

## MAY SCHEDULE

**Saturday, May 1st – Trainer 5 - SAND CANYON TRAINER** (69 miles - 5200 feet) We start our 2nd month of trainers today and they definitely start to get harder. Today's route is not any longer in miles than previous trainers, but the climbing starts to increase. I don't think many of the remaining trainers will have less than 5000 feet of climbing. To ease into the increased climbing, today's route spreads most the elevation gain over 4 major climbs. At least that gives you a rest between each climb. The main climb is Sand Canyon with its double peaks. One nice thing about this route is that you get to ride down Little Tujunga which we will be climbing in a few weeks, so you get a preview. However, before Sand Canyon, we start with a couple of moderate climbs: First Sepulveda over to the valley and second, the hump over to Newhall. Then it's up Placerita Canyon, which is sort of a warm up for the big event, and then it's up Sand Canyon (which has two peaks). After a quick trip across the Valley we ride our fourth and final climb back over Sepulveda and we are done. Be sure to bring some snacks to eat up at Bear Divide, because it's a long way to lunch on this route. (One of the reasons we don't ride this one very often.) Bear Divide, with its picnic tables, is always a pleasant place to re-group after the climb (I do not think water is available there any longer but I don't think there are any bears there either.) **START: BRENTWOOD ELEM. SCHOOL - San Vicente & Gretna Green.** From San Diego Frwy (405), off & west on Wilshire, R - San Vicente, L Gretna Green (1 block past Bundy). We park on the street.

**Sunday, May 2nd - RING AROUND THE VALLEY** (long 53 mi & 1200 ft, medium 47 mi & 1100 ft, shorter medium 35 mi & 500 ft, short 19 mi & 300 ft) Of course the title of these rides refers to making circles around the Valley, but it could have a double meaning. For instance, as we ride, we could constantly call the other riders on our phones so that our phones would ring around the Valley. Or we could all carry little bells on our bikes and ring them around the Valley. Here's a stretch – if it's a hot day and we sweat a lot, we might have to wring out our sweat bands around the Valley. (OK, I know that last one isn't spelled the same.) But of course the name does refer to the loops we will be making in the Valley today. These routes were created by **Richard Wedeen** and from short to long, each route rides an ever larger and larger circle around the Valley. A primary feature of these loops is that they all pass by the history mural in the Tujunga Wash. That way you can get a little history with your ride. The short does a small ring primarily just to take in the mural. The two mediums are slightly larger counterclockwise loops around the Valley getting as far west as Balboa Blvd. The long makes the biggest ring getting as far north as Sylmar and as far west as Cal State Northridge. The routes are fairly easy and the scenery pleasant for an urban route. Why not join us and if you want to – bring a little bell with you. **START: Los Angeles Zoo parking lot at the north end.** From Ventura (134) Frwy or Golden State Frwy (5), exit near Griffith Park at any exit marked by signs to the Zoo or to the Autry Museum. Follow signs into the park and to the Zoo lot. We will be meeting at the NORTH end by the Camel sign. Don't confuse us with other groups which sometimes start here.

**Thursday, May 6th - TRIPLE DIPPER RIDE** See the description at the end of this schedule.

**Saturday May 8th – Trainer 6 - BALDY VILLAGE DOUBLE OPTION TRAINER.** (58 mi & 6100 ft or 48 mi & 5000 ft An optional climb adds 10 mi and 2000 ft to these totals) Today's trainer is again not very long in miles, but continues to increase the climbing. With today's options you can do as little as 5000 feet and as much as 8100 feet of climbing. Although 5000 feet of climbing would not be any more than last week, today the elevation gain is mostly in one big climb. I tend to think this makes it more difficult because there is no rest between climbs. To offset the increased difficulty, these are among our more scenic routes. So when the climbing gets tough, just slow down, look around you, and enjoy the scenery. This is one of our most popular trainers and we offer two options up to Baldy with a common return. The traditional route (58 miles) takes us up Hwy 39 to East Fork, up Glendora Mountain Road and then along Glendora Ridge to Baldy Village for lunch. The other option (48 miles) heads across the San Gabriel Valley to the base of Mount Baldy and then takes Baldy Road straight up to the Village. After lunch both options return together back along Glendora Ridge and down Glendora Mountain Road. Although the 2nd option is shorter and has less total elevation gain, climbing up Baldy Road is significantly more difficult than the climbing on option one. So take your pick. Both routes have the further option of adding the very difficult climb from the Village up to the ski lift and back. This adds another 10 miles round trip and about another 2000 feet of climbing. Come see why this ride is so popular. It's very pretty and has relatively low traffic. Lunch in Baldy Village is always pleasant as well. Yes, it's a lot of climbing, but with the short distance, you can afford to take your time and enjoy the ride. **START: Pioneer Park in Azusa** From Foothill Frwy (210) off and north on Azusa Ave, R on Sierra Madre Ave 1 block to Dalton & Park

**Sunday, May 9th - ARCADIA – LA TUNA CANYON.** (long 60 mi & 3500 ft, medium 52 mi & 2300 ft, short 35 mi & 1400 ft) It's Mother's Day and considering that last year we were all on lock-down and many people were not able to visit their mothers for the holiday, I imagine that this year a lot of people will be wanting to make up for lost time. By May, many of us, if not most of us, should be vaccinated and ready for that family get-together. So how do

I convince you to come out for today's ride instead of a family reunion? The answer is – I don't. I don't want to pull families apart on a special day. So I'll simply pitch this ride to those of us who, like me, either don't have mothers in their life, or whose mothers are too far away to visit. We'll call it a "Motherless Day" ride. So what do we have on tap for our motherless ride? Well, we start from Arcadia Park and the long and medium head for Montrose and La Tuna Canyon. Both the long and the medium ride down La Tuna Canyon (a nice 4 mile downhill) but the long throws in an extra loop (with an extra climb) before getting to Montrose and La Tuna. After lunch along Glenoaks Blvd, we ride through Eagle Rock and then a short climb back up through South Pasadena back to the start. That's a fair amount of climbing for a 60 mile ride. You might be thinking about the short route at this point. It doesn't do La Tuna. It heads that way, but before reaching Montrose, it goes down Chevy Chase to Eagle Rock where it picks up the return route of the long and medium. And if you do happen to have a mother who is too far away to visit, you should finish today's ride in time to give her a call. **START: ARCADIA PARK.** From San Bernardino Frwy (10) off and north on Santa Anita (5 mi) to park or from Foothill Frwy (210) off and south on Santa Anita half mile.

**Thursday, May 13th - TRIPLE DIPPER RIDE** See the description at the end of this schedule.

**Saturday May 15th – Trainer 7 – DAM CORNER CENTURY.** (full century 99 mi & 4000 ft, metric century 64 mi & 2200 ft) As we did in April, we like to extend at least one of May trainers to a full century and that is what we are doing today. Although today doesn't have as much climbing as recent trainers, it has almost twice as much as the century we rode in April. Combined with the increased mileage, I think this continues the rise in difficulty of our trainers as we get closer to the Grand Tour. Today is also our century of the month for May, so we include a metric century route as well. The century route was designed by **Gary Murphy** but it is really the long route from the club's "Santa Fe Dam" ride, but starting from the "Corner" rather than Monterey Park. The extra miles to and from the regular route extends the standard route to a full century. Here's the plan: First we ride from the "Corner" in Beverly Hills to Monterey Park via a trip (and climb) through Elysian Park. Then its off to the San Gabriel River and the trip up to the Santa Fe Dam. After riding the Dam, we head back to Pasadena for lunch. We don't return to Monterey Park, but head back to the start after lunch by riding through Glendale and Griffith Park. There is a significant climb immediately after lunch taking us up to the top of Lake Ave. in Pasadena. The metric century route is a cut down version of the full century. It still makes it to the Santa Fe Dam and joins the full century for lunch, but it takes a more direct route to these locations. It also returns by a more direct route. The metric century also cuts off at least two major climbs done by the full century. The nice thing about these routes is that they get us out of town all the way to the Santa Fe Dam, but they start right here in our own back yard so there is no long drive to the start. The **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1 miles, L - Olympic 1 block to R- Le Doux.

**Sunday, May 16th - CAPISTRANO CAPER** (Long 67 mi & 3100 ft (2500 without hill), Medium 47 mi & 2400 ft (1800 without hill), Short 31 mi & 1300 ft) Capistrano is a city in Italy. Our Capistrano is actually San Juan Capistrano and is named for Saint John of the Italian Capistrano. It is thought the California city was named for the saint because the swallows would annually leave on October 24th, the day of his death. They generally come back in March, so they should be there when we get there today. We don't ride to Capistrano, as we do on some of our rides. But rather we start there. Yes, it's a long drive, but the unique route is worth it. Yesterday's trainer started locally, so you do have an alternative to a long drive for the weekend. Our routes head south to explore San Clemente, San Onofre, Camp Pendleton and Oceanside. This is really our only club ride that hits those areas. The long makes it all the way to Oceanside for lunch. Along the way you get to ride past the closed San Onofre nuclear power plant, through the San Onofre Bluff camp ground and through Camp Pendleton. After lunch, we basically retrace our route back north. The medium is the same, but turns around before going through Camp Pendleton. The short only goes through San Clemente and back. There is a very tough hill on the medium and long, but there are directions on the route sheet for going around it if you wish. Much of the route is either traffic free or very low traffic, so these are very pleasant rides. **NOTE: IN ORDER TO RIDE THROUGH CAMP PENDLETON YOU MUST OBTAIN A PERMIT IN ADVANCE AND YOU CAN ONLY DO SO IN PERSON AT THE BASE.** For information go to:

[www.pendleton.marines.mil/About/Base-Information/Base-Access/](http://www.pendleton.marines.mil/About/Base-Information/Base-Access/)

and click on link for "Recreational Bicyclists." If you do not obtain the permit, you can ride the shoulder of I-5 through the area without a permit. While not as pleasant as riding through the camp, it avoids the red tape involved in getting the permit and we do this only once every two years. I, for one, will probably ride the freeway. Route sheets will be provided for both options. **I DO NOT KNOW IF THE RULES FOR RIDING THROUGH CAMP PENDLETON HAVE CHANGED DUE TO THE PANDEMIC.** **START: SAN JUAN CAPISTRANO CITY PARK.** From San Diego Fry (I-5), off and R on Junipero Serra Rd, L - El Camino Capistrano .7 mi. to park. Park on street near restrooms.

**Thursday, May 20th - TRIPLE DIPPER RIDE** See the description at the end of this schedule.

**Saturday, May 22nd – Trainer 8 - TWO TERRIBLE TUJUNGAS** (73 mi & 7000 ft or 91 mi & 7900 ft) Today starts a series of 4 trainers which are significantly more difficult than those up until now. These 4 will definitely complete your training. There is a fifth and final trainer which eases back somewhat, but it is these next four which will turn you into a lean, mean double machine. Both the distance and elevation gain go up for these four. So let's start with today's ride. There are two major climbs today. You might think they are the two Tujungas of the ride title, but actually only one of them is up a Tujunga Canyon. That would be Little Tujunga and that's how we start the day. You might remember riding down Little Tujunga on the trainer a few weeks ago. Then it's the long gradual upgrade out to Acton on Soledad Canyon. After lunch in Acton, our second big climb of the day is Aliso Canyon up to Angeles Forest Hwy which continues up all the way to Mill Creek Summit. From there it is mostly downhill back to the start, including the downhill on Big Tujunga – the other Tujunga of the title. As we have in the past, we will offer a century option for this one as well. It adds a little climbing as you continue Angeles Forest past Big Tujunga and up to Clear Creek. Then it is the long downhill on Angeles Crest and down Chevy Chase to pick up Glenoaks for the return to the start. Yes, the trainers are getting tougher now, but have faith that if you have ridden the earlier trainers, you can make it. In my experience, the strength of the belief in yourself is as important as the strength in your legs. **NOTE:** It is a long hard stretch after lunch without a water stop so come prepared to carry enough water to get you through this stretch. **START: Lakeview Terrace Rec Center** (on Foothill Blvd just east of Osborne) (Not far from the intersection of the 118 and 210 Frwys) Take Foothill Frwy (210) west to Osborne/Foothill exit, off and East on Foothill 0.3 mi. to Center.

**Sunday, May 23rd - WESTLAKE-POTRERO** (Long 76 mi & 2800 ft, Medium 45 mi & 2300 ft, Short 30 mi & 1400 ft) Normally, I like to climb Potrero Canyon at least once a year and I usually do it on the Day One Janus Century in January. This year however I rode Day Two which goes down Potrero instead of up. Well, I guess I will get to go down it again because that's the way we ride it today. That should make most of you happy since riding up Potrero is one of the most difficult climbs I know of. The long and medium routes start with the fast descent of Potrero. They then tour the Camarillo area (the long making it all the way to Ventura) before heading back east to Moorpark and over the ridge back to the start. The Short skips all that and tours the Westlake area with a trip up to the top of Moorpark ridge. We don't ride out in this area very often so you should make the effort to join us. Westlake isn't such a long drive – I usually get there in less than 40 minutes. So join us for this unique set of rides. **START: WESTLAKE PLAZA in Westlake Village.** Go North on Ventura Frwy (101) to Westlake, off and L on Westlake Blvd., L on Agoura Rd. and L into shopping center lot. Park near Southwest corner of the parking lot (near intersection of Westlake Blvd and Agoura Rd)

**Thursday, May 27th - TRIPLE DIPPER RIDE** See the description at the end of this schedule.

**Saturday, May 29th – Trainer 9 - THREE HILLS TRAINER** (Full route 74 mi & 7800 ft, but shorter options are available) We have only ridden this trainer twice and the last time was the only time I completed the whole thing. Based on that experience, I decided to move this trainer to a spot after last week's Two Tujungas trainer because I thought it was a bit more difficult. But actually I'm not sure. For those of you who ride both weeks, I would be interested in hearing which you thought was more difficult. As you might guess from the title, there are 3 climbs on this trainer, each more difficult than the last. Starting from Marsh Park near the LA River, our first hill is a ride through Griffith Park on some of the back roads in the Park. This is not so difficult, but don't be lulled into thinking this is going to be a snap. We then head over to Glendale for our second hill which takes us over the top of Camino San Rafael. While this hill is not much higher than the hill in Griffith Park, it is a good deal steeper – in fact – very steep. However, if you think it is too tough, you can take Chevy Chase as an easier route to the top. Once at the top, it's just a short hop to our third hill which is a trip up to the top of Mount Wilson. Although considerably longer and higher than the first two climbs, the trip up is never excessively steep. You can also cut this final climb short by only going as far as Clear Creek or Red Box (or turn around anywhere you want). After a well deserved break at the top, it's mostly downhill all the way back to the start. Perhaps this trainer is not as physically difficult as last week's trainer, but I think it definitely requires more mental strength to complete the trip to Wilson when you know you could just turn around at any time and coast back to the start. Mental training is important too. **NOTE: The Cosmic Café up at Wilson closed last year due to the pandemic but I have hopes it may open again by May. If not, you should plan on carrying snacks for the climb.** **START: Marsh Park** in Glassell Park. The Park is on the LA River near the intersection of the Glendale Frwy (2) and the Golden State Frwy (5). If you are on the 5 northbound, you exit at Riverside Dr (just before the 2) , take Riverside north to a right on Fletcher Dr Take a R on Ripple St (just before river) and follow it into Rosanna St which takes you into the Park. If you are coming south on the 5, you can exit directly to Fletcher, and go left to a right on Ripple and to the park.

**Sunday, May 30th - HOLLYWOOD SIGN RIDE** (Long 44 - 2500 feet, Medium 20 - 1500 feet) If you are making a movie and the action is switching to Los Angeles, the quickest way to establish the new location is to show a quick shot of the Hollywood sign. Movie goers all over the world would now know the story has moved to Los

Angles. An example of this is the movie “Argo” (which showed the sign in a dilapidated state even though the sign had been renovated before the events of the movie took place). All this is simply to say the sign is a Los Angeles icon. I like to think our club is an iconic Los Angeles bicycle club and it is only fitting that the two icons come together. So today we not only ride up to the sign, but above it to a place where you are looking down on the sign. The sign may be the main thing but there are plenty of other things to see from up there. You can look down on both the Valley and Downtown. You have a nice view of the Hollywood reservoir from above. It’s really quite a view. There is only a long and medium route today. The medium merely goes up to the sign and returns. The long adds a loop through the valley after visiting the sign. 20 miles is short for a medium route but this is because the trip up is rather steep. I’d like to sugar coat it, but what can I say – it is steep. However, the worst of it is only about 3 miles long and the last half of this is on a trail with no cars – just lots of hikers. You can stop and rest once or twice or even walk a bit and still make it in good time. So why not give it a try. You won’t be sorry. **START: THE "CORNER", Olympic Blvd, 1 block west of La Cienega in Beverly Hills.** From the Santa Monica Frwy (10), off & north La Cienega 1½ miles, L - Olympic 1 block to R- Le Doux.

**EVERY THURSDAY -- TRIPLE DIPPER SOUTH BAY RIDE.** Meet on bridge at end of Ballona Creek Trail in Marina Del Rey. Riders usually goes South to Palos Verdes on the bike path and then do some riding on the Peninsula. There are optional climbs including the 3 “dips” which give the ride its name. The group usually stops for a break at the Golden Cove shopping area. Occasionally the group will decide to vary the route and explore specific sites elsewhere in the city. A typical day is 40 - 50 miles but often individual riders either cut the day short or add extra miles as desired. Contact **Nancy Domjanovich** [nancydomx@icloud.com](mailto:nancydomx@icloud.com) for details.