

Plumas-Lassen-Shasta Tour

Nine days • Seven stages • Up to 400 miles



This tour takes its name from the three California counties in which it spends most of its time. This is a region of hills and valleys that spans the transition from the northern end of the Sierra range up into the southern end of the Cascades. Lassen Peak (above) is the last in the long line of volcanic peaks that make up the Cascades “Ring of Fire.” Mighty Mount Shasta, the next volcano north, can be seen in the distance from the final stage of the tour in Fall River Valley. But before sighting those lofty peaks, the tour will spend its first few days exploring quiet valleys and meadows and lakes a bit further south.

The tour is designed to be a fairly moderate undertaking, suitable for moderate riders. However, it does include a few challenges that will satisfy more ambitious riders. Our store of knowledge for plotting the routes derives from two prior club tours that have visited the region: the Northern Sierra Tour of 1995 and the Northern Peaks Tour of 2002. In addition, we have borrowed several good ideas from a Gourmet Tour (made up mostly of SRCC members) that explored the region in 2007. We are indebted to them for many of our route details and also for many of the photos illustrating this preview. There are also many photos here from our previous SRCC tours.

A unique feature of this tour, and a first for us in all our years of laying out club tours, is that we have scheduled the tour so that

our final stage falls on the date of the annual Fall River Century, and we will be participating in that very nice event as our last ride before heading home. The entry fee for the century is included in the tour fee. If doing a full century seems like a tall order after a week of daily stages, rest assured that they offer shorter options as well... something for everyone. Our club has a long-standing relationship with this event, with many members making the trek north each year to enjoy its quiet, scenic roads and friendly, down-home ambience. This year, we’re stirring it right into the mix of good ingredients that make up our tour. We’re excited about this joint venture, and the FRC organizers are excited about our being there. It should be fun.

But we’re getting ahead of ourselves here, talking about the finish already. Let’s go back to Stage 1 and start over. We’ll spend our first two stages (and three overnights) in or near Indian Valley, then move up to Lake Almanor for another two nights. Then it’s off to Mill Creek Resort for a night before launching our assault on Lassen Volcanic National Park, famed in the bike world as an epic adventure. Finally, on the far side of Lassen, we’ll hop in our car pool fleet and shuttle a few miles further north to McArthur in the Fall River Valley, just in time to take part in the century. All in all, it promises to be a very enjoyable way to spend a week cycling and hanging out with our club mates.

THE PLUMAS-LASSEN-SHASTA TOUR



Day 1: Indian Valley Loop

42 miles, 1000' up and down

Our home for the first three nights of the tour will be the Taylorsville Community Park (left), just east of the village of Taylorsville, at the southern end of Indian Valley. It's a pleasant camp with that all-important feature: showers. It takes about five hours to drive from the Santa Rosa area to Taylorsville, depending on how hard you want to hammer the drive.

The first stage is a loop ride around the pretty little basin of Indian Valley. The bare-bones loop around the valley takes only slightly more than 20 very easy miles, so we've added a 20-mile (round trip) excursion up an old mining road alongside the valley to bulk the miles up just a bit.

There are four roads out of Taylorsville. One goes south to Genesee and Antelope Lake (tomorrow's stage). One heads west and joins Hwy 89 for its run south along

Indian Creek toward the Feather River system. (This road isn't included in any of our routes, but it might make a nice 10-mile out-&-back for anyone hankering after more miles. It's nearly flat and as pretty as any of the other roads in the valley.) The other two roads head north up into the heart of the valley. We'll make use of both these northern roads on today's stage, first heading west from the park into the town itself, then north on Nelson Road, over a little iron bridge (left), to a junction with North Valley Road, the main road around the eastern perimeter of the valley. We'll head north for almost two miles on this road, then turn left (west) back across the valley on Stampfli Road, sometimes also known as Stampfli Lane. This cuts right across to another junction with Hwy 89 near the town of Crescent Mills.

Now we have to ride north on 89 for just over two miles. These are the least pleasant miles of the stage, as the highway is fairly busy and lacks much in the way of shoulders. It also includes a small climb of a couple of hundred feet in a mile, followed by a descent of about the the same size, which brings us to the outskirts of the town of Greenville, the biggest town in the valley.

The approach to Greenville along 89 is nothing special: the usual car-oriented crud that seems to accumulate around the fringe of most towns along their main highways. But once we turn off the highway and onto Main Street through the heart of town, it looks a little more old-fashioned and borderline quaint (left). While it is the biggest town in the valley, that does not mean it's really all that big. We'll cover the length of Main Street and be back out into country again in just a few blocks. We're heading back to North Valley Road.





While the run north on 89 is not all that wonderful, this run south along North Valley Road comes pretty close to cycling perfection. The lovely little road bumps along the eastern edge of the valley, with the flat valley floor along Indian Creek rolling away to the right of the road and the wooded hills crowding up against the road on the left (photos, above and left). This is cycling the way it was meant to be: a quiet road with decent pavement and no traffic; green, grassy meadows and pastures; scattered groves of oak and pine; lazy little meandering streams; and on the far side of the valley, majestic mountains towering over everything. The road is almost flat, with just a few little lumps that won't get you out of your big ring but might get you out of your saddle...if you're feeling energetic.



After about nine miles of this dreamy riding, we come to our out-&-back on Diamond Mountain Road. Strictly speaking, this is not a pure out-&-back, because midway along the return trip, we turn left onto North Arm Road and follow it back to the valley. But it does begin as a climb all the way up Diamond Mountain to the end of the pavement. Or even beyond, if you so choose. Some in the Gourmet tour group went a mile further along to check out a big rock wedged way up in the crotch of a tree, marvelling at the high water that could have lifted such a big boulder so high into a tree. There are the ruins and tailings from an old copper mine up this canyon. The Engel Mine was begun as a gold mine in 1914, but soon turned to the extraction of copper, and it stayed in business until 1930, when the Great Depression drove it out of business.

Diamond Mountain is essentially all uphill on the way out of the valley, gaining around 600' in 8.5 miles to the turnaround. The return trip via the top of Diamond Mountain and then North Arm is a more round-about journey—almost 12 miles—accounting for the total of almost exactly 20 miles for the whole *divertimento*. Much of the journey is done in the dappled shade of pretty woods, with little Lights Creek (left) tumbling down the canyon next to the road.

Once down to the valley, it's just two miles back to camp, this time running straight south along North Valley Road...no turn onto Nelson. That concludes one of the sweetest little rides you could ever wish for. Nothing hugely dramatic or spectacular; just tranquil back road riding at its best, all day long.

Day 2: Antelope Lake Loop

54 miles, 2100' up and down

This is one of two stages on the tour that was not part of one of our club tours through the region. So we have to rely for our preview material on the observations of folks who were on the 2007 Gourmet Tour: Gary Grayson, Alan Bloom, and Vin Hoagland.

We begin by heading south out of our Taylorsville camp on Genesee Road toward the village of Genesee, which comes up at about mile 6. There is a little store or cafe in this tiny town, although our friends found it closed. A bit early in the day for a break, anyway. The road name changes here to Beckwourth-Genesee Road. The first ten miles are almost flat (right), until we reach a point where the Beckwourth-Genesee Road bears off to the right (south)—and we bear left on Indian Creek Road. More straight ahead than left, actually.

Vin says we gain a bit less than 1500' on the way from Taylorsville to the lake, and most of that will come between miles 10 and 21 (right). That works out to an average of about 3%. Certainly not killer. The listed elevation gain for the whole ride is 2100' though, so somewhere else we're going to pick up another 600' of climbing, either in circling the lake or in that supposedly flat section down around Genesee. Judging by the elevation profile (generated by Alan Bloom's GPS unit), it appears to be about half and half: a bit over 300' of little bumps in the lowlands and 300' more around the lake.

For almost every mile of the way between Taylorsville and Antelope Lake, the road has Indian Creek alongside it. Not always hugging the road, but never far away. As you can see from the photos at right, this is gorgeous country...shady forest alternating with open meadows, with the occasional impressive displays of big rock...almost a high-Sierra landscape.

At mile 21.4, we reach the lake (right), right at the dam where Indian Creek flows out and down the canyon. There are restrooms here and an information kiosk. The area around the lake suffered a fairly catastrophic forest fire in 2006 and is still recovering. While we expect the burnt trees to look a little forlorn, we might also expect to find that wildflowers have colonized the region after the tree canopy was opened up. This often happens...nature's way of always exploiting a new opportunity.

We ride around the lake in a clockwise direction, and at mile 23.8 come to the little store near Boulder Creek and Lone Rock campgrounds. This is our best shot at store-bought munchies, and represents the mid-point of the ride. Yes, we have more than half the miles still to go, but most of them will be downhill, so psychologically at least, this will seem like halfway there.



Once we've completed the circumnavigation of the lake, we return to Indian Creek Road and can look forward to the 11-mile downhill slithering back into the valley...a smooth cruise, in all likelihood made more enjoyable by virtue of not being overly steep: just let it run and enjoy the downhill dance.



Day 3: Indian Valley to Lake Almanor

35 miles, 1100' up and 200' down

Bonus: up to 19-mile out-&-back

This is our first transfer day, where we have to knock down our tents, pack our gear—personal and communal—and schlepp everything from Point A to Point B...in this case from Indian Valley up to the north shore of Lake Almanor.

This is the shortest stage on this tour and perhaps the shortest full-day stage we have ever offered on any tour. For what it's worth, however, it contains far more climbing than descending, including a substantial ascent of a thousand feet between miles 15 and 21. That ought to make most folks feel as if they've put in a good effort. But if you're one of those cyclists who is never happy unless you're beating yourself like a rented mule, then we have an optional add-on that should address your needs. More about that later.

If your criteria for a perfect tour include having every single stage be entirely new, then this tour is not perfect. This stage in particular is repetitive. The first 12 miles reprise the run along North Valley Road in Indian Valley, although going in the other direction. And the final 14 miles along Lake Almanor will be repeated—in the other direction—on Stage 5. Only the climb mentioned above will be entirely unique to this stage. Some people won't be bothered by this at all. After all, both Indian Valley (both photos this page) and Lake Almanor are splendid cycling venues, certainly worthy of encore performances. And doing roads in the opposite direction always makes them feel fresh the second time around. But if this redundancy bothers you, you might want to consider taking a break today. We can always use help moving our vehicles along—this is one of our moving days—and if you want some time off the bike, this might be a good day for it.

The stage begins with that return trip up the wonderful length of Indian Valley, back along Main Street in Greenville, and out onto Hwy 89. This time, we turn north on 89 and leave Indian Valley behind for good. Greenville, at mile 11, is at an elevation of 3570'. The town of Canyon Dam, on the southern shore of Lake Almanor at mile 21, is at 4590'. You don't need to be a rocket scientist to sort out that equation. The first four miles out of Greenville are nearly level, but then we have to get to work. This grade is similar to the one up to Antelope Lake: around 3%, but in this case only for six miles instead of eleven. Once out of the meadows at the upper end of Indian Valley, the climb is done almost entirely in a forested canyon, with the splashing cascades of Wolf Creek never far from the road.

When we arrive at Canyon Dam, the lake takes center stage. The region was already a popular resort area when the first dam was completed in 1914, as a hydroelectric project for the Great Western Power Company (later to become PG&E). The lake's name is a contraction of bits of three girl's names: Alice, Martha, and Elinore, the three daughters of the power company's President. (And here all these years I thought it was a Spanish word.) Both Wolf Creek and the North Fork of the Feather River are impounded by the dam. It is generally a pretty lake, although like most reservoirs, when the water level





fluctuates, it can look a little barren along the immediate shoreline. Perhaps its real appeal as a scenic attraction lies in the longer, more distant vistas over the lake and the surrounding mountains (below). There is hardly a spot anywhere around the lake where Lassen Peak and the other high crags in Lassen Volcanic National Park cannot be seen, and usually the composition of lake and looming mountains ends up looking as pretty as a postcard.

We're going to turn right off Hwy 89 and take Hwy 147 up the eastern shore of the lake. This road is just about as flat as it can be. At the southern end of the lake, it's a fairly quiet highway with a country feel to it. Further up the lake, there are more resorts and subdivisions and golf courses, so things become a bit more congested and somewhat less than ideal for cycling. But it never becomes really unpleasant...just not quite perfect.

At mile 28, we leave Hwy 147 to bear left on Hwy A13, also known as Walker Memorial Drive. This rather boring road tees into Hwy 36 just before mile 33. This is where we encounter our bonus miles option.

The basic route turns left on 36 toward the town of Chester, and in two-plus miles arrives at North Shore Campground. To log the extra miles however, we would not turn left on 36, but would ride directly across it and onto a little lane called Road 10. I have had descriptions of this road from both Gary Grayson and Vin Hoagland. Both agree that it is not a super fantastic, must-do road, but if you want the extra miles, it's worth doing. It spends most of its time deep in the forest (a forest owned by Sierra Pacific Industries) and there aren't too many sweeping panoramas or other eye candy. Just trees, trees, and more trees. It's all uphill on the way out and all down on the way back. Vin says most of the climbing is gentle, but there are a few spots that might touch 8%. Gary says it's a great descent coming back to 36.

North Shore Campground comes well recommended. It's a big resort with loads of room for RVs as well as campers. We'll be here two nights. The photo at the bottom is taken from the camp, looking down the lake. Our past stays on the east shore of this lake have been highlighted by amazing sunsets. The glassy lake in the foreground and the snow-capped peaks on the western horizon conspire to create a perfect setting in which the sun can do its magic tricks. I don't know if we were just fortunate in our past sunsets or whether this is an everyday occurrence, but I hope we get to enjoy another show as spectacular as the previous ones.



Day 4: Lake Almanor Out-&-Backs

49 miles, 2700' up and down

This is the other stage that is entirely unknown to us from past SRCC tours; where we have to rely on the impressions (and photos and routes and elevation profiles) shared with us by the Gourmet Tour gang. But in this case, we have another source of local knowledge available to us as well. The town of Chester, just up the road from our camp, is the home of Chuck Elliot, nickname Bodfish, a well-known cycling expert (member of the Mountain Bike Hall of Fame). He has a bike store here. He has published a number of cycling guides, and one of them includes this stage, which he calls the Three-Fingered Workout because it explores three out-&-backs just uphill from Chester.

Our journey today begins with the ride into Chester on Hwy 36 (right). The town of Chester is a fairly ordinary small town, with some charm and some trashy stuff all mixed together. But we're just passing through, except perhaps for a stop at Bodfish Bicycles and Quiet Mountain Sports. (I like that name and I like that philosophy: no jet skis, no quad runners, and no snow mobiles.)

We're heading for a right turn onto Feather River Road, just at the center of town. A Forest Service sign at the junction points to "Warner Valley." Sure enough, within less than a mile, we come to a fork in the road, with Warner Valley Road to the left and Juniper Lake Road to the right. You know what Yogi Berra said: "When you come to a fork in the road, pick it up!" We'll pick up the Juniper Lake fork later, but for now, we're going to head up the Warner Valley fork to see what we can see. What we can see eventually will be beautiful vistas of Lassen Peak (right). But between the beginning of the road and the end will be many miles of delightful back road touring, slipping in and out of woods and meadows in a quiet, car-free world. In all three cases, we are simply going to ride to the end of the pavement and turn around.

Judging from Al's GPS-generated profile, both Warner Valley Road and Domingo Springs Road (which spurs off of Warner Valley), are up-and-down roads. They do more climbing on their outward bound legs and more descending coming back, but the grades are not at all constant. While the high point near the end of the paved road is around 900' higher than at the beginning near Chester, I count at least nine little descents or saddles in the 13 miles of "climb" between those two points, which of course translate to little uphill mixed into our descent on the way back.

Domingo Springs is the shortest of our three out-&-backs. Six and a half miles, round trip. It too appears to contain several little ups and downs along the way. (Some of these may be rogue blips in the GPS data and not real-world bumps at all. We'll find out!) This pleasant little road runs out of pavement at a campground where there is a faucet with good water for topping up our bottles (right).





After having dispensed with Warner Valley and Domingo Springs, we finally return to the junction where we can now pick up that Juniper Lake fork. Unlike the first two roads, this one appears to be a more constant grade, gaining around 800' in 4.5 miles to the end of the pavement. Here's another grade that averages around 3%, although the profile indicates that some pitches will be steeper than that. Only one little reverse profile near the bottom and the rest is all up or all down. Some of the comments from the Gourmet riders seem a bit lukewarm about this road because it stays mostly buried in the trees (above). I guess we'll form our own opinions after doing it, but I can't see much to dislike in this photo of Sue Bennett riding through the trees, and it's hard to complain about an uninterrupted descent of over four miles. What's not to like?

Our three-fingered workout ends up back in Chester, and then we simply retrace our route along Hwy 36 to camp. If you want a few more miles, there's no law that says you can't noodle around the neighborhood streets of Chester to see what's there.

Day 5: Lake Almanor to Mill Creek

55 miles, 2000' up, 1500' down

Now we have to move again. Today we shift our camp from Lake Almanor to Mill Creek Resort, not too far from the entrance to Lassen National Park. If you study the map for even a minute, you'll figure out that we're not connecting those two points by anything like the shortest route. It only takes 19 miles to get from North Shore Campground to Mill Creek Resort, but somehow we're managing to pad that out to 55 miles. Of course, on a cycle-tour, getting there is at least half the fun, so we want it to be about the journey and not the destination.

And it's a good journey, beginning with the run back down the lake on Hwy 147 (right). We've included this shot of Gary on 147 not only to show that road,

but also because it could serve as a generic photo for quite a few of the miles we'll be doing today along Highways 89 and 36/89. Long, straight runs on bigger roads. Not quite the perfect little back roads that we prefer, but necessary to get where we want to be. The day does include quite a lot of excellent miles as well, and on balance, the stage is worth doing.

However...someone has to drive our vehicles to the next camp today, so if the long miles on the major highways don't light your fire, consider volunteering to drive one of the cars or trucks.

You could take the 19-mile short-cut and be in Mill Creek by mid-morning. From there, you could hop on the bike and ride back toward the group. Better yet, you could do the loop around the lake with the group in the morning, then scoot five miles back to North Shore (across the top of the lake, through Chester), grab a car, and probably still beat the riders to Mill Creek. You would end up with a very nice loop around the lake of about 37 miles, and would miss some of those rather ordinary miles that come up later in the ride.



Now that we have that logistical matter thoroughly aired out, let's get on with the stage. We can skate rather quickly over the first 14 miles, which retrace the final 14 miles of Stage 3: down the eastern shore of the lake to Canyon Dam.

At Canyon Dam, we return to Hwy 89, circling around the south end of the lake and heading up the west side. But we'll be on 89 only for a brief spell, and when we leave the highway, things get a bit complicated. Blame Gary Grayson for this. He has thrown in a few wrinkles here that will test our navigation skills. The goal is to stay off Hwy 89 and to stay on or close to the shore of the lake. This particular stretch of 89 is just about as boring as it can be. One long, ruler-straight shot through the forest, out of sight of the lake. In contrast, the little "roads" that border the lake are all pretty and very bike-friendly. The trick is to find them all and string them together

"Roads" is in quotes because a large chunk of this section consists of the Lake Almanor Recreation Trail (right), a paved bike path meandering here and there through the forests and campgrounds that run along the lake. Most of the trail is easy to find and easy to follow, but Gary has us jumping onto it at the southern end in a rather oddball way. There is a campground just up the shore from



Canyon Dam called Lake Almanor Camp. It's owned by PG&E and is for the use of their employees. Running through that camp is an old road called Rocky Point Drive. Gary says this looks like a semi-abandoned stretch of old Hwy 89, and to get on it at the southern end, we have to climb over a dirt berm. Once into the camp and on the road, he claims we can follow along and pick up the trail eventually. We'll take his word for it and try to shepherd the group through here in a bunch so no one goes adrift. If you do lose the group or the trail, it's a simple matter to stay on 89 until you can turn right on Prattville Road (left), which is a perfectly nice little lane running parallel (more or less) to the bike path. Prattville Road and the path cross one another a couple of times, so if you're on one, you can easily find the other.

Eventually though, we do want to be on the path for its last leg beyond the little towns of Prattville and Plumas Pines. At that point, Prattville Road veers back to 89 and the path is the only way to stay by the water and in the pretty woods. When this last section of trail does finally end, Gary has one more embellishment for us. The trail tees into a dirt road





At the northwest corner of the lake, Hwy 89 meets Hwy 36. The two highways join forces and head west, and we go along for the ride. Here, the road is generally wide, often with wide shoulders. Scenery is a pleasant but not spectacular blend of forest and meadow. For 20 miles, the terrain floats up and down, gaining or losing two to three hundred feet at a time in five or six-mile chunks...not steep enough to be “hills” and too big to be “rollers.” Spaced out fairly evenly along this stretch are three wide spots in the road that are big enough to have place names: St Bernard Lodge, Fire Mountain, and Childs Meadow. Each has a store, and if it’s a hot day and you’ve lost track of your sag, any one of them might make a good spot for a rest stop, although if you get to the last of the three, you’re only a few miles from the finish and you might as well carry on.

Hwy 172, our last road of the day, may have a state highway number, but that’s all it has in common with our bigger highways today. It’s dinky and

just a few yards east of 89. If you turn left on this road, you dump out onto 89 and head north the rest of the way up the lakeshore. This is what we did when we toured here before, I guess because we didn’t know any better.

But Gary claims he does know better, and he has us turning right on the dirt road and riding into an upscale lakefront subdivision call Almanor West. From the dirt access road, we pick up a counterclockwise loop through the neighborhood, past the golf course (above) and the docks along the lake and all the fancy houses. This swanky loop keeps us off the main highway for a little longer and exposes us to another side of the Lake Almanor experience.

Altogether, from just north of Canyon Dam to the far side of Almanor West, we’ll be on one section or another of these paths and lanes along the west shore of the lake for 13 miles. When we do return to Hwy 89, we turn right and head north. This straight section is three miles long, and it at least has the virtue of having returned to the lakeshore, so the scenery is more interesting than all those endless walls of trees.

pleasant and perfect for bikes, and we’ll be doing a lot more of it tomorrow. Today, just three miles into the road, we come to Mill Creek Resort. This is an old, cheerfully funky resort bordering a pretty meadow along the banks of the creek (below), with both rustic cabins and a campground. It has been the staging area for any number of bike-mounted assaults on Lassen National Park, including an old club tradition of Mill Creek weekends put together by Don and Barbara Wolf. All who have stayed here have pleasant memories of their visits.

Day 6: Mill Creek to Subway Cave

59 miles, 5000’ up, 5300’ down or 55 miles

If you study the elevation profiles for the first five stages of this tour and then look at today’s profile, you could be forgiven for thinking you have suddenly transferred to an entirely different tour. The profile looks as if it has been created using a very different aspect ratio, with the “rise” way out of proportion to the “run.” But it’s no trick with proportions. All it means is that we have finally—and for one stage only—arrived at some big mountains. Put on your game faces, kids. We have work to do.

This will certainly be the most challenging day of the tour. It will be challenging on two scores. First, the cycling will be a tall order, requiring a big effort from all but the friskiest of mountain goats. Second, the logistics today will be demanding, at least for a few of us. Let’s touch on that aspect of things first by explaining what we’re trying to do.

We plan to ride from Mill Creek into Lassen Volcanic National Park, up and over the summit and down the north side and out of the park, then further north to our destination at Subway Cave. Meanwhile, somehow, we have to move our carpool fleet from the start to the finish of the ride. When all vehicles and all riders have arrived at the finish, we will pile into the cars and drive about 40 miles further up the road to the town of McArthur, where we will camp for two further nights at the Intermountain Fairgrounds while participating in the Fall River Century.





It's possible that some amongst us will be intimidated by that daunting profile and may choose to drive a car through the park instead of riding through. However, unlike our car transfers on Stages 3 and 5, we would never suggest that anyone should elect to skip this stage. It may be challenging, but it's also a marvelous, epic adventure...a world-class stage, not to be missed. If you still want to drive it, fine. But if everyone wants to ride it—and we really hope all of you do want to ride it—then a handful of riders will have to do a slightly different ride. They will ride to Lassen summit, then turn around and descend back to Mill Creek to retrieve the cars, then drive to the finish.

There are a couple of ways to do this out-&-back. (I'll explain the options in a minute.) Depending on which way you do it, the ride would be between 36 and 46 miles, with essentially the same level of climbing as on the full stage. What makes it appealing is that the descent off the south face in Lassen—heading back to Mill Creek—is a fabulous run. The photo at right shows one little snippet of road on that side of the hill: all twisted and tangled up like a plate of noodles. What's more, the smaller descent off Mineral summit, near the end of the return trip, is a real hoot too. Anyone who volunteers for this car retrieval duty is not going to feel as if they were cheated out of a good ride. They will end up having one of the best cycling days a die-hard rider could ever wish for.

So, let's hit the road and find out what this grand stage has in store for us. We have two ways to begin the stage. One yields a stage of 59 miles and the other of 55 miles, with approximately 500' less elevation gain. We think the longer option provides the best cycling experience, but the shorter option is acceptable if you want to pare the challenge down just a bit. You will have to make your choice on this before the ride, because the two routes diverge right out of the Mill Creek driveway.

The shorter option retraces yesterday's final three miles back to Hwy 36/89, then turns left and climbs to 5753' Morgan summit, just outside the entrance to the national park. The longer option continues west on Hwy 172, up and over 5264' Mineral summit, down to the town of Mineral (4796'). It then turns east on Hwy 36 and climbs up to the park entrance,

only a short distance from Morgan summit. The difference between the two is that the shorter option, besides saving four miles, only does one climb of around 1000', while the longer option does the 1000' climb from Mineral to the park entrance, but also does the 500' climb from Mill Creek to Mineral summit to begin with. Got all that? Whichever way you go, the climbs on 36 (or 36/89) to the park entrance will be essentially the same: about 1000' of gain in about three miles (6% average).

We think the longer option is worth the extra work, if you feel you can manage it. Hwy 172 is a nearly perfect cycling road. How such a tiny, twisty byway ended up with a state highway number is a mystery to me, but that number does not translate into "bigger, wider, faster, more engineered, heavier traffic." It couldn't be any quieter and prettier and more scaled to the pace of cyclists. Can you tell I like this road? It's a gem. The climb is not too much of a challenge: three miles, but only 500', so maybe 3%. We drop down to the town of Mineral on an easy descent, rolling out through pretty Battle Creek Meadow, before turning right in the town and heading back uphill toward the park. This climb will be steeper and the road is more of a big highway. But it's still quite pleasant.

If you end up being one of the riders coming back to Mill Creek to retrieve cars, here's what I suggest: do the shorter option on the way up the hill and the longer option on the way back. That way, it's not entirely an out-&-back, and you get to do the great little Mineral summit descent at the end of the ride. That would work out to a total ride of around 41 miles, and a wonderful ride it would be.

Once we leave Mineral, we are going to be climbing, more or less constantly, for the next 17 miles, gaining 3700' along the way. That works out to an average of around 4%, although there are some sections that are almost flat and others that are a bit steeper. It's a big chunk, but it needn't be a death march. For one thing, the climb is never all that steep. Long, yes, but not brutal. (Both photos on this page are typical examples of the grade.) For another thing, it's all off-the-chart gorgeous, as one would expect it to be in a national park. In all probability, you'll





be too busy looking around at all the magnificent scenery to worry too much about how long the climb is taking.

In fact, let the climb take as long as it has to: stop as often as you like to check out the assorted sights along the way. There are various scenic attractions on this run up the mountain, including the Sulphur Works, a region of steaming fumaroles and hot, bubbling mud pots. The photo at left is of Bumpass Hell, another, similar region a bit further up the climb. It takes a bit of a hike to get to Bumpass Hell, which I doubt many of us will do in our cycling shoes, but the Sulphur Works is right alongside the road and easy to explore. The Sulphur Works is thought to be the original volcanic blow hole for ancient Mount Tehama, a formerly large volcano that blew its top 600,000 years ago...like Mount St. Helens, only bigger. This area is still an active geothermal region. Lassen Peak last erupted in 1916, and until Mt. St. Helens lost her head, that had been the most recent volcanic eruption in the contiguous United States.



The borders of the park enclose miles of pristine wilderness, but the reason the park is here is because of the various volcanic and geothermal wonders associated with Lassen Peak, or perhaps more accurately with the late Mount Tehama. Many of the rugged peaks in the park's high country are remnants of the original volcano...the ragged fringes of its exploded caldera. 10,457' Lassen Peak is not. It's considered the world's largest plug dome volcano. I'm no geologist, but I believe this means a vent formed in the remnants of Tehama's collapse, spewing out assorted volcanic crud which over time built up a 2000' high cone before becoming plugged up, more-or-less like a giant, geological blackhead. The park literature will do a better job of explaining all this. By the way, the last time we were here, the entrance fee for a cyclist was \$5; for a car, \$10.



It may seem as if it takes forever, but eventually we will get to the summit. Once there, it can be an impressive sight. The snowpack in the high country in this park is often so deep that the road can't be cleared until mid-July or occasionally even later. It's quite exciting to ride here when the snow is still so deep. We've ridden over the summit when the snow was piled so high on the sides of the road that it was almost like riding down a white slot canyon (left...photo taken in August). Most of the time, it won't be that extreme, but you're quite likely to find snowfields right up to the edge of the road and aqua-blue ice in the snow banks on the shady sides of the hills or on the surface of Lake Helen, just before the summit (middle photo, taken in a different, warmer August). We will keep our fingers crossed that this won't be one of those years when the snow still has the pass closed when we get here.



Once over the top, we'll be embarking on a long, delicious feast of nearly continuous downhill. After that 17-mile climb, our reward is a 17-mile descent. And not only is the road a superb, E-ticket ride in terms of its twists and turns—as well as its scenery—but the pavement is generally superb as well...silky smooth and free of potholes and other booby traps. To trot out the tired old cliché: this is as good as it gets. The photo above shows one of our Northern Peaks participants climbing this stretch—we were going the other way that day—but for us, this will be a smokin' downhill.

Take a break or two on this descent. This park is too fascinating and picturesque to speed past in a blur. Six miles down the grade, for instance, is an impressive panorama looking to the southeast, with Lake Almanor taking center stage in the middle distance. Pretty little Summit Lake, two miles further down the hill, is also worth at least a brief stop. Finally, this amazing descent ends at mile 39, 5300' down from the summit. *Whew!* That is by no means the end of the downhill dancing for today, but for the moment, we have to tilt back uphill for about three miles on a relatively easy climb through some really lovely country: great masses of rugged rock, majestic trees, towering peaks, babbling brooks and little lakes, and deer, squirrels, marmot, and other fauna going about their business.

After that three-mile climb, we get another little descent to Manzanita Lake. The name refers to

both a pretty lake near the road and to the general community clustered here: park headquarters, with stores and visitors centers and all that busy stuff.

We're heading right out the other side of the park, out the north gate, still on Hwy 89. Just out of the park, 89 merges with Hwy 44 and the combined 44/89 bumps up and over 5920' Eskimo Hill summit—a little climb of only a hundred feet in a mile and change—and then we return to our downhill ways for the balance of the stage: a little over 1500' down in a little over 12 miles. At less than 2% on average, this is not any sort of hairball descent, but it's still loads of fun and still represents a healthy return on the investment we made with that long, long climb to Lassen summit. If you've done the whole route, you will have logged 23 miles of climbing, but you will have also enjoyed almost 35 miles of descending. That'll work! This is still lovely country too, with the downhill run sometimes accompanied by the splashing cascades of pretty Hat Creek, near its headwaters.

At the bottom of the hill, we roll out to a junction called Old Station, where Hwy 44 takes itself off to the east and we continue north on 89 just a fraction of a mile further to our destination at Subway Cave. This is where we're going to regroup and gather our carpool fleet together for the short commute to McArthur. But before we do that, you should take the time to explore the cave, at least if you have any interest in caves. This is a lava tube cave. Lava tubes are formed when lava flows from a volcano down a river-like channel. The lava exposed to the outside air cools and forms a hard outer crust, but the lava under the crust—insulated from the outside air, continues its molten flow. (No doubt you've seen images of such underground flows on the active volcanos in Hawaii.) Eventually, the molten lava in the underground flow runs out and leaves its empty channel behind...the tube cave. As caves go, lava tubes are some of the least interesting, usually having no stalagmites or 'tites or other fancy frills that make some cave systems so intriguing. But still, a cave is a cave, and it's fun just to venture down into the still, cool, darkness (below). This tube is about a third of a mile long and the total hike through will add up to about half a mile. You'll need walking



shoes and a flashlight for the trek, which could be brought here by our sag drivers. The cave is just a few yards off the highway on a paved drive. There is no entry fee.



Day 7: The Fall River Century

100 miles; numerous shorter options

Moderate climbing

Last but by no means least, we have the Fall River Century. We had not initially planned to incorporate the century into our tour, but we were aware that it was going on at about the same time and in the same neighborhood, so our first plan was to finish the tour in Mill Creek on a Friday so that anyone who wanted to could drive north on their own and do the century on Saturday. Then Doug Simon said: why not just finish in McArthur and include the century as the final tour stage? *Brrrrrilliant!*

Once we decided the car pool deal could be managed, it made a lot of sense. Here we all are, right in Fall River's backyard, and it's such a nice ride. It's considered an easy, entry-level century, probably easier than our Wine Country Century. The scenery is so pleasant and the folks supporting the event are so friendly... It's a perfect way to wrap up our week.

We'll be staying on the shady lawns of the Intermountain Fairgrounds in McArthur for two nights, and our little group will now be mingling with many other campers who will also have their tents pitched on the lawn. We might even run into some old friends from other clubs around the state. Our KP chores will be somewhat simplified, as the organizers provide breakfast on the day of the ride and dinner afterward, plus we're working on another special dinner that should be quite a treat. More on that when we have the details worked out.

Rather than trying to describe all the routes, I'm going to concentrate on the century. All the other routes use some combination of the same roads. We begin the century at the Intermountain Fairgrounds and head

west and north along McArthur Road (also known as County Route A19). For the first 11 miles, this road stays as close to level as anything in the mountains can, as it zigs and zags across the flat, fertile plain of the Fall River Valley. Much of the valley is planted in peppermint (left), for use in flavorings in toothpaste and other minty products. The fields smell wonderful. A few miles into the ride we cross the Fall River, and that spot, at the bridge over the mirror-smooth water, is one of the prettiest spots on the whole ride.

At the tiny town of Dana, the road tilts up into a 4-mile long grade that climbs out of the valley and up to the tableland where Hwy 89 resides. This climb is never difficult...always an easy grade. Turn left on 89 and head south. The highway is almost level for the next two miles, and then slopes off downhill for five fast miles on a grade of around 6%. This downhill stretch has just been repaved and is now smooth as silk...perhaps the fastest descent on the stage. At the bottom of the hill, watch out for a right turn on Clark Creek Road.

Clark Creek Road wraps around the outside of McArthur-Burney Falls State Park and Lake Britton, a large reservoir impounding the waters of the Pit River, Hat Creek, and Burney Creek. After leaving 89, we cross some railroad tracks, climb very briefly and then begin a nifty little descent, which starts out with a gradual downhill and then becomes quite steep and twisty...lots of fun. Somewhere in here there are pretty vistas out over Lake Britton and the surrounding woods. At the bottom of the downhill you pass Clark Creek Lodge, where the first rest stop is located, run by the bright and perky cheerleading squad from Fall River High.

Climb a little after the lodge and then descend some more to a level run along the shore of the lake, including riding across the top of the dam at the end of the lake (below). It's an interesting dam, built in the 1920s in the monumental art deco style of the period. Shortly after crossing the dam, you begin an easy one-mile climb to where the road becomes almost level, and in another couple of miles, you've returned to Hwy 89.



Turn right (south) on Hwy 89 for nine miles. This stretch is the least pleasant, or at any rate least interesting portion of the ride. The highway is arrow straight and either flat or slightly rolling, with nothing for scenery but walls of firs and pines. Traffic is rather heavy and rather fast. That said, it really isn't all that terrible. It's just subpar compared to the rest of the stage.

But things will improve soon...as soon as we turn left off 89 onto Cassel Road. This begins one of the best parts of the ride. we'll be on quiet backroads that undulate and twist over a constantly changing landscape. Moderately challenging climbs and wiggly-worm descents are mixed together with large helpings of rollers and dipsy-doodles... sometimes in a pretty forest of mixed hardwoods and firs and sometimes out along the edges of meadows or quiet little ponds. It's a landscape into which bikes fit very comfortably. Riding here is a treat. There is a spot on the first of these roads—Cassel Road—where it crosses over Rising River, a tributary of Hat Creek. The waters are backed up in a little pond near a farm house, and the picture of pond and house is so pretty (top photo)...I always stop or at least slow down here to take in the beautiful setting.



After passing through the little one-store town of Cassel at mile 44, home of the second rest stop, we begin another mostly uphill section known as Six Mile Hill. If you check the elevation profile for the stage, it looks as if the climb out of the Fall River Valley earlier in the ride is a harder piece of work. I don't think so. The earlier climb was just a long, steady grade, whereas this one has a few steep pitches that will get most riders out of the saddle, if only briefly (right). The little pitches culminate in one fairly stiff wall that tops out along Hogback Ridge (bottom photo), where the views off the hilltop are quite expansive and grand.



As is only fair, the payoff after the climb is an entertaining descent. It isn't all downhill all the time after this. The descent is much like the climb that preceded it: a mix of ups and downs. But there will more down than up for awhile. If you're not too busy hammering the descent, you might want to glance to your left now and then for pretty little vistas over the wild Pit River, down in its canyon below the road. Right at the bottom of this mostly downhill run, we approach the town of Fall River Mills. Before we come to the town, our route goes right on Dee Knoch Road. However, we're not going to take that turn yet. Before we do, we're going to make a quick run into Fall River Mills for our next rest stop at a park in town. So stay on Cassel-Fall River Road, cross a bridge over the Pit River, and head for the town of Fall River Mills. Just as you hit the city limit, turn left on Bridge Street. Bridge is so named because it crosses the Fall River. Fall River and Pit River merge just to the left of the bridge, and it's a pretty spot, if you like rivers. After scoping out the waters, turn right on Long street, cross Hwy 299 one block later, and drop into Lion's Park for the lunch stop. This is at mile 56.



After lunch, retrace this little spur back out of town and return to rural riding on Dee Knoch Road, which we passed on the way

into town. Dee Knoch is a very pleasant road. It skirts along a wide meadow, often in sight of the old irrigation canal that waters the Knoch Ranch. As the road is up along the high edge of the meadow, there are pleasant views spilling away to the north, all down the length of the Pit River valley. Houses and other structures near the towns of Fall River Mills and McArthur can be seen straggling along the rim of the mesa on the far side of the valley with the Pit River in the middle distance

A brief aside: this entire area is a paradise for birders. It is not at all uncommon to see bald eagles and ospreys and assorted



mind which route to do, and you wouldn't have to decide until you got to this point. There are two more shortcuts that come up later and yield rides of around 70 and 80 miles. I will discuss each of those when we get to them.

Dee Knoch Road continues beyond the Jim Day junction for another four miles, then we turn left on Pittville Road. Up and over a little hill, we come to the tiny village of Pittville. Here's where the second bail-out is. It's now mile 65.6. The century is going to turn right and head up into the hills one more time. If you turn left, you can nip off the whole hilly section and reconnect to the basic route in about one mile, and that will be at mile 95.8 on the century route. So you'd ride one mile to save 30.

If you're still with us for the century, we are now going to tackle our last uphill section of the day. Like most of the other climbs on this ride, this one is not too difficult. In fact, it's probably the easiest of the three big climbs. It works up through a series of stairsteps onto a shelf called the Lassen Bench, and this is where we'll have the best view back to 14,162' Mt Shasta, almost 50 miles away to the northwest (below). The landscape looks considerably different over here compared to the dense forest over by Clark Creek and Hwy 89. Here, it's more open and arid and even a bit austere, with a great deal of rock scattered about. Oak and madrone dot the rugged hillsides.

Rest stop #4 is out in the middle of nowhere at mile 70, just beyond the top of the climb to the Lassen Bench. After the stop and a brief traverse across the bench, we jump onto Hwy 299 and head back down the hill into the valley. This is a nice descent of two miles...nothing too technical about it: just put a charge into it at the top and roll on down the road on good pavement.

hawks. But what might surprise you is that the area is also home, in season, to a healthy population of the huge, magnificent sandhill cranes (top photo), which explains why a silhouette of one adorns the Fall River Century jersey. There are also migrant flocks of white-faced ibis (middle photo), another large, impressive wading bird. If you keep your eyes open, you might spy the eagles and osprey in trees overlooking the rivers, and the wading birds out in the mint fields and marshes near the water.

Back to the route... Midway along the length of Dee Knoch Road, there is a junction with Jim Day Road. If you want a nice ride of around 60 miles today, my suggestion is to turn left here and take Jim Day directly into McArthur, just two miles away. Although the Fall River Century organizers have another route in mind for their 100-K, my feeling is that following the basic century loop to this point and then bailing on Jim Day makes for a far superior route to what they have laid out. Besides, it allows all of our tour participants to ride together most of the day, regardless of whether they plan to do the 60-mile distance or the whole century. In fact, you could begin the day without having made up your



Just beyond the bottom of this descent, we turn right on Day Road. This is an out-&-back of over 18 miles, round trip. It has its charms, but its chief purpose in life is to pad the miles up to the full century distance. That's why it's easy to suggest one further shortcut here: simply skip the out-&-back and save those miles, ending up with a ride of around 81 miles.

If you're determined to stay the course, the miles on Day Road will be pleasant, if not spectacular. It climbs gently on the way out and therefore descends in kind on the way back. There is a rest stop at the turnaround in the Day Community Center. Day gets a little dot on the map that indicates it's a town, but really, all that's here is the community center and a grand old farm house and its attendant outbuildings that I assume must be the original Day Ranch. You won't even see the farm if you stop first at the community center, so most people doing the ride miss it. You have to ride on around one more corner and there it is. In my opinion, seeing this farmstead is almost the only thing that makes coming out here worthwhile. It is an impressive old pile; then turn around and take in the view from just in front of the farmhouse, looking out across the valley toward Shasta. It's a great panorama, but you won't see it if you don't ride on past the rest stop for another few hundred yards.



Lassen Peak, Stage 6

Thanks to Alan Bloom, Dave Dietz, Linda Fluhner, Bill Ellis, Mike Dimicco, Bill Oetinger, and others for the photos in this preview.



Summit Lake, Stage 6

Once we've dealt with the Day Road dead end, either by doing it or skipping it, all that's left is a pleasant, 8-mile roll-out through the mint-fresh farm fields on the eastern end of the valley (above). These quiet roads zigzag back and forth on one side of 299 or the other, doing their best to stay off the main highway. They are either flat or slightly downhill, except for a few rollers and one little uphill right near the end.

So the ride ends the way it began, with mellow miles through the farm fields along the Fall River Valley. Come to think of it, that's how our entire tour started as well: with the mellow miles along the farm roads of Indian Valley. Perhaps it's appropriate to bookend the tour with two such similar landscapes. We've discovered a lot of varied scenery in between—from Antelope Lake to Lake Almanor, from Warner Valley to Lassen—but these tranquil valley miles are as much the defining image of the tour as anything else we've experienced. They set the tone right at the start and carried it through, right to the finish.

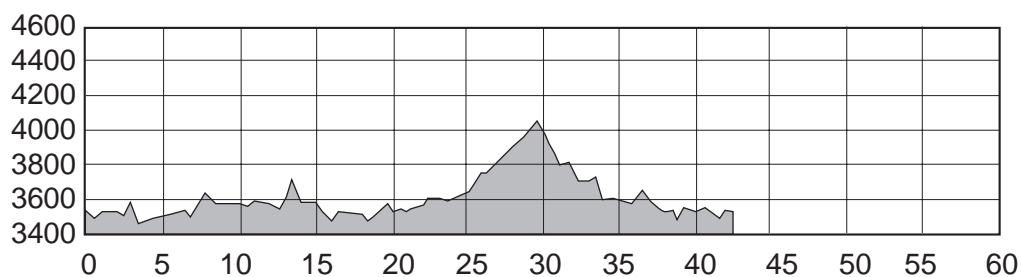


Plumas-Lassen-Shasta Tour

Day 1: Indian Valley Loop

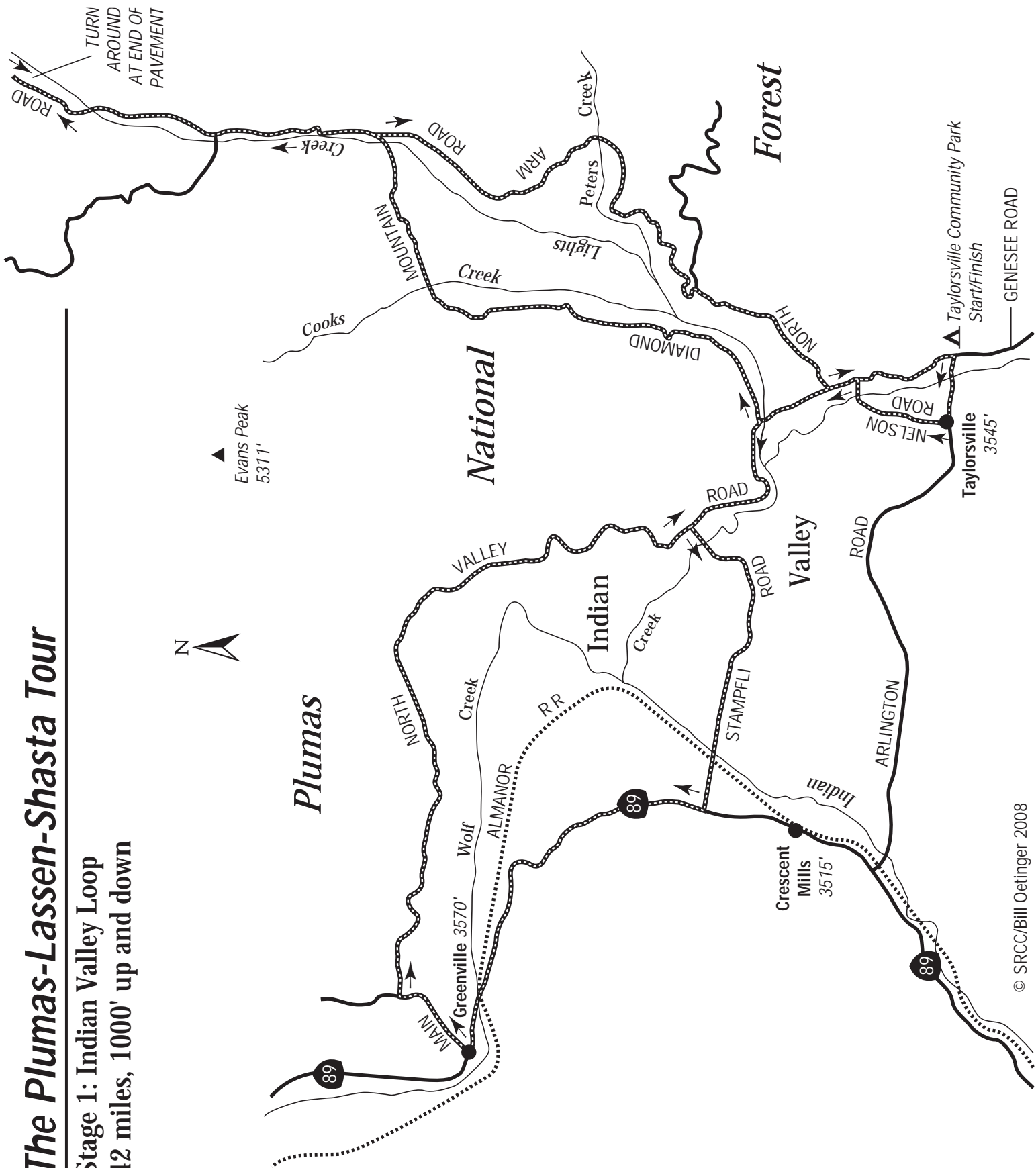
42 miles, 1000' up and down

L on Arlington Road (into Taylorsville)	0.0
R on Nelson Road	0.6
L on North Valley Road	1.7
L on Stamfli Road (aka Stampfli Lane)	3.5
<i>Sign shows arrow to Crescent Mills</i>	
R on Hwy 89	6.5
Summit...downhill ahead	7.8
Into town of Greenville.....	8.7
R on Main Street in Greenville	10.5
R on North Valley Road	11.4
L on Diamond Mountain Road (out-&-back)	20.2
Turn around at end of pavement	28.7
L on North Arm Road	33.8
L on North Valley Road	40.3
Straight into Taylorsville Community Campground.	42.3



The Plumas-Lassen-Shasta Tour

Stage 1: Indian Valley Loop
42 miles, 1000' up and down



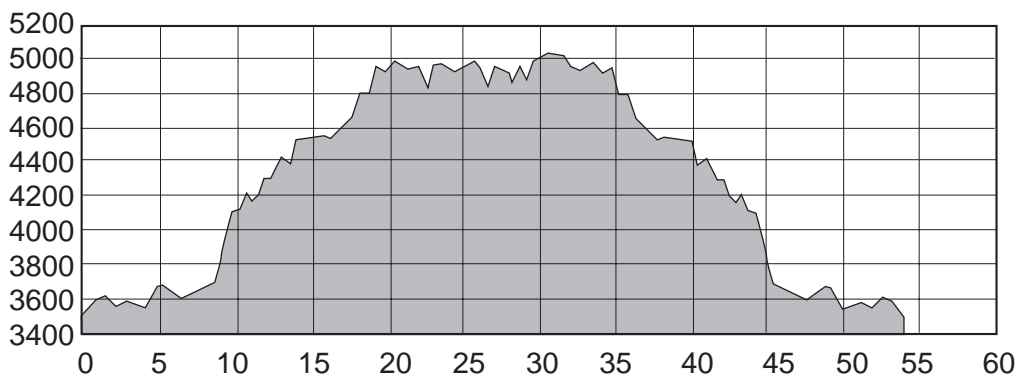
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Plumas-Lassen-Shasta Tour

Day 2: Antelope Lake Loop

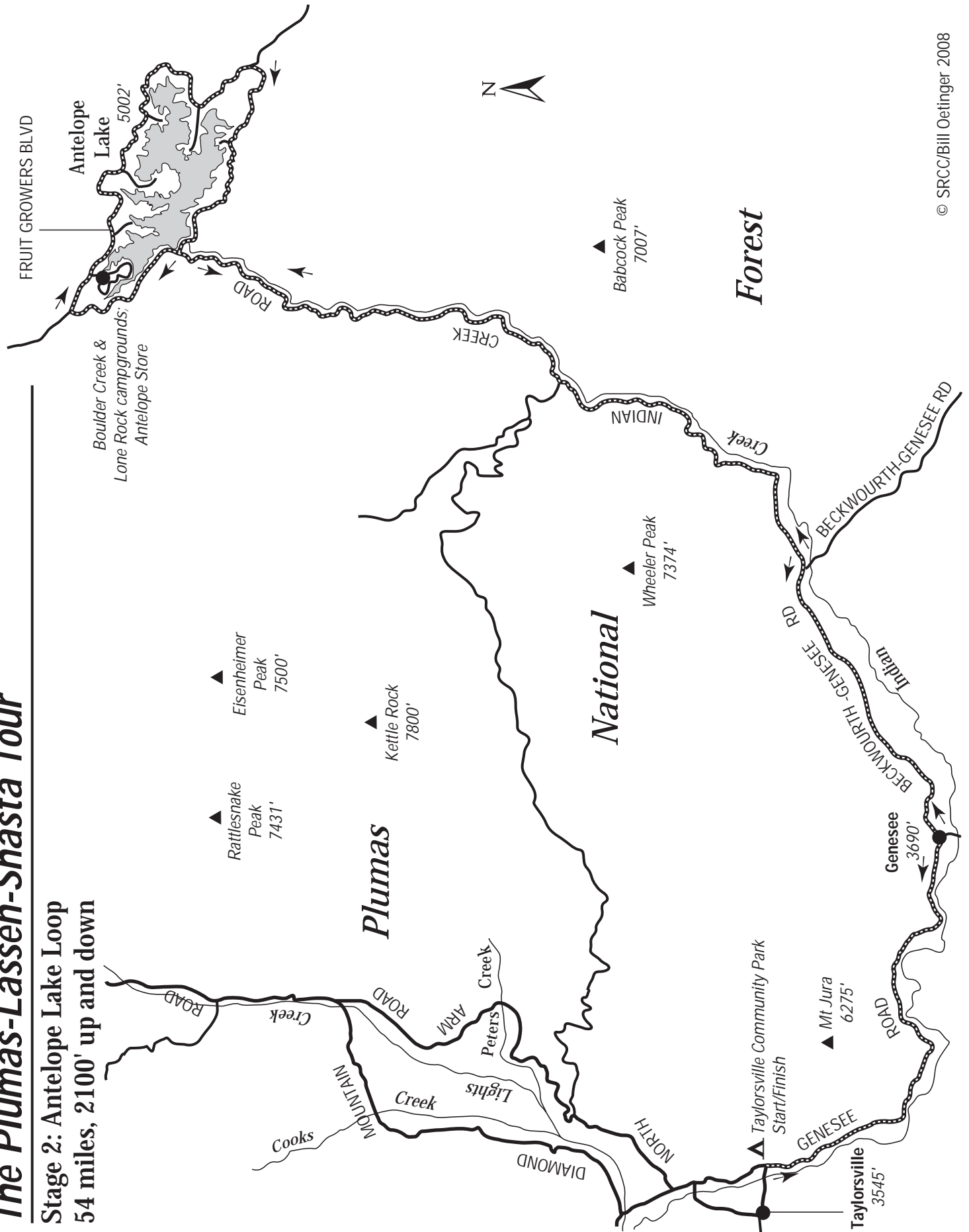
54 miles, 2100' up and down

R on Genessee Road	0.0
Straight on Beckwourth-Genessee Road	5.9
<i>Village of Genessee</i>	
Straight on Indian Creek Road	10.3
L on Indian Creek Road at Antelope Lake	21.4
Ride around the lake in a clockwise direction.	
R on Fruit Growers Blvd	23.8
<i>Boulder Creek campground and store</i>	
L on Indian Creek Road	32.3
Straight on Beckwourth-Genessee Road	43.4
Straight on Genessee Road	47.8
L into campground	53.7



The Plumas-Lassen-Shasta Tour

Stage 2: Antelope Lake Loop
54 miles, 2100' up and down



Plumas-Lassen-Shasta Tour

Day 3: Indian Valley to Lake Almanor

35 miles, 1100' up, 200' down

Bonus: up to 19 miles (round trip) on Road 10

Straight on North Valley Road 0.0

L on Main Street in Greenville (3570') 10.8

R on Hwy 89 11.7

R on Hwy 147 at town of Canyon Dam (4590') 20.8

Also known as East Side-Lake Almanor Road

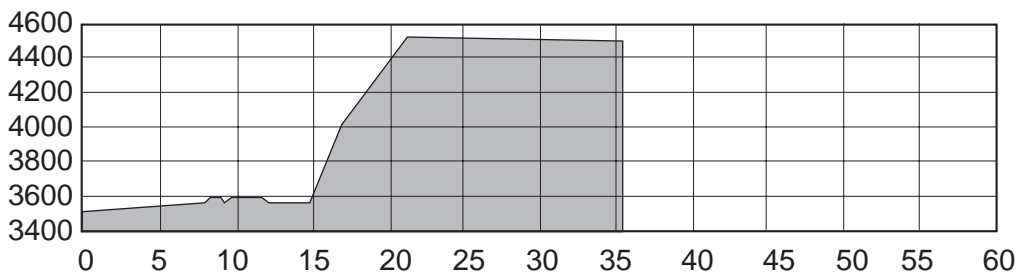
L on Hwy A-13 (Walker Memorial Road) 28.2

L on Hwy 36 32.8

*Bonus miles: straight across Hwy 36 onto Road 10**

L into North Shore Campground 35.4

•Bonus miles: at A13-Hwy 36 junction, cross 36 and do an out-&-back on Road 10. At 8.4 miles, turn R on Bailey Creek Road and continue to end of pavement. One-way total is 9.6 miles = 19.2 miles round trip. Mostly uphill on the way out, usually quite moderate but some sections up to 8%.

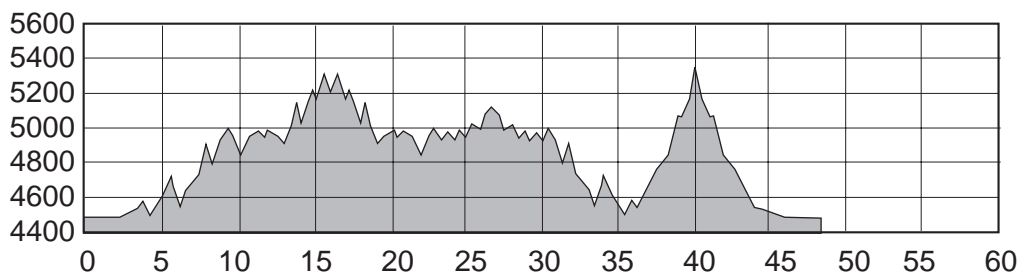


Plumas-Lassen-Shasta Tour

Day 4: Lake Almanor Out-&-Backs

49 miles, 2700' up and down

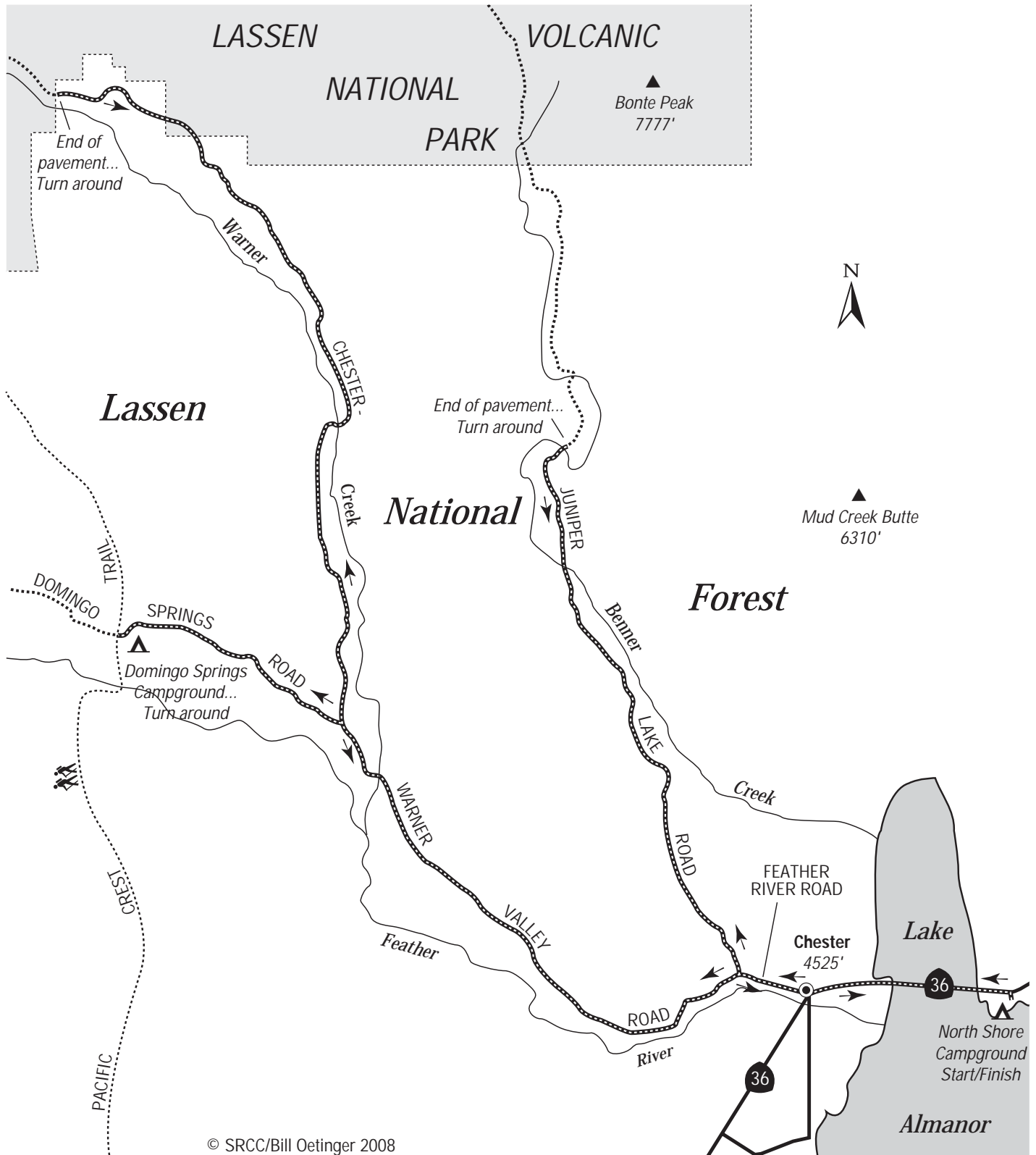
L on Hwy 36	0.0
R on Feather River Road	2.8
Forest Service sign says, "Warner Valley."	
L on Warner Valley Road	3.5
<i>Sign points to Drakesbad.</i>	
Bear R on Warner Valley Road	8.9
<i>Follow signs to Drakesbad.</i>	
In Warner Valley	14.6
<i>Great views of Lassen Peak.</i>	
End of pavement...turn around	16.1
R on Domingo Springs Road	23.3
<i>Sign points to Mineral.</i>	
Domingo Springs Campground...turn around	26.6
<i>Good place for lunch. Source of potable water.</i>	
R on Warner Valley Road	29.9
L on Juniper Lake Road	34.5
End of pavement...turn around	39.9
L on Feather River/Warner Valley Road	45.3
L on Hwy 36	45.9
R into North Shore Campground	48.7



The Plumas-Lassen-Shasta Tour

Stage 4: Lake Almanor Out-&-Backs

49 miles, 2700' up and down

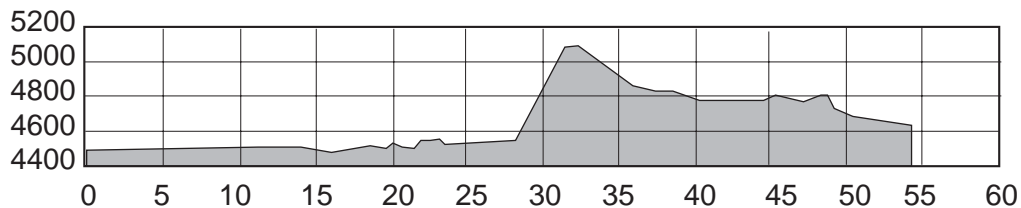


Plumas-Lassen-Shasta Tour

Day 5: Lake Almanor to Mill Creek

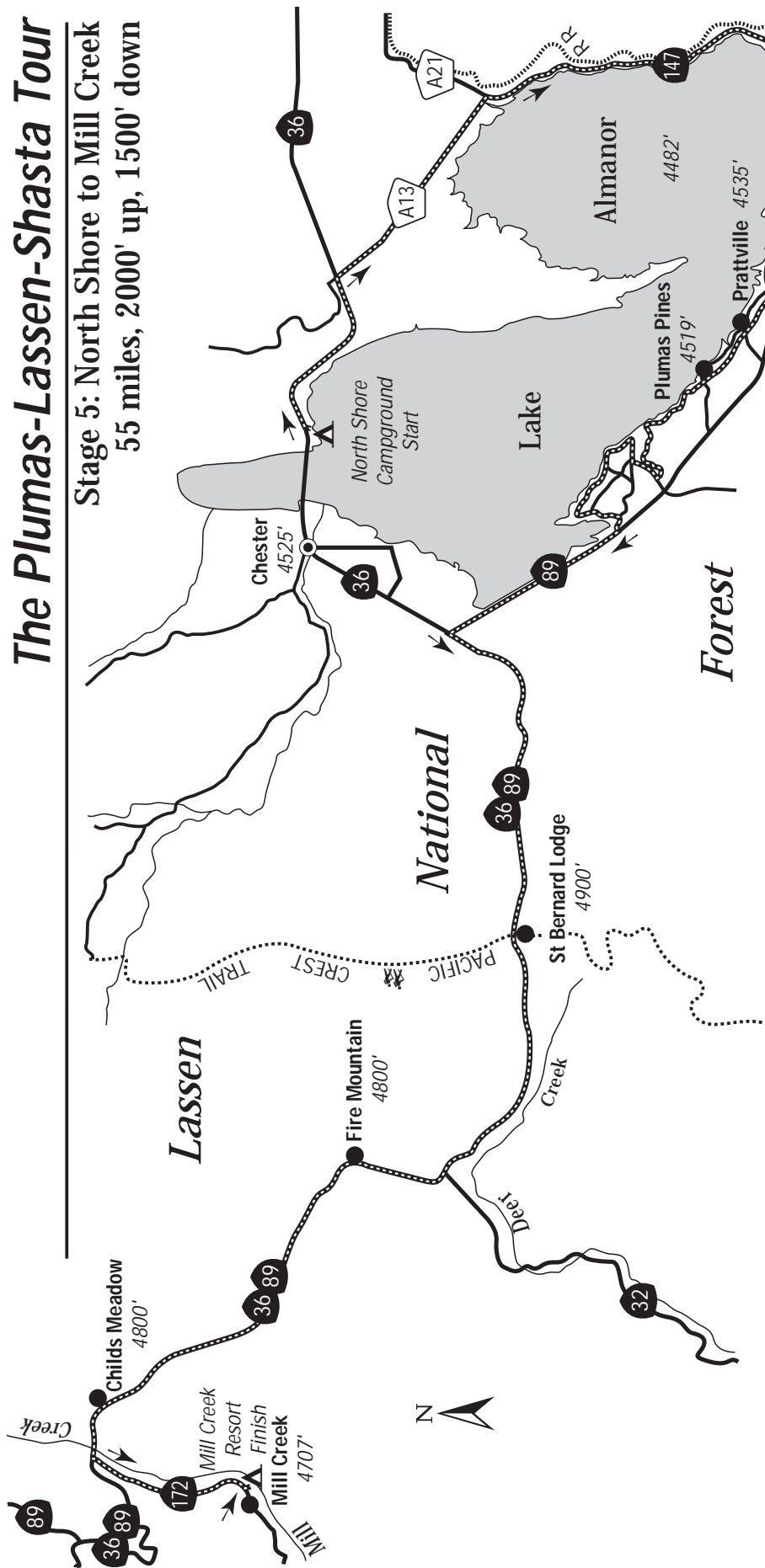
55 miles, 2000' up, 1500' down

R on Hwy 36	0.0
R on Hwy A-13 (Walker Memorial Road)	2.6
R on Hwy 147 (East Side-Lake Almanor Road)	7.2
R on Hwy 89 at town of Canyon Dam (4590')	14.6
R onto Lake Almanor Recreation Trail	16.4
<i>Access to path via dirt road just before sign for Lassen National Forest; climb over dirt berm blocking car traffic.</i>	
R on dirt path toward Osprey Trail and Lake Almanor West Drive	25.9
<i>Ride loop thru Almanor West subdivision.</i>	
R on Hwy 89	29.2
L on Hwy 89/36	32.2
R on Hwy 172	51.5
L into Mill Creek Campground (4707')	54.6

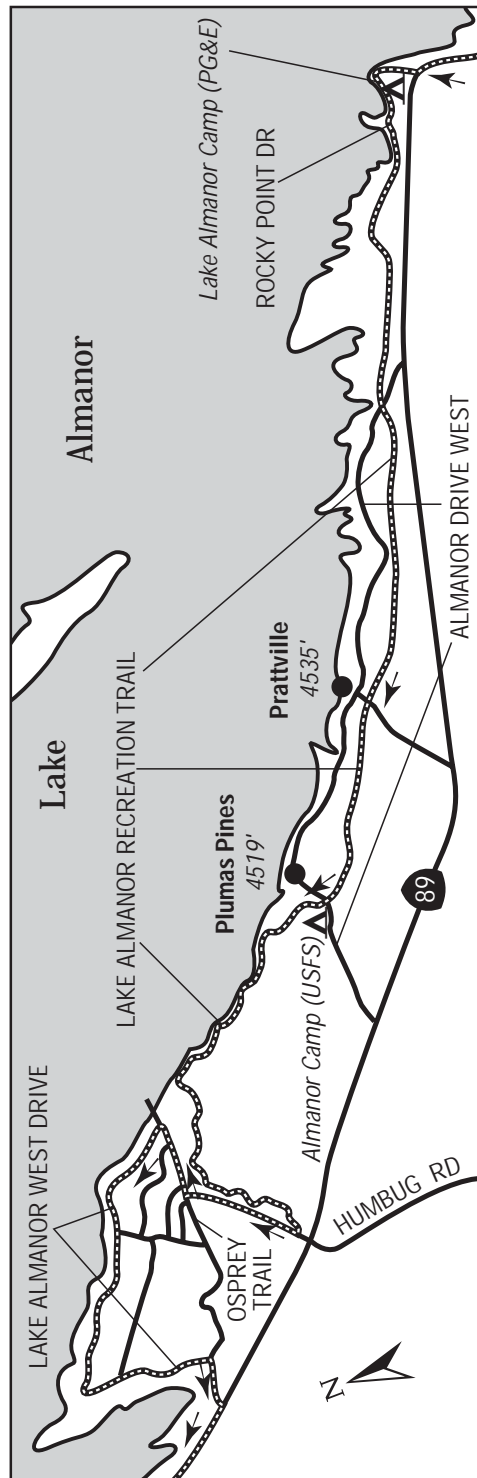


The Plumas-Lassen-Shasta Tour

Stage 5: North Shore to Mill Creek
55 miles, 2000' up, 1500' down



Lake Almanor Recreation Trail detail



Plumas-Lassen-Shasta Tour

Day 6: Mill Creek Resort to Subway Cave

59 miles, 5000' up, 5300' down

L on Hwy 172 0.0

Leave Mill Creek Resort (4707').

Mineral summit (5264') 3.5

R on Hwy 36 at town of Mineral (4796') 5.8

Uphill for next 17 miles.

L on Hwy 89 toward Lassen NP 10.2

Lassen Volcanic National Park entrance 15.6

Sulphur Works (★) 16.6

Lassen summit (8512') 22.8

Downhill for next 17 miles.

Great panorama over Lake Almanor 29.0

Summit Lake (6800') 31.5

Lost Creek (3200') *Bottom of descent* 39.4

Smaller climb ahead.

Manzanita Lake Village (store, park services) 43.8

Manzanita Lake (5847') 44.3

L on 89/44 (leave Lassen NP) 44.8

Eskimo Hill summit (5920') 46.2

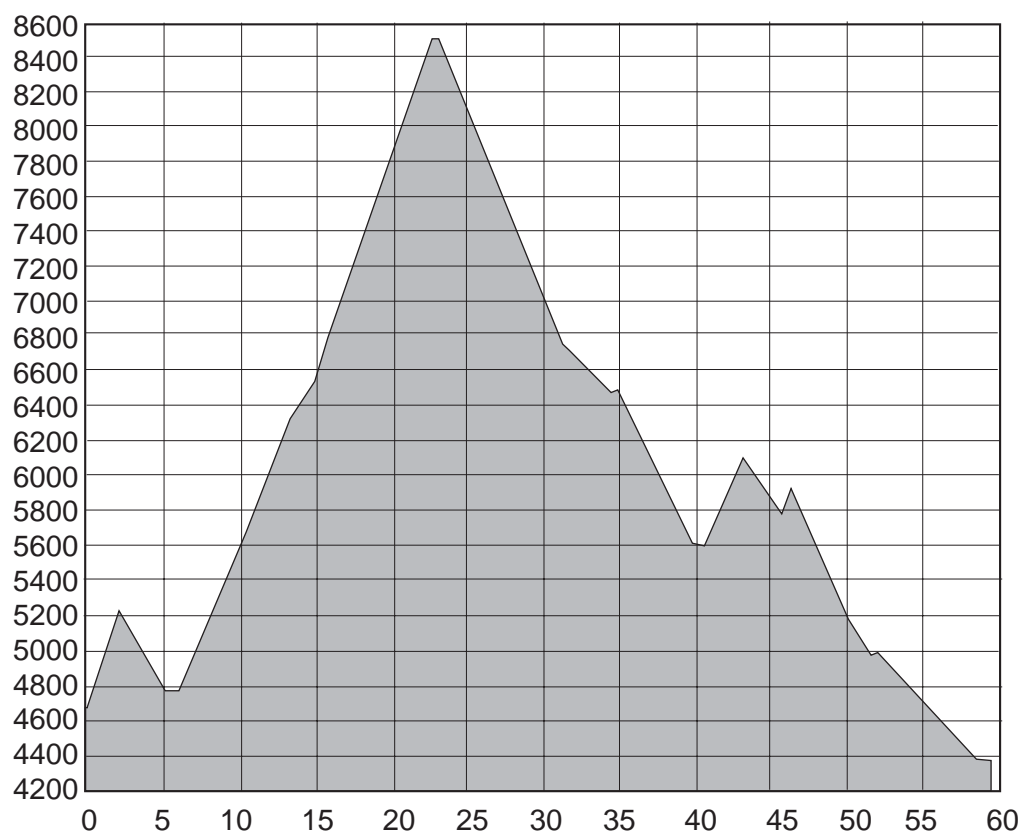
Long downhill ahead.

Straight ahead on Hwy 89 58.5

Town of Old Station (4380'). Hwy 44 turns R.

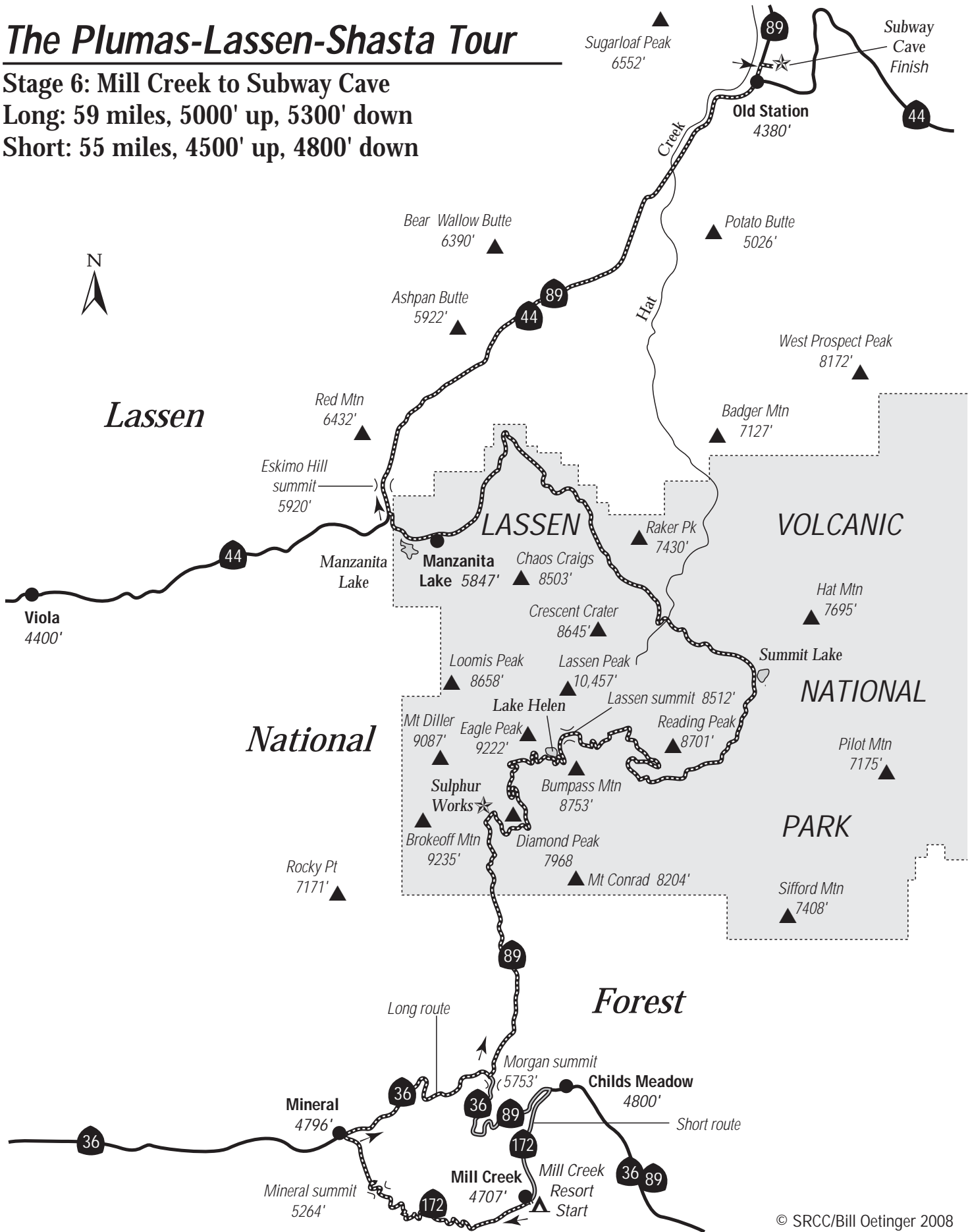
R into Subway Cave (★) 58.7

Finish stage 58.8



The Plumas-Lassen-Shasta Tour

Stage 6: Mill Creek to Subway Cave
 Long: 59 miles, 5000' up, 5300' down
 Short: 55 miles, 4500' up, 4800' down



Plumas-Lassen-Shasta Tour

Day 7: Fall River Century

200 K, 100 miles, 100 K, 25 miles

Moderate climbing throughout

Rout slip is for 100-mile course

R on A Street

Leave fairgrounds in McArthur (3305').

Straight on McArthur Road (County Route A19)

R on McArthur Road in town of Glenburn (3315')

Straight on McArthur Rd in town of Dana (3340')

Water stop here; begin long climb.

Left on Hwy 89 (big descent ahead)

R on Clark Creek Road (easy turn to miss)

Clark Creek Lodge: Rest Stop #1

Cross Pit River Dam, Lake Britton

R on Hwy 89

L on Cassell Road at Doyle's Corner

R on Cassell-Fall River Road

Town of Cassell (3200'): Rest Stop #2

Many small climbs in next few miles.

Bear L at Dee Knoch Road junction

Bottom of descent; heading into Fall River Mills (3320').

L on Bridge Street

R on Long Street

Cross Hwy 299 to Lion's Park for lunch

Retrace Long and Bridge, then R on Main Street

L on Dee Knoch Road

R on Dee Knoch Road

First shortcut: L on Jim Day to McArthur = 61 miles.

L on Pittville Road

R on Old Hwy Road at Pittville Store

Climbing toward Lassen Bench.

Second shortcut: L on Pittville Road = 71 miles.

Rest Stop #4 at Lassen Pines

L on Hwy 299

R on Day Road

Third shortcut: skip out-&-back = 81 miles.

Rest Stop #5 at Day Community Center

Retrace to R on Hwy 299

L on County Line Road

L on Pittville-Totten Road

R on Pittville Road

Cross Hwy 299 to Williams Road

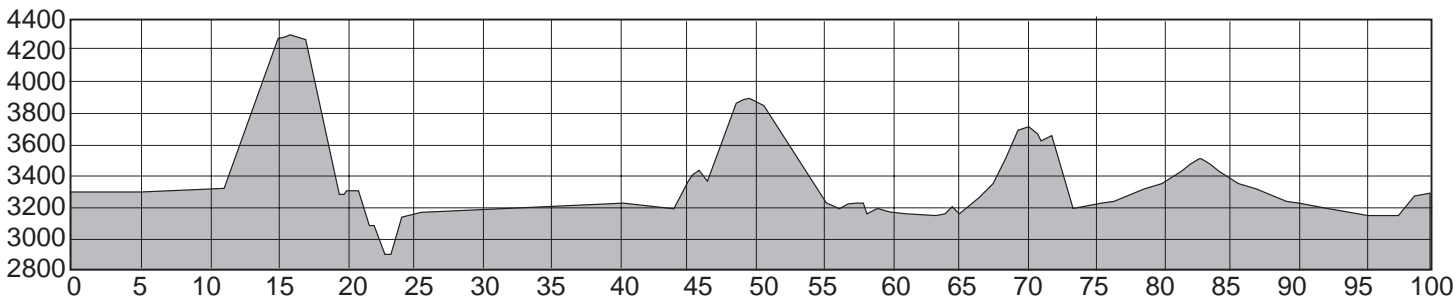
L on Lewis Road

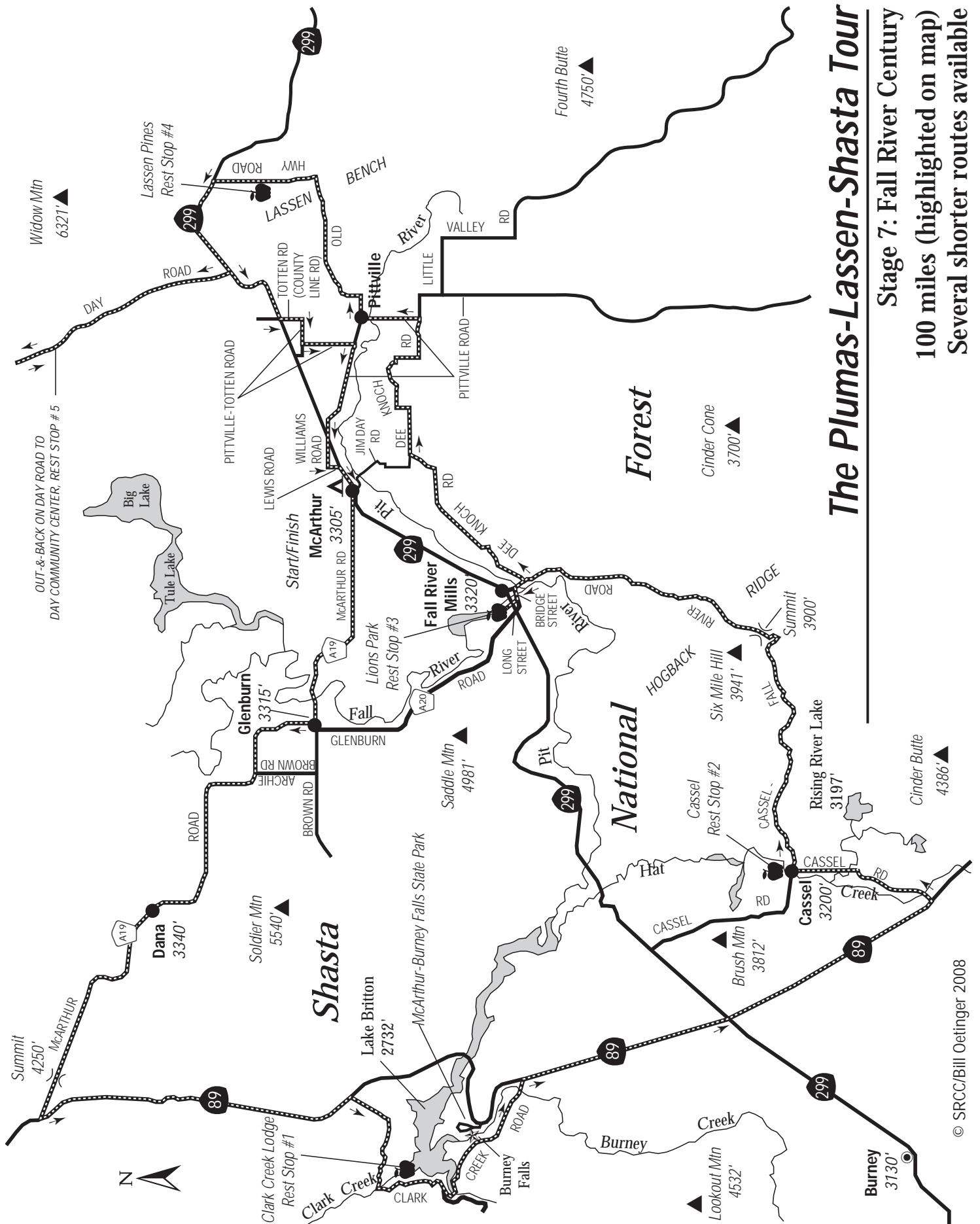
R on Hwy 299

R on McArthur Road at McArthur Post Office

Finish at Intermountain Fairgrounds

End of tour...congratulations!





The Plumas-Lassen-Shasta Tour

Stage 7: Fall River Century
100 miles (highlighted on map)
Several shorter routes available