



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



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

It's Spring! I can't believe all the riders I've seen on the road, and trails. Amazing all the people who have decided to take up cycling in all its different forms.

A huge thing now is gravel and Alan and I are seeing these riders on almost all the trails we ride. Most manufacturers are making gravel bikes now so it's fun seeing all the different models and how they compare.

In this issue be sure to check out page 20 for a special announcement by Joe Bernhardt. He included pictures and they are beautiful!

As always if you are planning a springtime getaway on your bike, or if you've already taken a vacation with your bike, or even a hike, write an article about it. It's so fun to read about others doing awesome adventures, and it's also fun looking at the amazing pictures.

Have a great spring everyone and I'll see you on the trail, or the road!





Steve Loughran

The President

Well, welcome to spring and daylight savings time!!! My favorite time of year as the days are longer giving me time to ride after work and I hope this makes for more riding opportunities for you as well. The weather seems to be playing tricks on us with one day being very cold and the next warm. Makes one wonder how to dress for each ride.

We enjoyed our new Winter metric for club members in February. Approximately 80 riders participated in the ride which debuted a new route created by Larry Locken with the help of Jim Nease. Jim lives in the area of the new route and was more familiar with the particulars of some of the roads in the area. For example, one road was closed for some time due to construction so a minor alteration fixed the problems. So, thanks Larry and Jim for the great new route. We also need to shout out to the volunteers without whom these rides would not be possible.

- Rest stop 1** Shawn and Liz Tuberg
- Rest Stop 2** Stuart Gaston and Art Pressel
- Lunch** Lee and Cathy Painter, Liz Gaston
- SAG Drivers** John Acuna, Larry Locken
- Sign in** Bob Fairfield
- Sweep** Lee Stebbins, Miguel Perea and Larry Black

Thanks especially to Liz Gaston for herding the cats and doing all the running around shopping and keeping us all on task. And to Stuart who drove to all rest stops to make sure there would be proper facilities and room for rider comfort.

We now start the process of planning for our PC 100 event. We will, once again, need volunteers for this event. The route is being planned but will, of course, feature our wonderful coastline. We plan to leave from San Juan Capistrano, heading to Dana Point then travel south. We hope to select areas of

interest that may be new to our members with a return to San Juan for a post-ride celebration at a local beer tap house with complimentary beer and meal. This will be an out-and-back loop with many bailout points for those that do not wish to complete the full century. With the high probability that we will not have Amtrak charter available and feedback regarding bus service back to the start, we thought it best to make the ride a loop. Again, we hope to feature some wonderful views of our coast. Any input is welcome regarding areas to ride through along the way. We are in the early planning stages so your suggestions are welcome. Remember, time is short as we need to begin advertising soon.

At our last board meeting (February) Joe Bernhardt was in attendance. As you know, he has moved north to the Reno area along with Miguel Perea (Two past presidents in the same area, is there a trend here?). Joe has offered to plan and host some remote rides for interested members. He suggested June as the best time and will plan some routes and communicate with us in the near future. Keep an eye out for this. This would be a wonderful opportunity to explore the spectacular area in and around Lake Tahoe with two people who know the area and the best riding routes.

So, lots of fun stuff coming up and our ride calendar is full once again. Bring your friends out and we hope they can join us as we explore our local, and remote areas of Southern (Northern?) California and beyond.



WORD SEARCH

WORDS CAN BE FOUND FORWARD, BACKWARD AND DIAGONAL

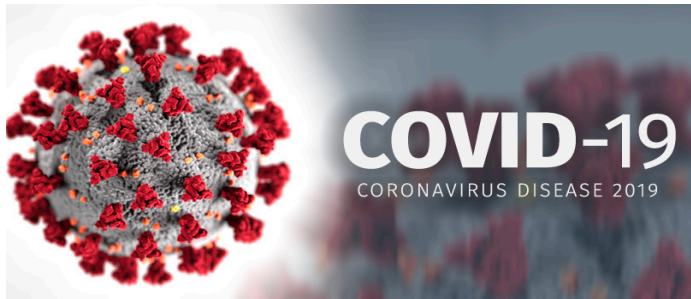
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Daisy	Poppy	Heliotrope	Wildflower
Buttercup	Milkmaid	Lily	Lilac
Sage	Lupine	Buckwheat	Milkweed
Aster	Azalea	Penstemon	Phacelia
Goldfield	Sunflower	Primrose	Verbena



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.





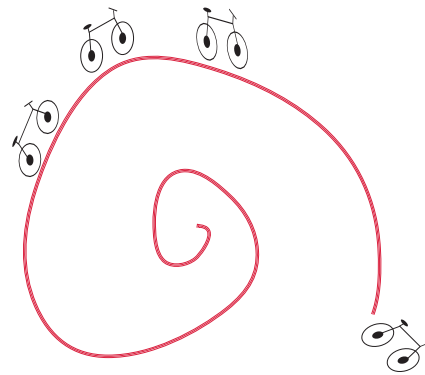
the *VICE* President's Message

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:

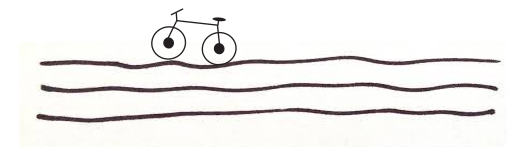
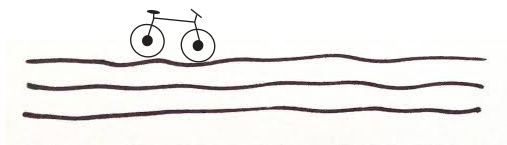
bohlig@olec.com



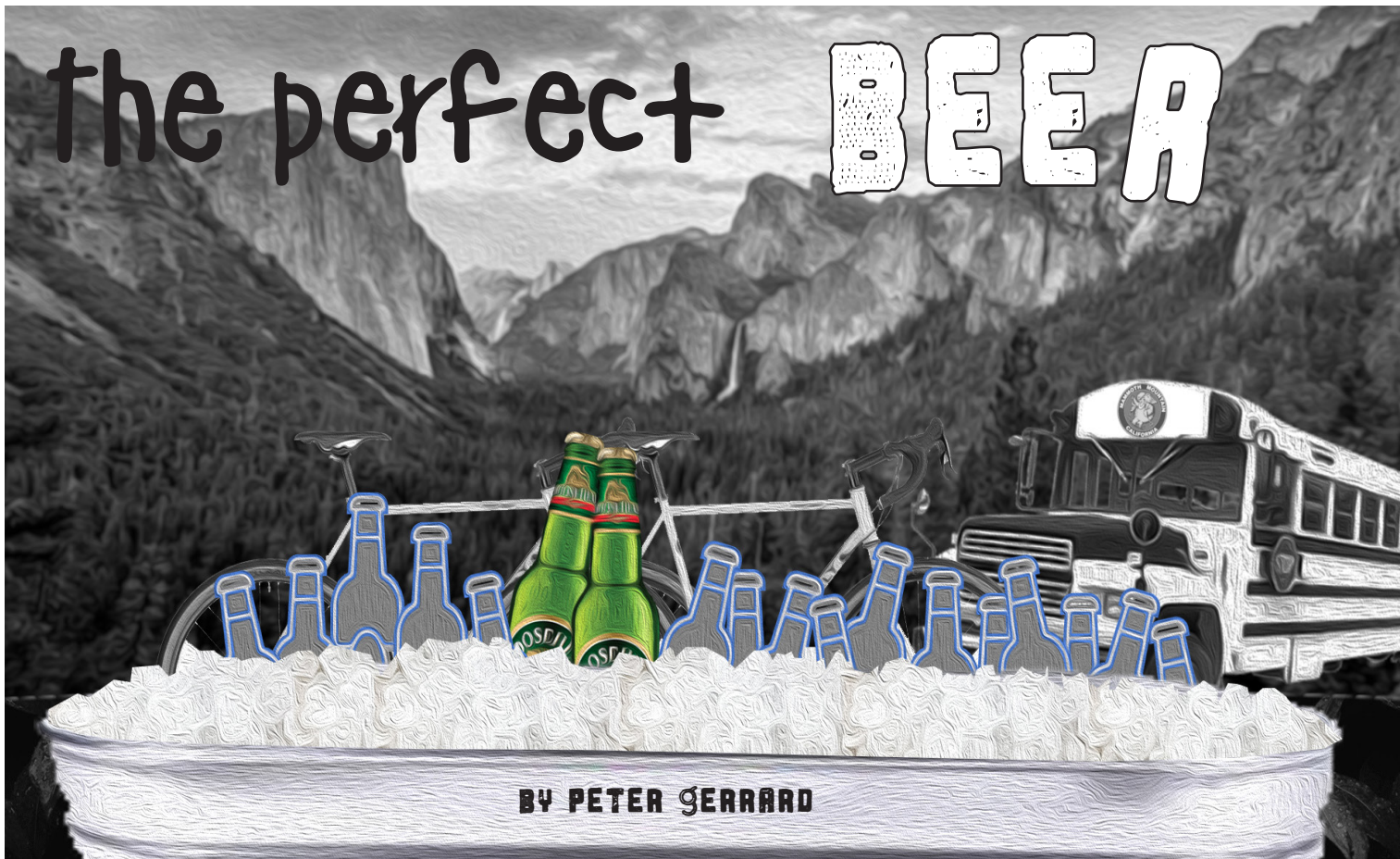
Find all the bikes!

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??



the perfect BEER



BY PETER GERRARD

I am asked to write a story every week, which will eventually be compiled into a book. A printed and bound hard copy which will end up God knows where. It's a good challenge. I'm fourteen submissions in and cycling has wormed its presence through several posts. This week's email suggests I write about, "What is one of your favorite drinks?"

The answer comes to me more quickly than I expected, and it's possibly more specific than the question implies.

A beer. A perfect beer. To be exact, an ice cold, condensation-covered bottle of Moosehead.

It's the early 80's. My wife Kim and I live and work in Mammoth Lakes, California. There are several ski instructors intersecting the various circles of friends we knew. A couple of them wrangle permission from Mammoth Mountain to borrow a shuttle bus for a few days, with a plan to load it up and set off for three days in Yosemite. Cycling is suddenly very popular, the pre-Armstrong surge in interest that occurred for reasons I don't recall. This is the second

year they've done this, but the first time we've been invited.

We load the bus early on a cold morning just after Memorial Day. There's room for twenty people, twenty bikes, our camping gear, clothes, food and one guy who likes driving. Our gateway to Yosemite is Tioga Pass, which has just opened. It's been a good ski season and there's a ton of snow all through the Eastern Sierra.

You get to Tioga Pass from Mammoth Lakes by driving north on Hwy. 395, past June Lake, and hang a left turn on Hwy. 120 just before Lee Vining and Mono Lake. On the drive everything is still blanketed in white both in the Sierra Nevada range to our left and across the terrain all the way to the Nevada state line. After a few miles of straight and flat pavement we start climbing. The bus crawls up the winding road cut into the jagged sides and outcroppings, hugging granite on one side with sheer dropoffs on the other. If you haven't done it, it's quite a dramatic drive, even in the summer when roads are clear of snow and ice.



The Yosemite East Gate is a small building at the top of Tioga Pass, just shy of 10,000 feet in elevation. Snow berms rise well above the top of the bus, and the road into the valley is a black ribbon between tall, white walls surgically carved by snowplows. We unload the bikes and get ready to ride the 62 miles into Yosemite Valley. To say it's cold is an understatement.

The bus leaves first, and we'll rendezvous for lunch at Olmsted Point and its panoramic vista across Yosemite Valley to Half Dome and El Capitan. I don't remember much about this part of the ride, except that the snow surrounding us thins a bit as we wind through Tuolumne Meadows.

At Olmsted Point the bus is waiting for us, as expected. We sit on rocks and low retaining walls, taking in the spectacular view. Lunch is make-your-own sandwiches, and someone whipped up a terrific cilantro rice salad.

I get to talking with an instructor, Dan Oden. Tall, blond, lanky and a smile that is easy and genuine. We decide to have a friendly race to the next stop, Crane Flats, about 25 miles of rolling terrain away. We take off by ourselves.

I love riding, but I'm not a racer. The one time I tried in a local Mammoth Crit I was so far back and gassed after two of five laps that a spectator called out, "Hey, it's A RACE!" as I lumbered past.

We hit a rhythm, taking turns pulling on a road so empty it's like our own private pavé. We tuck the descents, wind streaming through our helmetless hair, try to drop each other on the short climbs but as hard as we push we instinctively stay together. The trees around us flash by, a green blur.

Finally, we see a sign; Crane Flats is a mile ahead. As much as we expected it, we're surprised we've gotten so far so quickly. We pull into Crane Flats, catch our breath, and exchange high-fives. I like to think we finished together. We must have, given the magic of the ride.

Of course, we are well ahead of everyone else.

Crane Flats is more than 3,000' lower than where we started, and the ambient temperature is very comfortable for two spent and thirsty cyclists. In the style of the times, we only had one small water bottle each when we started. They are past being even bone-dry.

There's a Chevron Gas Station and market here. We lean the bikes against a long, low window that runs the length of the building, and the bikes protrude high enough that we know we'll see them from inside.

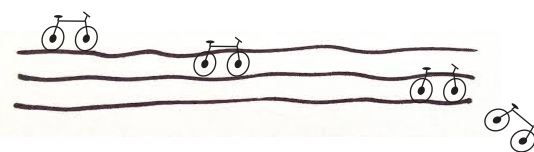
There are all the usual snacks and beverages, but also something unexpected. Running the length of the window where our bikes are visible is a low chrome feed trough, knee high, at least twenty feet long, filled with crystal-clear ice and crammed full with bottles of beer from brands I know, and ones with mysterious and foreign-sounding labels I've never heard of.

I thought my hand would freeze off just from pulling out the bottle with the strangest label. Moosehead. Proudly brewed and bottled in Canada.

While we're paying, the clerk nods his head towards the front exit. There's a church key mounted on the doorframe. We didn't even have to ask how we'd pop our beers open.

It's the coldest beer I've ever consumed, and the only one that's ever been as tasty from first sip to last drop. I've had Moosehead since. And it's never been as perfect as this one. Or as good.

By now other riders are arriving. We soak in the sun and get ready for the last twenty miles to Yosemite Valley. We toss the empties in a trash can near one of the gas pumps and saddle-up.





The Hungry Cyclist



Baked Cinnamon Crunch French Toast

This french toast recipe is great for making ahead when you have family or friends over for the weekend and it's from one of my favorite food bloggers. For more on this recipe and Half Baked Harvest visit: <https://www.halfbakedharvest.com/baked-cinnamon-crunch-french-toast/>

Ingredients

8 ounces cream cheese, at room temperature
1/2 cup heavy cream
1 teaspoon vanilla
1 loaf challah bread, sliced into 1-inch thick slices
8 large eggs, beaten
2 1/2 cups whole milk
1 tablespoon vanilla extract
1/2 teaspoon kosher salt
1/4 cup, plus 1/3 cup brown sugar
2 1/2 teaspoons ground cinnamon
2 teaspoons flour
2 tablespoon salted butter, melted

Preparation

Grease a 9×13 inch-baking dish with butter. In a bowl, mix 1/4 cup brown sugar and 1 teaspoon cinnamon. Sprinkle half the cinnamon sugar over the bottom of the baking dish.

2. In a bowl, using an electric mixer, whip the cream cheese 1 minute. Add the whipped cream and vanilla and gradually increase the speed to high. Whip until fluffy, 1-2 minutes.

3. Grab the bread and make a 1-inch slit at the top, move your knife to create space in the bread, being careful not to poke through to the other side. Spread the inside of the bread with cream cheese, press to enclose (see above photo). You will not need all the cream cheese, save the rest for serving.

4. In a large bowl, whisk together the eggs, milk, vanilla, and salt. Submerge each piece of bread into the egg mix, allowing the bread to sit at least a minute to soak up the eggs. Arrange the bread in the baking dish. Pour the remaining

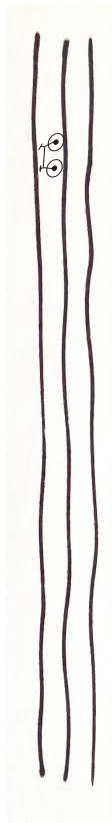
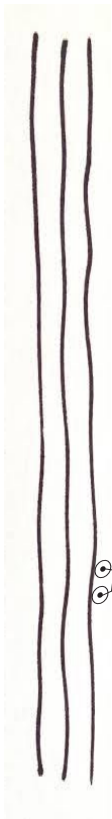
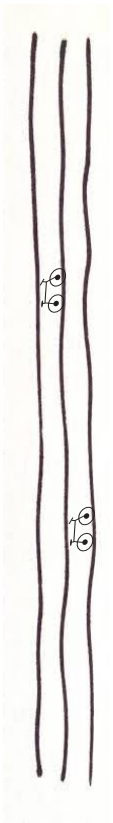


egg mix over the bread slices. Then sprinkle over the remaining cinnamon sugar. Cover and place in the fridge 30 minutes or overnight.

5. When ready to bake, preheat the oven to 375° F. In a bowl, mix 1/3 cup brown sugar, 1 1/2 teaspoons cinnamon, the flour, and butter. Arrange over the bread slices.

6. Cover and bake 25 minutes, remove the foil and bake another 20-25 minutes or until the French toast is deeply golden.

7. Serve the french toast warm, topped with any additional whipped cream. Enjoy!



Join or Renew Your Membership



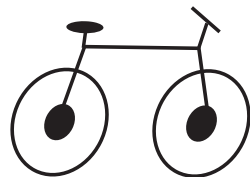
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BY DAN IGNOSCI

The question of the day is “Why do you (OCW members) choose to attend Sunday South County rides?” Good question. Some members explain their reasons in the video below.

<https://youtu.be/bfdIDyX8Psc>





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



STEVE LOUGHRAN

Now that we are heading back into improved weather (like ours ever gets that bad, really) and longer days, we can now start riding more and longer. With that come issues of safety on the road. One area of discussion is always about lights during daylight hours and into the early evening hours. Do I run a solid light or blinking light? Front light or not? Since we ride as a group primarily on roads we share with motorized vehicles and pedestrians (crossing the street for example). I believe that one is clearly more visible with both tail and front lights. Why a front light? Because we want people pulling out of driveways and parking lots to see us coming. Remember, drivers are looking for cars, which are typically further out in the lane, not closer to the curb where we ride. So, anything that brings attention to us is a good thing. As far as solid vs blinking lights, I believe blinking lights attract more attention. Look around the next time you are flying and see if the airport lights and building lights are solid or blinking. Studies have shown that blinking lights attract more attention than solid lights (Including a NASA study I saw that is WAY too technical for me).



LEE STEBBINS

When riding in a group, DO NOT PASS ON THE RIGHT. I have seen several occasions where this occurred, and the unsuspecting rider was inadvertently forced into the curb resulting in serious injuries. If you insist on passing on your right, at least call out "ON YOUR RIGHT".



THOMAS MOUNTAIN OCW MTB RIDE 2014

8 years ago Goat Hill riders met in Idyllwild for a fun MTB ride around Thomas Mountain. The ride started just outside Idyllwild at Hurky Creek with a post-ride lunch at La Casita in Idyllwild.

The video below was featured in Chain Reaction that year. Special thanks to Larry Dubois for his excellent GoPro abilities that day. It's fun to look back 8 years and see just how far technology has come, not only in the GoPro, but mountain bikes as well!

<http://vimeo.com/96459473>



OCW **Poker** Ride



The OCW Poker ride on April 16th was a great success! We had 60 Riders with 4 different routes visiting up to 8 bike shops.

Special Thanks to these shops for their generous donations:

- **Trails End Cyclery**
- **Irvine Bicycles**
- **Rock N Road - Irvine**
- **Hangar 24 Brewery**

The finish line was at Hangar 24 in Irvine. Great music, food and cold beverages and PRIZES!

A good time was had by all!





Mountain Bike Dude

By Alan Vester

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

Product Review: 2022 Kuat NV 2.0 Base Bicycle Hitch Rack



I use my bike rack all the time. Truth is, I never take it off the hitch of my Explorer because I use it 2-4 times a week. I'm always transporting my mountain bikes to trail heads everywhere here in Orange County.

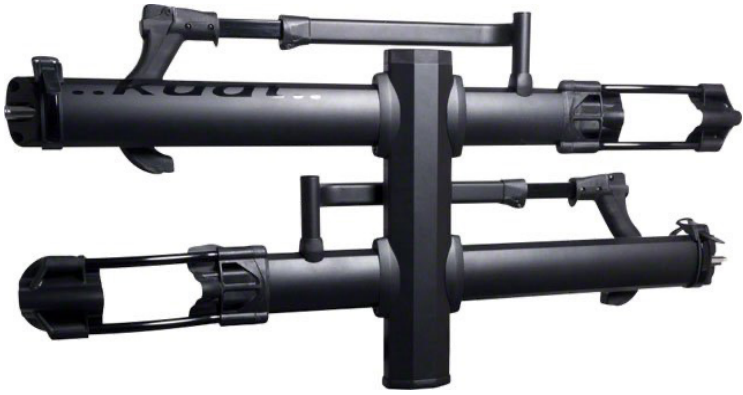
I purchased the Kuat NV 2.0 Base rack with my own money, heck I even paid full retail because discounts are rapidly becoming a thing of the past.

I'm a big fan of both Thule and Yakima bike racks, accessories and their products. My current Thule Classic T2 has been on the back of my Explorer since 2010 and it still works fine. It is starting to show signs of wear and aging, so I decided to replace it this month. I've been

looking at the Kuat racks for a long time because they really have a high-quality look to them. The high-end model is the NV 2.0 with a sleek gray finish and orange anodized supports. It rates very high on the bling factor. I have seen Kuat racks for the past two years on other vehicles and really admire them. The only slight negative is the price. They are a hefty \$849.00.

I purchased the next model down which is the NV 2.0 Base. The difference is the base model is powder coated gloss black with no orange anodized supports. It sells for \$749.00. The base also does not come with the "Trail Doc" which can be added anytime. The "Trail Doc" is a portable bike support that can hold the bike for minor repairs.





It really looks a lot better on my Explorer than the old Thule. The engineers at Kuat obviously put a lot of thought and design into this rack. The spacing of the bikes is perfect and it is the right height and distance from the rear of the vehicle.

Final thoughts. I have to say the Thule XTR is very similar to Kuat and I consider it a good rack. I'm still glad I went with the Kuat. I've only had it for a week, but so far, I'm totally satisfied.



Rules of the Trail

- Ride open trails
- Leave No Trace
- Control your bicycle
- Yield appropriately
- Never scare animals
- Plan ahead

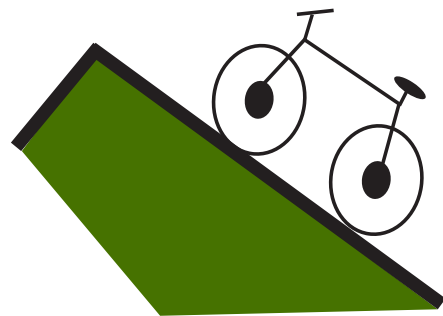
The Base 2.0 came in only a few pieces and was easy to install right out of the box. I would recommend to have a second person assist you because one of you will have to hold the supports while the other one installs the bolts and nuts in place. You can do it by yourself, but it is somewhat awkward. The rack comes in both 2.0 class 3 receiver size and the smaller class 2, 1.25" size. I really like the way the rack mounts into the receiver of the vehicle, and it has a tension knob so you can tighten it in place so it does not rattle around in the receiver which can really be annoying. The mounting of the bikes is easy, and the cradles for the front wheels are adjustable. The rack works on both road and mountain bikes. It even will accommodate fat tire mountain bikes. Another nice feature is with a pull of a lever the entire rack will tilt down away from the vehicle so you can open the rear liftgate of the vehicle without coming in contact with the vehicle.

See ya on the trails.

Alan Vester

Goat Hill Mountain Bike Dude

alanvester7@gmail.com



The hitch pin also has a lock on it to secure it to the vehicle and the rack has locking cables, so when you are parked somewhere, you can lock the bikes to the rack with ease. All the locks are keyed alike, so only one key is needed.

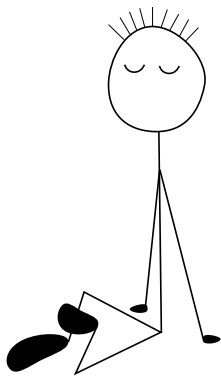
Yin Yoga

Stretching our Body & Mind

Yin Yoga targets your deep connective tissues, like your ligaments, joints and bones. Great to do after a long ride or event.



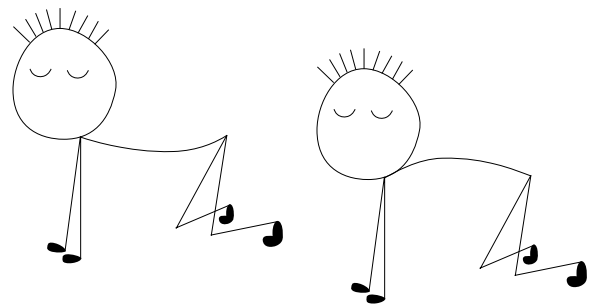
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Seated Meditation Pose

Begin by sitting on a mat or carpet with your legs loosely crossed and both feet resting below the opposite thigh or knee.

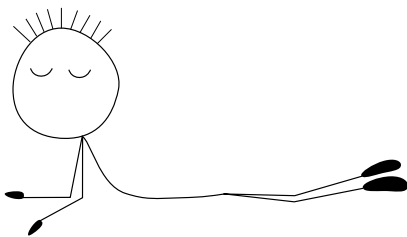
2



Cat/Cow Pose

These poses help warm the spine. Reach Cat Pose by tucking your tailbone and rounding your spine. For Cow Pose do just the opposite by lifting your tailbone to arch your back.

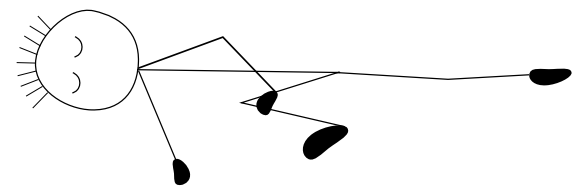
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Sphinx Pose

Begin by laying on your belly with legs side by side. Elbows under your shoulders and forearms flat on the floor. Arms are parallel to each other.

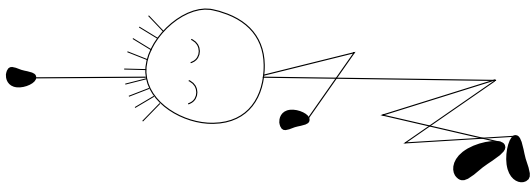
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Supine Spinal Twist Pose

Begin by laying on your back and knees bent with feet flat on the floor. Draw both knees to chest and then extend left leg along the floor. Now move right arm out along the floor, palm facing down. Shift hips to left while placing left hand on outside of right knee. Drop right knee over left leg and hold. Now do opposite side.

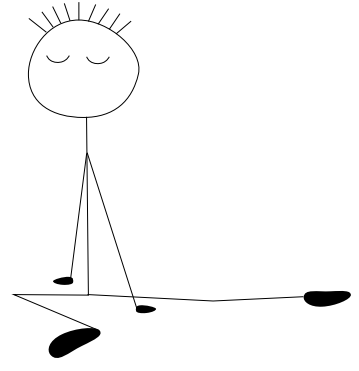
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Side Fetal Pose

Begin by lying on your side with knees bent and up toward chest. Extend bottom arm above head. Relax upper arm with palm flat on the floor.

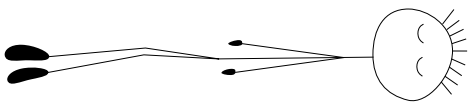
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Pigeon Pose

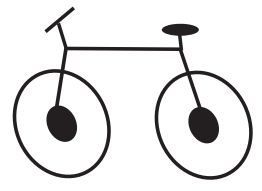
From all fours, bring your right knee forward toward your right wrist or as close as your body allows. Slide your left leg back and point your toes with heel toward ceiling. Come to your fingertips and lengthen your spine. Use support under right buttocks if needed.

7



Corpse Pose

The resting pose. Begin by laying on your back with legs stretched out and side by side. Arms relaxed with palms up and lengthen from your neck through your tailbone.



Special Announcement



By Joe Bernhardt

As many of you know, several OCW members have moved out of state to the Reno/Sparks area in Northern Nevada including myself and former OCW president, Miguel Perea. Both of us have joined the Procrastinating Pedalers cycle club in Reno and have experienced numerous spectacular rides with the Pedalers. Some of our finest rides are in the North Lake Tahoe area which is only a 1-hour drive from Reno.

As a result, Miguel and I would love to share the experience of some of these wonderful rides with all of you. We are planning to play host to all interested OCW members four outstanding rides in the Reno/Tahoe area from Friday, June 11th to Monday, June 13. You will need to make your own hotel reservations and I suggest staying either in Reno or North Lake Tahoe. Reno has numerous major casinos as well as the usual hotel/motel chains. Tahoe is definitely more expensive but a great place to stay. Please note most of our rides will originate in Truckee which is 45 minutes from Reno and about the same time away from South Lake Tahoe.

The rides we plan to offer include:

Boca Reservoir to Palisades Tahoe Ski area (formerly known as Squaw Valley.) This is a great ride that includes riding 10 miles along a beautiful bike path next to the Truckee River, passing through Truckee, and riding on highway 89 next to the Truckee River. 42 miles in length with 2100 ft of climbing. Only one steep climb at the start of the ride.

The Tahoe Triangle: Truckee to Tahoe City, then ride on Lake Blvd with great views of Tahoe to Kings Beach. We then turn north back towards Truckee up highway 267 passing the Northstar ski area and riding through the Martis Creek Wildlife area finishing in Truckee. 37 miles and 2100 ft of climbing.

Truckee to Donner Pass and Beyond: We ride through Donner State Park on our way to epic views on top of Donner Pass. We continue on to Serene Lakes where we will begin our return back over Donner Pass and Lake. An absolutely beautiful ride. 31 miles and 2500 ft of climbing.

Reno to Virginia City then on to Carson City: our longest ride takes us up Geiger Grade to a national historic landmark, Virginia City, once the heart of silver mining in Nevada. This is a fun place to visit but we won't linger there as we need to keep moving back down the hill to Carson City, the capitol of Nevada. We will stop at LA Bakery for nourishment then head back on old highway 395 taking a short detour on Franktown Road where Greg Lemond lived and started his cycling career with the Reno Wheelmen, finishing in South Reno. This ride can be modified for those who want a shorter ride to turn around at Virginia City then return back down Geiger Grade.

If you want more details, have questions or plan to come up, please contact me at my email, joeflysfast@gmail.com (I used to own an airplane) or call me on my cell (949) 439-8225. These rides will also be open to members of the Pedalers so you can expect to meet some great new people. Miguel and I are excited to share this beautiful area with you and we hope you can join us.







HIKING CORNER



BY THERESA NELSON

Sometimes man adjusts the landscape for the improvement of the community but if we are lucky after the project is complete, we are able to enjoy some time in nature. Recently we spent a week in the Las Vegas area, visiting friends, running the Rock 'n Roll half marathon on the strip, exploring Red Rock Canyon and Valley of Fire. One of our days was spent learning about history on the Historic Railroad Trail in Lake Mead National Recreation Area.

The 1931 construction of the Hoover Dam required vast amounts of materials to be transferred from surrounding cities to the dam construction site. To accommodate this movement, 30 miles of railroad were built connecting Boulder City with all the facilities needed for the build (cement mixing plants, quarry pit, gravel sorting, etc.).

The railroad crossed the Hemenway Wash and followed the base of the River Mountains overlooking the Colorado River with branches going

to different sites. Five tunnels were dug out of the mountain to accommodate the railroad. After completion of the dam, the railroad was dismantled and the trail was converted for public use. Users are allowed to hike, bike, ride horses, and walk dogs on this flat easy trail enjoying scenic views of Lake Mead as well as explore the five tunnels.

We started at the Lake Mead Alan Bible visitor center and hiked to the base of the Hoover Dam and back. Interpretive signs are along the route explaining the history of the railroad and you can see some artifacts on the sides of the trail. At one point we passed by a boneyard where old construction equipment was left to deteriorate in the harsh sunlight. Additional signs explained the equipment and how it was used during construction. Round trip was approximately 7.5 miles and there was a rest stop with shade, picnic tables and bathroom halfway through.

The tunnels were larger than standard railroad tunnels because some of the equipment being transported were so large they needed the extra openings. Unlike when we did the Otago Rail





Trail in New Zealand, where we needed headlamps to navigate the tunnels, these tunnels were large enough that we had decent lighting throughout. Some months of the year you can see migrating bats.

The trail is closed during the summer months because of the heat, but open the rest of the year. We look forward to exploring more of this area on our next visit.





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