



# LOS ANGELES WHEELMEN SCHEDULE



MAY 2022

**VISITORS ARE ALWAYS WELCOME.** Each week the routes offered will be available on the Web. Go to [www.LAWheelmen.org](http://www.LAWheelmen.org) and click on "Upcoming Rides." Download the routes and bring them with you to the ride.

**NOTE: Recent CDC pronouncements indicate that cycling is safe without a mask for **VACCINATED** people. Most club members have already been vaccinated. We urge all potential riders to become vaccinated before riding with us.**

**Sunday, May 1 - 8:30 a.m. TURNBULL REVISITED** (Long 78 mi & 4400 ft, Medium 52 mi & 2300 ft, Hilly Short 37 mi. & 1400 ft, Flat Short 36 mi & 600 ft) Today is May Day. Originally a pagan holiday celebrating the coming of spring, but then it was taken over by the Commies as a celebration for workers of the world. Damn Commies. But I was more interested in how "Mayday" came to be an international distress call. Turns out it was originated in the 1920s by a man named Frederick Stanley Mockford who was in charge of the radio at the Croydon Airport in England and who was asked to come up with a new term to denote distress which could be more easily understood over the radio than the former "SOS." Since a lot of the airport traffic at that time was between England and France, he selected "m'aidez" (French for "help me"). The rest is history. Well, all that doesn't have much to do with today's ride unless you get into trouble on the principal climb of the day and call out "mayday, mayday." As you might guess, that

climb is Turnbull. All but the flat short route will be riding over Turnbull today. It's the only hill for everyone except the long riders, so don't let it keep you away. The long and the medium are identical as they climb over Turnbull and make their way over to the top of the San Gabriel River Trail in Azusa and then take the river trail back to the start. The only difference is that the long makes an extra trip a few miles up San Gabriel Canyon and back before going down the river. The short routes simply go over or around Turnbull, but pretty much stay in the area. So come on out and revisit an old favorite. And if you get in trouble, just call out "mayday, mayday." The problem will be that the rest of us won't know if you are calling for help or just celebrating the coming of spring. **START: PICO PARK in PICO RIVERA.** From San Gabriel Frwy (605), off & west on Beverly Blvd to Park on left. (If coming from the North, the Beverly exit puts you on San Gabriel River Rd which you follow for 1.3 mi. to Beverly)



David Nakai chasing Chris Hedberg up Turnbull in 2020

**Thursday, May 5 - 8:30 a.m. TRIPLE DIPPER SOUTH BAY RIDE** Meet on the bridge at end of the Ballona Creek Trail in Marina Del Rey. Riders usually go 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.

**Saturday May 7 – 8:00 a.m. BALDY VILLAGE TRAINER (Trainer 6).**

(Traditional 58 mi & 6100 ft, Baldy Rd Challenge 48 mi & 5000 ft, Lite Version 34 mi & 3600 ft) Today's trainer is one of our most popular trainers and is a very pretty ride. Formerly we offered two options but this year we have added the "lite" version which doesn't actually make it to Baldy. So let's just run through the three routes. The traditional route starts by heading up Hwy 39 to East Fork and a break at the Camp Williams store. Then it is up Glendora Mountain Road and then along Glendora Ridge to Baldy Village for lunch. The return is back along Glendora Ridge and straight into Glendora Mountain Rd for the fantastic 9 mile downhill back down to Sierra Madre Ave and back to the start. The Baldy Road Challenge route starts by heading east through the San Gabriel Valley to Claremont where it takes Baldy Road straight up to the Village. The return is the same as the traditional route. While this option is shorter and has less total climbing, the climb up Baldy Road is somewhat more difficult than the climbing on the traditional route. The Lite route is the same as the traditional route, but at the intersection of Glendora Mountain Road and Glendora Ridge, the route turns right to go down Mount Baldy Road instead of left to go to the Village. Unfortunately the Lite route doesn't go to Baldy Village, which is really the highlight of this trainer, but there really is no easier route to get to the Village than the two other routes offered today. Both the Traditional Route and Baldy Road Challenge offer the further option of climbing from the Village up to the ski lift and back down. This adds another 10 miles round trip and adds approximately another 2000 feet of elevation gain. The trip up to the ski lift is very difficult. The climbing on all of today's routes is more difficult than previous trainers, but remember that the routes are short, so you can take your time. When the climbing gets tough, just slow down, look around you, and enjoy the scenery. And remember that all 3 routes get the 9 mile downhill near the end which is really worth all the effort. **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



**The goal of today's trainer**

The goal of today's trainer is to provide a challenging and scenic ride. The traditional route starts by heading up Hwy 39 to East Fork and a break at the Camp Williams store. Then it is up Glendora Mountain Road and then along Glendora Ridge to Baldy Village for lunch. The return is back along Glendora Ridge and straight into Glendora Mountain Rd for the fantastic 9 mile downhill back down to Sierra Madre Ave and back to the start. The Baldy Road Challenge route starts by heading east through the San Gabriel Valley to Claremont where it takes Baldy Road straight up to the Village. The return is the same as the traditional route. While this option is shorter and has less total climbing, the climb up Baldy Road is somewhat more difficult than the climbing on the traditional route. The Lite route is the same as the traditional route, but at the intersection of Glendora Mountain Road and Glendora Ridge, the route turns right to go down Mount Baldy Road instead of left to go to the Village. Unfortunately the Lite route doesn't go to Baldy Village, which is really the highlight of this trainer, but there really is no easier route to get to the Village than the two other routes offered today. Both the Traditional Route and Baldy Road Challenge offer the further option of climbing from the Village up to the ski lift and back down. This adds another 10 miles round trip and adds approximately another 2000 feet of elevation gain. The trip up to the ski lift is very difficult. The climbing on all of today's routes is more difficult than previous trainers, but remember that the routes are short, so you can take your time. When the climbing gets tough, just slow down, look around you, and enjoy the scenery. And remember that all 3 routes get the 9 mile downhill near the end which is really worth all the effort. **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 8 -- 8:30 a.m. LA TUNA MELT** (Long 53 mi & 2900 ft; Medium 40 mi & 2200 ft; Short 32 mi & 1400 ft.) Today is Mother's Day and I was thinking wouldn't it be something if a mother/child combination actually showed up and rode with us today. I can remember back a number of years ago when that would occasionally happen. I think the **Boethling** children sometimes rode with their parents and maybe there were a couple of others. I can't think of any of our current members whose children would be willing to ride with them today, but wouldn't that be nice if it did happen. We don't really have any routes that would be particularly appropriate for a mother/child pair, so today's ride really has nothing to do with Mother's Day. The title refers to Tuna Canyon near Montrose (not the Tuna Canyon on the coast), but only the long route actually rides up Tuna. I believe this is the only route we have which does that climb. Starting from the Zoo, the long heads out Glenoaks Blvd to make the climb up La Tuna Canyon to Montrose. We will then continue to the Rose Bowl area to meet the medium riders and then make a loop up to the top of Christmas Tree Lane in Altadena. Last time we did this route it was November and they were actually putting up the lights that day. They won't be doing that in May. We then ride down into San Marino and then on to Pasadena for lunch. The return is a fairly direct route back down through Eagle Rock and Glendale to the start. The medium will head up to the Rose Bowl area via Chevy Chase. It's a climb, but not as tough as La Tuna. There, it will join the long route for the trip to Christmas Tree Lane, lunch and the return. The short takes a slightly easier and shorter route up to the Rose Bowl. It skips the trip to Christmas Tree Lane and goes right to the common lunch spot of the long and medium. It then returns with them to the start. So come on out and if you can convince your kids to ride with you, we'll hold a little celebration for you at lunch. **START: Los Angeles Zoo parking lot at the NORTH end (near Camel sign)** 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 in the Northeast Corner of the lot near the camel sign. Other groups often meet here, so make sure you are with the Wheelmen.

**Sunday, May 8 - 8:30 a.m. NEWCOMER RIDE – WEST SIDE** (approx. 12 miles plus longer options) The featured destination this month is Hollywood and the Hollywood Hills. The beginner level ride of around 12 miles and under 500 ft of climbing visits a few Hollywood icons with a turnaround in the Sunset Plaza area. The basic (moderate) ride will be continued with more climbing and views in the Hollywood Hills. Additional challenging extensions are available depending on interest level. Additional information is available on the club website [www.lawheelmen.org](http://www.lawheelmen.org) or contact Mel Cutler at [cutlerme@earthlink.net](mailto:cutlerme@earthlink.net). **START: Culver Steps, 9300 Culver Blvd (at Main St.) Culver City, CA 90232**

**Thursday, May 12 – 8:30 a.m. TRIPLE DIPPER SOUTH BAY RIDE** See May 5th for details.

**Saturday, May 14 – 8:00 a.m. LOOKING FOR LEONA CENTURIES (Trainer 7)** (century 101 mi & 6800 ft, metric century 65 mi & 5400 ft) Once again we extend our weekly trainer to a full century, but unlike last month, this one includes a significant amount of climbing. This century and metric century are also our centuries of the month for May. We have used these centuries as Saturday trainers a couple of times before. Continuing with our theme of going places we seldom see, these routes travel up San Francisquito Canyon and ride down Bouquet Canyon. I believe we have only one other ride which does that. The full century starts at nearby Reseda Park in the Valley, but takes us all the way out to Leona Valley and back. Along the way we ride two picturesque canyons – San Francisquito Canyon and Bouquet Canyon mentioned above. Leona Valley itself is a tiny town consisting of not much more than

a gas station and café. We start by riding over to Santa Clarita via the Old Road. Then the route will take us up San Francisquito Canyon all the way to Lake Elizabeth Road. After a stop in Leona Valley, we will ride Bouquet Canyon back down. The long climb up San Francisquito is the big climb of the day, but there are plenty of lesser climbs too. The long downhill on Bouquet Canyon is fun, but there are a couple more short hills near the end including going back over the Newhall Pass to the Valley. The metric century starts at a different location. This is to allow metric century riders to ride the best portion of the full century route. We will be starting the metric century from Santa Clarita and riding the century route up San Francisquito and down Bouquet. While this still includes plenty of climbing, it does eliminate the trip over the Old Road at the start and the trip back at the end. **FULL CENTURY START: RESEDA PARK - Reseda & Victory Blvds in the San Fernando Valley** From Ventura Frwy (101), off and north on Reseda, right on Victory one block to park. **METRIC CENTURY START: PARK & RIDE LOT on Newhall Ave. near Sierra Hwy in Newhall.** From the I-5 north take the 14 Frwy east for 2 miles and exit at Newhall Ave. Park & Ride lot is at bottom of ramp to the southeast. Toilets available at nearby Carl's.



The big pipe near the top of San Francisquito on today's century

**FULL CENTURY START: RESEDA PARK - Reseda & Victory Blvds in the San Fernando Valley** From Ventura Frwy (101), off and north on Reseda, right on Victory one block to park. **METRIC CENTURY START: PARK & RIDE LOT on Newhall Ave. near Sierra Hwy in Newhall.** From the I-5 north take the 14 Frwy east for 2 miles and exit at Newhall Ave. Park & Ride lot is at bottom of ramp to the southeast. Toilets available at nearby Carl's.



Lunch at Pecos Bill's on Brentwood Flyer

**Sunday, May 15 – 8:30 a.m. BRENTWOOD FLYER** (Long 51 mi & 3600 ft., Medium 30 hilly mi & 2200 ft, Short 29 mi & 1200 ft) In the early days of Brentwood when there were few houses there, realtors put together a brochure touting the area and they hired members of our club to distribute them on the Westside. Our routes to distribute these flyers became known as the Brentwood Flyer ride. Just kidding. I don't know the origin of the name. You would think it would be because we fly through the Brentwood area, but the routes are hilly enough that I'm not sure that is true. Anyway, we start from the "Corner" and head west. The long and medium riders will first take in a few hills in the Beverly Hills area. The long route will then split off and take riders out to the Valley and back without ever actually getting to Brentwood, which doesn't fit the ride title at all. The medium does continue on to Brentwood for a nice tour this side of the hill. The short (which is about the same length as the medium) heads west to Brentwood and Santa Monica as well, but by an easier route. I don't know that there is anything particularly special about these routes, but they are pleasant and a nice way to spend your Sunday. So come on out and join us. **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.

**Thursday, May 19 – 8:30 a.m. TRIPLE DIPPER SOUTH BAY RIDE** See May 5th for details.

**Thursday, May 19 – 7:00 p.m. MONTHLY MEMBERS MEETING.** Last month's write up of the April meeting says it all, so I'm just going to repeat it here. Another month and again we are still meeting on Zoom. We are heading into summer and the Grand Tour will probably be topic one tonight. No doubt some other subjects will be brought up. It's always a lively discussion, even if it is on Zoom. Of course there will be the usual gossip and storytelling. Reason enough to join us. We hope to see you there. If you would like to join the meeting, contact **Mel Cutler** at [cutlerme@earthlink.net](mailto:cutlerme@earthlink.net) for the necessary information

**Saturday, May 21st – TWO TERRIBLE TUJUNGAS (Trainer 8)** (Traditional 73 mi & 7000 ft, Extended 91 mi & 7900 ft, Lite Version 34 mi, 3300 ft) Like the Baldy trainer a couple of weeks ago, we have had two options for this route for a number of years and this year we have added a "Lite" version to make a third. All three routes start with the long climb up Little Tujunga, over its twin peaks and down Sand Canyon. At the bottom of Sand Canyon, the Lite version turns off on Placerita Canyon which it takes over to Sierra Hwy. After lunch on Sierra Hwy, it continues over the Newhall hill to Foothill Blvd which it takes back to the start. The Lite version does only one Terrible Tujunga. After coming down Sand Canyon, the other two routes take Soledad Canyon all the way out to Acton for lunch. This is a long but gradual uphill. After lunch, the two routes tackle to toughest climb of the day as they ride up Aliso Canyon and then continue the climb on Angeles Forest Hwy up to Mill Creek Summit. This is followed by a long and fast downhill but then there is a short climb up to where Big Tujunga turns off. Here the Traditional Route turns off to take Big Tujunga down to Foothill Blvd and a quick return to the start. The Extended Route continues on Angeles Forest up to Angeles Crest Hwy at Clear Creek. It then gets to ride the long downhill down Angeles Crest followed by another downhill on Chevy Chase. Then there is a

long stretch along Glenoaks Blvd back to the start. The Extended Route is designed to give you a century. Although the climbing on these routes (except the Lite Version) has really started to increase, these are very nice routes which travel mostly remote areas. In keeping with the unique theme of this year's trainers, these are the only routes the club has which ride up Alios Canyon and go to Mill Creek Summit or ride Big Tujunga. Well worth the effort. **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.



**Tiger sometimes seen on Saturday's Trainer**

**Sunday, May 22 - 8:30 a.m. REVEL THE ROLLIES FROM REDHILL** (Long 63 mi & 3300 ft, Medium 50 mi & 2800 ft, Short 28 mi & 500 ft) We have several "Revel the Rollies" routes of which this is the first. They were all created by **Ruth Barnes**, a former member who was a very strong rider. I believe she was the first woman to complete the Grand Tour Quadruple Century. Like most strong riders she enjoyed romping up and down hills. She probably really did "revel" while riding rollies. I'm not sure we mere mortal riders feel the same. Nonetheless, even if we don't exactly revel in the hills, many of us know that doing some climbing from time to time is good for our legs, good for our health and good for our soul. So, we still come out to do rides like today's. The good news is that, except for the long route, the hills really aren't too bad today. The short simply loops around the Irvine area with only a few moderate climbs. The medium route heads southeast down to Mission Viejo and then back through Irvine. There are more hills on this route than the short but no huge climbs. The long starts with the medium but adds a loop in the middle taking us all the way down to Capistrano for lunch. On the return from this loop to rejoin the medium route, the long rides up Pacific Island Drive. This climb of about a mile is rather steep and does not fit my idea of a rolling hill. The rest of the route is fine, but I just want to warn you about that one climb. I guess you have to expect a little more difficulty on a long route. So, that one hill aside, why not join us and see if you can revel in the rollies today. And even if you can't revel in them – remember that they are good for you. **START: PINE TREE PARK in TUSTIN.** From Santa Ana Frwy (I-5) in Tustin, off & east on Redhill, L- Bryan one block to park.

**Thursday, May 26 – 8:30 a.m. TRIPLE DIPPER SOUTH BAY RIDE** See May 5th for details.

**Saturday, May 28 – 8:00 a.m. THREE HILLS TRAINER (Trainer 9)** (Full Route 74 mi & 7800 ft, Lite Route 55 mi & 4900 ft) We have scheduled this trainer 3 times now and I have only completed it once. I really enjoyed the satisfaction I got when I did complete it and I'm determined to do it again. This year we have the "Lite" route, so maybe a few more riders will join me in the attempt. 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 a very interesting climb and is not done by any other club routes. At one point you pass a very popular point for



**On the way to Mount Wilson – Hill No. 3 on today's trainer**

filming commercials because of the view of downtown Los Angeles as a backdrop. This first hill is not so difficult and is mostly traffic free. 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 – by far the steepest stretch of the day. 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. 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. The "Lite" version makes two critical changes to the full route. First it replaces the very steep second climb with a trip up Chevy Chase. Both end up at the same place, but the Chevy Chase climb is significantly easier. Second, on the third climb, the Lite version only goes up Angeles Crest as far as Clear Creek instead of all the way to Mount Wilson. This cuts out about 18 miles and quite a bit of the climbing. Of course, if you wanted more, you could always continue Angeles Crest to Red Box before

returning. **NOTE: The Cosmic Café up at Wilson should be open, but it sometimes closes for a day without much warning. You may want to check their Facebook page which is where they sometimes provide a notice of a closure. You may want to carry snacks for the climb just in case.** **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 29 - 8:30 a.m. SIERRA DONUT RIDE** (Long 47 mi & 2100 ft, Medium 42 mi & 2100 ft., Short 18 & 900 ft) These routes were developed by **Richard Wedeen** and based on a ride he formerly rode with a few friends every Saturday from Burbank up to Sierra Madre and the title donut shop. The big donut fan in the club these days is **David Nakai** although I don't remember him ever doing this ride. Perhaps some years ago before he got so wrapped up in completing brevets. But lately he has been riding with the club more so maybe he can be enticed to join us with the promise of donuts at the break. Today's routes start from the Zoo parking lot. The medium route is basically Richard's original route which heads fairly directly up to Sierra Madre and the stop at Sierra Donuts. The long adds a few miles with a loop to the south into San Marino. From the donut shop, both routes stay together on the return. The routes gently, but consistently, climb on the trip up to Sierra Madre, but it's mostly downhill back to the start. The short doesn't make it to the shop, but does visit an equally popular bake shop in Montrose. If donuts really aren't your thing, there are alternate lunch sites nearby on all routes. But the routes are short so a donut break should be all you need. You can always catch a late lunch on the way home from the Zoo. So come on out and see if this write-up will goad David into joining us. **START: Los Angeles Zoo parking lot – Northeast Corner** 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 in the Northeast Corner of the lot near the camel sign. Other groups often meet here, so make sure you are with the Wheelmen.



**Today's goal**