

This tour is really a tale of two cities. Although it is named after the well-known Danish-California village of Solvang, three of the four stages have been set up with their starts and finishes in the nearby town of Buellton, and the fourth one isn't in Solvang either. We plead guilty to a slight failure of truth in advertising. For reasons that have to do with making the routes work well, it makes sense to start them in Buellton, but Solvang is the place everyone knows about and identifies with the region, so it gets the tour named after it. (Who would want to do "The Buellton Tour"?)

There are many nice inns and motels in both towns, which function almost as twin cities when it comes to tourist services. Unquestionably though, Solvang has more to offer in the way of restaurants and shops and other off-the-bike attractions, and if being in the thick of all those tourist treats appeals to you, you can certainly lodge there instead of in Buellton. All three stages can easily be modified to accommodate a change of start location.

Catchy names aside, this mini-tour is an exploration of the Santa Ynez Valley and the surrounding hills. Whether you stay in Solvang or Buellton, you will be riding on backroads and byways that meander from windswept bluffs overlooking the Pacific to rugged, remote ramparts of the Santa Ynez Mountains. In between are stretches of scenery that embody the essential, classic California landscape of the early Mission era: rolling hills of golden grass dotted with sentinel oaks; sprawling horse ranches; and hills and valleys draped in the corduroy folds of the region's premier vineyards. In the spring, those golden fields will change to a luminous green sprinkled extravagantly with wildflowers.

This region enjoys a temperate, nearly ideal climate. Fogs do roll in off the ocean at times. It does rain some in the winter, and can occasionally become very hot in the summer or early fall. But for the most part, it is pleasant and mild...perfect for cycling. Late spring is probably the ideal time to visit here, but generally speaking, this is a tour that could be ridden comfortably almost any time of the year.





**East: Happy Canyon-Figueroa Mountain Loop**  
**63 miles, 4400' up and down**  
**37 miles, 1000' up and down**  
**Bonus miles: 12 miles, 500'**

This stage offers a very short, very easy loop of 37 miles and a very hilly, very remote adventure of 63 miles. In addition, we suggest an optional out-&-back of 12 miles that can be added to the short route, plumping that loop up to almost 50 miles, but keeping it still relatively easy.

You begin by heading east out of Buellton on Hwy 246. Cross over Hwy 101 and ride toward Solvang. Hwy 246 is a fairly busy highway, especially on this stretch between Buellton, 101, and Solvang. It's cluttered up along the first mile or so with all sorts of commercial activity, and it isn't really a very nice place to ride.

If you would rather avoid at least part of this rather busy section, you can make use of some side roads to the left of Hwy 246: Ballard Canyon and Chalkhill. They're a little hillier and will add 1.5 miles to the day's totals, but they will avoid most of the busy highway. You can also choose to start the ride in Solvang and avoid this stretch of highway altogether.

But the main highway, while not perhaps ideal for back-road touring, is not really all that bad. It's nearly flat, with wide shoulders throughout and pleasant scenery, at least after the first mile of commercial crud around Hwy 101. Once beyond the clutter, you pass several large horse ranches, including Flag is Up Farm, home to the cowboy who became famous as the Man Who Talks to Horses. Finally, after one small climb, you arrive at Solvang.

If you've never been to Solvang (above & page 1) and know nothing about it, the place is going to surprise you. The town was founded in 1911 by a group of Danish immigrants—educators, farmers, artisans—who wanted

to build a model community along the lines of an idealized Danish town. The fact that they succeeded is both good news and bad. The town is an attractive facsimile of a tidy Scandinavian village, with half-timbered houses, copper and thatched roofs, and even a few windmills. Many locals still speak Danish and observe traditional Scandinavian holidays and customs. The only problem—and you have to be a grumpy old curmudgeon to see it as a problem—is that the quaintness and charm of the town have for many years attracted a steady stream of visitors, and the town's burghers have accommodated them in the traditional American way with energetic commercial savvy. The result is that, while some folks see it as a delightfully authentic European village, others think it looks like a misplaced

portion of Disneyland: Scandanavialand or something like that...a little too precious and ersatz to be true.





at least part of this section. It's on the left side of the road as you head east, so you'll have to cross over the road to pick it up, but it might be worth the trouble, as it gets you off the busy highway and also, by staying down in the creekbed, dodges around a rather substantial hill over which the road climbs. Keep an eye out for it.

Beyond the town of Santa Ynez—which the highway bypasses—you come to Hwy 154. Cross this main road and continue straight on Armour Ranch Road. At last, you break out into uncluttered, beautiful back road country. After a little less than two miles on this rolling washboard of a road, you turn left on Happy Canyon Road (middle photo, previous page) and head downhill into a beautiful valley.

At 11 miles, Happy Canyon bears right, while our basic route turns left on Baseline Road. Happy Canyon leads to the high road around Figueroa Mountain. I'll come back to the wild, optional loop later, but for now I'd like to suggest a compromise between doing the short, basic route and the long, intense one: Happy Canyon rolls along very pleasantly—with only a few lazy rollers and one gentle climb—for six miles from Baseline to the beginning of the steep climb up the mountain (both photos, this page, and bottom photo, previous page). You could just ride out to this point and return to the basic route, adding a 12-mile round trip to the 37-mile day.

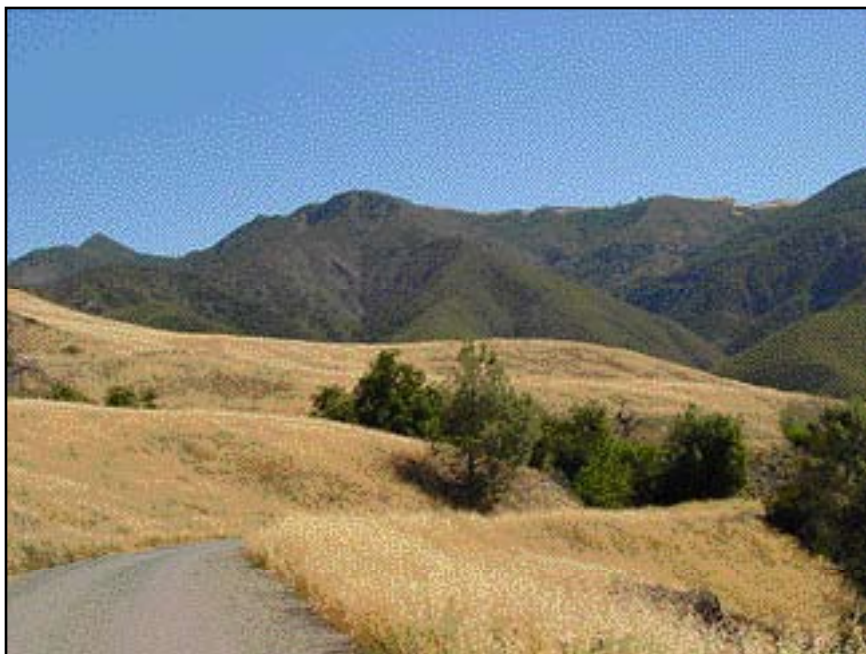
While the aesthetic merits of the town may be debatable, there is no argument about the fact that the place is now almost constantly swarming with tourists. On a busy weekend, navigating the main street can be like strolling through a rugby scrum. On a weekday though, the crowds are much thinner. How well you tolerate masses of shoppers and tourist attractions will determine how much time you want to devote to exploring the town. But I urge you not to take my word for it about the place. Spend some time walking your bike around or just pedaling slowly down a few of the pretty, quieter side streets. You may love it. And they have something here that few hungry cyclists can pass up: vast quantities of delicious Danish pastry, cheeses, and chocolate.

If you do the routes as they're drawn up here, this will be the only stage that actually passes through Solvang. It will do so now, first thing in the morning, and again on the way back. You can decide which of those times is best for exploring the town.

East of Solvang, Hwy 246 passes through more commercial clutter. It also passes Mission Santa Ynez, one of the classic Franciscan missions of early California...certainly worth a visit. There is a nice bike path along the north side of 246 for







Why would you do this? Because Happy Canyon is one of the nicest cycling roads on the tour.

This is a wonderful, peaceful valley. The road is lined with palatial ranches, many of which specialize in raising thoroughbreds, including some with impressive Kentucky Derby-level credentials. Behind miles of tidy fences, the sleek, leggy steeds graze in their green paddocks, under the shade of huge old oaks. Bunnies, ground squirrels, and quail scurry across the road as you approach. It's a delightful, dream-like setting...a classic piece of the California landscape. Adding the bonus-miles option to the basic ride would make it about a 49-mile day, but the elevation gain would still be fairly minimal.

Back to the basic route: Baseline Road connects to Mora Avenue, which connects to Roblar Avenue. Along with Armour Ranch and a bit of Happy Canyon, they form a flat and occasionally rolling, 9-mile detour off Hwy 154. This is all rather open, rolling terrain, with scattered stands of trees, vineyards, and a decidedly horsey feel to the surrounding farms. At mile 17, the route returns to 154. Cross the highway and continue on Roblar. After one mile, the route bears off to the left on Alamo Pintado Road at a junction with Grand Avenue. The longer route rejoins from the right at this point. Just a few blocks to the right of this junction is the pleasant village of Los Olivos. Wander off course and check it out. It's a nice town and would make an ideal spot for a rest stop. While the short route riders are taking a break under a shade tree in Los Olivos, let's go back and explore the longer, much hillier route.

Before doing the course description, let me note that Figueroa Mountain Road is gated in several places. At times, various sections may be closed because of landslides or other problems with the road, or because of fire danger. However, sometimes a small washout that can stop a car won't be an impediment for a bike, so it may be okay for you to carry your bike around the gate and keep going. You can call the local road folks at 805-967-3481 and get the latest news just before your ride.

You already know about the first six miles of the loop along Happy Canyon...beautiful, but fairly benign. After that mellow beginning, the road tilts upward for two and half miles, gaining most of 1500' in that steep and twisty stretch (left). Just near the top of the climb, as it's becoming level, the road turns to gravel for exactly one mile. This section is mostly

level and is not too difficult to ride, but there are a few uphill pitches that make it a bit more of a challenge...all part of the adventure with this walk on the wild side. As soon as the pavement returns, the road plunges steeply downhill into a deep, forested canyon where there is a small, primitive campsite along a little creek. The road immediately begins climbing again, often very steeply, for over a mile. It is a wicked climb, but when we did it on our tours (twice), none of us—including some less-than-hammerhead riders and one tandem—felt it was all that difficult.

After you pass the Cachuma ranger station (in the middle of nowhere and seemingly deserted), the road name changes to Figueroa Mountain Road, but the climbing







Between miles 28 and 37, you're going to drop over 3000' in a series of wild, white-knuckle descents (top two photos), interspersed with rollers and brief flat runs across flower-flecked alpine meadows. When we first surveyed this road, the pavement on this descent was terrible: huge potholes, ragged cracks, loose gravel everywhere. We were not looking forward to doing it. However, when we arrived at the top of the long climb on our bike tour, we were delighted to discover that the entire downhill, beginning right at the summit, had just been repaved! What a treat! It wasn't the best paving job ever, and they did skip some sections of old pavement that were in decent shape, but overall, the result was a surface that allowed us to descend as fast as our skills and courage would allow.

continues much as before, adding another 1500' in less than three miles, reaching the 4400' summit in the shadow of 4652' Ranger Peak at about mile 28.

From here on, the road dances along the narrow ridge, including a few breathtaking spots with dizzying views off both sides of the road at the same time. It's difficult to find words to describe how wild and rugged and vast this scene is. Once up out of the canyon, the views are forever. The road is one lane wide, and a rather narrow lane at that (at least some of the time). It often appears to be in imminent peril of sheering off from the bare rock cliff face and plummeting in pieces into the gorge...something it actually does every so often. In places, the hills are barren and rocky; in others, scruffy pines eke out a living in sturdy thickets. In season, wildflowers are everywhere, with poppies, blue lupine, and blooming yucca much in evidence. Two miles beyond and below the summit, Figueroa campground and a CDF fire station offer the only spots for water resupply on the entire loop.



At the bottom of the big descent, the road crosses Alamo Pintado Creek and rolls gently downhill for seven miles, back to Hwy 154 through grassy fields (below) sometimes strewn with wildflower confetti. As you near the main highway, the wild emptiness of the mountains gives way to residential properties, first, sprawling ranches and then the







Follow Alisal out of town and downhill along Alisal Creek. Once past the country club and a few more horse ranches, it meanders off into the woods (left). The destination at the end of the road is Nojoqui Falls County Park, seven miles from town. Along the way, you'll climb up and over a rather substantial hill—450' up in a mile and a half—but the climb is about as pleasant as it can be...all in the dappled shade of a beautiful hardwood forest. Once over the top, the road descends in a lazy way to the park.

Nojoqui Falls Park exists because of its namesake waterfall, a delicate spill of water dropping perhaps 100' into a pretty grotto (below). (Most people assume *Nojoqui* is a Spanish word, but it comes from the language of the region's original residents, the Chumash). It's an easy uphill ride of about a half-mile on a small paved road from the park gate to the trailhead, and there a sign announces a ten-minute walk to the falls. It's too far to walk in bike cleats, but if you have a sag, you could have them meet you here with walking shoes. Actually, you could probably do the walk barefoot, as the trail is all smooth, packed dirt. Whether you want to make the effort depends on how excited you get about waterfalls. This is a nice one, especially during high water in the spring. (Disclaimer: it takes a wet spring to get these falls cranking; any other

small town of Los Olivos, where we left the short-route riders taking a break. Cross 154 and ride down Grand Avenue, the main street of town, and then bear right on Alamo Pintado Road, following the signs to Solvang. (Now both routes are back together again.) Alamo Pintado flows gently downhill through more rural residential ranchettes to a junction with Hwy 246, the main commercial artery in Santa Ynez Valley, linking the towns of Santa Ynez, Solvang, and Buellton, and eventually, Lompoc, much further west.

You've been on this road before: a busy highway that's not ideal for cycling, but is tolerable. Part of it will be within the town of Solvang, where it's more of a bustling main street than a highway. Just as you enter downtown Solvang on Hwy 246, Alisal Road turns off to the left. This is the road our route now follows to get to our next scenic attractions: Nojoqui Falls. If, for whatever reason, you feel you don't need those extra miles down to the falls, you can just plow straight ahead on 246 and be in camp in less than three miles. But you would miss some good miles if you did so.

Whether you do the extra miles to the falls or not, this is probably your best opportunity for exploring Solvang. Most of the shops would not have been open when you passed through the town in the morning. Now, everything will be open and bustling.







boards advertising this restaurant, with their two cartoon buffoons, Hap-pea and Pee-wee, vigorously splitting peas—one at a time—with a sledgehammer and wedge...as ubiquitous and iconic as Burma Shave signs. The billboards may be gone, but like many another humble roadside attraction in California, the restaurant has survived and prospered, and it has done for Buellton what the Danish immigrants did for Solvang: jump-started an entire community of tourist-oriented services...including several motels and also the Flying Flags Travel Park, in case you prefer camping to staying in a motel.

This is a state-of-the-art campground: hundreds of RV spaces and all the modern conveniences. They have a large lawn set aside just for tent camping

(left), and it's very popular with cycle-tourists, who like to loosen up their knotted muscles in the two hot spas and large swimming pool. This is where we—members of the Santa Rosa Cycling Club—stayed on two different one-week bike tours through the region. Staying in motels is undoubtedly more comfortable than camping—and more expensive—but if you prefer camping, this is about as comfortable as camping is going to get.

time of the year, it's likely to be bone dry and certainly not worth the walk. However, even without the falls, the ride to and from the park is still worthwhile.) In addition to the main attraction, the park also has all the usual picnic and play facilities of a typical park, spread out over several attractively wooded acres.

When we first toured here, we had the route go back to Solvang from the falls, then west on 246, retracing the beginning of the ride. But some of us went off on our own and rode for four miles up the shoulder of Hwy 101 to get to Buellton and camp. It turned out to be a very nice ride. The shoulders are quite wide, except where the highway crosses some bridges over creeks, and traffic is relatively light out here in the boonies. It's mostly a steady, gradual downhill, so it rolls along fairly quickly. I was happy enough with that option to make it the official route this time around. It is legal to ride a bike on this stretch of 101, by the way. However, if you are at all uncomfortable about riding on the shoulder of a moderately busy freeway, then you can retrace Alisal Road to Solvang. Nojoqui Park is considerably higher than Solvang, so your return journey would be mostly downhill, especially that slippery little slide back down through the forest...a really choice descent.

To do the run up the freeway—the official route—turn left out of Nojoqui Falls Park and continue to the end of Alisal, turn right on Old Coast Hwy, then right again in a mile on 101. Take the very next exit you come to, which comes up in about four miles. Cross over the highway and turn right on Avenue of the Flags and roll north into Buellton.

Buellton is the home of Andersen's Split Pea Soup Factory, another successful endeavor of those industrious Danes. If you grew up in California, or if your family vacationed here in the 50's and 60's, you probably remember the many little roadside bill-





**West: Jalama Beach Out-&-Back**  
**69 miles, 4000' up, 4000' down**  
**70 miles, 4200' up, 4200' down**  
**Shortcut: 35 miles, 1000'**

This stage is made up for the most part of two roads that probably appear in few cycling guide books and almost certainly aren't part of the itineraries of any catered bike tours. Yet they're wonderful cycling roads, generally with light traffic, good scenery, and topography that translates into some challenging climbs and some really frisky descents. And the ride is right here, at the doorstep of town, just begging to be done.

The two knocks on this otherwise nice ride might be, first of all, that it's entirely an out-&-back, and second, that it may be windy.

As to the first point: I always think of an out-&-back as a deflated loop ride, with the outward bound and return legs of the loops very close together. Everything always feels different going the other direction... every climb becomes a descent, and you get to look at the other side of every view. To me, this is not a problem, but if it is for you, then skip the stage...hang around the pool at camp or go shopping in Solvang. Or do the second option, which does some of the out-&-back, but substitutes an alternate route for part of the return trip. Or, finally, do the Short-cut, which eliminates the out-&-back altogether. I'll explore each of those possibilities later.

As for the wind: you can almost certainly count on it. You're heading to a beach that's very popular with wind surfers. That about sums it up, and the prevailing wind blows pretty much straight into your face on the

THE SOLVANG TOUR

outward bound leg of the stage. But while you may beat into the wind on your way out to the coast, there's a good chance you'll be blown home on a tailwind, and as the wind usually blows harder later in the day, you could even end up with a net gain in the wind wars. This is essentially what happened to us. We faced almost no headwind on the way to the beach, but a nice tailwind sprang up in the afternoon and blew us all the way back to camp.

Avenue of the Flags heads south off Hwy 246 in Buellton, but within a couple of blocks, the road name changes to Santa Rosa Road (both photos). This will be your home for the first—and last—17 miles of the ride, if

you do the full out-&-back. It starts out nearly level, as it bends along the edge of the flat valley of the Santa Ynez River, at this point a lazy river, curving back and forth along the wide valley. The valley floor fans out on the right side of the road, while on the left, steep, wooded foothills of the Santa Ynez Mountains rise up a thousand feet. Part of the valley floor is given over to produce, part to vineyards, and part to walnut orchards. (At least I think those are walnut trees, but I wouldn't want to swear to it.)

Twice along the road, the flat run is interrupted by small climbs, where the road humps up and over the foothills. Each climb is less than 200' and is followed by a similar descent back to the flat perimeter of the valley. Finally, at its end, the road climbs one more time for a short distance to a left turn on Hwy 1. This looks almost like a freeway—four lanes wide in places—but is actually a relatively untraveled stretch of 1, connecting only Lompoc







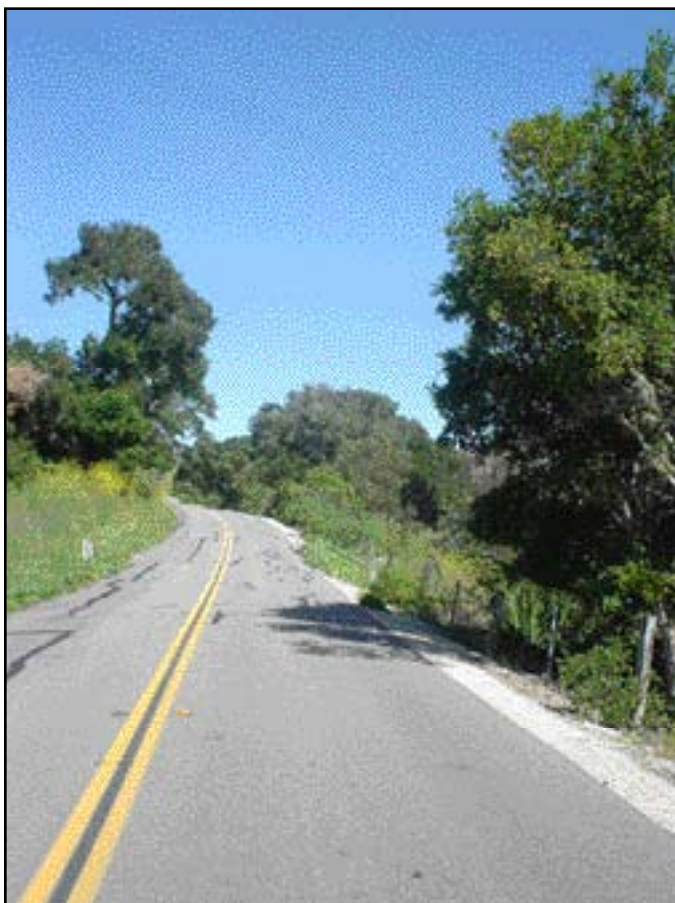
to the north with Hwy 101 to the south. (Most of the traffic is already over on 101.) In any event, you'll only be on its wide, smooth shoulder for 2.5 miles before turning right onto Jalama Road (all photos).

The theme song on Jalama Road will be climbs and descents; that and beautiful, empty countryside. Some of the hills are little more than glorified rollers, but some are quite substantial. At about mile 22 on the day—after a few small ups and downs, you begin the biggest climb on the outward bound leg of the stage: beginning at around 600', you grind uphill steadily for a mile and a half to 1104' Jualachichi summit and immediately plunge off the far side of the hill on a sweet

downhill run...over three miles of slithery, sensuous fun, all on smooth pavement. If you like descending, you'll love this one.

At the bottom, you ride through beautiful oak forest along the bank of crystal clear Jalama Creek, and then climb another small hill—less than a mile—before descending for another two and a half miles into a little canyon. Finally, at around mile 31, you tackle a grade of over three miles up from the creek to the ridge line. It's not very steep, gaining only around 100' in the three miles. When you crest the final rise, the ocean is spread out before you in a great panoramic sweep, with Jalama Beach below you on the shore, just a mile and a half away.

If you look at a map of California, you'll see a sort of elbow jutting out into the Pacific a third of the way up the state. That's what gives Santa Barbara its more-or-less south-facing coastline, tucked in as it is below the elbow. This rocky elbow is made up of two headlands—Point Arguello and Point Conception—and Jalama Beach is the only, lonely settlement nestled down in the long stretch of beach between them. Well, hardly a settlement...just a county campground and cafe.







Mission la Purisima Concepcion (below) was founded in 1787, but by the middle of the 19th century, it was an abandoned ruin, and by the early 20th century little more than a pile of rubble. However, in the 1930s, the Civilian Conservation Corps undertook an ambitious restoration of the facility, reconstructing every part of the compound, and doing so using only traditional methods and materials...one of those wonderful Depression-era make-work projects.

Now it stands as probably the most fully restored of the California missions, with not only the church, but an assortment of cloisters and outbuildings forming a self-contained village. The mission is set among several hundred acres of grounds which look much as they did 200 years ago. With the

modern world held at bay by these sprawling, natural acres, it makes it very easy to shut out the 21st century and cast yourself back in time to the days when the mission was in its prime.

Once you've seen the mission though, the best of this

This rocky pair of headlands jutting out into the Pacific has been a menace to maritime navigation for centuries, and this stretch of coast is littered with wrecks from every epoch of California history. The most notorious happened in 1923, when a convoy of no less than seven US Naval destroyers ran aground just north of here. All seven ships were lost, along with the lives of 21 sailors. It is probably the worst peacetime disaster in the history of the US Navy.

You can ride down the last hill to the camp and play on the beach (above). Some in our group even went body surfing with some friendly dolphins. Or have a bite to eat in the funky little cafe overlooking the beach, where they make fantastic burgers. (I had read about these burgers ahead of time, and mine really did live up to its rave reviews.) Or you can just admire the view from the last ridgeline and then retrace your route to Buellton.

Cutting off the last drop to the sea would reduce the mileage a bit and eliminate the climb back up from the beach. But the camp is the only place on the entire out-&-back route where you can get water, so unless you have the storage capacity of a camel, you may need to ride all the way to the beach. (There will be spots to get water on the alternate route.) Now you turn around and head back to camp, and with any luck, most of your return trip will be on the wings of a zephyr tailwind.

Now for the alternatives... Just north of our out-&-back route on Hwy 1 is the town of Lompoc, connected to Buellton by Hwy 246. Lompoc has a certain amount of small-town charm, but I can't honestly rate it as a must-see destination. However, there is one good reason to come this way (other than to avoid retracing the route on Santa Rosa Road): that would be La Purisima Mission State Historic Park, on the eastern edge of town.







loop is behind you. For the balance of the stage—almost 14 miles—you’ll be riding on the shoulder of Hwy 246, a wide and somewhat busy highway...just a few technicalities short of being a freeway. It isn’t absolutely awful riding. In fact, we will do six miles of this stretch at the start of tomorrow’s stage, and the Solvang double century uses this whole section. So it can’t be all that bad. It’s just sort of boring. Depending on when you’re here, it might be at least colorful, as there are a number of farms along the road that are given over to the cultivation of flowers (above).

There are three small hills between the mission and Buellton that provide some variety without making you work too hard. And then there’s always the possibility of that afternoon tailwind to blow you through these miles quickly. In my opinion, this loop can only be justified if you have an interest in the mission. The road alone would not make it worth coming this way. As you can see from your route slip and elevation profile, the two routes are very similar in mileage and elevation gain.

The third alternative today is the official Shortcut, which does Santa Rosa Road and the Mission loop, but simply skips the Jalama Beach out-&-back entirely. I can’t wholeheartedly recommend this option, if only because the Jalama Beach part of the stage includes the best backroad bike riding. However, if you want a short, easy day—35 miles—this is a reasonable premise.

### **North: The Canyons Loop** **59 miles, 4000’ up, 4000’ down**

Today’s stage explores four roads with canyons in their names: Drum Canyon, Cat Canyon, Foxen Canyon, and Ballard Canyon.

The best known of them all is Foxen Canyon. It has probably been ridden by as many cyclists as any backroad in the state, as it’s part of the route of the extremely popular Solvang century, and now the newer Solvang double century as well. Our route tackles this popular road in the opposite direction from the big events, so even if you’ve done one of them, this may seem fresh.

This is the essential Santa Ynez Valley cycling experience, and your tour would not be complete without it.

The ride begins with a run of six miles heading west along Hwy 246 toward Lompoc. Most of it is a divided, four-lane highway—essentially a freeway—but it does have very wide, smooth shoulders, a relatively light traffic load, and nice scenery along the way. In spite of the size of the road, it’s really rather pleasant riding...less busy and far less commercial than the section toward Solvang. There is one moderate climb of about 200’ between miles four and five, followed by a matching descent to the right turn onto Drum Canyon (below) at mile six.







road.” I think this is the county’s way of saying the pavement sucks. It’s true that the pavement in places is in disrepair, with numerous yawning craters and plenty of small rock tumbled about, but it’s nothing that can’t be managed with a little care. From its beginning at 101, Cat Canyon climbs steadily but not too steeply for a mile and a half. Then, like Drum Canyon, it levels out before flaring up into a short, steep, switchback climb to the summit at 1250’ Gato Ridge.

Once on the summit, you enter a weird world. This is an old petroleum field, with all the scabrous, industrial dreck associated with oil drilling: pipelines and tanks, and big dinky-bird pumping rigs scattered here and there over the rugged hillsides. Most of the equipment looks derelict, and the whole setup has a rusted-out, desolate, ghost-town sort of feel, like the set for a post-apocalyptic movie. It sounds rather grim, but actually it’s sort of intriguing: so ugly, it’s kind of interesting. Anyway, soon after you begin your descent on the other side of the hill, you leave all the junky stuff behind and the beautiful natural scenery takes center stage again (below).

Beautiful, quiet Drum Canyon Road begins with a long, gentle climb through mostly open fields. At nine miles, it levels out a bit, and then, a mile later, the road narrows to one lane and rears up into a twisting, switchbacking ascent of two miles (above)...a good, stiff pull to the 1400’ summit. Take a break at the top to admire the view to the north. It’s really lovely...looking down into the deep green canyon, with your little road slinking this way and that down the hillside far below. Then tumble down the canyon on that slinky little road...over two miles of wild, technical descending before the grade eases off along the valley floor. At mile 16, you pass Los Alamos County Park—a good place for a stop—and then you roll into the sleepy town of Los Alamos. Turn left at the center of town on Hwy 135, and in less than half a mile, bear right on Bell Street, following the sign to Hwy 101. Although it doesn’t say it, this is also the road to Cat Canyon.

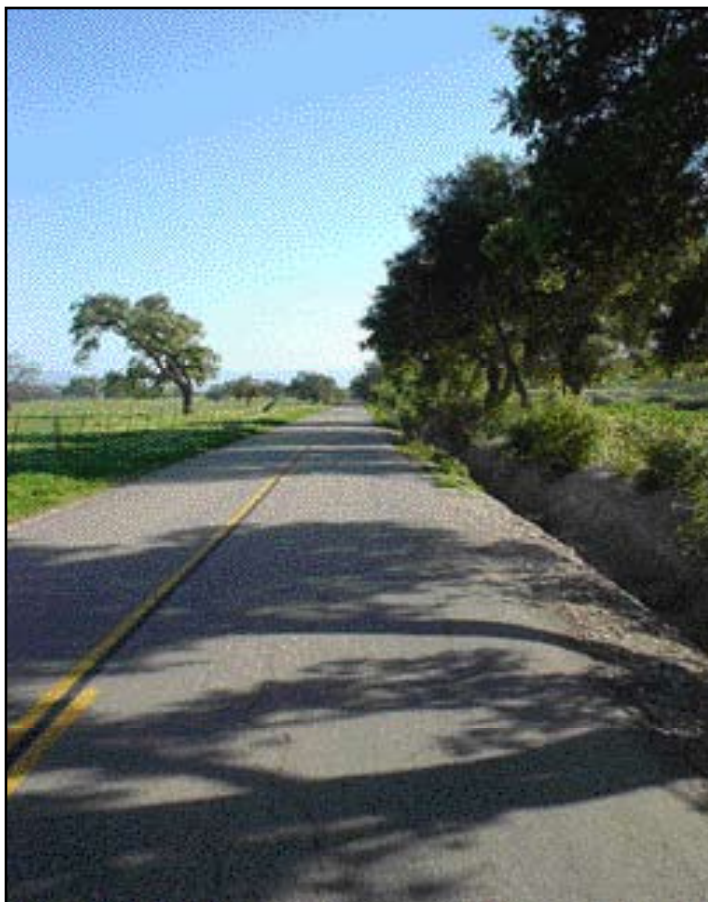
To get to Cat Canyon, you must cross busy Hwy 101...not on an overpass or an underpass, but right on the roadway, amidst all that 70-mph traffic. This takes a little doing, but there are often breaks in the traffic, and there’s enough room in the median strip to be able to go halfway and then wait for another break to finish the crossing. There is a sign at the beginning of the road that says something like, “Winter storms may damage

The steep downhill lasts for about a mile, and then you roll along, gradually losing elevation for four more miles to a junction with Palmer Road, where you turn right, still heading mildly downhill. Two miles along Palmer bring you to the tiny village of Sisquoc and a turn to the right on Foxen Canyon Road. This is an easy turn to miss. Although it’s well marked, it still pops up rather unexpectedly.

This marks a sort of demarcation point on Foxen Can-







yon. To the north, the land flattens out into the produce fields surrounding Santa Maria. To the south—the way our route goes (above)—the road becomes more interest-

ing, with rolling terrain and more varied scenery. Usually, most bicycle tours (as well as the century and double) do the entire road, including the boring section to the north, but by sneaking over the hill on obscure Cat Canyon, we manage to avoid having to do those empty miles.

You'll be on Foxen Canyon for about 21 miles...the best section of this popular cycling road. For the first 12 miles, you ride over terrain that is level, rolling, or climbing gradually, gaining about 800' in elevation along the way. Some of the surrounding fields are given over to grazing, some are in produce crops, and some support the premium vineyards for which the region is famous...and always, there are grand old oak trees, standing alone or in small groves.

The Santa Ynez Valley is now considered one of the most prestigious wine regions in California, and it would probably be safe to say that Foxen Canyon is at the heart of that viticultural world. There are numerous wineries along this road, and, for what it's worth, much of the movie *Sideways* was filmed here. We're not sure that dipsomaniac divertimento is exactly the film the local winery folks would choose for promoting the charms of the region, though.

At about mile 42, the grade becomes a bit steeper and you climb for a fraction of a mile to a 1500' summit—actually the high point of the day—and then descend quite briskly for most of the next four miles. This is excellent riding! It's easy to see why this is such a popular cycling road: the







scenery is superb, the weather is usually balmy, traffic is light, and the contours and curves of the road are exactly scaled to a bicycle. In some places the pavement is excellent, but in other sections it's a bit too abrasive to be ideal.

There is only one tricky intersection on Foxen Canyon: in the fast roll-out after that nice descent, the road straight ahead becomes Zaca Station, while our road—Foxen Canyon—turns 90° left, as if it were a side road. In spite of knowing this was coming up, and in spite of having warned my riders about it, it still surprised me...so much so that I was half way through the intersection and going way too fast before I realized where I was. I should have just rolled on down Zaca, slowed and turned back. But no, I had to try and crank off a fast turn at the last second, and I ended up laying it down in the loose gravel, picking up a good bit of road rash. Very embarrassing for the tour leader! May you learn from my mistake.

After that nifty descent and a short run across the valley floor, you climb a couple of hundred feet in a mile to another little hilltop and fly downhill again for most of three miles to a junction with Hwy 154. Cross the highway and begin the fourth of the day's canyon roads: Ballard Canyon (both photos).

Ballard Canyon is a lovely road. (What's new? All these roads are lovely.) It has gained some celebrity in recent years as a key segment of the Tour of California's Solvang time trial loop. (The time trial came north to this point on Alamo Pintado, which we did at the end of our first stage.) Ballard begins with a short,

steep climb of about a half-mile, followed by a steep, twisty drop of a few tenths and then several miles of gentle downhill (where we have watched the likes of Levi Leipheimer and Jens Voigt hammering flat out on their aero bars).

This area is a little more thickly settled than the earlier portions of the ride, as you work your way through the rural residential neighborhoods surrounding Los Olivos and Solvang. It's still an essentially rural setting though, and all of it is very pleasant riding.

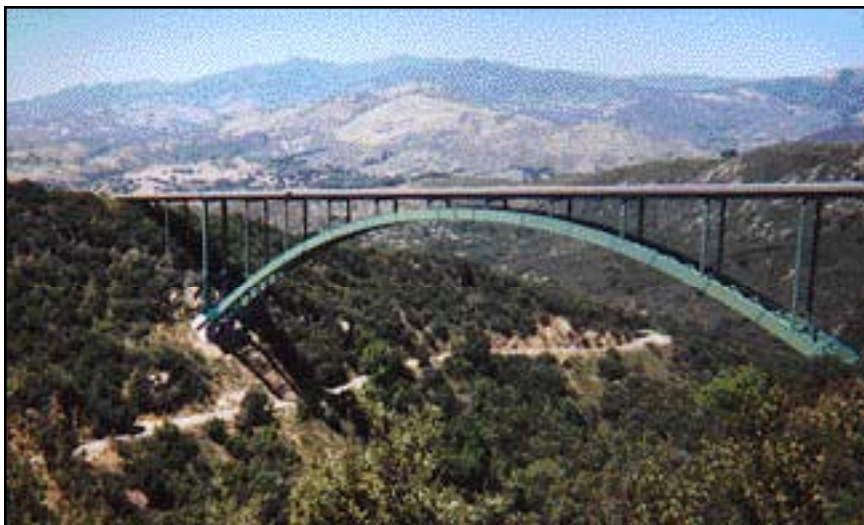
At mile 56, you hit a junction with Chalkhill Road. In the time trial, the racers steam straight ahead onto Chalkhill, heading for the finish in Solvang. If you have any desire to go back to Solvang for another round of sightseeing, or perhaps for another infusion

of pastries and coffee and chocolate, you can do the same. Then either retrace Chalkhill to this point or simply roll west on Hwy 246 from Solvang to Buellton.

But if you're heading for the barn in Buellton right now—no more Solvang visits—then bear right on Ballard Canyon and head downhill to Hwy 246. Turn right on the highway and do the final, busy mile of 246, over the freeway to Buellton. Time for a shower, a dip in the pool, a glass of local wine, and a walk to Andersen's for a big dinner, complete with a steaming bowl of split-pea soup.







**South: San Marcos-Gilbraltor-Camino Cielo**  
**62 miles, 6000' up and down**  
**50 miles, approximately the same elevation gain**

That concludes the Buellton-based stages. We have tried to put together three days of quality cycling in this lovely region, each of which is unique and all of which collectively capture the best of what the area has to offer.

If you're still itchy for more miles, we have one more stage to offer here. It's not exactly local to Buellton/Solvang, which rather violates the premise of a hub-based tour. It requires a drive of about 26 miles from Buellton. But the stage is so wonderful, we're throwing it in for your consideration, in spite of the drive it entails. If you can manage the miles of driving, you will be well rewarded with an epic journey. In fact, it may be the most spectacular and challenging stage of this little tour.

You will also have to manage some substantial climbing, more than on any of the stages so far, except perhaps for Figueroa Mountain. It climbs over the top of the Santa Ynez Mountains in the Los Padres National Forest, drops down to the suburbs of Santa Barbara (at sea level), and then recrosses the mountains on some very special roads. All of that adds up to a big stage.

The ride starts and ends at the Los Prietos Ranger Station on Paradise Road, a dead end off Hwy 154 just below San Marcos Pass. This start will give you a few easy miles before you begin a big climb. These are nice miles and it means your ride will end with an easy, mostly downhill section...and maybe with a swimming hole after the ride.

A small disclaimer here: some of this region was badly burned in a forest fire a few years

back. it could still look a little raw in a few places.

Paradise Road begins with a mix of rollers and descents, but mostly with climbs. Climbing is what we'll be doing for the first few miles of the ride (which of course will translate into some sweet descents at the end).

After a little over four miles, turn left on Stagecoach Road. Now we have a big climb to do: up through Cold Spring Canyon to the top of San Marcos Pass...1400' up in four miles. Along the way, our little road will pass underneath the long arch of the bridge carrying Hwy 154 over the canyon (left). Cold Spring Tavern, the quaint old stage coach

stop that gives the road its name, has been in business here since well back into the 19th century and is still a flourishing road house. You might want to stop here on your return trip past this spot for a cold beer near the end of the ride.

Once up this stiff climb, cross Hwy 154 and continue uphill on Camino Cielo (below) until you get to a junction with Painted Cave Road (two miles up from the highway). Turn right on Painted Cave and head through the little town—rather cute and charming—and begin descending, sometimes very steeply, back to Hwy 154.

Point of interest: there is a reason this town is called Painted Cave. Next to the road on the descent is a cave decorated with paintings made by the native Chumash Indians in ancient times. The cave entrance is barred to protect the paintings, but you can see the petroglyphs from the outside. It's just a short walk off the road.

Recross 154 and head downhill on Old San Marcos Pass Road...not on Hwy 154 (also known as San Marcos Pass







There is a reason why they call this mission the Queen of the Missions. It's certainly the biggest and most imposing of all of them. It's also in a state of excellent preservation, or perhaps, more accurately, excellent restoration.

Mission Santa Barbara was established in 1786. I find it intriguing to consider that date: that at the same time James Madison and Thomas Jefferson and John Adams were grappling with the new constitution for the young, freshly independent United States, out here in California, in spots like Santa Barbara and Monterey, there was a flourishing culture...a Spanish culture. A foreign land. Of course it was also home to a Chumash culture, but the primary reason the Mission was here was to convert these native peoples to Christianity and to turn the converts into a cheap labor pool for all sorts of building projects, including

of course the Mission itself.

However, the church that you see today is not the same one that was standing on this site in 1786. This is the fourth church to occupy this site, and it wasn't completed until 1820, and then it was restored to its current state in the 1920's.

It is after the visit to the mission that the long and short routes split up. Both routes retrace Mission Canyon uphill slightly from the church, then turn right on Mountain Drive. This pleasant road climbs to a junction with Hwy 192. The "highway" takes the name of Mountain Drive for a short spell, and the route flows along with it. Then, when 192 bears right, the long routes stays on it, while

Road). You may wonder why we didn't just put you on Hwy 154 to get from Stagecoach to Old San Marcos Pass Road. You can do it if you want, and you'd save three miles, but it's busy and not too nice, and Painted Cave is more interesting. Besides, you weren't looking for the shortest, least interesting routes, were you? This applies to Hwy 154 in general: better to stay off it and stick to the quiet byways.

Old San Marcos is a very nice road (above), and to make it even nicer, it has recently been repaved and is perfect for frisky descending. In three and a half wiggly, twisty miles, you drop all the way down to the outskirts of Santa Barbara. Now you have to do a few miles of suburban riding in order to close the loop...in order to get to the rest of really cool back-country roads that are the highlights of the stage.

Turn left on Cathedral Oaks and head east along the boulevard. There is a park just near here that would be a good spot to pick up water if you were in dire straits. After about two miles, Cathedral Oaks crosses under Hwy 154 and becomes Foothill (also known as Hwy 192). Three miles later, we turn right and head downhill on Mission Canyon Road. This is a brief detour off the basic loop: we could have simply continued on Foothill (Hwy 192) all the way to where we would be turning back uphill and back out into the country. But we're going to prolong our exploration of Santa Barbara's residential neighborhoods by visiting the Mission Santa Barbara (right), which is an obvious spot for a rest stop.







route proposes—or on Picacho, Hot Springs, or Cold Springs. They all connect the lower, busier East Valley Drive with the higher, quieter East Mountain Drive. The further east you go on the busy road, the more of the nice road you get to do. It's a trade-off. The East Valley-San Ysidro junction is the commercial center of the town of Montecito, and there are numerous shops and stores where one might find refreshment. It's an obvious spot for a regroup, except for the fact that we just stopped at the Mission.

Uphill from East Valley Drive, San Ysidro Road climbs over 200' in less than a mile, and then you turn left on East Mountain Drive. Aside from the general agenda of ex-

ploring beautiful Montecito, the real reason for adding on the extra miles of the long loop was to come around to the point where we can pick up the east end of East Mountain Drive and ride it back to that junction with Gibraltar. It is a really nice road for cycling...a jewel.

the short route bears left, further uphill, on the continuation of Mountain Drive. Just a bit up the hill, the short route will reach a point where Mountain Drive turns right (east) and begins to traverse the hillside on a more-or-less level run. But you, if you're on this shortcut, are not going there. You are going to go straight ahead onto Gibraltar Road. That level traverse on East Mountain Drive is where the long-course riders will be coming from when the routes rejoin at this point, so let's leave the short-course folks here and go back to the Mission to follow the longer course around to this point.

There is a subtle shift in the residential chemistry when you hit Mountain Drive. Clearly, there is still a great deal of Montecito money floating around, and yet the architecture—or perhaps the *architexture*—now projects less of an old-money aura and more of a laid-back, artistic ambience. This little haven on the hillside above Montecito was a legendary artists' hang-out for many years, although the soaring real estate values have by now probably forced out all but the most entrenched of the old painters and poets.

Th shortcut is certainly the easiest route and would get you off the busier boulevards sooner. But it would mean you'd miss East Mountain Drive, which is one of our favorite roads. To include it (and do the longer route), stay on Hwy 192 as its name changes from Mountain Drive to Mission Ridge to Stanwood Drive to Sycamore Canyon to East Valley Drive (always still carrying the Hwy 192 designation). By the time you've done all these roads, you will have arrived in the posh village of Montecito.

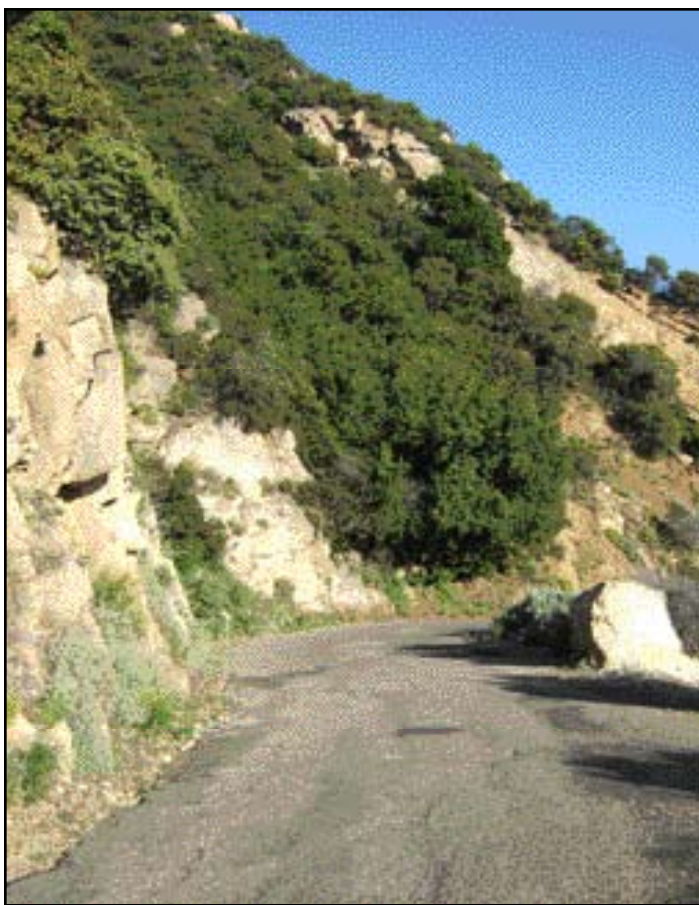
Mountain Drive dips and climbs in little lumps for the first two miles and then settles in on a fairly level plain. There is at least one ford in this road and it will be slick.

Set on the eastern edge of Santa Barbara, this is one of the wealthiest towns in the United States. Hidden at the ends of many of the driveways you'll pass are some of the most fabulous mansions this side of Hearst Castle. You'll only catch glimpses of a few of them. They guard their privacy well with high walls and thick hedges. Fortunately, the roads are open to regular folks and we get to enjoy all the beauty with which the rich and famous surround themselves...everything as perfectly pretty as an army of gardeners and a balmy climate can make it.

From East Valley Drive, you can go up to East Mountain Drive on either San Ysidro—as our







You've climbed in small increments to 900' here, and as you break out of the trees, you are suddenly confronted with a wonderful view out across the rooftops and the tree canopy to the lovely blue Pacific just two miles to the south. (The ocean is to the south at Santa Barbara...a hard notion to grasp for people used to seeing the Pacific in the west.) Mountain Drive stays nearly level for four miles of wonderful cycling, on a tight, wiggly traverse of the steep hillside. I love this little section: everything about it is perfect: mellow old stone walls; massive rock outcrops; shady olive and avocado trees. Enjoy these easy, pleasant, flat miles while you can. Their days are numbered...

At about 35 miles, we turn right and head uphill on Gibraltar Road (both photos). This is where we left the short-course riders. Now we're all back together again for the duration. Gibraltar is an epic cycling road...a world-class champion of a road. It may be only one lane wide in places, but everything else about it is written in large, boldface, upper-case headlines. This is a serious road for serious cyclists. The old 7-Eleven pro cycling team used to do their winter training in this area, and local riders still recall proudly that Andy Hampsten claimed Gibraltar Road was his favorite climb in the entire world! High praise THE SOLVANG TOUR

indeed from someone who has won the Giro d'Italia and the classic Tour stage to l'Alpe du Huez. It is also, more recently, the favorite training ground of Lance Armstrong and his succession of teams.

When you tackle Gibraltar, you leave the lushly landscaped environs of Montecito behind, as you begin climbing into a zone of dry chaparral, looming cliffs, and huge, sculpted boulders. The narrow, cliff-hanging track grapples its way up the sheer mountain face, rising 1800' in five miles without a break before it hits a small flat spot in a pretty grove of trees. At every turn—and there are many—the view becomes more astounding... both the panorama over the ocean and the closer vista spilling down into Rattlesnake Canyon. While the road stitches enough hairpin switchbacks into the hill to keep the grade from being absolutely brutal, the mountain wall itself is extremely steep in places, and the no-guard-rail drop-offs are enough to bring on a good dose of acrophobia, if you're inclined that way. This is a spot where you may see rock climbers plying their craft. Some of the sheer faces are ideal for climbing. After that brief flat spot in the leafy dell at Flores Flat, the road tilts up again and climbs steeply for another mile and a half to a junction and a summit of sorts.

Although the sign doesn't say it, you have arrived at Camino Cielo...the Road of the Sky. What the sign does say is "Arroyo Burro Road, to State Hwy 154" with an arrow to the left. That's the way you want to go. (Arroyo Burro is a dirt road that tees into Camino Cielo a few miles ahead, and why it gets the road sign and not the main, paved road is a mystery to me.) The junction is at about 3400' and after a brief level stretch, you'll begin climbing again...another 400' to the real summit, where







the road passes just beneath La Cumbre Peak (3895'). Spread out directly below are the city of Santa Barbara and its surrounding suburbs, all arrayed along the sparkling ocean beaches (left). Although you've climbed to nearly 4000' above sea level, the shore is still only six miles distant... it feels as if you could pick up a rock and throw it straight down into the sea. Or perhaps you could fly off the edge and soar all the way out to Channel Islands, massing in purple majesty, 25 miles offshore. There is nothing abstract or distant about this view. It is overwhelmingly solid and powerful and in-your-face...a sensory overload. And that's not all. Once you reach the highest ridgetop, you discover that your ocean view has been joined by another panorama off the inland side of the ridge, looking down into the remote, empty canyons of the Santa Ynez Mountains.



Camino Cielo tiptoes along the spine of the mountain range for most of ten miles, and in many places, there are spectacular views in all directions. In at least one hair-raising spot, the ridgeline is so narrow that the cliffs drop away on both sides of the road at once, right from the edge of the pavement....you can look down thousands of feet off either side with just a little turn of your head. (Lest you think I'm telling tall tales here, I will concede that the cliffs are not literally sheer. If you were to fly off the road on your bike at this point, you wouldn't launch into a 2000' foot free fall. You'd probably only fall a few hundred feet, and you'd bounce a lot on the way down.) About the only bad thing I can think of about this incredible road is the pavement. Most of it is decent, but there are any number of gaping potholes that could swallow a front wheel in one bite. You'll need to keep all your attention focused on the road while riding and admire the view during breaks.



Beyond La Cumbre Peak, the road descends for nearly a thousand feet, then climbs again, regaining 600' before beginning the last, tortured plunge off the ridge (left), dropping 1400' in five very busy, technical miles, passing the Painted Cave Road junction along the way. This brings us to Hwy 154 and the Cielo Store...our first shot at munchies and water since leaving Montecito. Cross 154 just as it crosses the mountains. You're now back to the out-&-back portion of the ride, dropping down the inland side of the mountains that you climbed at the start of the stage.

Recross Hwy 154 and head downhill on Stagecoach Road—stopping at the old tavern if the ride has



proved to be thirsty work—then turn right on Paradise Road and retrace the route to the Los Prietos Ranger Station. By the time you bottom out near the end of the ride, you will have descended over 1400' in four miles. Add that to the 1400' in the final five miles of Camino Cielo before crossing Hwy 154 and you have a pretty intense run of downhill.

Paradise Road is a dead end that serves a number of campgrounds along the banks of the Santa Ynez River. The river up in this canyon is very pleasant for swimming. You can bulk your miles and scenic enjoyment by riding up the road another five miles (or more) to any one of several great swimming holes carved into the deep canyon (at least ten miles round trip).

Return to your car, then pedal (or drive) on into the deeper canyon carrying a day pack with swimming stuff, including sandals or some other footwear to walk across the rocky beach to the water. There are at least four water fords through the river between camp and the first deep swimming hole. Water runs over flat, concrete dams in a sheet about an inch to two inches deep (top photo). These are negotiable on bikes, but in the wetter seasons, your feet may get damp.

There is another, bigger swimming hole a further mile (and four more fords) beyond the five-mile hole, and there are even more, prettier holes beyond that, deeper in the gorge. But the pavement ends and the going gets tough. I recommend the first hole (middle photo) as being quite pretty, with rocks overhanging the pool, and a little gravel bar for lolling about on your towel. Jumping in the pool makes for a good excuse to come this far on the bike, but the scenery alone would make it worthwhile, with huge views up the rocky canyon...a wild, rugged, impressive landscape.

There is river access right where you've parked as well, at the Sage Hill group campsite, just behind the ranger station (right). This pool is not as deep or as pretty as the ones further upstream, but it's decent.

Whichever pool you choose, it's a nice way to end the stage. And if this is in fact the last stage of the Solvang Tour for you, then it makes a great way to finish off the whole package. Enjoy!





## Details...

### Accommodations in Buellton:

#### **Best Western Pea Soup Andersen's Inn**

51 East Hwy 246  
Buellton, CA 93427

805-688-3216 • 800-PEA-SOUP

[www.peasoupandersens.com](http://www.peasoupandersens.com)

#### **Quality Inn**

630 Avenue of the Flags  
Buellton, CA 93427

805-688-0022

[www.qualityinnbuellton.com](http://www.qualityinnbuellton.com)

#### **Rancho Santa Barbara Marriott**

555 McMurray Road  
Buellton, CA 93427

805-688-1000 • 800-638-8882

[www.marriott.com/property/propertytype](http://www.marriott.com/property/propertytype)

#### **Days Inn—Buellton at the Windmill**

114 East Hwy 246  
Buellton, CA 93427

805-688-5515 • 800-434-6835

[www.daysinn.com](http://www.daysinn.com)

### Accommodations in Solvang:

#### **Best Western King Frederik Inn**

1617 Copenhagen Drive  
Solvang, CA 93463

805-688-5515 • 800-549-9955

[www.bwkingfrederik.com](http://www.bwkingfrederik.com)

#### **Best Western Kronborg Inn**

1440 Mission Drive  
Solvang, CA 93463

805-688-2383

[www.kronborginn.com](http://www.kronborginn.com)

#### **Wine Valley Inn**

1564 Copenhagen Drive  
Solvang, CA 93463

805-688-2111 • 800-824-6444

[www.winevalleyinn.com](http://www.winevalleyinn.com)

#### **Hamlet Hotel**

1532 Mission Drive  
Solvang, CA 93463

805-688-4413 • 800-253-5033

[www.hamletmotel.com](http://www.hamletmotel.com)

#### **Petersen Village Inn**

1576 Mission Drive  
Solvang, CA 93463

805-688-3121 • 800-321-8985

[www.peterseninn.com](http://www.peterseninn.com)

#### **The Royal Copenhagen Motel**

1579 Mission Drive  
Solvang, CA 93463

805-688-5561 • 800-624-6604

[www.royalcopenhageninn.com](http://www.royalcopenhageninn.com)

#### **Svendsgaard's Danish Lodge**

1711 Mission Drive  
Solvang, CA 93463

805-688-3277 • 800-341-8000

[www.svendsgaardslodge.com](http://www.svendsgaardslodge.com)

### Camping in Buellton:

#### **Flying Flags Travel Park**

180 Avenue of the Flags  
Buellton, CA 93427

805-688-3716

877-783-5247 (toll free)

[www.flyingflags.com](http://www.flyingflags.com)

333 tent/RV spaces. Reservable.

Area set aside for tents; individual or groups.

Camp facilities: showers, swimming, spas, laundry, etc.

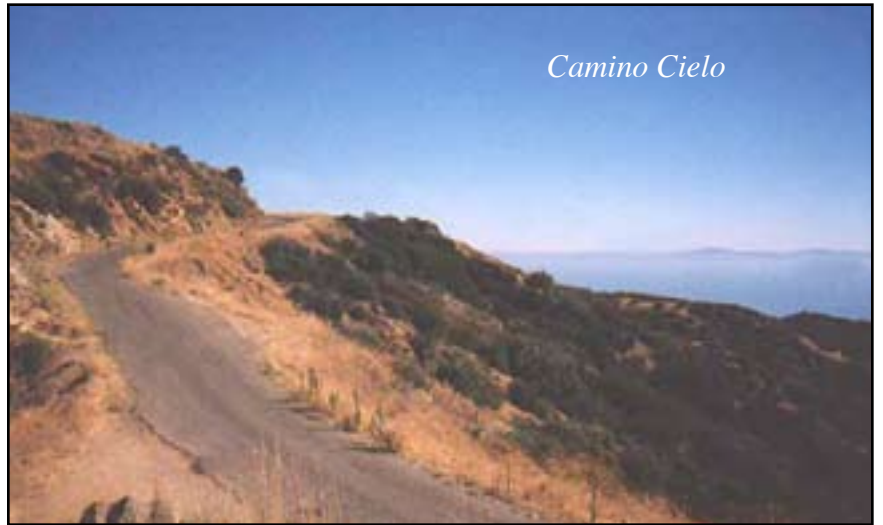
*Figueroa Mountain*







*Figueroa Mountain*



*Camino Cielo*



*Figueroa Mountain*



*Solvang*



*Happy Canyon*



# The Solvang Tour—Day 1

## East: Happy Canyon-Mt Figueroa

37 miles, 1700' up, 2200' down

63 miles, 6000' up, 6500' down

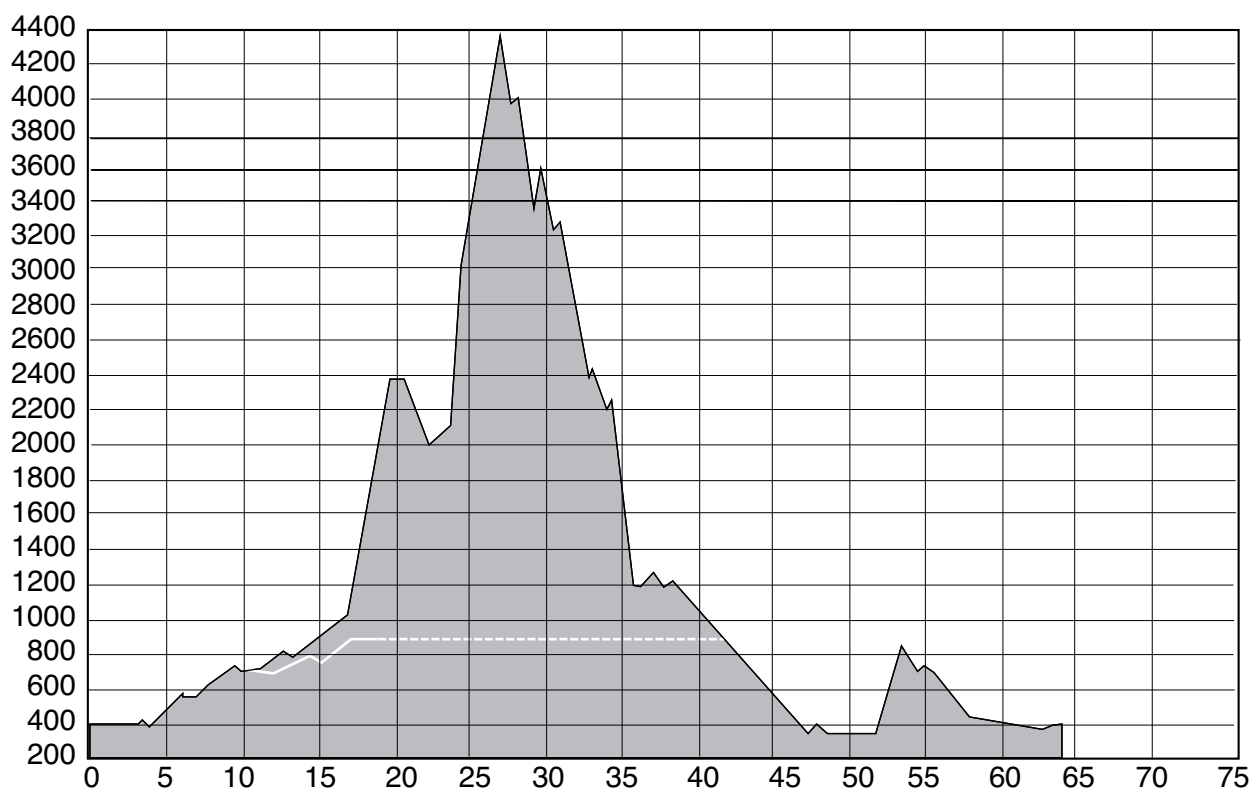
Bonus miles: 12 miles, 500' (short route only)

R on Avenue of the Flags .....	0.0
R on Hwy 246 .....	0.2
S through town of Solvang (495') .....	3.7
S on Armour Ranch Road (cross Hwy 154) .....	8.9
R on Happy Canyon Road .....	10.6
L on Baseline Road .....	11.8
Long route stays straight on Happy Canyon...	
R on Mora Avenue > Roblar Avenue .....	14.2
Cross Hwy 154 to Alamo Pintado Road .....	17.0
Bear L on Alamo Pintado .....	18.9/45.0
Or go R off course to explore village of Los Olivos.	
Long route rejoins.	
R on Hwy 246 into town of Solvang (495') .....	23.0/49.1
L on Alisal Road .....	23.6/49.7
L into Nojoqui Falls County Park .....	30.1/53.2

Trailhead to falls ☆ .....	30.4/56.5
Ten-minute walk to falls. Walking shoes advised.	
Retrace to park entrance; L on Alisal Road .....	30.7/56.8
Or go R to return to Solvang and avoid Hwy 101 section.	
Add 3 miles for route back via Solvang and Hwy 246.	
R on Old Coast Hwy .....	31.5/57.6
R on Hwy 101 .....	32.5/58.6
Busy freeway but with wide shoulders.	
Santa Rosa Ave off-ramp, then L over freeway .....	36.5/62.6
First exit from 101 that you come to.	
Finish in Buellton .....	36.7/62.8

## Long route:

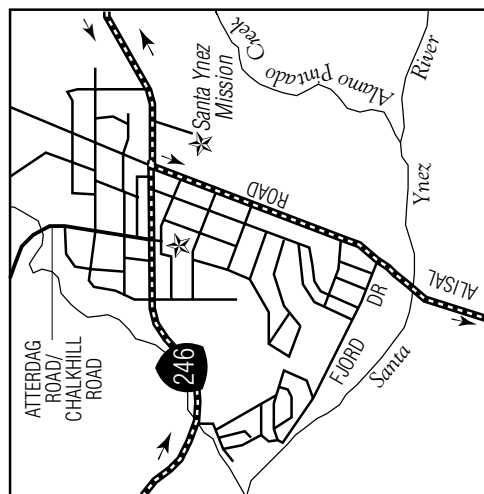
Straight on Happy Canyon Road .....	11.8
Summit (2400'). One mile of gravel (level road) .....	20.2
L on Figueroa Mtn Road (same road, new name) .....	24.4
Summit (4400') Big descents ahead .....	28.1
Cross Hwy 154 to Grand Ave into Los Olivos .....	44.1
R on Alamo Pintado Road .....	45.0
Rejoin short route.	



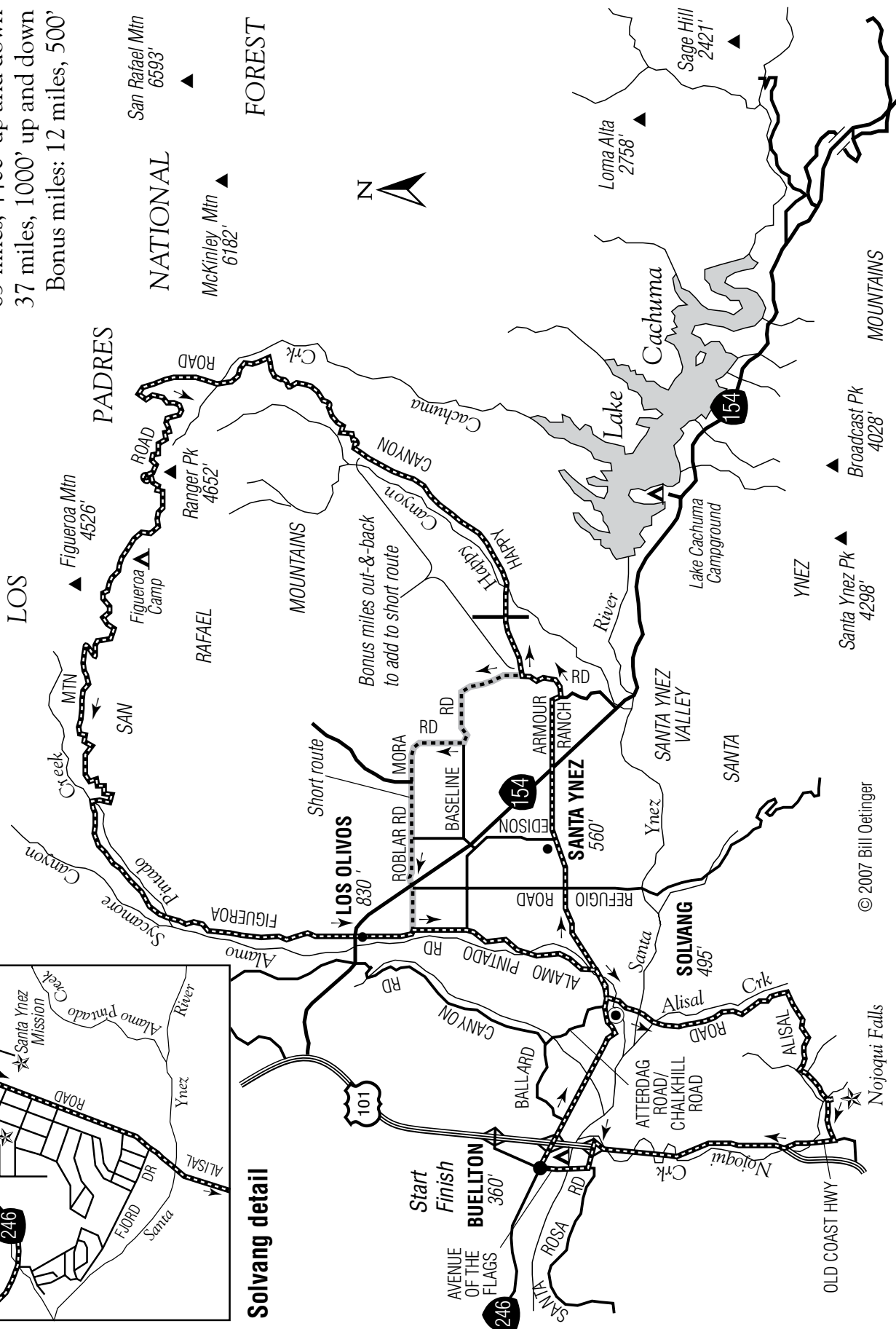


# The Solvang Tour

East: Happy Canyon-Figueroa Mtn Loop  
63 miles, 4400' up and down  
37 miles, 1000' up and down  
Bonus miles: 12 miles, 500'



**Solvang detail**





# The Solvang Tour—Day 2

## West: Jalama Beach Out-&-Back

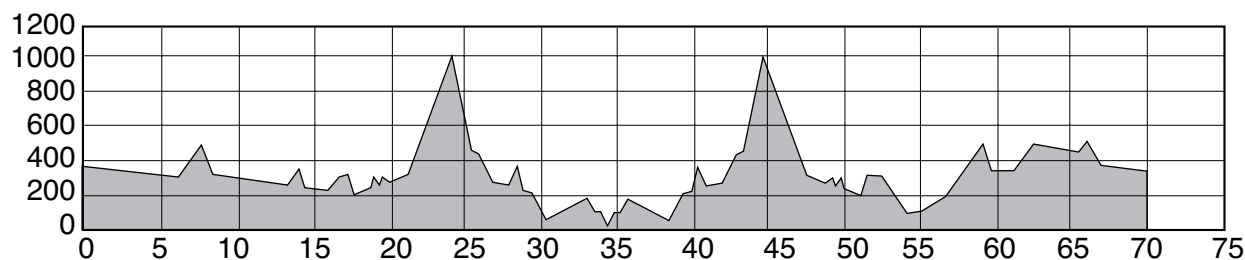
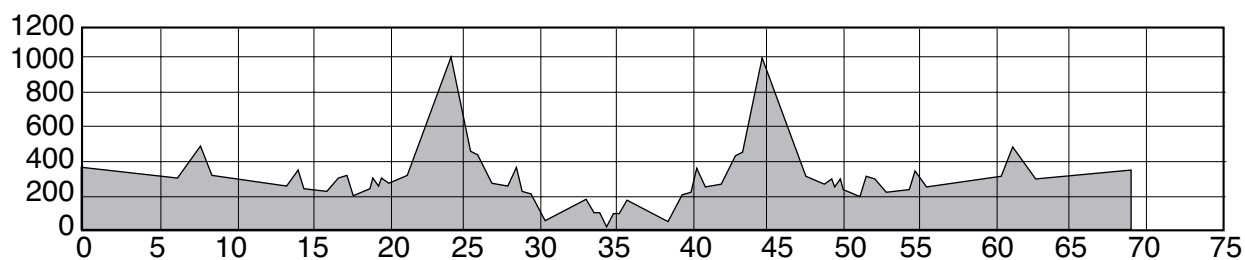
69 miles, 4000' up, 4000' down

70 miles, 4200' up, 4200' down

L on Avenue of the Flags > Santa Rosa Avenue .....	0.0
L on Hwy 1 .....	17.5
R on Jalama Road .....	20.2
Jualachichi summit (1104') .....	24.5
Jalama Beach County Park.....	34.4
★ Have lunch, play on the beach, turn around, go back...	
L on Hwy 1 .....	48.7
R on Santa Rosa Road > Avenue of the Flags .....	51.4
Optional route stays straight on Hwy 1...	
Finish in Buellton .....	69.0

Optional La Purisima Mission route:

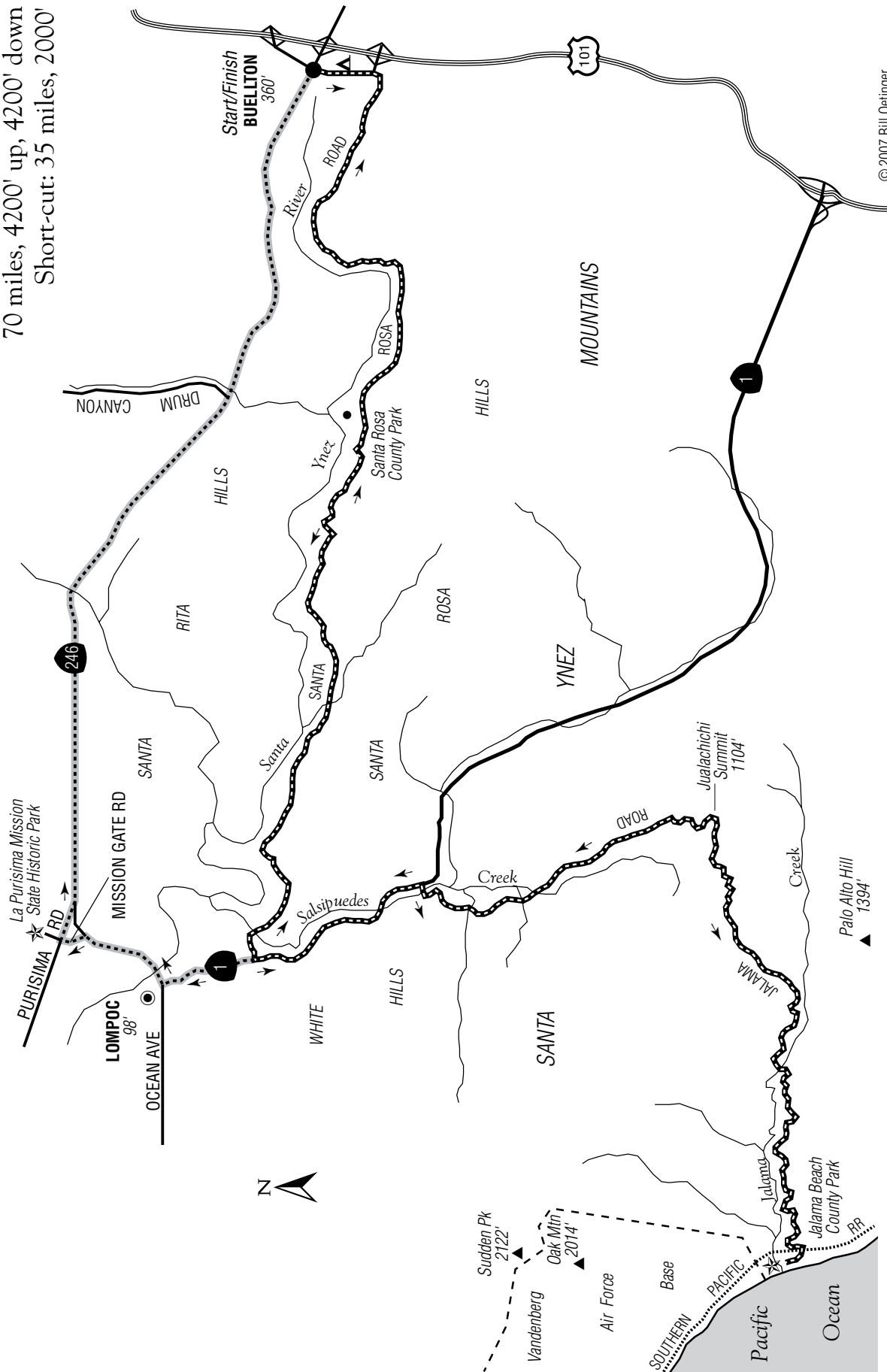
Straight on Hwy 1 .....	51.4
R on Ocean Avenue in Lompoc (Hwy 246).....	52.9
L on Mission Gate Road.....	54.7
Cross Purisima Road into mission.....	55.1
★ Explore Mission La Purisima Concepcion...	
L on Purisima Road .....	56.0
L on Hwy 246.....	56.1
Finish in Buellton .....	69.6





# The Solvang Tour

Jalama Beach Out-&-Back  
 69 miles, 4000' up, 4000' down  
 70 miles, 4200' up, 4200' down  
 Short-cut: 35 miles, 2000'

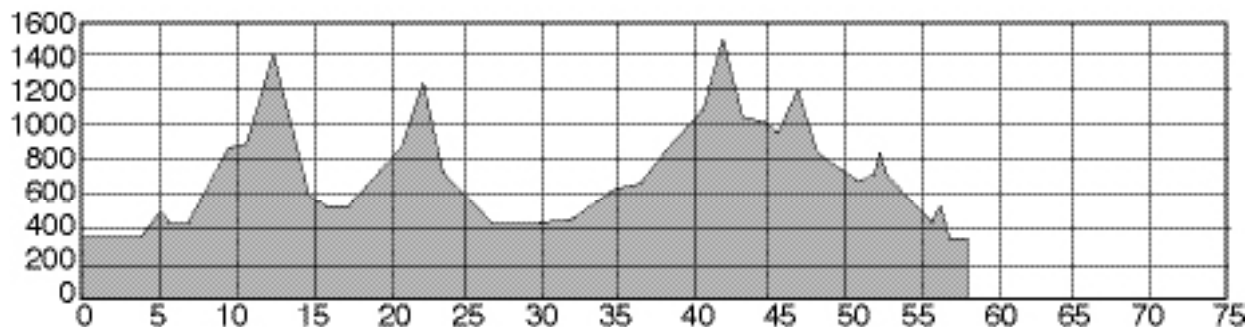


© 2007 Bill Oetinger

# The Solvang Tour—Day 3

North: The Canyons Loop  
58 miles, 4000' up, 4000' down

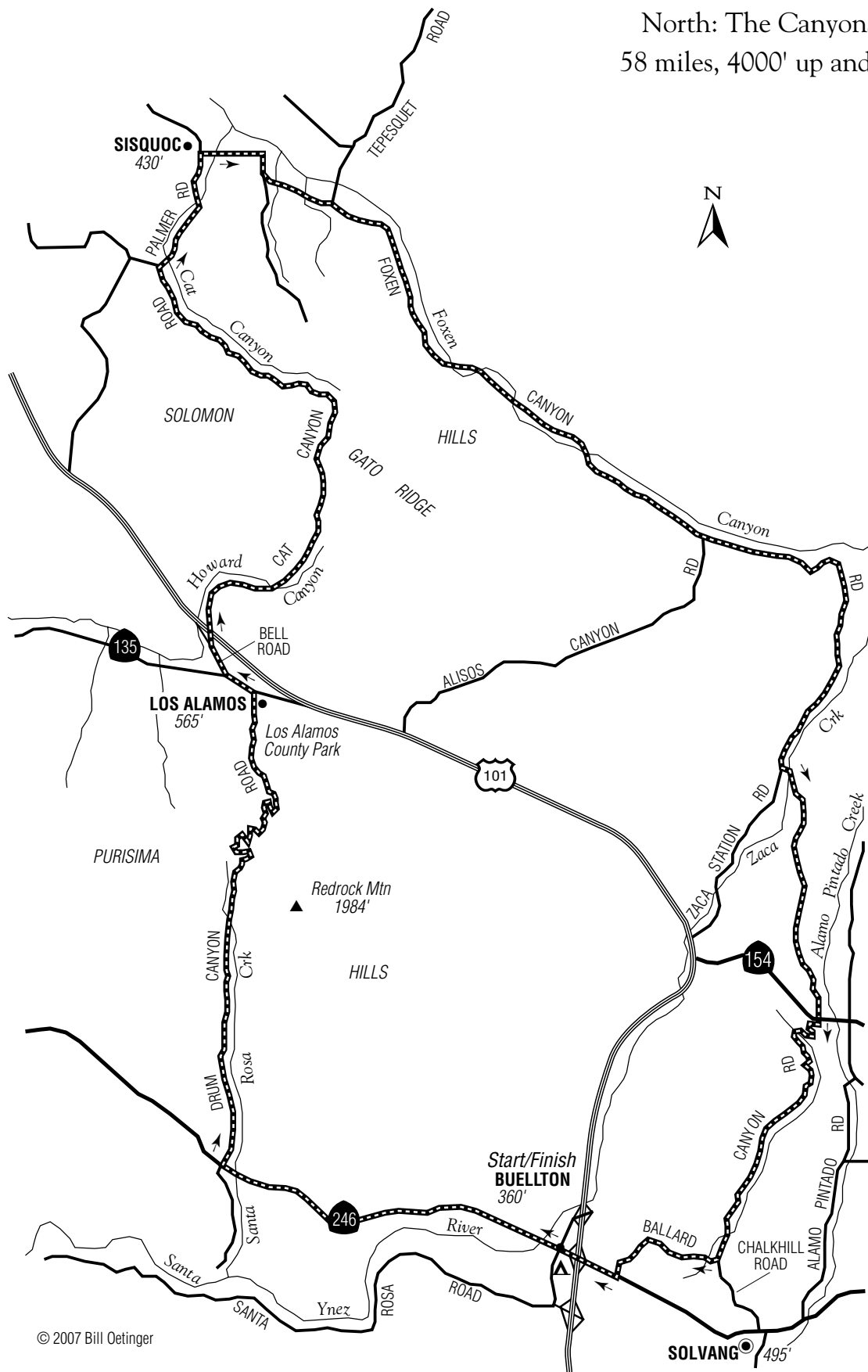
R on Avenue of the Flags .....	0.0
L on Hwy 246.....	0.2
R on Drum Canyon .....	6.1
Summit (1400').....	12.1
Los Alamos County Park.....	14.8
L on Hwy 135 in town of Los Alamos (565').....	15.4
R on Bell Road .....	15.9
No street sign. Follow sign to Hwy 101.	
R on Cat Canyon (cross Hwy 101).....	16.7
Summit (1256') Ancient oil rigs .....	20.7
R on Palmer Road.....	25.9
Right on Foxen Canyon at Sisquoc junction (430') ..	28.9
Summit (1500').....	41.1
L on Foxen Canyon at Zaca Station Rd junction .....	44.9
Summit (1200').....	46.3
Straight across Hwy 154 to Ballard Canyon Rd.....	49.2
Summit (1000').....	50.0
R on Ballard Canyon at Chalkhill Road junction .....	54.4
R on Hwy 246 .....	56.4
Finish in Buellton .....	57.3





# The Solvang Tour

North: The Canyons Loop  
58 miles, 4000' up and down



© 2007 Bill Oetinger

# The Solvang Tour—Day 4

## South: San Marcos-Gibraltar-Camino Cielo

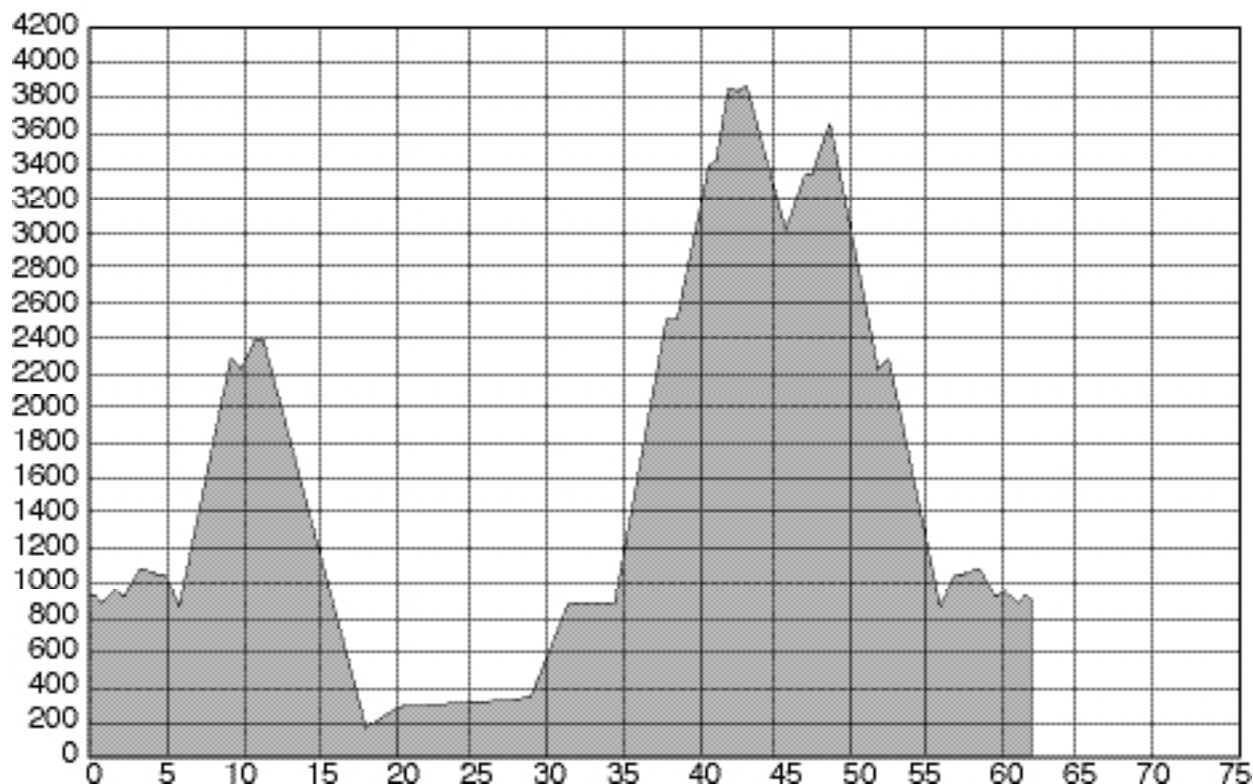
62 miles, 6000' up and down

50 miles, slightly less climbing

Sage Hill driveway; leave camp .....	0.0
R on Paradise Road .....	0.4
L on Stagecoach Road .....	4.6
Straight on El Camino Cielo (cross Hwy 154) .....	8.6
San Marcos Pass (2224')	
R on Painted Cave Road.....	10.3
Straight on Old San Marcos Pass Road .....	14.0
L on Cathedral Oaks Road.....	17.5
Into the suburbs of Santa Barbara.	
Straight on Foothill Road (Hwy192).....	19.7
L on Mountain Drive (Hwy192).....	23.5
R on Mission Ridge Road (Hwy192).....	23.8

Short route continues uphill on Mountain Drive.

L on Stanwood Drive (Hwy192) .....	24.1
L on Sycamore Canyon Road (Hwy192) .....	25.5
L on East Valley Drive (Hwy192) .....	27.4
L on San Ysidro Road, town of Montecito (190') .....	28.3
L on East Mountain Drive.....	29.1
R on Gibraltar Road...big climb ahead .....	35.3
L on El Camino Cielo .....	42.1
Sign says: "To State Hwy 154."	
Straight on Stagecoach Road (cross Hwy 154) .....	53.3
R on Paradise Road .....	57.3
L into Sage Hill Group Site.....	61.6
Turn in at Los Prietos Ranger Station.	





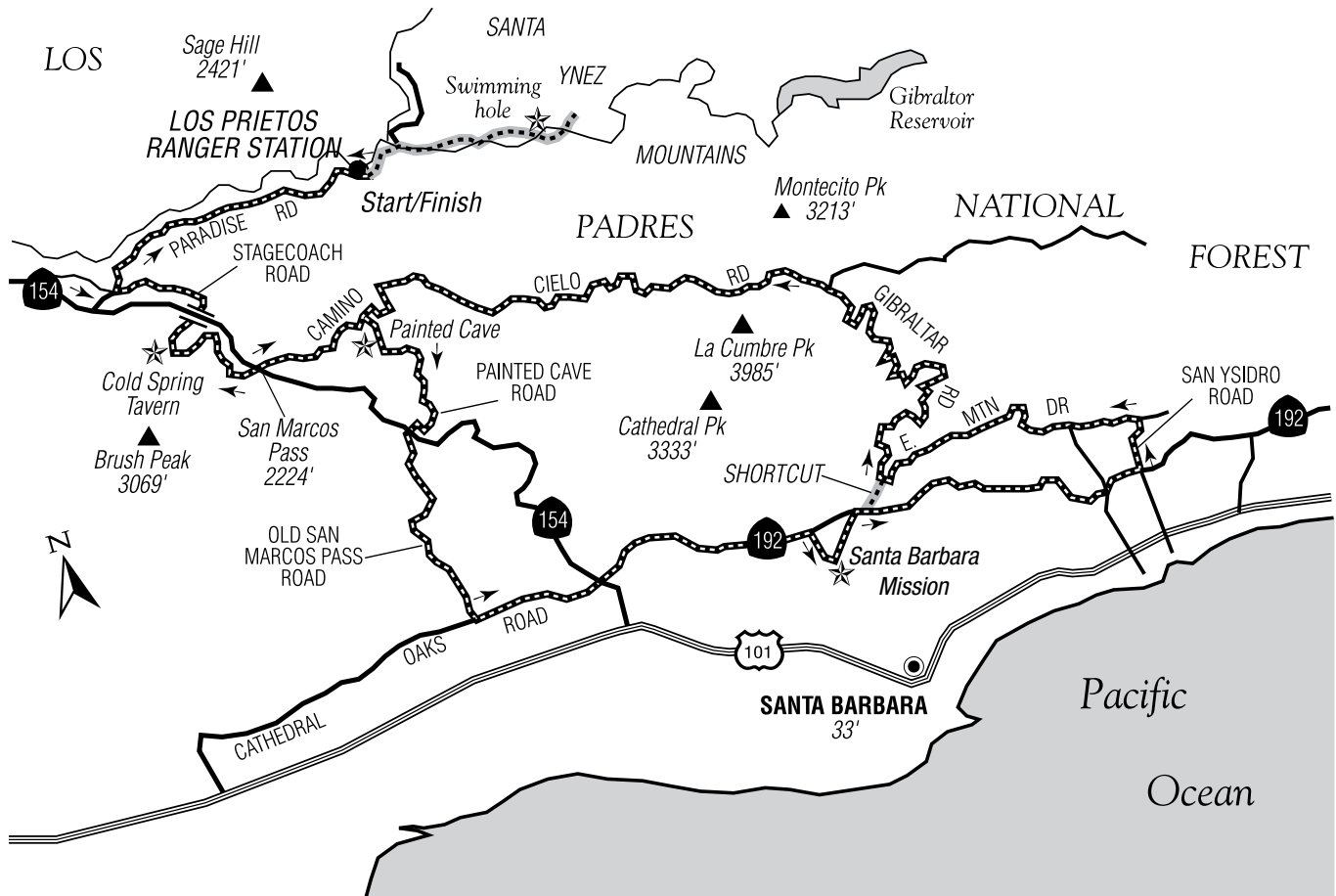
# The Solvang Tour

South: San Marcos-Gilbraltor-Camino Cielo

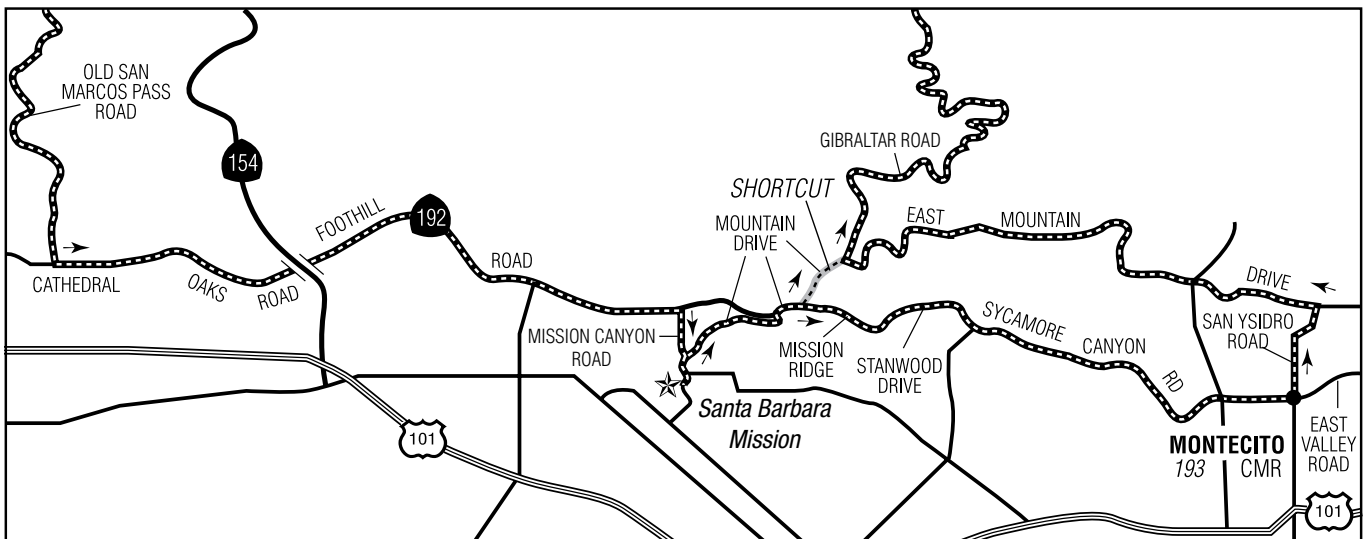
62 miles, 6000' up and down

50 miles, approximately the same elevation gain

Bonus miles: 10 miles, 400'



## Santa Barbara-Montecito detail



© 2005 Bill Oettinger