



# CHAIN REACTION

WINTER 2022



**A QUARTERLY PUBLICATION OF THE ORANGE COUNTY WHEELMEN**



# OCW CLUB LINKS

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HOME PAGE: [www.ocwheelmen.org](http://www.ocwheelmen.org)

CALENDAR: [www.ocwheelmen.org/page/show/418357-calendar](http://www.ocwheelmen.org/page/show/418357-calendar)

OFFICERS: [www.ocwheelmen.org/page/show/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

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

# GENERAL MEETINGS

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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

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

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

Thank you for your continued support and membership to OCW.

[events@ocwheelmen.org](mailto:events@ocwheelmen.org)

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# Editors Musings



Michelle Vester

Happy New Year Everyone!

This year has already started out with lots of rain, and I know that rain can be frustrating for most cyclists but for us mountain bike riders it's a welcome relief for all the dry Southern California trails.

I want to thank all the article contributors for this issue. I know it's been a tough go for some of us to travel and explore by bike or hike new areas because of the continued Covid restrictions, but a lot of you have been getting out and having fun and I love reading about it. So keep those articles coming!

I've been hearing members are having fun trying to count all the little bikes in the issues so I'm going to keep on hiding them. Also, another member favorite is the Word Search. Oh, and by the way, if you have any suggestions for fun games to add let me know. It's always fun to have fresh content that stimulates the mind.

Have a great rest of your winter, and I'll see you on the trail!



**Steve Loughran**

# The President

First off, I am hoping that everyone had a wonderful holiday season. This was clearly a different time for our club again this year. I sure miss our large holiday parties that we have enjoyed over the years but we were unable to hold it again this year primarily due to finances and of course that pandemic thing. We would like to thank Dori Lewis for hosting many OCW members to her home for a holiday party. The evening was nice and relaxed and offered amazing views of Dana Point Harbor.

Looking back on the past year, we had two metric centuries that were well received by all and the feedback was overwhelmingly positive. We have decided to do quarterly metrics for our club. Keep an eye out for that.

I also hope the club can do more remote rides and encourage the membership to provide suggestions or, better yet, actual GPS files (Strava, Ride with GPS, Map My Ride, for example) to Larry Locken. I would love to see us do a remote ride maybe once a month. I would also like to see more “destination” rides, for example to a brewery, coffee shop, cycling event, etc. How about some bike camping trips? If there is any interest in that activity, we clearly have experts in assisting in planning a route and supplies. This is one, very easy way, for all members to get involved. It doesn’t take much time but is appreciated by all.

In the past year we also had the pleasure of hosting Dan Harkins who shared his involvement and some inside knowledge of the 1984 Olympic road race in Mission Viejo. The talk was well attended and was extremely interesting. At the time, the road race was the most attended event in Olympic history. Needless to say, the planning committee was not prepared for such a turnout and Dan talked about what had to be done, literally at the last minute to

accommodate the event. Amazing to hear about what happened behind the scenes at an event in our back yards. It was also the first women’s road race in Olympic history. The presentation was followed on Saturday, with the club ride traversing the Olympic course. If you have never done it before, I suggest you do. It is not an easy course. Remember, the men did 10 laps and the women did 5 laps.

One of the most amazing accomplishments for the club has been the conversion of over 600 paper/database-based rides to electronic routes via Ride with GPS. This was accomplished though the hard work of Larry Locken, our ride director for the club. I can’t imagine the hours of time this has taken. This now allows members to download the route to your device and for tracking the ride. When you see Larry, please give him your thanks for this tremendous accomplishment for our club.

The club has also begun South OC rides over the past month. See article in this issue by the ride leader Dan Ignosci. I have ridden with that group on several occasions, and they are a great group. We hope that you can join them and meet some members from this area as well as exploring some areas that may be new to you.

Lastly, I hope we have a tremendous participation in our Winter metric. This will be a new event for us, as discussed previously, we plan on having quarterly metrics. The route is also new with a ride up into Chino Hills. See the calendar for February and sign up.



# WORD SEARCH

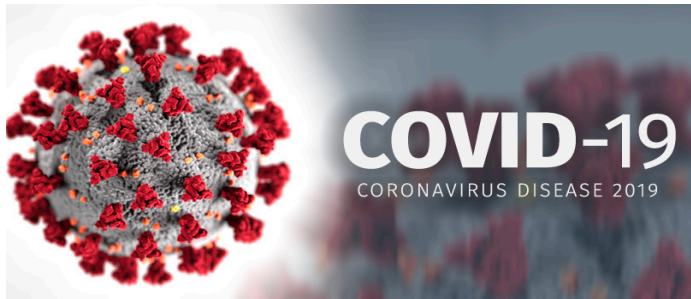
WORDS CAN BE FOUND FORWARD, BACKWARD AND DIAGONAL

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<b>VALENTINE</b>	<b>RED</b>	<b>PINK</b>	<b>HEART</b>
<b>LOVE</b>	<b>CHOCOLATE</b>	<b>CUPID</b>	<b>HUGS</b>
<b>ROSES</b>	<b>KISS</b>	<b>BE MINE</b>	<b>CELEBRATE</b>
<b>FLOWERS</b>	<b>ROMANTIC</b>	<b>SWEETHEART</b>	<b>SMOOCH</b>
<b>XOXO</b>	<b>HONEY</b>	<b>SECRET ADMIRER</b>	<b>CUDDLE</b>

 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](http://www.ocwheelmen.org) for further details.**

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

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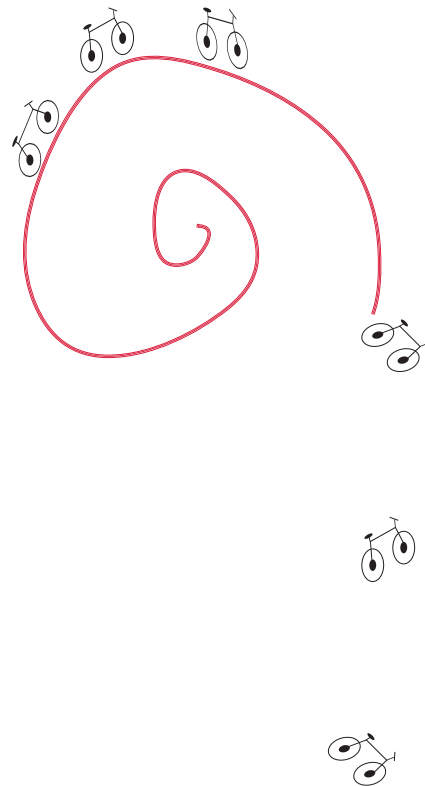
# the *VICE* President's Message

**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:

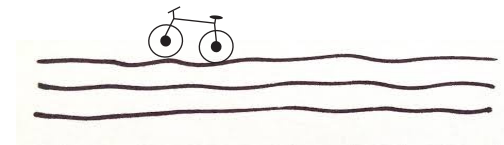
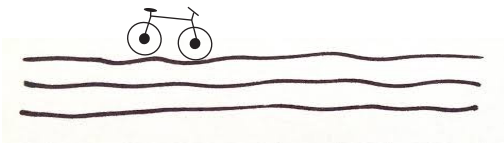
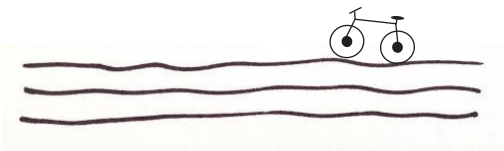
[bohlig@olec.com](mailto:bohlig@olec.com)



# 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??





# THE LAST FIG NEWTON

A TALE OF TWO RIDES

BY PETER GERRARD

I break into my last two-pack of Fig Newtons at the intersection of Via Verde and Holt Ave. in Covina, using my teeth to rip the package. “Tear Here” hadn’t worked on the four other packets, but I still try.

When I wriggle the first one out of the packet the sides crumble. It’s as if the heat of the day baked and crisped the cookie.

I chug it down with what’s left of my eighth water bottle. The next rest stop is only 4 miles away. The end of the ride is 12 miles in the unseeable future.

All the water and hydration drinks I diligently downed haven’t kept me from cramping.

Missing a turn and adding another 8 miles isn’t helping, either.

My phone jangles. It’s Sam, who I started out with and lost when I missed that turn.

“What?” I am not very talkative for some reason.

“Where are you?” he asks.

“West Covina, I imagine,” I reply. “And I’m almost out of Fig Newtons.” I hope he can sense the gravity of the situation.

“Can you make it to the last rest stop? I could pick you up there.”

I don’t want to know if he’s already finished and at the beer tent, so I don’t ask.

“I’ll call when I get there.”

It’s only another 4 miles.

So far, to borrow from Charles Dickens: It’s been the best of rides...it’s been the worst of rides.

## THE BEST PARTS

The first 54 miles, rolling through many quaint and charming foothill towns I’ve never seen.

Adobo Velo’s incredibly welcoming people, and a Rest Stop with Grilled Cheese and Spam.

miles through the Claremont Colleges.

**Full disclosure:** At one point I experienced pilot error and GPS misbehavior. Added an additional 8-plus miles and a bit more climbing. The error was mostly mine, but the route signage was culpable. Being a GPS novice, I kept ignoring my Wahoo's nagging beeps. When I finally realize I was probably going to Pasadena via Sherman Oaks, I backtracked. Even then I was helpfully "directed" down a trail that quickly turned to very unimproved and weed-choked dirt. At which point I decided to go analog and follow the printed route slip I'd grabbed, just in case. And it was.

### THE MEH PARTS

Lake Avenue. It's the vilest street in the world. Trust me: I kept lying to my poor body that we were almost done with it and that there was water somewhere up ahead. I did this cajoling for an eternity, 100 yards at a time. Or feet, maybe. Finally found a park, and water, but the damn GPS kept barking its "Rerouting" message. Thank you, Charles F. Farnsworth for having a wonderful park (and Amphitheater!) built in your name.

Trudging through cities that don't believe in bike lanes (I'm pointing at you, Pasadena) and endless rows of faceless industrial tilt-ups with miles to go before you sleep.

Rest Stops with waning or no supplies.

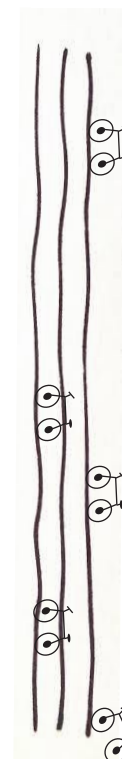
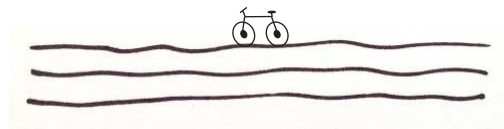
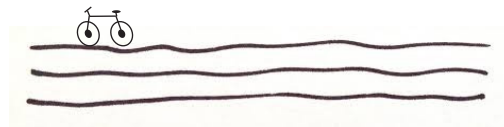
And, how can you have Rest Stops in our overheating world that don't have sunscreen?

### CODA

So, 108 miles and change, finishing in the dark, leading a rider named Victor (his first century, he said) from behind as I had a taillight, and he didn't. His friends embraced him at the finish line, and he took the time to look at me and mouth, "Thank you."

The food was gone, and Sam wasn't really in the mood for finding beer. Anyway, I expect that well had run dry, too.

It's the first century I've ever done on a bike with a single front ring and big, 700x35c tubeless tires. And the first one I've done where I didn't fall asleep on the way home.





# The Hungry Cyclist



## Instant Pot Beef Stew

I finally got myself an Instant Pot and I'm so very happy! What an easy way to cook and the flavors are unbelievable. This was one of the first recipes I made in it and talk about fast, easy and so good. This recipe can be found at <https://littlespoonfarm.com/instant-pot-beef-stew-recipe/>

### Ingredients

- 2 tablespoons olive oil**
- 1 ½ lbs. stew meat (cut into 1 inch pieces)**
- ½ teaspoon salt**
- ½ teaspoon black pepper**
- 2 lbs. potatoes (peeled and cut into 1 inch pieces)**
- 8 medium carrots (peeled and cut into 1 inch pieces)**
- 1 medium onion (diced)**
- 2 cloves garlic (minced)**
- 4 cups beef broth**
- ¼ cup Worcestershire sauce**
- 3 tablespoons tomato paste**
- 1 teaspoon chopped fresh rosemary**
- 1 teaspoon fresh thyme leaves**
- 2 bay leaves**
- 3 tablespoons cornstarch (tapioca starch or arrow-root)**



### Preparation

**Brown the meat.** Place the olive oil in the Instant Pot and push the SAUTE button. Toss the meat with the salt and pepper and brown the meat on all sides.

**Deglaze the pan.** Add a cup of beef broth to the pot and use a large wooden spoon or heat-safe spatula to deglaze the bottom of the pan. Stir in the remaining beef broth and tomato paste. Press the CANCEL button to turn off SAUTE function.

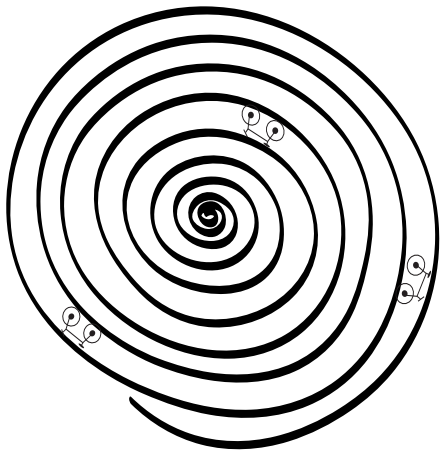
**Add ingredients.** Place the remainder of the ingredients, except the cornstarch, into the pot and give it a good stir.

**Pressure Cook.** Place the lid on the pot and make sure the vent is in the SEALED position and press the MANUAL button. Adjust the time to 35 minutes at HIGH PRESSURE.

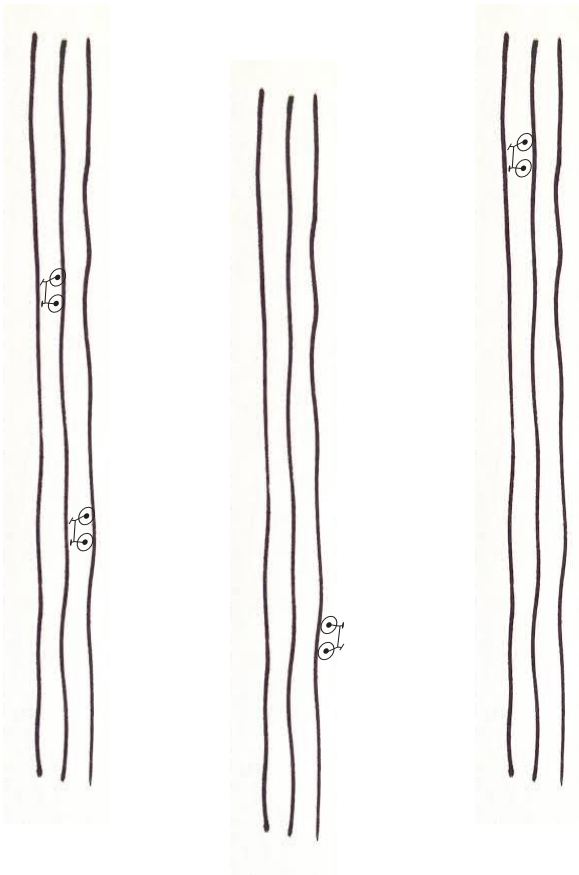
**Release pressure.** After the 35 minutes is up, let the Instant Pot natural release for 15 minutes and then turn the valve to VENTING position to release any excess pressure.

**Thicken.** Open the lid, remove 1 cup of liquid and let cool slightly. Whisk the cornstarch into the liquid until smooth and then pour it back into the pot. Stir to thicken.





# Join or Renew Your Membership



↑  
Just  
Click



# FOR SALE



**Allied Alfa road bike size 52+ (“+” denotes a taller head tube)**

Harlequin Custom Paint (changes color, depending on angle of light)

Shimano Dura Ace 9100 crank, derailleurs, shifters, brakes.

Absolute Black 50x34 oval chain rings

Shimano Ultegra 11-34 11-speed cassette (and Dura Ace 11-30 spare)

Kogel Kolossos oversized pulley system

Shimano Dura Ace 9100 C40 clincher wheels, Conti GP5000 700x38c tires

Easton EA 90 stem 100mm

Easton EC90 Aero bars 42cm

Easton EC90 25mm offset seat post

Pro Stealth carbon or Specialized Power carbon saddle

Supacaz bottle cages (matched to bike paint)

Some paint chips on driveside chainstay and downtube

(**note:** pedals, bag, computer not included!)

Contact Peter Gerrard, 949-294-4116 or [peterg@cox.net](mailto:peterg@cox.net)



# INSIDE KNOWLEDGE

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

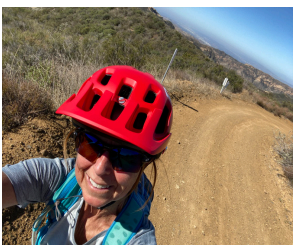


STEVE LOUGHRAN

With the immense amount of new equipment and bikes on the market over the past 5 years or so comes with it an entirely new set of skills necessary for the cyclist. Disc brakes, hydraulic systems, wireless systems, one-by crank sets, power meters, GPS devices. It all seems overwhelming. However, when buying a new bike, please take some time to learn the equipment on your bike. Not knowing how a through axle works will prevent you from being able to take your wheel off to fix a flat tire.

Speaking of which; all cyclists should know how to fix a flat. There are plenty of fellow cyclists who can assist you, but if you are on your own, this is a mandatory skill. I'm not sure I've met anyone who has never fixed a puncture. There are also plenty of videos out there that can provide instruction. Some would argue that running tubeless tires prevents punctures as they are self-sealing. Well, we all know that sometimes the best solution is to put in a tube to make your way home. So, I would say you still should know how to perform this task at a minimum.

While most of us will not perform more complex maintenance of our bikes (say bleeding the hydraulic braking system for example), take some time to learn your new machine. This is clearly one good reason to buy from your local bike shop (shameless plug). They are there to assist you in learning the basic functioning of your bike and are there to make adjustments to your new bike, typically without charge for a period of time.



MICHELLE VESTER

To my total amazement after backpacking, hiking, and mountain bike riding in remote areas for the past 30 years I have never seen a mountain lion.....until now. Over the last 30 years I have seen bobcats, deer, coyotes, bears, and snakes, but fortunately never a mountain lion. And, I never wanted to see one, as that is one of my greatest fears. This sighting was while mountain bike riding in the Cleveland National Forest on Santiago Truck Trail climbing up toward Old Camp. I can't count how many times I've ridden this trail, but this particular time I was supposed to be riding with the Goat Hill group to Old Camp, starting out with a short ride through Whiting Ranch, but I forgot my hydration pack in the car. So the group continued the ride while I rode back to get my pack. Fortunately, Alan waited for me at Four Corners in Whiting and was with me when we stopped to look at the view on Santiago Truck Trail when several yards in front of us this magnificent, and HUGE, mountain lion jumped out of the scrub and casually walked across the trail in front of us, and then jumped into the brush on the other side. The same trail we had to ride! I was fortunate to have Alan with me. So my advice is when you are in remote wilderness, even mountain bike riding, it is a good idea to have someone with you, as well as a cellphone or other communication device. Safety in numbers!!

# TO EBIKE



# OR NOT

BY ALAN DAUGER

For me it had become a choice between riding and not riding. A couple of years ago the osteoarthritis in my left hip became noticeable. The X-ray showed that its cartilage was gone – just bone rubbing on bone. Load-bearing activity, such as the hiking that I love, became more difficult. Bike riding was a lot better, even somewhat therapeutic. But over the past year, I had to cut down my distances. Keeping up with the OCW Saturday medium group became impossible, so I started to condense the routes a bit, so I could arrive at the finish about the same time as others. In time, even that became too painful, so I started doing the short rides on my own instead.

It became apparent that my only long-term fix would be a hip joint replacement. I gathered all the information about it and decided that the many benefits would offset the few risks. The recovery time is supposed to be about four months or so. The major trip that my son and I had planned for last January has, due to Covid, been put off until next February. So this surgery has been scheduled for next March,

after the trip.

Meanwhile, even my 24-mile rides became difficult. I noticed that I was riding very asymmetrically, with the right leg doing almost all the work. This caused me to put a great deal of pressure on the right handlebar, analogous to walking with a cane. As you may know, a cane is held in the hand on the opposite side to the weak or injured leg. Continuing in this way would cause further problems in the muscular-skeletal system.

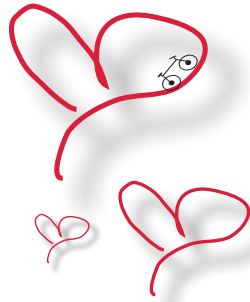
I always knew an E-bike was in my future, maybe when I turned 85 or so. But I realized that I had better make the transition a few years earlier (I'm 80). So I became the proud owner of a Specialized Turbo CREO SL Expert. See its photo and a close-up of the power unit. In shopping for this I started at a middle price range, but I moved up my target to get all the features I really would like: Carbon frame and wheels, disk brakes, electric shifting, and a reasonable weight. This E-bike provides a variable assist only when pedaling. It is not a motorbike.



I took my first ride the Sunday after I got it. Just 23 miles, flat. It handled much the same as my other bikes from Specialized, Trek, and Lightspeed, but oh what a pleasure to go fast without strain! After this ride, my hip joint pain was way down – kind of therapeutic again. I have now rejoined the OCW Saturday medium ride, and thankfully the other riders have accepted my E-bike in the group! Some would say that an E-bike is not a real bicycle, but for my situation, I beg to disagree!



Happy Valentines Day!



# Get Out and Ride!



# Mountain Bike Dude

By Alan Vester

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

### Disc Brakes

One of the greatest innovations to come to mountain biking was disc brakes. Road-style rim brakes were the normal configuration on most production mountain bikes for years. The problem with running rim brakes on a mountain bike was trying to slow down and stop on long or steep downhills. The brake pads contacting the rim would generate so much heat in some cases it would actually blow the tire and tube right off the rim. I know this is true because it happened to me when I was riding down the face of Snow Summit in Big Bear, CA.

We have used disc brakes in the automotive industry since the 1960's. Prior to that, all cars and trucks used drum brakes which were marginal at best. Funny thing is, even today in 2022 some automotive manufacturers still use a disc brake in the front and drum brakes in the rear to cut costs.

The first disc brakes for mountain bikes showed up in about 1997. The early iterations were cable actuated, which are still available today. About the same time, hydraulic disc brakes showed up on select mountain bikes.

Cable disc brakes work fine, but it takes much more effort to pull the brake lever which actuates a cable that moves the pads towards the rotor. Hydraulic brakes are used on bicycles, cars, trucks and motorcycles. It requires much less effort to use hydraulics to actuate two pistons which move the pads into contact with the rotor.

Bicycle engineers soon discovered that using the typical quick-release axle was not a good idea because it was difficult to center the wheel and disc properly. The engineers came up with what we call the "Through Axle" which is used on almost all mountain bikes in both front and rear. Through axles properly center the wheel on the fork and frame. There is a slight weight penalty, but not a real issue with mountain bikes.

Road bikes for decades have used rim brakes with quick-release axles due to simplicity and low weight. Rim brakes on road bikes work well in most cases. 2010 saw the first production disc brakes on road bikes. Some manufacturers went with cable-actuated brakes with through axles. It was found disc brakes on road bikes were a noticeable improvement in stopping power. 2021 found that most all bicycle manufacturers are building bikes standard with hydraulic-actuated disc brakes and through axles. They have been able to get the weight down and I would say most riders put up with the slightly extra weight to obtain the superior brake performance. I would say, we are not going back to rim brakes.

### Differences in brakes

Most mountain bike disc brake systems are manufactured by Shimano, SRAM and Magura. I have use all three of the manufacturers brake systems and in my opinion, Shimano makes the best, most reliable disc brakes for mountain



biking. Heck, I think they make great road bike disc brakes too.

Brake rotors on mountain bikes are normally either 160, 180, 200 or 205 mm. 160 and 180 are the most commonly used sizes in mountain biking. A popular combination is 180 in front and 160 in the rear. 200, 205 and up are used for enduro or downhill mountain bikes where you need superior stopping power.

Road bikes normally run 140 to 160 mm discs. Road bikes are lighter than mountain bikes and you don't really need large, oversized brakes to slow down a lightweight road bike. A typical road disc would be center lock (which means it attaches to the hub with splines instead of 6 small bolts). They have large fins for cooling. Road bikes still come in both cable and hydraulic actuated.



Shimano Center Lock Road Disc Brake Rotor

Mountain bike rotors come in both center lock, and bolt-on. The bolt-on style is the most popular and the center lock is higher end.



Shimano Bolt-On Disc Rotors



Shimano Center Lock Disc Rotors

We live in great times. Road and Mountain Bikes are better than ever.

See ya on the trails.

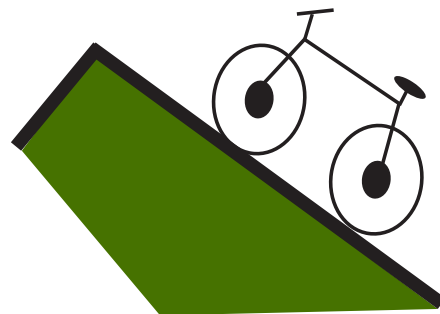
Alan Vester

Goat Hill Mountain Bike Dude

[alanvester7@gmail.com](mailto:alanvester7@gmail.com)

## RULES OF THE TRAIL

1. **RIDE OPEN TRAILS**
2. **LEAVE NO TRACE**
3. **CONTROL YOUR BICYCLE**
4. **YIELD APPROPRIATELY**
5. **NEVER SCARE ANIMALS**
6. **PLAN AHEAD**





By KEVIN AND XIMENA ANSEL

We did an overnight mini bicycle tour with Darren Alff, The Bicycle Touring Pro. There were a total of 15 riders, including our friends Joe and Margaret, who we have toured with several other times. Darren calls this his ‘Bikes and Burritos’ tour. Darren Alff has been traveling the world by bicycle for over 20 years. He is very popular with his YouTube channel which he has posted over 600 videos. He has taught thousands of people worldwide how to conduct their own bicycle tour.

The group started the ride in Camarillo, California and made its way through the farmland and down the coast to Malibu. Leaving Camarillo, we rode along the Camarillo Bike Path, which follows the Calleguas Creek. From there, the ride traveled through large fields of artichokes, peppers, rhubarb, parsley, and probably other vegetables that we could not easily identify. The bike lane was wide but had a bunch of mud and dirt clods from the previous week’s rain and farm equipment driving on it. But it was still rideable. We made a stop at Cal State University Channel Is-

lands for a break and photo opportunity near the bell tower. It is a small beautiful campus. Since the students were on their winter break, the campus was almost empty. The campus used to be the site of the Camarillo State Mental Hospital from 1936 to 1997. The hospital is rumored to be the Eagles’ inspiration for the classic rock song “Hotel California.” However, it has never been confirmed. The hospital was converted to a university in 1997. One of the women on the tour had attended college there. She told stories of how the campus is supposedly haunted. People have seen ghostly figures and heard screams in the night. Luckily, we were not camping there.

From the campus, we made our way down to Pacific Coast Highway. Heading south, the group made a stop at Point Mugu Rock. The rock is on the ocean side of PCH and is a good place to take a break and more photos. We had a beautiful view of the ocean and made the most of it while the group relaxed and got to know each other a little better. We finished the ride along the coast at

Sycamore Canyon State Beach. There were two campsites reserved and we wasted no time selecting our spot to pitch the tent. Since Ximena and I have pitched our tent so many times, work-

around the fire relishing in its warmth while others retired to their tents. The night was very cold, even with our 15 degree down sleeping bags.



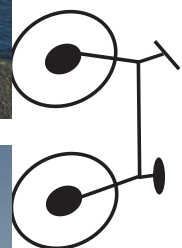
The next morning, while waiting for the sun to clear the canyon walls, we drank hot tea to warm up. After enjoying a tasty breakfast, we packed up the tent and gear into our panniers. At approximately 10:00am the group hit the road heading back to Camarillo. We basically retraced the route from the previous day. As we got

ing as a team, our tent was one of the first ones set up. After settling into camp, the group walked down to the beach to enjoy the lovely sunset. The sky was orange as the sun dropped into the ocean like a big fireball. We were also treated to a pod of dolphins feeding not far off shore. As soon as the sun went down it started to get cold. We all returned to camp and enjoyed a delicious burrito dinner around the campfire. We were glad that we brought our down jackets and gloves. As it got late, several of us stayed up and sat



back into town, we made a slight detour through a residential neighborhood. This neighborhood had a large sign strung over the street calling itself 'Candy Cane Lane'. The entire neighborhood had decorated their homes for the holiday season. It was a wonderful way to finish our mini tour and a perfect late December overnight bicycle trip.

If you want more information about Darren Alff, the Bicycle Touring Pro, you can find him on YouTube and his website [www.bicycletouringpro.com](http://www.bicycletouringpro.com). If you would like to see more photos and a video about the weekend by Darren Alff, check our website [www.anseladventures.com](http://www.anseladventures.com). Until next time...





# Come ride with the most diverse bicycle club in Orange County



[www.ocwheelmen.org](http://www.ocwheelmen.org)

# OCW Sunday South County Ride



## Started at the beginning of pandemic to now

We started our rides, innocently enough, when the pandemic began in March of 2020. Four friends from different parts of Orange County, wanting to help motivate and hold each other accountable to exercise more often, who met at the ARTIC in Anaheim for our first group ride.



Our rides originate on most Sundays at JD Flannel Donuts, in San Juan Capistrano, off Ortega Highway, west of the 5 freeway. JD Flannel was recently rated the number four donut shop in Orange County, by the Orange County Register, so the sweets and camaraderie are top notch after each of our rides. On the first Sunday of each month, we ride out of Rj's Café in the Dana Point Harbor, which is one of the top-rated breakfast restaurants in South Orange County.



We partnered with the Orange County Wheelmen about three months ago, desiring to create additional rider pace groupings and add more ladies to our rides. After listening to rider feedback over the first month, we added two new routes in addition to our flat scenic spin route. The new rides include a forty-mile rolling hills southbound route to Las Pulgas and back, as well as a thirty-six-mile loop ride that includes climbing Avenida La Pata in San Clemente.



Based upon my experiences, group rides typically have their own unique characteristics. In addition to our post-ride snacks, each of our South County rides has a sweep who makes sure that no one gets dropped. That's not a hope on our rides, it's a fact...no one gets dropped. We also regroup a few times on each ride, allowing an opportunity for riders to chat a bit and get to know each other better, yet we still maintain an average pace between fifteen to eighteen miles per hour.

Feel free to contact me at 949.525.1199 or [danignosci@cox.net](mailto:danignosci@cox.net) with any questions, or even better, join us on an upcoming Sunday South County ride!!!



# HIKING CORNER



## SLOT CANYON IN SOUTHERN CALIFORNIA

BY THERESA NELSON

Southern California is known as an arid environment which I often describe as an “irrigated” desert. We don’t really get the lovely limestone-formed canyons like Utah and Northern Arizona. In the past, we have explored parts of Anza Borrego and other areas of the California desert which have mud-formed canyons. However, we have discovered a fun local slot canyon formed by naturally eroding sandstone walls.

Recently while camping in San Elijo near Solano Beach, an OCW friend, Gwen Hontz upon noticing our Strava activities in the area, suggested we check out a close-by Slot Canyon hike. A quick drive from our campsite brought us to the Rios Ave Trailhead. You can also access the hike from Solana Hills Trailhead.

An easy trail alongside wild flowers takes you to Annie’s Canyon Trail. As you continue onto Annie’s trail it becomes one way through a slot canyon path with switchbacks and very narrow passages including ladder-style stairs. In some areas we needed to scramble and use both our hands and feet to propel us up.

There is a wooden platform on the top where there are panoramic views of the Pacific Ocean and the San Elijo Lagoon. Wooden steps led us back down to the easy path to get back to the parking area. The hike is approximately 1.5 miles but you could extend it by adding some mileage into the Lagoon network of trails.

If you are in the area, I suggest you check it out. <https://thenaturecollective.org/location/annies-canyon-trail/>







# St. Malo to Nice Video Clips

*By John Renowden*

In the last edition of Chain Reaction I described our 1,000-mile ride through France, from the North coast to the Mediterranean. By way of illustration, for this issue, I've included a few video highlights from our trip:

*Mont. Ventoux*

<https://www.dropbox.com/s/d7cj375dywlwnw/Mont%20Ventoux.mp4?dl=0>

*Descent to Nice*

<https://www.dropbox.com/s/okxedje86yqo947/Descending%20to%20Nice.mp4?dl=0>

And a compilation of stills (taken by Donna of Bike Alive) covering the whole trip. This gives a good impression of the variety of countryside as we progressed south. Most impressive were the deep gorges we had never seen before.

<https://www.dropbox.com/s/zww13y78p72gmqr/13%20Days%20in%20September.mp4?dl=0>

*A description of the trip can be found here*

<https://bike-alive.com/st-malo-to-nice-relaxed>

*Relive the whole ride*

<https://www.dropbox.com/s/zce7mdw540q6v4n/Relive%20St%20Mal%20-%20Nice.mp4?dl=0>

**Note:** The music used in the clips are not in the public domain, and is for personal use only and cannot be circulated beyond the club members.

# WORD SEARCH

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\* Number of stick figure bikes is 52