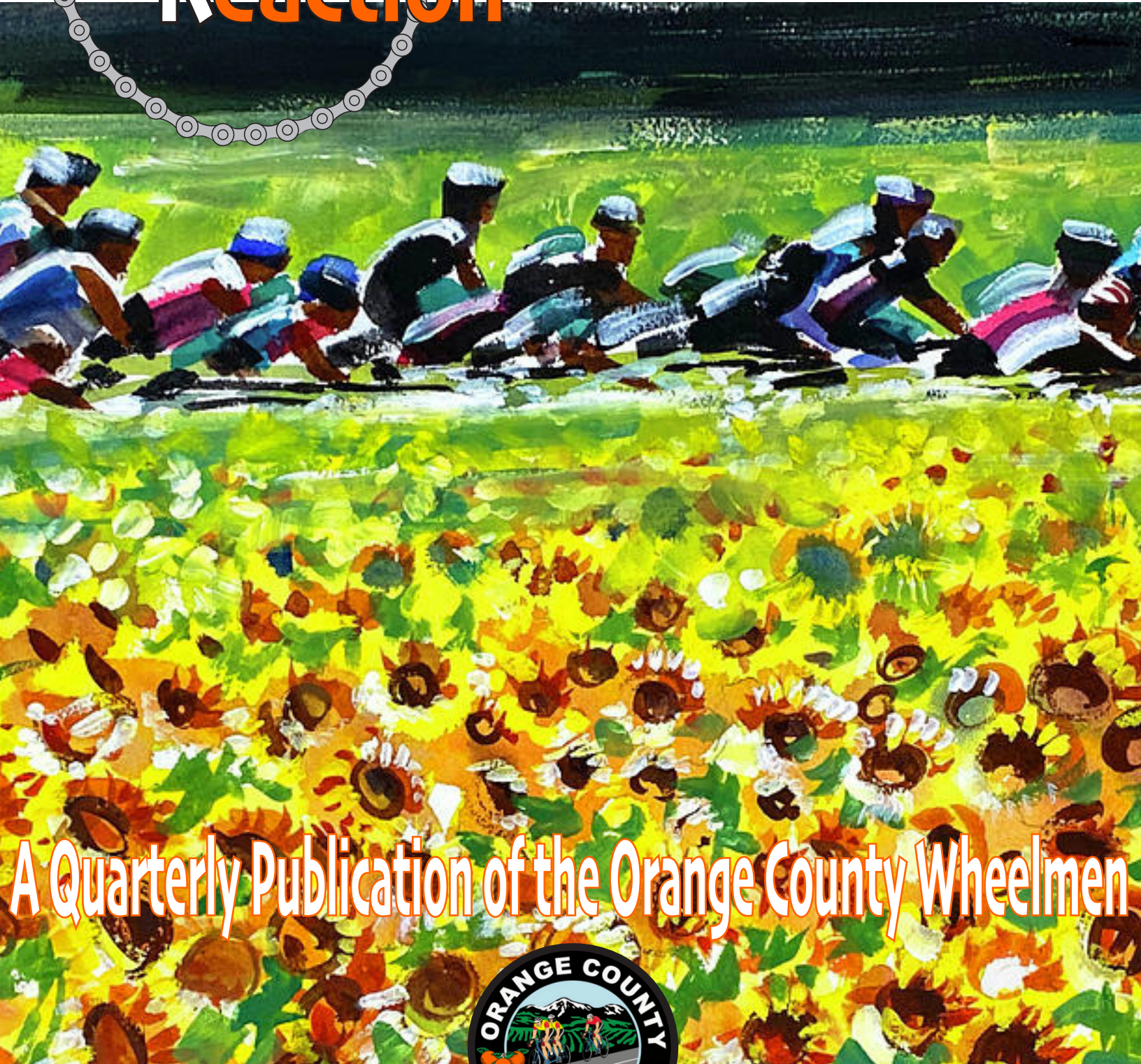




# Chain Reaction

Summer 2022



A Quarterly Publication of the Orange County Wheelmen



# OCW CLUB LINKS

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/418687-officers-directors-2020](http://www.ocwheelmen.org/page/show/418687-officers-directors-2020)

EVENTS: [www.ocwheelmen.org/page/show/418365-events-site-map](http://www.ocwheelmen.org/page/show/418365-events-site-map)

SUPPORTING MEMBERS: [www.ocwheelmen.org/page/show/424483-support-members](http://www.ocwheelmen.org/page/show/424483-support-members)

## MONTHLY BOARD MEETINGS

Check website for location, day and time. All Officers and Directors are expected to attend. Other interested members may also attend.

## GENERAL MEETINGS

Held typically the first Thursday every other month at Irvine Ranch Water District, Sand Canyon Ave. in the city of Irvine. Light dinner starting at 6:30pm with meeting starting at 7pm. Different speaker each meeting.

## REGISTRATION FOR OCW EVENTS

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

The new website, registration code, and discount codes are only visible to current members. Our website constantly updates new and different ways of maintaining privacy for our members from email skimmers and other nefarious internet hacking. The website continually upgrades to protect your personal information along with having it available for our members to connect to each other.

THANK YOU FOR YOUR CONTINUED SUPPORT AND MEMBERSHIP TO OCW!

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## Editors Musings



Michelle Vester

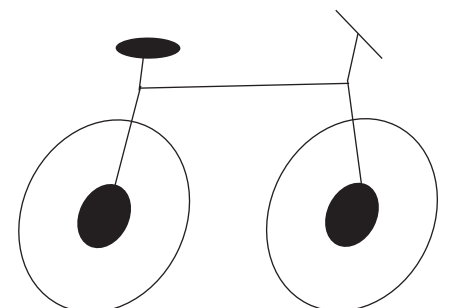
Summer is here, and came in with a heat wave!

Lots of people have been heading out of town for vacation. Some for the first time in 2 years!

If you have been, or are going some place awesome with your bike this summer, consider writing an article about it. As you read the articles in this edition you'll see other members who have done just that. These articles also contain some beautiful pictures of our member having a blast on their bikes, so I hope you find this Chain Reaction fun to read.

Everyone have a fun-filled summer, and don't forget the sunblock and extra water.

I'll see you on the trail, or the road!





Steve Loughran

# The President

Well summer is here and we see the weather going from cool and damp to downright hot. I'm hoping that everyone is taking advantage of the longer days to also ride longer and get out and enjoy our wonderful weather. Our most recent metric has been completed and we now look forward to our summer metric. More on that in the near future. So far, we have had great turnout to these events. It is really nice to be able to get together, enjoy a ride and then some social time afterwards. Of course, my hat is off to all the volunteers who make this happen. Special thanks to the Gastons who do all the prep work for this; shopping, going to the storage shed to pick up the tables, awnings, coolers, etc. necessary for the event. It is a lot of work that the members don't see because they make it look easy. Please let Liz and Stuart know how much we appreciate all their work, along with the other volunteers.

As most of you know by now, we have cancelled the PC 100 this year. I am certainly sad about this; it just seemed to be out of reach this year for many reasons. We look forward to hosting you in 2023 however. I have also received many calls and emails about Breathless Agony. While this was once a very popular ride, we have struggled to get enough entrants to justify the huge amount of work that goes into supporting this ride. Given that it is a remotely starting ride and goes up into Big Bear and surrounding areas, the logistics involved are tremendous. Nevertheless, we will continue to talk about the possibility of hosting next year.

There has been some increasing interest in having remote rides in place of our Saturday or Sunday rides. Ideas include GMR, Palos Verde, a ride through the Elfin forest, some additional pub rides and the like. We have asked for member suggestions over the past several years and I encourage you to suggest a possible destination. If you have

a route that would be great. But if you have visited somewhere and thought that riding in that area would be fun, make a suggestion to our ride leaders. At the time of this writing, several of our members are just finishing visiting Joe Bernhardt and Miguel Perea in the Reno area. They did several rides including one with the local club in that area. I hope to see some pictures in the upcoming edition of Chain Reaction. You can also follow our Facebook pages and there are posts there as well.

Lastly, I would encourage any members who enjoy off road/mountain biking to check out our Goat Hill rides. These are hosted by Alan Vester. Alan has an email list for those interested. Please check the website under Rides then Mtn bike rides for further information. Alan and his wife Michelle are very knowledgeable about various trails and are welcoming to new riders as well. So, check that out, you might find you enjoy a change from the road.



# WORD SEARCH

WORDS CAN BE FOUND FORWARD, BACKWARD AND DIAGONAL

T	Q	F	G	H	V	P	S	B	H	F	R	H	P	O
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W	M	A	O	Q	T	C	A	M	P	I	N	G	K	F
H	I	P	O	P	S	I	C	L	E	S	K	C	O	P
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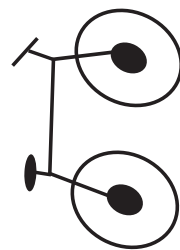
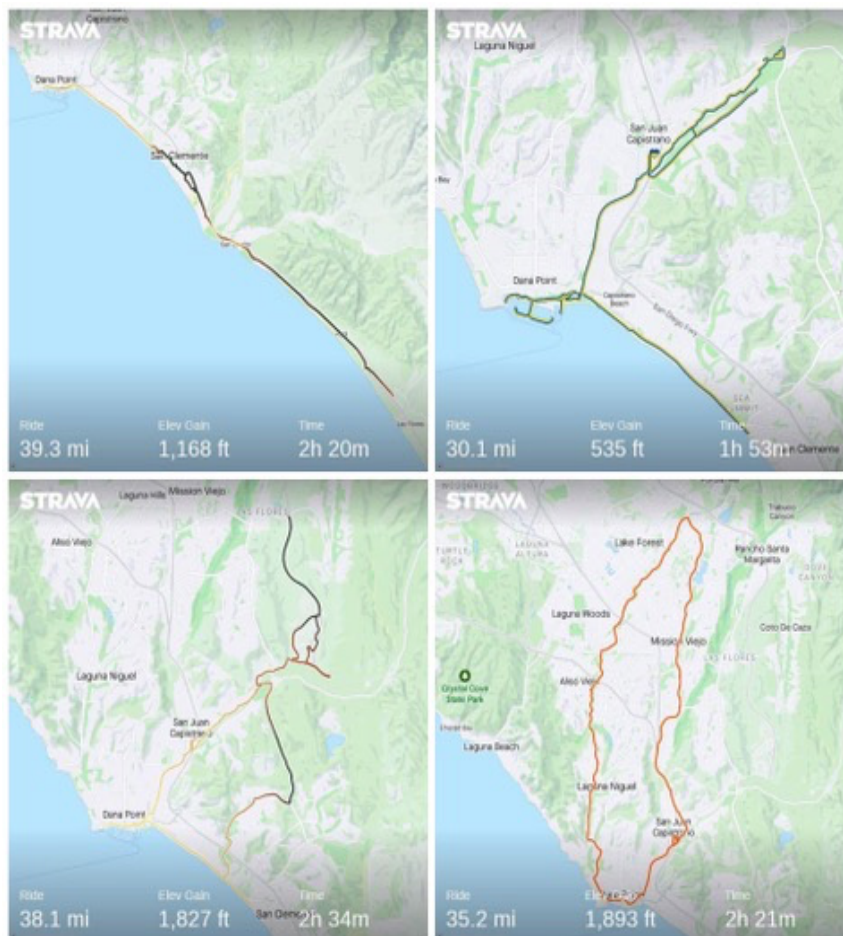
<b>TOUR DE FRANCE</b>	<b>SUMMER</b>	<b>SUNFLOWERS</b>	<b>RACING</b>
<b>POLKA DOT</b>	<b>GREEN</b>	<b>YELLOW</b>	<b>RIDE</b>
<b>WARM</b>	<b>HOT</b>	<b>VACATION</b>	<b>SUNSHINE</b>
<b>SUNGLASSES</b>	<b>CAMPING</b>	<b>BEACH</b>	<b>SUNTAN</b>
<b>POPSICLES</b>	<b>HEAT</b>	<b>HUMID</b>	<b>HIKING</b>

 Find the solved puzzle at the back of this issue

# OCW Sunday South County Routes

## Have evolved since their inception in late 2021

On the first Sunday of each month we ride around 39 miles through the Dana Point Harbor, to Las Pulgas and back (top left image). On the second Sunday of each month we ride the flattest route that we offer, a scenic 30-mile ride around San Juan Capistrano, the Dana Point Harbor and North San Clemente (top right image). On the third Sunday of each month we tackle our route with the steepest climbing, riding about 38 miles to Las Patrones Parkway and up the three steep inclines on Avenida La Pata (bottom left image). We ride the 35-mile Aliso Creek Trail Loop route on the fourth Sunday of each month (bottom right image).



Our start/finish locations double as places to grab some food and swap some stories after each ride. On the first Sunday of each month we meet at Rj's Cafe in the Dana Point Harbor. The second, third and fourth Sundays of each month we start/finish at JD Flannel Donuts in San Juan Capistrano.

On months where there are five Sundays, we meet at a remote location for our Sunday group ride. For example, on the fifth Sunday in May we rode about 49 miles from the Oceanside Transit Center to the Torrey Pines Gliderport in Del Mar and back.

Please check out the OCW website <https://www.ocwheelmen.org/page/show/419754-sunday-rides> for additional details, route maps and route slips. If you have any additional questions feel free to reach out to Dan Ignosci, the Sunday South County ride leader, at [danignosci@cox.net](mailto:danignosci@cox.net) or 949-525-1199.

We hope you join us on a ride in June and/or July!



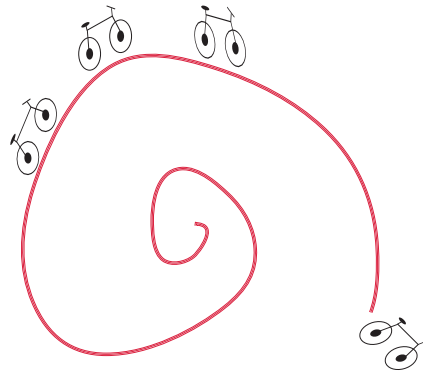
# the *VICE* President's Message

**By Bert Ohlig, Vice President**

One of the responsibilities of the vice president is to obtain speakers for the general meeting. Speakers can be related to cycling in all sorts of ways that interest our members. Bike racing, bikepacking, distance riding, mechanics, sales, etc. There are endless cycling-related jobs or disciplines in which someone would make an interesting speaker.

Do you know of someone? Or, you may be that person! Let me know. You can reach me at:

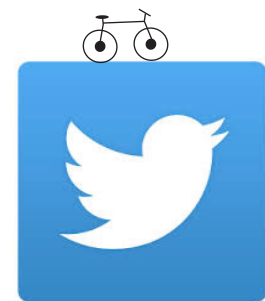
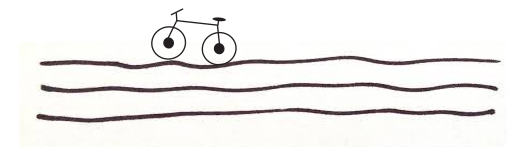
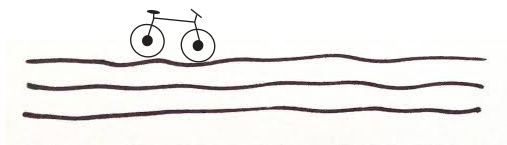
[bohlig@olec.com](mailto:bohlig@olec.com)



# Find all the bikes!

There are SEVERAL "stick figure" bikes, including the ones below, all throughout this issue. Can you find them?

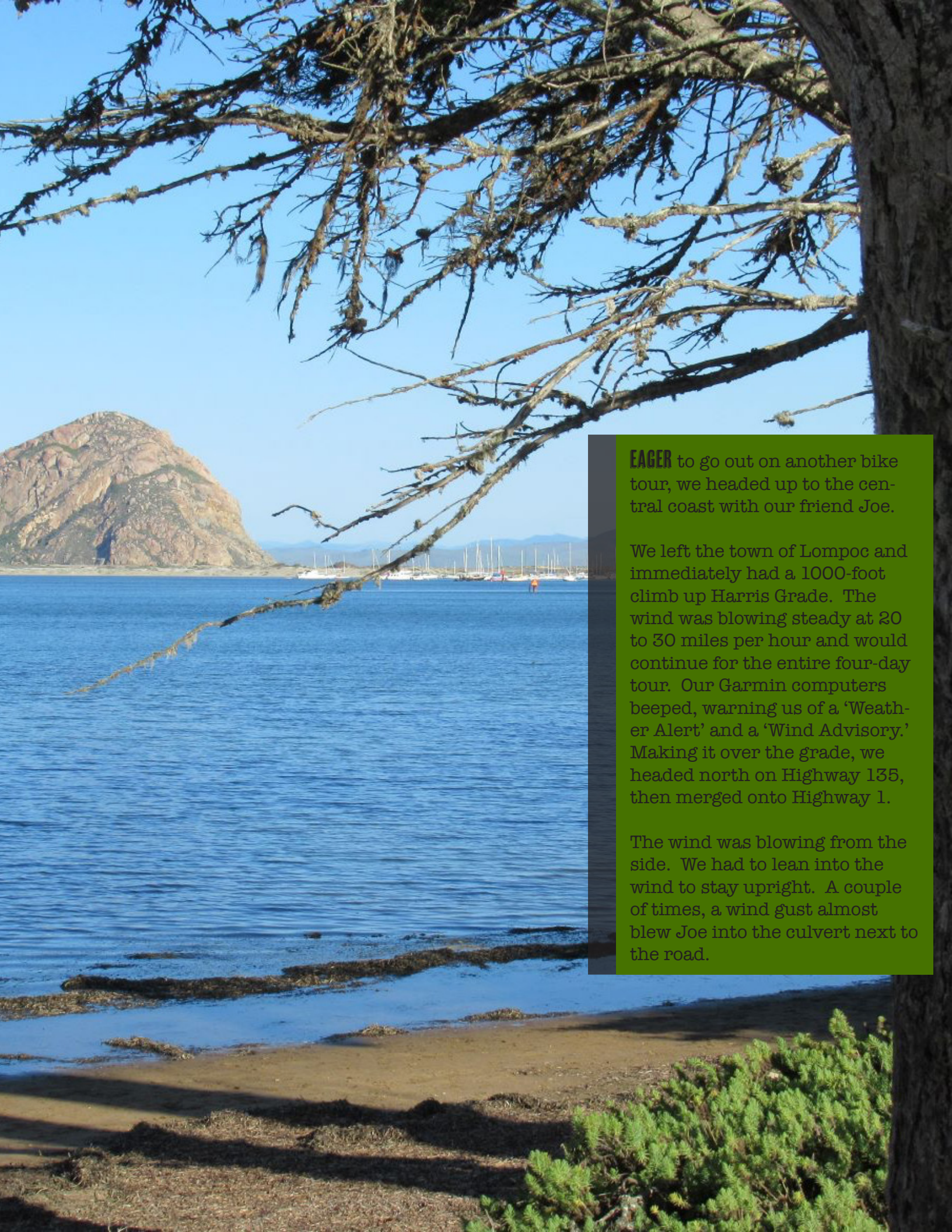
The answer is on the bottom of page 26. Did your numbers match??



Story and Photos By  
Kevin and Ximena Ansel

# A TAILWIND WOULD BE NICE





**EAGER** to go out on another bike tour, we headed up to the central coast with our friend Joe.

We left the town of Lompoc and immediately had a 1000-foot climb up Harris Grade. The wind was blowing steady at 20 to 30 miles per hour and would continue for the entire four-day tour. Our Garmin computers beeped, warning us of a 'Weather Alert' and a 'Wind Advisory.' Making it over the grade, we headed north on Highway 135, then merged onto Highway 1.

The wind was blowing from the side. We had to lean into the wind to stay upright. A couple of times, a wind gust almost blew Joe into the culvert next to the road.



We saw another bicycle tourist heading in the opposite direction, taking advantage of the favorable winds. He was flying. I thought to myself, hopefully that will be us in a few days when we return.

Our first night was in a campground with a Hike n' Bike site in the town of Oceano. While we were setting up our tents, Joe's got away from him in the wind and he had to chase it down across the campsite. That was quite comical. The winds finally let up after the sun went down. I talked to one of the locals and asked him if these winds were normal. He said it usually gets windy but not this strong and not for so many consecutive days.

The next day, the plan was to ride to San Simeon State Campground, about 50 miles north. Again, high winds made it challenging. Outside of San Luis Obispo, we were taking a break next to some agricultural fields and a local cyclist stopped to ask if we were lost or needed

help. We said, "We're fine, just having a snack." He said that he did not envy us riding with full panniers in this wind, and he was right. It was much harder riding with the wind catching our tour bags.

We stopped for lunch in the town of Los Osos. While eating, we made a group decision to stop at the Morro Bay State Campground instead of continuing another 20 miles to San Simeon. When you are bicycle touring, you need to be flexible and adjust your plans as conditions change. Once again, we had a hard time setting up our tents. By this time, the winds were blowing at 27 miles per hour. The poles on the tent were bending so much that we thought they would break. While cooking, we cupped our hands around the camp stove to keep the wind from blowing out the flame. Otherwise, it was going to be a cold chicken and rice dish for dinner.

Later, the Park Ranger came by to check on





light as we pedaled into Pismo Beach. We stopped at The Old West Cinnamon Roll Store, which is quite famous in the area. They have been in business since 1973. The cinnamon rolls were enormous and probably the best we have ever tasted. The line was out the door, even at 10:45am on a weekday, but it was totally worth stopping for. (<https://old-westcinnamonrolls.com>)

Since we were making such good time going south, we decided to stop for lunch at the Pismo Beach Pier. We had locked

us. We asked how busy they have been since the campground reopened after the Covid closure. He said the campgrounds had been packed and that people were tired of being cooped up. Folks were excited to be outside and camping again. I guess we belong on that list too. We had the Hike n' Bike site to ourselves and in general, the campground was quiet. Most people were in their RV's or trailers, staying out of the wind. The cold wind also forced us into our tents early; the sun hadn't even gone down yet. We got a lot of reading done on that night. We travel with Kindles which is lighter than carrying books.

the bikes in front of a diner. A woman with two kids stopped Ximena and asked if those were our bikes out front and why we had so many bags. They were curious about what we were doing. Ximena gave her the lowdown about the tour and answered all their questions about the bikes and gear. After lunch, we waved good-bye, and rode off with smiles on our face. We headed back to Oceano, to the same Hike n' Bike where we spent the first night. A gentleman named Chris was camp-



The third day we headed south toward San Luis Obispo and finally enjoyed a tailwind. The previous day we were riding this stretch of road at eight miles per hour. Today, we more than doubled that speed and cruised along with little effort. Making our way back to the coast, we stopped to look at the beautiful ocean with waves crashing on the rocky shore and sea birds soaring overhead. Traffic was



ing next to us with his grandchildren. He too was interested in our travels. As we talked, he told stories about growing up in Orange County and working in the fields picking crops when he was young. He later got a job working for Edison and was now retired and enjoying life.

On our final day, while riding through another agricultural area, we were cheered on by some of the farm workers that were planting the latest crop. Ximena stopped to take their photo, and they were quite happy to pose for her.

We finished our tour with a climb up the east side of Harris Grade. The east side is shorter but steeper. Unfortunately, the winds shifted, and we climbed into a headwind. The view from the summit was stunning. We could see the valley below and far in the distance was Vandenburg Space Force Base. The base was renamed a year ago from Vandenburg Air Force Base. SpaceX, which is a private space

flight company that sends satellites and people into space, has launched 184 Falcon 9 rockets from this location. The six-mile downhill back to Lompoc, where we left our car, was exhilarating and worth the tough climb.

On this trip we got to test some upgraded gear including a cook stove, sleep pads, warmer jackets, and a new mini video camera. Joe was testing a new one-man tent. Although we shortened our distance a little due to the high winds, we still had a good time, mixed in with some 'type 2 fun.' (Google it.)

If you would like to see a short video about this trip filmed with the new Inst360 digital video camera, check our blog at [www.anseladventures.com](http://www.anseladventures.com). While you are there, be sure to explore some of our other trips.

Until next time....







# The Hungry Cyclist



## Spring Veggie + Lemon Moroccan Chicken Skewers <sup>🚲</sup> with Minted Goat Cheese Yogurt

Summer is for barbecuing! For more on this recipe and Half Baked Harvest visit: [Halfbaked Harvest](https://www.halfbakedharvest.com)

### Ingredients

#### Moroccan Chicken

1 1/2 pounds boneless skinless chicken cut into bite size cubes  
2 cloves garlic  
1 inch piece fresh ginger peeled + roughly chopped  
2 teaspoon dried chile de arbol seeds removed (or 1/2 -1 cayenne pepper)  
2 tablespoons fresh cilantro  
2 tablespoons fresh parsley  
1 tablespoon smoked paprika  
1/2 tablespoon cumin  
1/2 teaspoon cinnamon  
1 teaspoon salt  
1 teaspoon pepper  
1/2 cup olive oil  
1 small to medium lemons grated + juiced  
1 ounce jar marinated artichoke quarters 6  
1 bunch asparagus cut into fourths

#### Lemon Herb Vinaigrette

1 lemon juiced + zest  
1/2 a lime juiced  
1/4 cup olive oil  
1 tablespoons fresh parsley chopped  
1 teaspoon salt  
1 teaspoon honey

#### Minted Goat Cheese Yogurt

1/2 cup plain greek yogurt I use 0%  
2 tablespoons fresh mint chopped  
1/2 teaspoon crushed red pepper flakes  
1/2 lemon juiced  
salt and pepper to taste  
2-3 ounces goat cheese crumbled

## Instructions

Place the chicken in a gallon size ziplock bag or medium size bowl.

To the bowl of a food processor add the garlic, ginger, dried chile de arbol (or cayenne), cilantro, parsley, smoked paprika, cumin, salt and pepper. Process 1-2 minutes or until everything is finely chopped. Stream in 1/2 cup olive oil. Stir in the lemon zest + juice. Pour the marinade over the chicken and toss well. Place in the fridge for at least 2 hour or overnight.

Meanwhile make the vinaigrette. Add the lemon zest and juice to a small sauce pot. Bring mixture to a simmer and simmer, about 1 minute or until the zest absorbs the juice. WATCH CLOSELY, you do not want the zest to get burnt to the pan. Spoon the zest out of the pot and into a small bowl. Add the olive oil, parsley, salt, honey and lime juice. Whisk to combine. Set aside.

To make the minted goat cheese yogurt mix together the greek yogurt, chopped mint, crushed red pepper flakes, lemon juice and a pinch of salt and pepper. Stir in the crumbled goat cheese. Place in the fridge until ready to use.

Preheat the grill or a grill pan to medium-high heat and lightly oil the grates. Thread the chicken, asparagus and artichokes onto metal skewers (or wood skewers that have been soaked in water). I alternated with asparagus+ artichokes and then chicken, repeat. Place the chicken on the grill until the chicken is golden and no longer pink in the center, about 5 minutes each side. You may also cook the chicken in a skillet if needed. Serve the chicken with the the lemon herb vinaigrette and the minted goat cheese yogurt.



# Join or Renew Your Membership



↑  
Just  
Click



# Mountain Bike Dude

By Alan Vester

**Mountain and Gravel  
Bike Riding  
Geared Toward  
the 50+ Rider**

## Product Review: Tool Tote And Tools To Keep In Your Car



I'm a professional automotive technician by trade. I'm always collecting and thinking about tools for cars, bikes, home improvement, you name it.

I've put together a list of the tools I always carry in my vehicle at all times in case I have to make a last-minute repair to my bike before a ride or assist another rider who needs help. Believe me, someone always needs some sort of mechanical help if they ride a bike.

My kit is more mountain bike specific than road bike, so you can modify the tools for your personal bike. I do like the fact that everything is in one tote bag and the tools are not spread out in different locations in my vehicle. I hope you find the following URLs helpful.

### Tool List

[Kobalt 12-in Tool Tote](#)

[Topeak Smart Gage D2](#)

[Milwaukee Fastback Service Knife](#)

[Tubolito Spare Tube](#)

[Presta Valve Cores](#)

[Presta Core Installer/Removal Tool](#)

[Carbon Frame Paste](#)

[Buzzy's Slick Honey](#)

[General All-Purpose Lubricant](#)

[Chain Lubricant](#)

[Pocket Screwdriver](#)

[Suspension Air Pump](#) Non-Digital

[Suspension Air Pump](#) Digital (Much More Accurate)

[Knipex Wire Cutters](#)

[Gorilla Tape to Go 1"](#)

[Scotch Mastic 2228 Moisture Sealing Electrical Tape](#)

[Park CC-2 Chain Checker Tool](#)

[Park PP-1.2 Brake Pad Spreader Tool](#)

[Sharpie Fine Point Markers](#)

[Muc-Off Claw Brush](#) or

[Pedros Toothbrush](#)

[Zip Ties](#)

[Crank Brothers Multi-Tool M-19](#)

[Topeak D-Torque Wrench](#)

Old Toothbrush for cleaning: No need to buy one, just use an old one.

[Park P-Handle Hex Wrenches](#) (normally 5, 6 and 8 mm will do)

[Park 3-Way TORX TWS-3 3-Way Wrench](#) (different sizes are available)

One pair of Latex Gloves



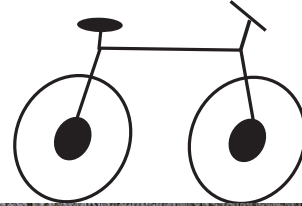
**Park AWS-3 3-Way Hex Wrench** (different sizes are available)

Any shop towel or old t-shirt to wipe off grease

**Bike Stand**

See ya on the trails!

Alan Vester  
Goat Hill Mountain Bike Dude  
[alanvester7@gmail.com](mailto:alanvester7@gmail.com)





# INSIDE KNOWLEDGE

WHEN OUR OCW MEMBERS WERE ASKED TO COME UP WITH THEIR BEST ADVICE. HERE'S WHAT SOME SAID.....



STEVE LOUGHRAN

Something different this month. When I go to write this piece, I typically use an event or something that happened during a ride or I look up questions that newer riders have about cycling. This month, I did a search and came across a list of questions that non-riders have for cyclists. Several just tickled my funny bone, so here goes:

1. Why do you want to ride up that? (hills/mountains of course). I don't have a clear answer for this, but we just do. I think it also has to do with the "Rules of Cycling" put out by the Velominati, in particular, Rule V. You can look it up here to keep this publication family friendly: <https://www.velominati.com>. They are tongue in cheek so don't take them too seriously.
2. What's with this Strava thing? Right? OMG all the talk about PR's, segments, etc., can drive us all crazy. But, to each his/her own. I use Strava primarily to keep track of miles and climbing. Some groups use it to invite members to a ride. I also like to see what other people are doing and get ideas for rides. PR's? Not so much but again, to each his/her own. Another feature I have found is more motivational. I join challenges (distance, climbing, walking, hiking, etc) and I track my progress. I use it to compete with myself, not others so it meets my needs.
3. Doesn't your butt hurt? Yep, in the beginning. But fear not, eventually you lose all feeling "down there" so it's all good.
4. Don't helmets make you look ridiculous? Yep, but better than what you look like in an ICU with a closed head injury (yep, I've taken care of too many of these people in my time).
5. Lycra? Really? Yep, try a 4-hour ride in a cotton shirt and shorts on a hot day and you will know why. Plus, storage is limited on the bike, so we have pockets for the essentials.





MICHELLE VESTER

I've been noticing so many people riding mountain e-bikes lately. Everyone from CAT 1 riders all the way down to casual riders. I like that we have them available if we want to take the plunge. However, recently on some of my trail rides, I've noticed a change in what used to be such an easy-going laid-back culture all us mountain bikers used to share. Some riders are using their e-bikes to either beat others on Strava, or just to see how fast they can go, oblivious to other riders, hikers, or equestrians around them. They feel the need to cut corners on the downhill sections, buzz equestrians and scaring their horses, and fly past hikers and other riders without warning. How terrible that this type of behavior just might get e-bikes banned on the trails where they are allowed, and never to be allowed on the trails that haven't given them clearance yet. We all of just need to be courteous to all those around us. After all, we are all outside to enjoy and have fun.



ALAN VESTER

I've been using tubeless tires and wheels for over 10 years on my mountain bikes. The main advantages are you can run lower tire pressure for a more comfortable ride. Less chance of getting a flat tire if you run over a thorn or goat head. Less weight and the bike has a much better ride quality. The only real disadvantage is that tubeless require an air compressor or a special high-pressure floor pump to seat the bead of the tire on the rim. There is also more maintenance involved because you need to either replace or freshen up the sealant every 3 months. There are several brands of sealant on the market, but I like "Orange Seal Regular" the best.

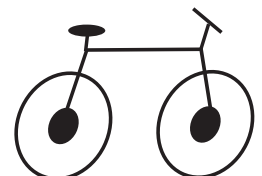


JOE BERNHARDT

When I moved to Sparks, Nevada, last year, I knew that there would be winter interruptions to my outdoor cycling. As a result, I purchased a smart trainer, specifically a Wahoo Kickr and subscribed to Zwift. While nothing can surpass a great ride outdoors, I have found that riding on a smart trainer has many advantages. Among these are structured workouts that can increase both endurance and strength.

One thing I have relearned on the trainer is the importance of varying my cadence to help me hit the power target I want. Many of the structured workouts on Zwift have me spin at a higher cadence than I would normally use. My normal cadence is around 80 rpm, but to hit the high target power output needed in the workouts, I have had to spin as high as 110 rpm for a short period.

What I have learned is that by spinning faster, I can generate greater power while actually reducing the load on my legs. Most of the structured workouts have me riding no slower than 85 rpm. By getting used to a faster cadence, I can save my legs.





# White Rim Canyonlands National Park

By  
Lee & Cathy Painter

This April, Cathy and I joined 11 other riders and two guides from Magpie Cycling on a three-day mountain bike tour on the White Rim in Canyonlands National Park in Utah. Once again our trip planning process was to have a friend email saying “We’re going, wanna join us?” In this case, one of the riders we met on our Colombia tour was the one who asked. The other 11 riders all knew each other, and four were people we’d met in Colombia. It was a charter tour, as all of the riders knew somebody in the group, and we could pick the start date.

The trip was originally scheduled for April 2020. It was postponed to 2021, and again to

2022.

The White Rim Road is in the Island in the Sky district in Canyonlands National Park. To greatly oversimplify the geography, the top of the district is a red rock mesa, with a white rock mesa about 800’ below, and the Colorado and Green Rivers below that. Being in southeast Utah there are arches, buttes, slot canyons and views of the still-snowy La Sal Mountains.

The White Rim Road is a dirt road on the white rock mesa level. Like many roads in this part of Utah, it was built in the fifties to support uranium mining. The road itself is about 70

miles long. To make it a clockwise loop from the Canyonlands visitor center you would descend 800' on the Shafer Trail, ride the White Rim, then return on the Horsethief Trail and Utah 313. This loop is about 100 miles, with about 6000' of elevation gain.

road is quite a challenge. You can do it as an unsupported multi-day trip. Since you have to carry all your water for the trip, it's a heavy load (it must be frustrating to see all the water in the rivers, but there's no way to get to it). We chatted with two people who were doing that. Maybe you have a friend with a low-



range high-clearance 4WD who's good with technical driving. Or you can do a supported tour.

Magpie Cycling offers three-, four- and five-day supported tours. Magpie provides a

The Group

Access to the White Rim is by permit, limited to 50 motor vehicles (high-clearance low gear 4WD and motorcycles) and 50 bicycles per day. Spread over 100 miles, it's very uncrowded. The speed limit is 15 mph, which people seemed to obey, perhaps because the road is pretty rough. E-bikes are allowed, there's no place to charge them.

van shuttle from Moab to the start of the ride, and a 4WD pickup truck as the support vehicle. The truck carries your bags and camping gear. It carries the food and water, a camp kitchen, and folding chairs for everyone. They cook the meals (excellent!), wash the dishes, and haul out the trash. At the end, the van

The only facilities on the White Rim are ten primitive campsites, which consist of a flat-ish area and a pit toilet (only one toilet had any toilet paper). No food, no water, no electricity, no tables, no shade, no trash cans. Generators not allowed. There was only one crest in the whole loop where we had cell service.

To protect the soil crust, travel is limited to established roads and trails, or in sandy washes or bare rock.

There are several ways to bicycle the White Rim. A few people ride it in a single day. We did see a couple of people doing that, based on the pace they were riding, the fact they didn't have panniers or a support vehicle. Obviously that distance and that much climbing on a



The support truck on Murphy Hogback



meeting at Magpie's shop in Moab. They inspected our bikes and helmets before storing them in the shop for the next morning's shuttle.

The next morning we took the shuttle to the trailhead and unloaded bikes. One of the guides had us do a few skill drills before we started, I suppose to make sure we would be able to do the ride. On this day, it was very windy, gusting 35 mph. If we'd been in California, we'd have stayed home. But on tour, when your campground is reserved for that night, you just go.

After a couple of miles, we started our descent on the Shafer Trail, with switchbacks and exposed cliffs. Over a couple of miles, we went down 800'. Not as scary as it might sound, it's a wide road in good condition, and since there's very little traffic, you can stay away from the edges. From there, it was gentler ups and downs till we arrived at our first campground.

There are lots of views over the edges. Some people would go right out to the edge, or even lean over. We tended to stay

shuttles you back to Moab. Their route skips the sections on the Horsethief Trail and Utah 313; they're not the most scenic parts. Each day was about 25 miles with 1800' elevation gain.

Magpie provides coffee, tea and juice with breakfast, and water and mineral water at dinner. If you'd like adult beverages, they need to be in a can or box. I get it, they don't want to deal with broken glass. We had a can of red wine in the cupboard of our Sprinter van on the way to Moab. We didn't realize it was rubbing on a screw head on the top shelf of the cupboard. Our first clue there was a problem was when we saw a puddle of red wine on the counter. We won't pack a can there again. At least the canned wine was pretty good.

The night before the ride started, we had a





the Climb Out



The Support Truck on the Climb Out

further back. One rider set his gloves down on the rock. The wind blew one of them away, and he took a couple of quick steps toward the edge before thinking better of it. Thereafter known as one-glove Bob.

When we arrived at the campground, we tried to set up our tent. We'd picked a spot where there was only 3" of soil, then solid rock. With the wind, the stakes wouldn't hold, so we gave up, hoping the wind would die down after dinner. The wind didn't die down, but we tried a different spot and were able to get the stakes to hold. We were glad to have some protection

from the wind, since the low temperature was predicted to be in the thirties.

Normally we are pretty picky about keeping sand out of the tent. But with the wind it was pretty hopeless. We just turned the tent inside out in the morning.

One nice touch - each morning one of the guides would put the bikes on the workstand and clean and lube your drivetrain.

The second day there was less wind. The ride was gentler ups and downs until we got to the

climb up Murphy's Hogback (a hogback is a ridge with steep slopes). It was very steep and rocky. Only two or three of us managed to ride it, the rest of us walked. It was scary watching the truck climb it, the guide had to lean out the window so he could see the road just in front of the truck. At the top there were great views while we ate lunch.

A steep and rocky descent, and then ups and downs till we reached the second camp. Along the way we stopped to look at White Crack. It's two or three feet wide, and maybe 60' deep. Some people liked jumping over the gap. Not us. We also stopped for a short walk in a slot canyon. Nice to have the guides on the trip - you can't see the canyon from the road. A couple of times I went off the route - I couldn't tell the difference between the road and a dry wash. Fortunately my GPS got me back on course. The truck brought a solar shower, but the water was pretty cold. But it felt good to clean up, now that it wasn't so windy.

The third day started with an undulating descent down toward the Green River. Then a steep and rocky climb and descent. After that it was relatively flat but very sandy. The ride ended with a long, steep climb, with switchbacks and lots of exposure. But again, the road was wide and in good shape, so not scary. But we did see a couple of vehicles that had gone over the side years ago and were never recovered. Maybe 900' in a couple of miles. Once at the top, time for lunch and a shuttle back to Moab.

After we got back to town, we each took a shower, still felt gritty and took another shower. When we cleaned things up when we got home, I poured a teaspoon of red dust out of each of my shoes.

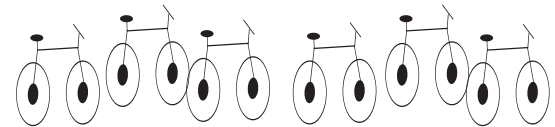
A bucket list trip checked off.







## Let's Ride Our Bikes Across Missouri



*"Get a bicycle, You will not regret it, if you live..."*

The state of Missouri is rich full of history, fertile farmlands, pleasant people, and one of the longest state parks. At one time a busy railroad crossed the state bringing freight, people and food to small towns along the route. When the railroad ceased operation, Missouri State Parks acquired the right-of-way and turned the corridor into a multi-use recreation trail known as the Katy Trail. Construction of the trail was started in 1987 and the first section opened in 1990. Today, locals and out of state travelers, enjoy the trail through some of the most scenic areas of the state.

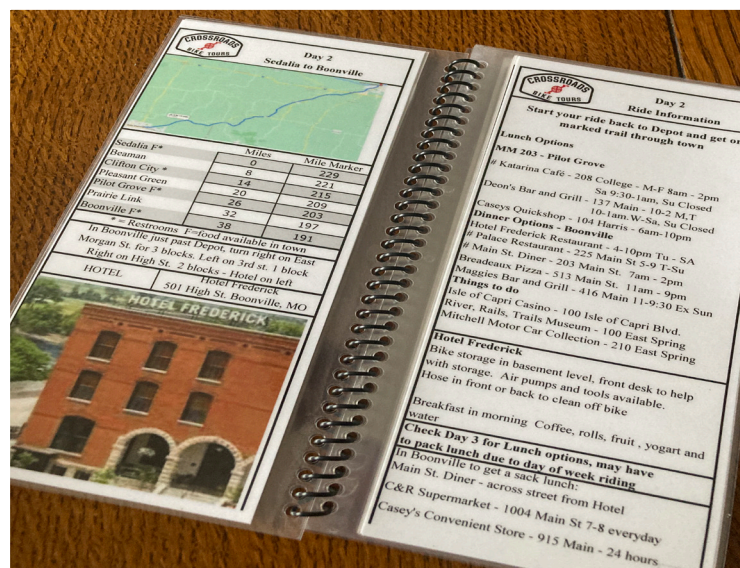
Steve and I, Cathy and Lee Painter along with Gwen and Brad Hontz decided this would make a fun cycling adventure. To ride across the majority of the state, most people start the trail in Clinton, Mo and ride to St. Charles. There are a few extensions you can take, if you want to cross the state completely. Local trail users often just do sections in pieces on weekends. The number of days to do the full trail would depend on the number of miles riding each day. Planning, scheduling and making reservations along the trail all on

your own is possible as well as camping or staying in hostels. There are also companies that offer full guided tours which include daily guide service and meals. Some of these companies will shuttle your luggage to your accommodations each night. We knew we wanted to be self guided and not dependent on a large group or specific spots and elected to use a local outfitter, Crossroad Bike Tours.

Crossroads was very helpful and answered all our questions before the trip as well as making nightly reservations, providing a detailed guide/map with great information on where we were staying and suggestions for food and things to do along our route. Each of us received a personalized laminated day-by-day tour book.

Since we were flying to Missouri, Steve and I rented sport hybrids for the trip. The Hontzs and Painters drove to Missouri and brought their own touring/gravel bikes. The Painters brought a single-wheel BoB trailer to tow their baggage, whereas we and the Hontzs packed our bikes with panniers. We met up in St. Charles which is a charming town just

outside of St. Louis. Crossroads coordinated a shuttle to the start of the trail in Clinton approximate 4 hours away.



The first day, got us a late start mid day and we rode 36 miles to the town of Sedalia. One of the best things about rail trails is they are mostly flat (1% to 2% grades) and not too curvy to accommodate the trains that used to run along them. One of the worst things about rail trails is they are mostly flat which never really gives you a break from pedaling, no coasting and you start to miss your own saddle after a couple of days on a rental bike.

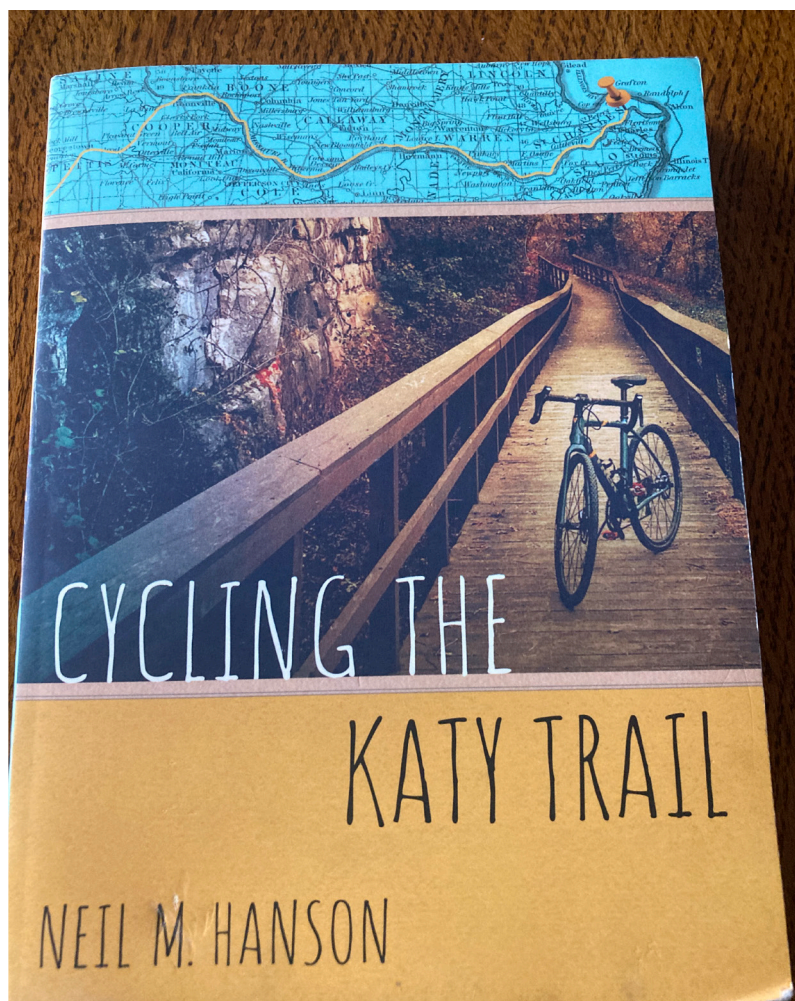
We enjoyed the beautiful tree tunnels riding past pretty farmlands often alongside the Missouri or Mississippi rivers. Over 6 days along the 235+ miles on the trail we saw many types of landscapes including dense forests, wetlands, deep valleys, remnant prairies, and open pastureland. All punctuated with small towns with populations from 6 to 600 along the way. Each little town had a railroad shade structure with a bench, often a restroom and provided history of the area as well as a description on what to expect along the next section of the trail. Many of the stops had a bike tool stand and pump. Our guide book let us know which towns had services, water or food.

Our daily mileage varied between 27 and 51 miles. Our accommodations each night were in historic hotels and one night in an

adorable vintage bed and breakfast. Our trip was in early May and we were excited to see so many wild flowers along the trail and wildlife which included birds, Cardinals, squirrels, a groundhog and turtles. The weather was nice riding weather (high 50s consistency and lows 60s) and we only had a little bit of moisture during our week.

Most of the trail was packed limestone which worked well with our trail tires but you probably would be able to do it on a regular road bike. We passed over railroad bridges and went through tunnels along our route. On our way out of Jefferson City, the transition from the highway down to the trail was via a cool square "loop" that spirals down placing us beneath the bridge that crosses the Missouri river.

We saw very few trail users on our first few days on the trail. As we got closer to the weekend and the larger cities, we passed more cyclists. On our last day of the tour,





in Missouri. Also, Laura Ingalls Wilder wrote her Little House on the Prairie books based on a homestead in Missouri.

There are many great references to start your planning to do the Katy Trail. The website: <https://bikekatytrail.com> is a good reference for trip planning, maps and an interactive forum. Crossroads <https://www.crossroadsbiketours.com/> was helpful as we decided on the type of trip we wanted. There are also guide books available. I read Cycling the Katy Trail by Neil M Hanson which was kind of a hybrid. One section was a trail guide and the other a journey story although Neil and his wife rode the trail much quicker (3 days) than I wanted to experience it. Neil started each chapter with a related quote from Mark Twain which made for an interesting read.

which was Mother's Day, we were encouraged to see many families out enjoying a day trip either riding or hiking.

Doing this tour was a great start to getting us thinking about where our next cycling adventure will take us.

The towns were very welcoming of cyclists/trail users. We liked stopping for lunch at quaint local restaurants and often ended our day with a brewery stop. Shuttle services are available for users that need to skip ahead or need a lift along the way. A few of us spent a good part of one rainy day in Jefferson City, the Missouri state capital. We did a lot of walking and toured the capital learning so much about Missouri history and how it relates to US History that I wasn't aware of before.



Although Missouri is technically in the Midwest, it has a big civil war history because of the fight to control the Mississippi river which runs through the state. Transportation of freight, which was mostly by river, was essential to the commerce of the area and the north and the south were both fighting for control. The Hotel Frederick, which we stayed in our first night, was where Harry S. Truman was at when he found out he was president. So much of Mark Twain's adventures and writings were about places





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# WORD SEARCH



## SOLVED





# JOINT OCW-PROCRASINATING PEDALER LONG WEEKEND in Tahoe/Reno

BY JOE BERNHARDT

The first of hopefully many to come long bike weekends in the Tahoe/Truckee/Reno area took place from June 10th to the 14th. Former OCW Presidents, Miguel Perea and myself, Joe Bernhardt, have moved to the Reno Sparks area and are members of both OCW and the Procrastinating Pedalers of Reno/Tahoe. Miguel and I both love living in Northern Nevada and we wanted to share with OCW some of the beautiful rides this area offers. Accepting the invitation to come North were OCW members, Larry Locken, Gary Deeds and Michelle Meinville.

Our first ride took place on Friday, June 10th and began near Truckee just off Interstate 80 at Boca Reservoir. This ride was a short 29-mile introduction to the beautiful terrain and was intended to help the flatlanders acclimatize to the high altitude. The ride leaves Boca reservoir and heads North on a well-paved two-lane road through beautiful forest alongside the Little Truckee River. We made stops at the Stampede Reservoir and returned back to the cars on the same road. In the end, we wound up with just under 1800 feet of climbing.

On Saturday, we returned to the same parking location, but this time headed South to Squaw Valley ski resort (now renamed Tahoe Palisade.) Within the first mile, we hit a significant 10% climb up Glenshire Rd. This definitely gets the heart pumping fast. Eventually the route took us to the beautiful Truckee River Legacy trail. This 5-mile stretch is not to be missed as it is well off the highway, well paved, and perfect for a family hike or ride. We skirted downtown Truckee and met up with highway 89 South to the entrance to Tahoe Palisade. We took a break at the village and then decided to make a change to the original route. We knew that wind and rain was in the forecast for the following day and it would be unlikely we could do our planned ride along the shore of Lake Tahoe. So instead of riding back the same way we came, we altered the route to continue South to Tahoe City along the Truckee River Bike Trail. Again, this is a well-traveled bike path off the main highway and next to the Truckee River. We saw hundreds of rafters floating down the river at a slow pace enjoying the beautiful Spring weather. Ending at the dam that controls the outflow of water from Lake Tahoe into the

Truckee, we reversed course and returned to the cars the same way we came. We ended up with 53 miles and 2000 feet of climbing.

bikes. Not a good decision. At first the wind seemed much calmer. However as we proceeded, we started to experience huge side gusts pushing us around. Once we got to our



The Little Truckee River emptying into Boca Reservoir

The following day rain hit the mountains and some of the strongest wind I have ever experienced blasted the area. We attempted a ride from South Reno where we stayed dry (but saw several rainbows in the distance) but immediately ran into a fierce headwind. The intended route takes us up Old Highway 395 through farmland and leads to Bowers Mansion and Franktown Road. This is a standard route for the Pedalers consisting of about 1800 feet of climbing in just over 40 miles. On this day, the crazy wind forced us to abandon the effort and return to the cars after only 14 miles of riding. Nevertheless, I wanted to show Larry Franktown Road so we drove the car up the highway. Not only is Franktown Road beautiful, it was once the home to young Greg LeMond. Most of his early training that made him into the first American Tour de France winner came by riding in the Reno Tahoe area.

turnaround at Bowers Mansion (a Comstock era home built by a successful miner and his wife), we turned around and headed back to the car. Immediately we got hit with what had to be at least a 50-mile-an-hour side gust of wind. I could barely keep the bike on the road and at times was pelted with small sand. We finally managed to get back to the car, but it had been a tough day in conditions that were extremely dangerous. Driving back down Old 395 at 60 mph, we could see the shadows of clouds passing over us like we were standing still.

The following day was far better with only light winds and clear sky so we were able to get back



Larry Locken, Miguel Perea, and Graham Flowers on the Truckee Legacy Bike Trail

Once there we decided to give it a go on our



on track with our planned ride. This was the “queen” stage of our four-day weekend: climb from Markleeville to the top of Ebbetts Pass. 36 miles round trip and 3500 ft of climbing with most of the climb taking place in the last 7-8 miles. Much of that grade averages 7-11% with three 14% climbs thrown in for good measure.

Markleeville is a beautiful small moun-

tain community that was saved by fire fighters just a few years ago. While still scenic, large sections of forest was burned around the town and it will take many generations for the forest to heal. Markleeville is also the start of the famous Death Ride century that will take place in July.

After leaving Markleeville, the road parallels the Carson River and gradually climbs into the California Alps. Passing several large streams and riding into sections of dense forest on a two-lane highway with no stop signs and only one “intersection” that goes up to Monitor Pass, you gear down into a steady rhythm in order to pace yourself for the climb to come. The steady series of steep switchbacks reminds me of my experience riding in the Italian Dolomites. The only thing missing is the plaques painted with a number showing how many turns are left on the climb to the summit. At just over 8300 feet is Kenny Reservoir, a true Sierra gem of a lake. Just two weeks earlier I had ridden this same

road and the lake was still frozen. Now it was clear and sparkling blue. The final climb is a tough one with two 14% sections leading to the summit at 8730 feet. After a short rest we began a 12-mile descent at high speed to get back to the rollers that would lead us back to Markleeville. Only once during that descent did I need to pedal up a small roller. It is an amazing experience and this route needs to be on every serious rider’s list of accomplishments.

And with that our extended weekend came to an end. While we had one day of bad weather, the other three days were blessed with perfect riding conditions. Everyone had a good time, and if there is enough interest, I would like to repeat this event again next year.



Larry climbing a 10% section of road

Squaw Valley



The outlet of the Truckee River in Tahoe City



Larry and Pedaler member Paul



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