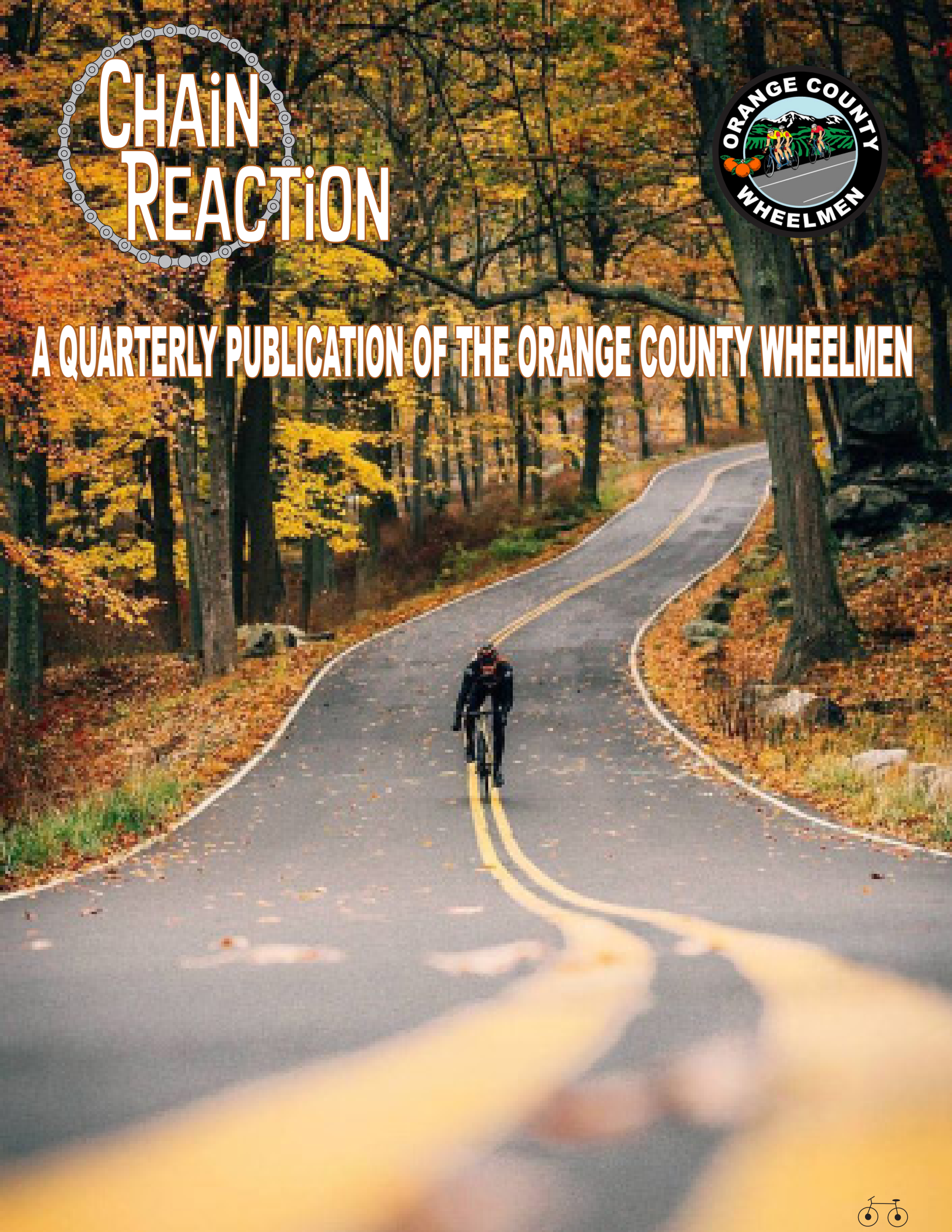


CHAIN REACTION



A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN



OCW CLUB LINKS

HOME PAGE: www.ocwheelmen.org

CALENDAR: www.ocwheelmen.org/page/show/418357-calendar

OFFICERS: www.ocwheelmen.org/page/show/418687-officers-directors-2020

EVENTS: www.ocwheelmen.org/page/show/418365-events-site-map

SUPPORTING MEMBERS: www.ocwheelmen.org/page/show/424483-support-members

MONTHLY BOARD MEETINGS

Held the first Sunday of each month starting 11am at Carl's Jr., Newport Beach. Take the 405 Freeway to the MacArthur exit. Go south 0.8 miles and turn left on Campus. Go 0.3 miles and turn right into Carl's Jr. (at Von Karman). All Officers and Directors are expected to attend to conduct business. Other interested members may also attend.

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

Thank you for your continued support and membership to OCW.

events@ocwheelmen.org

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Editors Musings



Michelle Vester

Can you believe it's fall already? This fall edition of Chain Reaction was held back for a few weeks so we can once again have a Fall Metric Wrap Up, so be sure to check it out in this issue.

As usual we have some great articles and pictures from our members. If you haven't written an article for Chain Reaction consider writing one. You don't have to be an expert writer, or hold a degree in creative writing. You just need to share an experience you've had on your bike, hike, or other outdoor adventure.

So email those articles to kashvester@gmail.com and let other members enjoy your adventures. You never know, it might help them find another fun adventure.

I hope everyone has a nice Thanksgiving!

See you on the trail!





Steve Loughran

The President

At the time of this writing, I had planned on being in France on a ride from St. Malo to Nice. With the onset of the pandemic, that put a hitch in my plans. Some of you who follow two of our past presidents and one board member may be seeing some of their wonderful scenery, as they kept their plans to go. But, Europe will still be there in the future for some spectacular riding.

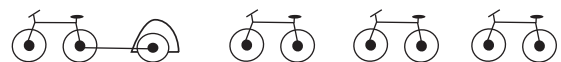
I believe OCW has come through the pandemic a little bruised but still standing. With the cancellation of our larger rides, our bank account has taken a hit but we are doing fine with the leadership of the board and cutting expenses we will come out of this in fine shape. Speaking of our larger group rides, we are beginning the planning process for Breathless Agony. This ride, probably the hardest century ride around, typically takes place in May. Keep your eyes open if you want a real challenge. We also have our Fall Metric scheduled for November 6th, 2021. Larry Locken is working on two new routes, leaving Yorba Regional Park, a full metric and a half metric century. We hope for a large turnout, as our Spring metric was a big success based on the feedback of the riders.

We are also planning for the PC 100 full century ride for next year as well. While we have not begun that process in earnest, we are committed to putting on this ride. We have continued to try and contact Amtrak for the possibility of putting on the Amtrak Century again, but they have not given any indication that they will start charter service again. We are looking for

a new route with a celebration at the completion of the ride. We learned a great deal from the first PC 100 and hope to put on an even better event in 2022. We do appreciate any input you may have.

Please feel free to email any board member or communicate with your ride leaders any suggestions you may have. So, if you have seen other groups that did something that you thought was great, please let us know. While we may not be able to incorporate every idea, sometimes shaking things up is a good thing for our club.

We just finished the Fall Metric and by all accounts everyone enjoyed the day. Thanks to all the volunteers and especially Liz and Stuart Gaston for coordinating all the food, rest stops, obtaining the supplies from the storage shed, etc. Also to Shawn & Liz Tuberg at rest stop #1, Bob Fairfield at signup and finish, Alan Dager and John Acuna for driving SAG, Lee Stebbins for sweeping and Terry Kessler for the high energy support and arranging our new group photo. All in all, a great day out riding. Remember that it takes volunteers to make our group work and we appreciate any time you can contribute.



WORD SEARCH

WORDS CAN BE FOUND FORWARD, BACKWARD AND DIAGONAL

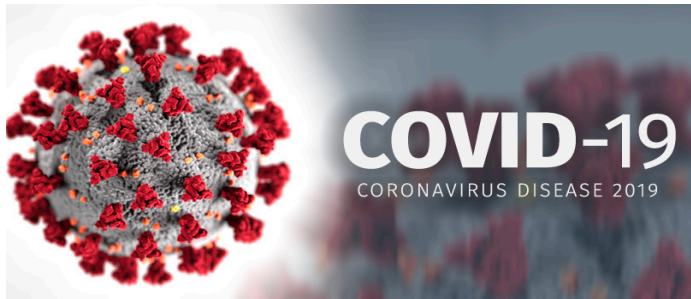
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FOLIAGE	NIPPY	FAMILY	PUMPKIN PIE
CHILLY	ORANGE	TURKEY	LEG WARMERS
RED	BROWN	RAIN	LEAVES
FLANNEL	AUTUMN	HARVEST	THANKFUL
HALLOWEEN	THANKSGIVING	APPLE CIDER	ARM WARMERS



Find the solved puzzle at the back of this issue





Due to the Covid-19 virus and concern for the health of our members, club rides and meetings may be modified so be sure to log in to www.ocwheelmen.org for further details.

Check website for updates on the return of Pacific Coast 100 for 2022.





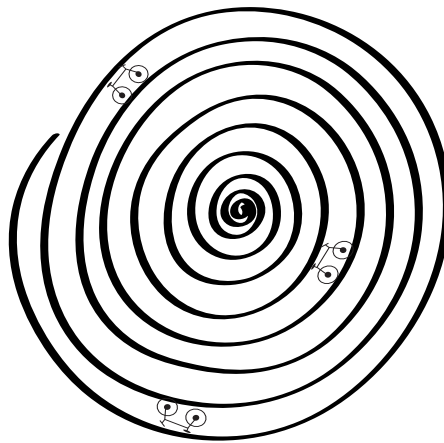
the *VICE* President's Message

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:

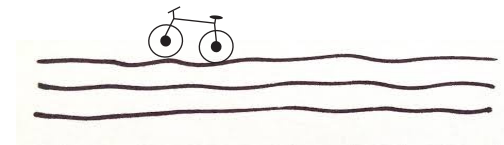
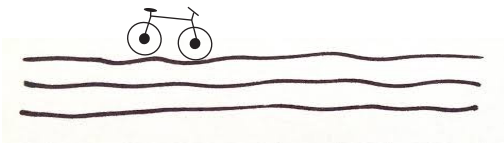
bohlig@olec.com



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??



FALL METRIC WRAP UP



by LIZ GASTON

It's pretty cold at 7:30am in Yorba Regional Park but there were already cyclists gathered. Just before 8:00am Terri Kessler began herding everyone into some kind of group ready for the official club photograph. Route sheets were handed out, sign-in sheets filled and suddenly they all left. Quiet descended once more on the park.

Jim Walker counted up sign-ins and was pleased with 75 riders. Now we could calculate how many pizzas to order for lunch. Volunteers, Stuart Gaston, Steve Loughran and Bill Buzan began erecting pop-ups and tables. Our SAG drivers John Acuna and Alan Dauger, equipped with tool boxes and first aid kits took off to drive the route. The first and one and only call came in shortly after. A rider had fallen and broken his derailleur. Nothing else broken, thank goodness! John rescued him.

Shawn & Liz Tuberg, volunteers at Rest Stop 1 in Deerfield Park reported in that everything was going well and they were being entertained by a harmonica group set up nearby, Rest Stop 2 at Santiago Hills Park checked in that all was set to welcome riders. Since Covid we have only provided wrapped bars, water and Gatorade at rest stops. No one seems to mind. It's much less work, less shopping and easier cleanup.

Back at Yorba, sodas were on ice, pizzas ordered, desserts were ready and beach chairs set up. It's always difficult to decide how many pizzas but we would hate to have nothing left for late arrivals and volunteers. A couple of pizzas left at the end always find a home to go to. The pumpkin pies were a big hit this year!

By 2pm there was a happy crowd seated under the trees and everyone was pleased to help celebrate Mel's birthday. Another successful Fall Metric Century. Thanks to all the volunteers and the riders.



Photo's courtesy of Susan Gans



The Hungry Eyelist



Caramel Mocha Nutella Brownies

Absolutely to die for! So moist and gooey, chewie!! Check out this recipe and more from Half Baked Harvest at <https://www.halfbakedharvest.com/caramel-mocha-nutella-brownies/>

Ingredients

Caramel

1/3 cup granulated sugar
2 tablespoons salted butter, at room temperature cut into chunks
1/4 cup heavy cream
flaky sea salt

Brownies

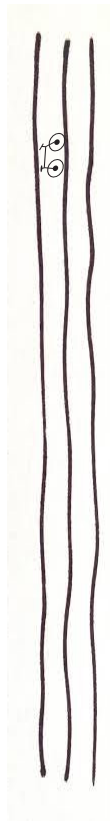
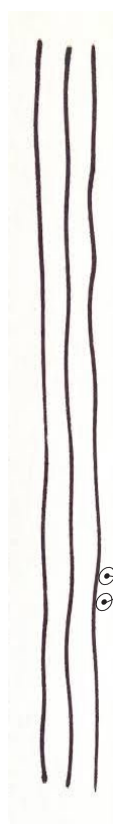
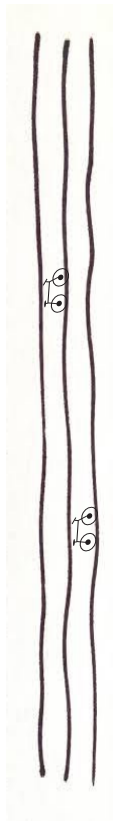
1 1/2 sticks (12 tablespoons) salted butter
1 1/2 cups semi-sweet chocolate, or milk chocolate, chips
1 cup granulated sugar
1 tablespoon instant coffee/espresso
1 tablespoon Kahlúa
2 teaspoons vanilla extract
3 large eggs
1/3 cup all-purpose flour
1/3 cup unsweetened cocoa powder
3/4 teaspoon baking powder
1/4 teaspoon kosher salt
1/2 cup Nutella

Preparation

1. To make the caramel. Line a baking sheet with parchment paper.
2. In a large pot, cook the sugar over medium heat, stirring occasionally until the sugar has melted and turns a golden caramel, about 8 minutes. Remove the pot from the heat and add the chunks of butter, whisking until combined. Then, stir in the cream. Return the pot to medium heat and cook the mixture, stirring until the caramel has thickened and easily coats the back of your spoon, about 5-8 minutes. Remove from the heat and stir in a pinch of salt. Pour onto the parchment paper. Freeze in the freezer for 20 minutes to harden.
2. Preheat the oven to 350° F. Line a 9×9 inch square pan with parchment paper.
3. In the microwave, melt together the butter and 1 cup chocolate chips (stirring at 30-second intervals) until melted and smooth. Stir in the sugar, coffee powder, Kahlúa, and vanilla.
4. In a small bowl whisk the eggs for 1 minute until bubbly on top. Stir the eggs into the choc-

olate mix. Add the flour, cocoa powder, baking powder, and salt. Stir until just combined. Stir in the remaining 1/2 cup chocolate chips. Evenly spread half the mixture into the prepared baking pan. Dollop spoonfuls of Nutella over the batter. Spoon the remaining batter over top, using a spoon to lightly smooth out the batter. It's ok if the batter does not cover up all the Nutella.

5. Grab the caramel piece from the freezer and break/cut into pieces. Stick the caramel into the brownies, you may not need all of the caramel. Bake 28-30 minutes or until the brownies are just set. Let cool...or cut and enjoy warm.



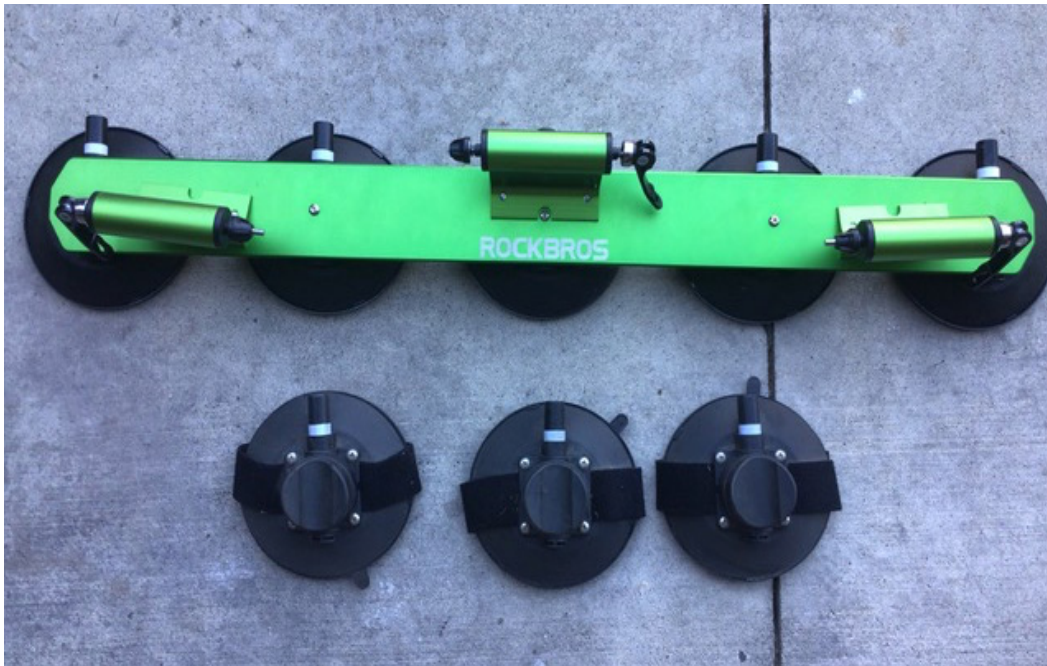
Join or Renew Your Membership



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Just
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FOR SALE



ROCKBROS Suction Cup Bike Rack
for Car Roof for 3 bikes
Asking \$125.00
They are in the original shipping carton.
Like new condition.

Contact:
Greg Kibble
kib4011@gmail.com



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



STEVE LOUGHRAN

With all the new interest in cycling over the last year and a half, I thought I would give some advice to new riders focusing on safety. While some of the things we were taught as children were done so for our safety, in fact should be avoided. For example, riding on a sidewalk is not only illegal in most places, but also the most dangerous place to be riding a bicycle. The reason I say that is, watch how drivers pull out of driveways or parking lots for example. They do not stop at the sidewalk, rather they roll forward and stop at the street to look for traffic. If you are riding along the sidewalk, you will most likely strike that car as they pull across your path of travel.

The second point can also tie in with the above recommendations. Always ride in the direction of traffic. When driving a car, the driver is tuned to watching out for the flow of traffic when turning or pulling out from a driveway or parking lot. So, the driver is looking for traffic coming from the left. If you are riding on the sidewalk or in the wrong direction, the driver will not pay attention to you and is a setup for a disaster.

Lastly, probably the best advice I can give you is to take a cycling safety class. I do not know anyone who has taken one of these classes that has not learned something, even if they have been riding for years. As one of our safety instructors always states, “drive your bike like you drive your car” (thank you Lee). This is Sage advice as this is where drivers expect to see traffic, including you.



ALAN VESTER

I always carry a hydration pack; I use an Osprey Synchro 20 pack. I use either a 2.5L or 3.0L reservoir and fill it with both ice and water, then add 3 NUNN hydration tablets. I think all hydration powders and tablets work, but I like the NUNN because they are so easy to use and there is no mess with the powder. I order them from Amazon because the price is the best of anywhere I have found. I also carry a Camelbak Podium Chill 21-oz water bottle with distilled water. I fill the bottle with as many ice cubes that I can cram into it and then the distilled water. I use distilled water because my idea is to plan to use this water for first aid if necessary. You never know when you might come across an injured cyclist, or it might be yourself. I carry it on my bike in a water bottle cage. I use the Arundel Looney Bin. It is perfect for mountain biking because it has an adjustable knob and strap to secure the bottle in the cage. Anyone who has ridden a mountain bike on a technical trail knows how easy it is for the bottle to eject out of the cage while riding. Ok, that's it so please stay hydrated while riding, especially with the recent warm weather.



A Lifetime of Cycling

By Michelle Vester

Age 6 is when I realized the freedom a bike had to offer. My older brothers are the ones who taught me how to ride without training wheels, and when that day came there was no stopping me. I remember as soon as I could pedal freely from the constraints of those irritating little wheels attached to my little orange bike I could travel anywhere I desired, or so I thought.

Days after learning to ride without training wheels I took off from the safety of my garage, in what was then a quiet neighborhood in Torrance, and rode by myself to feed the ducks at a little reservoir about a mile or so from our typical Southern California one-story ranch-style house. The wind in my hair, yes, there were no helmet requirements at the time, and the freedom to pedal at will wherever and however I wanted. That lasted maybe 20 minutes when my parents hunted me down and then forced me and my bike into their car, and then we headed back home where I would be grounded for riding by myself without so much as telling them where I was going. I was 6.

My parents moved us from South Bay to this far-away place called North Tustin when I was just shy of my 8th birthday, they said to get away from the urban sprawl that was taking place in the South Bay and LA area. At first it was really hard to leave my

friends and that duck pond, but after a while I was enticed by my dad to assimilate into our new digs by getting me a brand-new Schwinn Varsity 8-speed bicycle in forest green. Ok, that kind of worked, but what really worked was when I turned 12 my parents bought me a horse, because most of my friends had horses in North Tustin. This provided new experiences, 2 of which would stay with me to this day.

The first experience was knowing what it was like to join a club, other than Blue Birds, Brownies and Girl Scouts. The latter I couldn't stand because it



was all about being Susie Home Maker and I wanted to be in the outdoors, like when my brothers were in Boy Scouts and got to go camping. Anyway, where was I? Oh, so I got to join the Daisy Clipper Pony Association. I loved this club, and was a member into my teenage years. We did lots of things like riding our horses in the Tustin Tiller Day parade. So much fun, I still remember making sure all my tack was cleaned and polished and my horse was washed and hooves shiny. My pony was about 13 hands and a double-registered Appaloosa and Buckskin. His name was Warrior and I showed him in western pleasure, agility, and hunt jumping. My Schwinn Varsity got me back and forth between the stables and the tack store in Tustin.

When I was 17 I sold Warrior and my bike for a car. My first car was a 1973 Datsun 240 Z that I would fix up over the next couple of years. This took me in another part of my life and that would be learning all I could about cars and how they worked. My bike was cast to the depths of the garage, not to be seen again until the mid 1980s when I would have a brief interlude with a Walmart special that I can't even remember the make, model, or gearing. This bike was stolen out of my garage in Orange after a couple of years riding it here and there. It was but a brief memory.

After my kids were in elementary school I decided to get into the newest thing going on and that was mountain bike riding. Thinking back how crude those mountain bikes were in the 1990s, but at the time they were these bikes were all spectacular technology. We lived in Trabuco Canyon and Whiting Ranch was just a few miles from our house and it was where all the mountain bikers converged, since back then there were few trails for mountain bikers. My first mountain bike was a Trek Fuel equipped with cantilever brakes, 10 speed, and full suspension. It was truly an advancement beyond anything I've seen, and I rode it in Whiting 3 times per week and couldn't get enough. During this time I was a Boy Scout leader for my son's high adventure troop and we were regularly taking the boys backpacking throughout the San Gabriel, San Jacinto and San Bernardino mountains. My son really liked the outdoors and expressed interest in mountain bike riding so I bought him the cutest little Specialized Stump Jumper full suspension and he loved it. For the next couple of years we would ride Whiting Ranch.

Then in the late '90s the kids started getting more involved in academia and bike riding once again was

placed in the corner of the garage. My daughter was soon to graduate high school and go on to college and my son was playing varsity football and would graduate 3 years later and also go on to college.

Prior to my son going off to college a fellow coworker told me about the Rosarito Ensenada 50 Bike Ride and it sounded intriguing, so I went out and bought a 1999 Trek 5500 in the red, white and blue postal colors, just like the one Lance rode in the Tour de France at the time. And after that purchase I didn't look back.



My parents lived in Palm Desert and told me about a 100-mile bike ride called the Tour of Palm Springs. Well, I had to do it because I had Lance's bike, of course. So after only a few weeks of practice a friend and I started with the masses at our first 100-mile event. It took us 9 1/2 hours! But I was in love. I would go on to ride several more of those Tour de Palm Spring rides and whittle my time down to just 4 1/2 hours.

I learned about Orange County Wheelmen through Jax Bicycles in Irvine and signed up. From there I met Chuck Bramwell, Ken Bartholic, and Cheryl McMurray and they promptly introduced me to ultra long distance cycling in the form of double centuries. Why not? If I'm going to be out there for a hundred miles why in the heck not be out there for 200 miles? And again there was no looking back. I went on to earn a few Triple Crowns before succumbing to multiple hamstring injuries, one of which turned into a chronic right hamstring issue that has now spanned 16 years and also forced me

to retire my road bike and turn exclusively to mountain bikes. Don't get me wrong, I loved road riding, I mean there was a time I was riding 350 miles per week, but given the distracted drivers of today's world makes me actually happier to be on the trail, but sometimes I look at my one remaining custom road bike, a Colnago C50, especially made for me 16 years ago. It hangs in my garage where I see it every day, and I think about what was, what could have been, and what I can no longer comfortably do. But then I look at my 2 mountain bikes and smile. At least I can still ride.

Around 2013 I was having several issues with my wrists and hips so a few months later I went to the doctor for a regular checkup and blood work. I was diagnosed with rheumatoid arthritis! Say what!?! I have had a disc replaced in my neck, C6-7, and last year major back surgery replacing 2 discs in my lumbar section, L4-5 and L5-S1. The surgery last year was extensive and required both an orthopedic surgeon as well as a vascular surgeon, and it took a small toll. It also took me 6 months to just be able to ride a bike again, and even though it's been just a little over a year I'm still not able to do the technical stuff or the long trail rides I did before. But I'm riding and that's what's important.



I'm now 62. Yes, I don't mind saying it. I can't quite do the things I did prior to this last surgery, but I'm out there, because one of the best things for your mind is to be outdoors. One of these days I want a house in the woods and a trail in my backyard. I've also been noticing some great looking e-bikes too! In a few years I just might be getting one of those!!





Mountain Bike Dude

By Alan Vester

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

Repairing A Flat Tire On A Mountain Bike

Most of us know how to change a tube on a road bike when the dreaded flat tire occurs. Pull over to the side of the road or trail, get out your tools and spare tube and 4 minutes later you are back on the road. A flat tire on a mountain bike is a bit tougher to address. A lot of us run tubeless with sealant in our tires instead of a tube. You run over a small tack or goat head and the tire will seal itself using the sealant which is inside the tire.

What do you do if you hit a sharp rock or nail and the sealant can't handle the puncture and the tire goes flat? Tubeless tires with sealant have a lot of advantages, but when they do start to leak air and go flat, they are a nightmare. The first thing you have to deal with is the mess they make. Sealant all over the trail, tire and wheel. Yikes!!

So, here is how I handle this situation. I always carry a spare tube, shop towel, latex gloves with me while riding and tools to break down the tire and install the tube. Unless you have a special high-pressure pump, you will never be able to pump up a tubeless tire on the trail with a conventional spare hand pump. I carry a normal tire pump and if I get a flat, I'll install my tube and worry about removing it and re-installing sealant when I get back home. Mountain bike tubes are heavy and bulky, so for this reason I carry a "Turbolito" tube. They are more expensive than a conventional tube, but they are so much smaller, durable, and lighter than a normal tube. The good thing is, you will

rarely get a flat on a mountain bike, especially when running tubeless.

I always recommend to riders to practice changing a tube in the comfort of your garage or shop before going out on the trail. Not so easy to accomplish if your tire is full of fresh sealant. Here are my recommendations. Make sure you have the correct tire removing/installing tools that will actually break the bead on your tire. Mountain bike tires are much tougher to dismount than a skinny road tire. I'll practice breaking the bead on my mountain bike tires on a work stand in my shop with the same tools I carry in my pack. The last thing you want to be doing is breaking down a tire and installing a new tube for the first time without having practiced with the tools you carry with you. There are Plug Tools such as the Lezyne Tubeless CO2 Blaster. I think these are for more experienced riders and they are not a sure-fire fix for a flat. You might want to carry a tire boot in case the cut to the tire is severe.

So, hopefully this article will help you and may you never have to actually change a tire on the trail.

Alan Vester
Goat Hill Mountain Bike Dude
alanvester7@gmail.com



CRATER LAKE END TO END TO BICYCLE TOUR

BY KEVIN AND XIMENA ANSEL

It is 4:30am. The truck is loaded and we are ready to start the long drive to Eugene, Oregon for another adventure. We booked the 8-day, Crater Lake Inn to Inn trip with Adventure Cycling Association, which means that all lodging and meals are included. There would be no cooking or convenient store food on this trip. The recent wildfires in Oregon threatened to alter or cancel our trip. That didn't deter us. Luckily the air quality in Eugene was clear the day we arrived. There were ten people in our group plus the tour leader, but no SAG support. We all carried our own gear and performed our own mechanical repairs.

We headed out from Eugene to Belknap Hot Springs and traveled along highway 126, next to the McKenzie River. Even though we rode through an area that burned in a 2020 wildfire, the scenery was beautiful and the plant life was starting to recover. After riding 62 miles in 97 degree weather we arrived at the Belknap Hot Springs Resort. Most of our group didn't feel like jumping into the 104-degree hot springs. A cold pool would have been much better. Our tour leader told us we were staying in cabins tonight. When we checked in and got the keys, the cabin turned out to be more like a luxury home. Our idea of what a cabin might look like has changed and Ximena's expectations are much higher now.

On day 2 we had a 21-mile, 3700-foot climb over McKenzie Pass. The summit was a huge lava field from an eruption 15,000 years ago. There was an observation tower made from lava rock which provided stunning vistas of the surrounding landscape. We had a fantastic view of the Three Sisters Mountain Range. Leaving the summit, we enjoyed a screaming descent into the town of Sisters. At the summit, a few people from our group had met a chef from a local restaurant in Sisters. The chef invited all of us to



dine at her bistro and said she would make us a special meal. Boy, she outdid herself. Everything was delicious.

The next day we rode to the town of Bend. In typical Oregon weather, it rained all day, but we were prepared with the proper rain gear. From Bend we traveled up to Mt. Bachelor and stopped at the ski resort for lunch. Again, we enjoyed another wonderful descent to Elk Lake Resort. We were treated to another outstanding cabin near the lake and dined at the lakeside restaurant with a view that was hard to beat.



On day 5, it was another 63 miles through the forested countryside with an occasional lake or pond. Traffic was light, skies were clear, and temperatures were cool, which made for the perfect riding conditions. We arrived in the town of Chemult by mid-afternoon. Chemult is a small, older town off of highway 97. That night, our dinner came from a local Taco Truck. The authentic tasting chicken burrito, chips and salsa hit the spot.

On day 6 we made it to Crater Lake National Park. After going through the entrance gate, we still had 10 more miles of riding and climbing before we reached the lake and 5 more miles to the Crater Lake Lodge. The first view of the lake was spectacular. Wizard Island stuck out of the lake like a miniature mountain. The lake is 1943 feet deep and is the deepest lake in America. It also has some of the purest water in the world. Its water source comes only from snow melt and rainwater. We finished our 40-mile day by checking into the Crater Lake Lodge. Adventure Cycling scored points again with our accommodations. The old

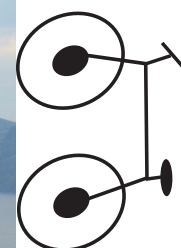
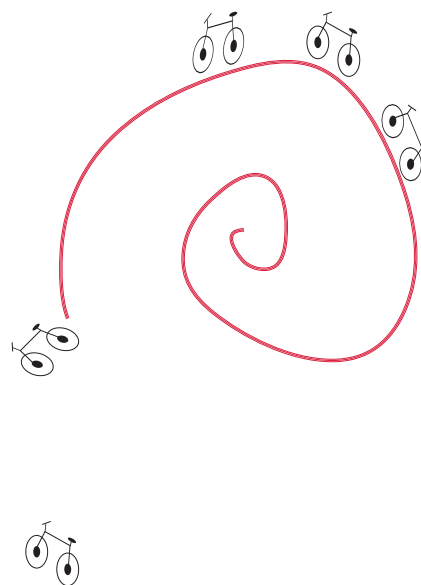
lodge was beautifully decorated and felt cozy with all the highly polished wood furniture and floors. We were all treated to rooms with a view of the lake. After cleaning up, the group enjoyed some cool drinks while sitting on the patio watching the sunset. Dinner was a tasty buffet in the dining room. That evening, Ximena and I went outside at midnight to enjoy the stars from the pitch-black sky. It was worth missing a little sleep to see the Milky Way in all its glory.

On day 7, our day off, we chose to ride our bikes around Crater Lake. The route was 35 miles with 3800 feet of climbing. We rode the route clockwise for ease of pulling in and out of the many lookout points. We stopped often to take photos and just to appreciate the amazing views. There was a good bike lane and the traffic was relatively light. There were several miles where we didn't have a view of the lake, so we enjoyed the forested stretches that lined the road. The temperature was perfect, somewhere in the mid-70s. In one of the turnouts, we talked to the Fire Watch personnel. They said that yesterday they had spotted a lightning strike fire and radioed the location to headquarters. A helicopter was deployed with a crew that rappelled down into the remote area to fight the fire. They were able to put the fire out before it spread. The Fire Watch staff said this was a common occurrence these days. The ride around



Crater Lake is one of those bucket-list items. It is challenging, beautiful, and fun. It is everything a bike ride should be. After we completed the day's ride we went back to the lodge patio to relax and enjoy more cool drinks while watching the sunset, and enjoyed another delicious buffet dinner. The day couldn't have been any better.

Day 8, our last day, we were up at 5:30am to watch the sun rise over the lake. We were not disappointed with the vivid orange skies and bright blue water. It was spectacular. Today was a short 22-mile ride to our final destination, Diamond Lake. During our last lunch as a group, we reminisced about the past week of riding and the bond that we had formed. Our tour ended with a shuttle ride back to Eugene. We were lucky to have had good weather and little smoke during the tour. Adventure Cycling had set up a magnificent tour. The route, the food, and the accommodations were stellar. In the future, we will definitely look for other Adventure Cycling tours. The final tour statistics are 322 miles with 20,125 feet of climbing. For more photos and a video of this trip, check our blog at www.anseladventures.com. We hope to see you out on the road soon. Until next time....





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St. Malo to Nice

By John Penowden

It's been the strangest of times. In normal years our group of OCW riders would ride the mountains of Europe, (Pyrenees, Alps, Dolomites etc) and this is what we had planned for 2021. We had signed up to ride the French Pyrenees from the Atlantic to the Mediterranean coast. But Covid got in the way of our plans; everything was locked down and/or cancelled. Being ever optimistic we signed up for the 13-day French ride in September. We figured that the pandemic would have, at least, abated by then. How wrong we were! The cycling tour company, Bike-Alive, originally had 18 riders signed up for this event. Steadily, riders backed out, until there was just the hard core of three: myself, Miguel and Randy. Between us we rejigged the ride to accommodate the small number. Bike-Alive is run by Donna, who normally takes care of all the logistics and Derek who generally drives the support vehicle and looks after the riders. A great advantage of the small group is that it enabled Derek, a keen cyclist, to ride every day while Donna drove the support van.

It turned out that the pandemic was by no means over by our departure time and there was a bewildering set of rules to enable us to travel: pre-departure testing, proof of vaccination, passenger location forms and the French requirement of a "Pass Sanitaire" QR code to allow access to hotels, restaurants and coffee shops. The French have implemented a tight system of control by potentially issuing heavy fines for businesses that allow unvaccinated customers to enter their premises. This has had the secondary effect of driving up vaccination rates among the population.

Despite all the restrictions, all three of us made it though the battery of controls to meet up in St. Malo.

DAY 1 - ST. MALO TO VITRE - 80 miles, CLIMBING 3,474ft

The ride starts mainly flat with a few rollies as the road passes close to the coast with views of Mont Saint Michel.

DAY 2 - VITRE TO JUIGNE-SUR-LOIRE - 87 miles, CLIMBING 3,622ft

Another fairly flat day riding through small villages, crossing the Loire and along some straight Roman roads.

DAY 3 - JUIGNE-SUR-LOIRE TO PARTHENAY - 82 miles, CLIMBING 3,816ft

The day starts by riding along the banks of the Loire and then turns into rolling farmland with beautiful medieval towns.



DAY 4 - PARTHENAY TO CONFOLENS - 82 miles, CLIMBING 3,816ft

Still riding through rolling countryside, the route passes the magnificent viaduct at L'île-Jourdain before crossing the river Vienne.

DAY 5 - CONFOLENS TO THIVIERS - 74 miles, CLIMBING 4,541ft

A pretty ride along the rivers Vienne and Dronne and one of the last of the relatively flat days that have been so good to prepare the legs for the hills to come.

DAY 6 - THIVIERS TO SOUILLAC - 90 miles, CLIMBING 3,734ft

A day of winding roads and rolling hills and through the town of Hauteford with it's magnificent hospice founded in the 17th century.

DAY 7 - SOUILLAC TO ENTRAYGUES-SUR-TRUYERE - 88 miles, CLIMBING 5,725ft

Starting to get into the hills and the wine pro-

ducing area. The highlight of the day is riding through Rocamadour, an amazing town built on a hillside and also famous for its cheese.

DAY 8 - ENTRAYGUES-SUR-TRUYERE TO MENDE - 75 miles, CLIMBING 5,449ft

Wonderful riding along the river Lot and through picture-postcard towns with some tough climbing before arriving at Mende.

DAY 9 - MENDE TO VALLON-PONT-D'ARC - 72 miles, CLIMBING 3,504ft

Now riding in the Massif Central the route includes a number of named Cols and passes a sign showing the point equidistant between the Atlantic and the Mediterranean.

DAY 10 - VALLON-PONT-D'ARC TO BEDOIN - 74 miles, CLIMBING 3,940ft

A stunning ride through the Gorges de l'Ardeche with its impressive rock arches. After crossing the Rhone there is the famous wine town of

Chateauneuf-du-Pape, then endless fields of lavender before arriving in Bedoin.

DAY 11 - BEDOIN TO FORCALQUIER - 66 miles, CLIMBING 7,270ft

The Queen Stage, Mont Ventoux, "The giant of Provence." All the days of easy to moderate riding were leading up to this day. Not too many miles and maybe not a lot of total climbing but the route up from Bodoin is tough, being over 10 miles and much of it 10% plus. But it's good to



tick off another epic climb from the bucket list. We were also able to stop and pay homage at the Tommy Simpson memorial. Other than one puncture the only mechanical in the whole ride was a broken spoke. Miguel was wondering why the ride was getting tough and it was only when he caught up and we were behind him that we could see his wheel was so far out of true it was rubbing the frame.

DAY 12 - FORCALQUIER TO COMPS-SUR-ARTUBY - 68 miles, CLIMBING 6,982ft

Almost the same distance and climbing as Ventoux but not quite so demanding. The route passes the azure Lac de Ste-Croix with a tough climb to a road that looks down on the spectacular Gorges du Verdon. The following descent passes through tunnels and rock arches but still ends at an elevation of 3000ft.

a welcome sight but somehow there is a feeling of sadness that we have come to the end of the ride.

DAY 14 - Reflections

It was a pity that the group was reduced to just three riders but it was compensated by being able to ride the whole way with Derek who is normally in support. In the past our European trips have been just six days, so riding thirteen continuous days without a break is the longest we have done. To prepare for this I put in some long hilly rides in Wales together with Zwift intervals to build up my VO2 Max to 47. So at 74 I was fitter than perhaps I have ever been. Although 1,000 miles sounds tough the flat lands around the North Coast of France are great to build up endurance before the hills of the Massif Central and Ventoux. Overall the Garmin



DAY 13 - COMPS-SUR-ARTUBY TO NICE - 76 miles, CLIMBING 3,583ft

A little more climbing today to 3,800ft with views of the Gorges du Loup followed by the reward of a 10-mile descent towards Nice. The hotel in Nice overlooking the Mediterranean is

recorded I burned 30,000 calories and despite eating large meals every night I lost 5 lbs. so I can recommend this as a diet where you can eat as much as you like and still lose weight. I should also add that the food in France is outstanding so it's no problem to refuel for the day

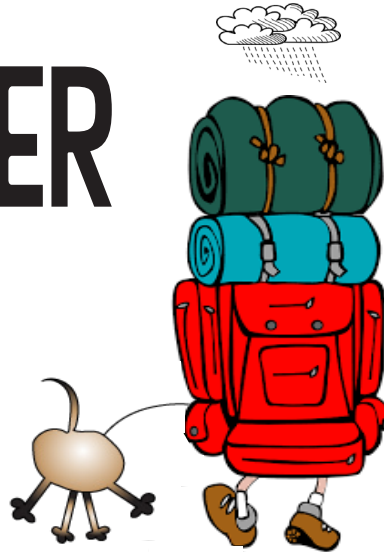
to come.

Thanks go to Donna and Derek of Bike-Alive for organizing and supporting this ride, the only one they were able to do for over a year.

This is a great way to see the lesser known parts of France.



HIKING CORNER



Do you like to hike and take pictures along the way? Great! Consider writing a short article about your adventures hiking and include pictures to round out your story.

Writing about your hiking and including pictures helps other members get out, put on some hiking gear, and head out into the beautiful wilderness around us.

Your articles will appear right here in this spot called Hiking Corner.

So give it a go, and let other members know where the beautiful trails are!

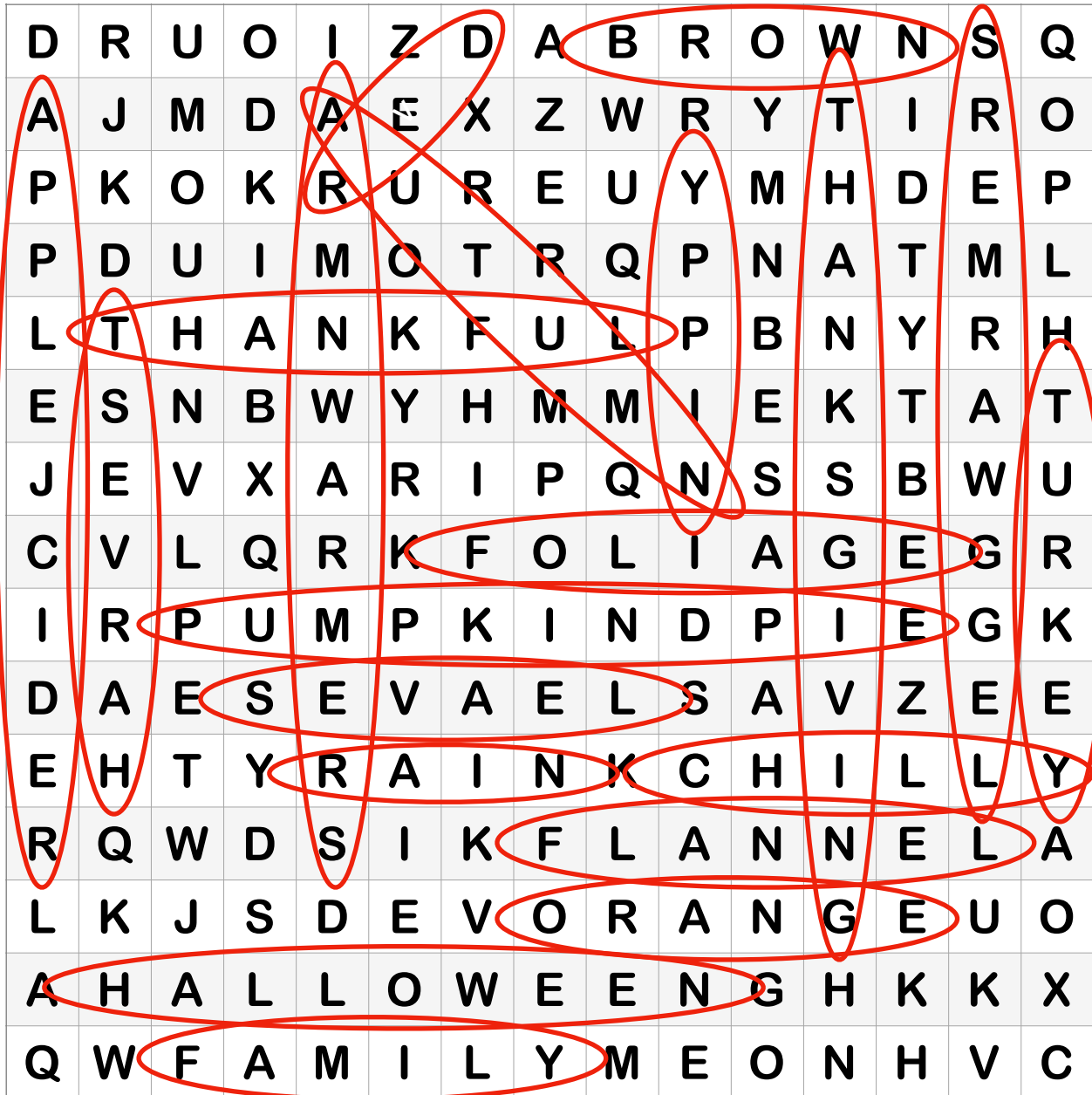
Articles can be sent in almost any format that you can email to me. And don't forget those beautiful pictures.

Email me at: kashvester@gmail.com

Michelle Vester
Editor

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* Number of stick figure bikes is 32