Maybe by the next time we run these routes I will have gotten to the bottom of their history. In the meantime, enjoy! **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

e-Gooseneck Photo Extras



Club members engaged in pre-lunch conversation at the Installation Meeting.

Fargo Hill Climb 2012

The Fargo Street Hill Climb was on March 25th, after the Gooseneck went to press, so we'll have full coverage of this year's event in the next issue of the Gooseneck. But, I did get a shot of this customized gearing. Despite the extremely low gear, I witnessed three attempts at the hill on this bike by two different riders and none were successful. I guess it takes more than low gears.



Where In The World Is Ron Zelizer?



Our Treasurer, Ron Zelizer, has missed the last two monthly club meetings. Where could he be? Then this photo surfaced. (Many bothans died to bring us this photo.) NSA experts have definitively identified the near figure as our missing treasurer, but would give no further information. Where is he? Why is he there? Has he been abducted? Has he been turned? What's the camel's name? Maybe we'll have answers next month. Perhaps we'll never know.