

Newsletter

August 2006

Pasadena Athletic Association
P.O. Box 71
Pasadena, CA 91102

<http://www.paacycling.org>

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PAA general meetings are held on the second Wednesday of the month starting at 7:30 PM at Mijares Mexican Restaurant, 145 Palmetto Dr., Pasadena, CA 91105. A taco buffet and no-host bar will precede the meeting from 7:00-7:30. Come early and dine with your teammates!

Send newsletter contributions by the 20th of the month to rapunzel@flash.net or call 323.225.2233.

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Robert Paganini. 2006 Masters 70+ National Criterium Champion

La Marmotte 1

By Mark Dragovan

Some of you know that I was going to France last week to ride in a cyclosporitif called 'La Marmotte', purported to be one of the hardest one day amateur events on the continent. Well, it's probably true. It starts in Bourg d'Oisans, at the base of Alpe d'Huez, goes over three mountain passes and ends at the top of Alpe d'Huez. I'll recount my trip below. Suffice it to say that those roads are steep! A 5% grade like Mt. Wilson seems flat when you get to them.

First I flew into Nice on the coast and rode around there on Sunday. I arrived on
(continued on page 2)

La Marmotte 2

By Chris Sobchack

Hello all! This is from Chris Sobchack Cat 3 worldwide roving reporter for PAA!

I too did the Marmotte in the French Alps. I had been working in the UK and Europe for about a month and before flying home went to my home away from home Alpe d'Huez!

I have done the Marmotte before and it IS the hardest thing I have ever done. This year was no exception.

I had quite a different ride/race from Mark.

This event is REALLY well organized. I was able to get a preferential number to
(continued on page 3)

La Marmotte 1

By Mark Dragovan

(continued from page 1)

Saturday afternoon, only to find that Europcar had canceled my rental car reservation. They didn't care, and were not at all helpful, so I went over to Hertz. The very friendly, helpful, and not to mention cute, French girl there helped me get a car that could hold my bike and stuff. It was quite a packing job, but everything fit. I finally got to my hotel at about 9pm and found something to eat. One thing all the cyclists noted was that it was hard to get enough to eat. I was hungry all the time until I found a cafe that had a 'cyclismo speciale', a huge plate of pasta, just what I needed.

I then drove up to Bedon, right near the base of Mt. Ventoux. The road up it is really steep. Imagine Chaney trail, but that steep for 20km. I did it in 1h 25m, which is not bad and I was trying to take it easy. Even in a 36x28 I had to stand up every few minutes to keep the rpms from getting below 60. It has a grade between 10 and 12% until the top, where it levels out to 7%. The remarkable thing about this road is that it just never lets up. You never get a break until the top.

I drove to Alpe d'Huez on Thursday in cold and rainy weather. I was hoping that this weather would move out and we would have a good day on

Saturday, which happened to be the case.

Friday, I did an hour ride with some intervals to get my legs ready for Saturday. That, registering and trying to get as many carbs into me as I could. There were all these guys outside the hotel working on their bikes; who knows what they were doing, but they sure were obsessive about it.

Since our start numbers were in the low 3500s, we thought we wouldn't be starting until about 7:45am. The first few hundred are semi-pro riders with support cars and the whole team thing. The remainder are supposed to start by their number, but as I know now that is just a suggestion, and if you are in the cue, you can just go.

So we started off, and I saw this big guy with a Polish national team jersey on, who came by me going at a good pace. So I jumped on his wheel and let him pull me the 10k to the bottom of the first climb. So we start up this climb and it goes from 7% to 10% in grade. I had remembered that the climb should be about 20k long, so when we got to a sign that said we had 20k to the summit after climbing for an hour I was surprised. It also was steeper than quoted. Hmm. The deal was that we climbed for another 5k, then it flattened out, then went up again with another 5k flat to the end. So they gave the

average gradient from start to finish, but it's the instantaneous gradient that you feel. I was climbing great at around 10 to 12 kph. As I round the last corner to the summit there is a huge mass of cyclists. I thought that this was just because there was water there. So I went and got some water, ate about 1000 calories and tried to start off again. That's when I found out that there had been a bad crash and the road was closed with no information on when they would let us start again. As I waited it was getting very cold, as we were at the summit and it was windy, although the sun was out. Finally after an hour a bunch of us decided we had had enough and took another route around the closed road. This meant that I would be missing some of the other passes, but I was so cold and the chances of getting a good time were impossible. I found out later that they didn't start anyone until at least a half hour after I left.

So I got down to the valley in about 1/2 hour and started my way to the base of Alpe d'Huez. Even with a bit of wind I was able to do 40kph back to start of the climb. You go along a pretty flat winding road then make a left turn and see the start of the first switchback, a 10.6% grade that feels like a wall after the flats. There are 21 numbered switchbacks, starting high and

counting down as you go up. Each is about 500m long, and you get about a 5 to 10 second rest as you have a bit of a flat on the switchback. It gets a little less steep, about 8% through the middle, then comparatively flat for the last 1km at 4.5%. There is nothing better than to see the 1k to go sign near the end. I was keeping it at around 10kph for the climb and did it in just about 1h 25m. The total riding time was 5 1/2 hours, with about half of that going uphill.

So, even though I was pretty disappointed that I had to take a detour and not get a real time for the full course, it was fun. It really could be better organized, but it's France and near the Italian border, so what can you expect? The only thing in the US that is comparable is the Everest Challenge, which I don't think is quite as steep.

La Marmotte 2

By Chris Sobchack
(continued from page 1)
start in the first 400 of the field based on past performances. This just means you don't have to ride through a huge pile of slower riders.

The ride is from Bourg d'Oisans up the Col de la Croix-de-Fer then down into the valley and up the famous duo of the Col du Telegraph followed by the Col du Galibier then after an insanely long descent you finish by summiting the mythical Alpe d'Huez.

This gives you 174 km or 108 miles!

I dropped about 1.5 hours of my time from 2003. So I was TOTALLY happy! I had a wheels rolling time of 7:22 minutes and an official finish time (which includes water, food, and mechanical stops of which I had one, getting a flat at 20 kms to go on my race tubulars - DAMN!!!!) of 7:52.

The col that Mark got backed up on was the first climb the Col de la Croix-de-Fer. As he mentioned a few riders had crashed on the descent (down the back of the Col du Glandon) and unfortunately I have learned that one of the riders actually died from the injuries.

It is truly one of the most stunning and worthwhile events in cycling and to actually come into the town of Alpe d'Huez following the tour route and get inside the barricades at about 750m to go, make the final hard left hand turn and race past the grandstands to the finish is absolutely AMAZING.

My time got me 402nd across the line out of 6000+ riders and 157th in Class (Male 30-39).

FYI. . . The winner crossed the line in 5:50:30!!! (also in the Male 30-39). The best female finisher was 7:51:09!

Wish I would have known I wasn't the only PAA representative!

Superweek

By Fritz Bottger

Beverly Hills Cycling Classic

Not Beverly Hills California, Beverly Hills Illinois, it's a quaint residential neighborhood in the south side of Chicago (Home of the World Champion White Sox) that hosts the first race of Superweek.

Michael and I arrived at LAX at 4am for our 6 o'clock plane departure, slept the whole flight, got our rental car in Chicago and headed straight for the race that started at 6pm. We arrived on scene over three hours early and we passed by the course in search of something to eat. This proved to be a difficult task as we found ourselves in a lower income area that featured greasy fried chicken, burger and pizza joints. Alas we found a chipotle after much searching and were able fuel up for the 100k crit without clogging up all our arteries.

The course was one-mile 7-turn crit with a 100m uphill. The streets were very narrow two-lane roads without much room to spare, and the second-to-last turn had a slight dip on the outside so that if you hit the dip going into it, it felt like the bike was dropping out from underneath you, but that wasn't the tricky turn. The tricky turn was the last turn coming off the narrow downhill road onto the

finishing straight where several people had slid out through the night.

The competition- Monex had about six men out there as did Kahala/LaGrange, in addition there were three more Danes and then three guys on team Milram that were from Germany and Sweden. I think there were maybe 70 starters and when the pace was fast and single file. I had to look a long way up to those leaders if I could see them.

The pace started out really fast for the first 25 minutes. I was getting worried, because I knew I probably wouldn't be able to keep that pace for another two hours. So my priority came to finish the race. I sat at the back of the group trying to conserve my energy while watching for stragglers that looked like they might open up a gap. I really had no idea what was going on at the front of the group, I thought there might be a break but I wasn't sure. I didn't care a whole lot, I just didn't want to kill my legs on this first race and my plan was to finish as best as I could within the group I was in. With about 15 laps to go they started giving out tons of cash prizes. They actually gave out \$200 three laps in a row, for the first of these I found myself on a LaGrange rider's wheel and we had a slight gap on the field, I thought about trying to catch one of these prizes but I decided I really just wanted to

finish with a kick, so I dropped back in the group. With five laps to go, sitting midpack of an obviously smaller pack than we started with, I decided that I could only move forward and that I would not let anyone pass me easily. I held my ground as best I could without tiring myself out, as the group went single file and pretty much stayed that way the last couple laps I was back about tenth. This is where I was when we went into the second to last corner, coming out of the last corner somebody several spaces up slid out and was taking other people out with them. I lucked out and was the first person to get by the crash, as soon as I got by I punched it. The next guy was maybe 20 meters ahead of me but I still had the pack behind me. I held off the pack and came in sixth for the field sprint. There was a break off the front of only four guys, which put me in a tenth place finish.

This was by far the biggest race I have done. In the park by registration they had several food and beverage tents, and a band playing. There were many times more spectators than racers, and the only category in this race was the pro/1/2. There were probably a couple thousand people lining the course in their front yards with lawn chairs cheering us on every lap. At the finish as we rode

around to cool down they all congratulated us on our performance. There were a bunch of 13 year olds running around asking all the racers for water bottles. I even saw a few of the LaGrange riders giving autographs! When we left after 9 pm they were quickly tearing down the race course but the party in the park was still going strong.

Menasha Crit

After Beverly Hills, Mike and I headed up to the city of Menasha Wisconsin, about 3.5 hours north of Chicago. This is another 100k crit that started at 5:45pm. It was a triangular three-turn course, 200 meters from the start/finish line was a 150 degree turn followed by a .4 mile straight going into a headwind, then another 150 degree turn with a crosswind, then a 30 degree turn with a slight tailwind to the finish. When me and Mike pulled up to the course, much to our dismay we discovered one of the Toyota-United Rav4's parked in the lot. Fortunately there was only one rider; the rest of the team isn't due until the NRC races start on Thursday. Neither me nor Mike felt great at the start but we didn't feel too bad after the previous night's race, so we were hoping for some good results. Twenty minutes into the race a break had just formed with maybe a five-second lead when there was a crash in one of the tight turns.

I don't know what happened but somebody hit the metal barriers and got pretty messed up (I think it was a beyondbikes.com rider from San Diego). The race had a full course yellow and so the peloton let up but the break didn't. By the time we got to the start finish we had a red flag and restart, although it was 20 minutes before the restart happened. Because the pack had let up after the crash the break gained more time heading back to the finish and the officials awarded them a 15-second head start. The break was never seen again by the field. The rest of the race was a difficult battle. The streets were wide and it was very difficult to maintain a position at the front. Mike and I were mostly just trying to conserve energy for the finish. For the last ten laps as usual everybody wanted to be up front but nobody wanted to do any work, with the wide roads we were on this caused a lot of surging and overtaking in the pack. If you got the front it took a lot of work to stay there. The field was cramming into the corners and things were real sketchy. I've had some of the most scary moments on my bike in that race diving into corners and getting cut off with about three inches to spare on each side of my front wheel. However, I never dirtied my shorts. At five laps to go Michael managed to fix

himself into the front of the pack for the sprint. He then cramped up and fell to the back of the pack. And for the finish neither of us were able to muster the strength to get back to the front of the pack. A disappointing finish but our skin and bones were intact, and I was happy with that. Talking to the Toyota-United rider (Lea) afterward he said that he was strongly considering just sitting out the whole finish because he didn't want to risk getting into a crash.

Alpine Valley Road Race

After the Menasha Crit, Mike and I drove to Manitowok for the next 100k crit, the third one in a row. About three hours before the race start we decided not to do the crit so that we could rest for the road race today that we heard was "Murder". We also decided to do the more mild masters 30+ 1/2/3 race over the pro/1/2 race because it was only 50 miles rather than 100. It was a ten-mile course with a few rollers, some headwind, tailwind, crosswind and then there were these other hills. They were short, but I think the only hills that I have raced on were hills in cyclocross races that I was running up (oh and maybe Everest Challenge too). There were three of these hills, each was only 100-200 meters long but I would say they are about 12%. I still went up them in a 39-21 but it was tough. The

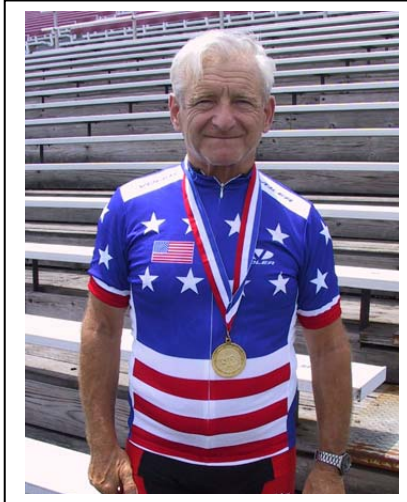
field was kind of small, maybe 40-50 riders. The first lap was pretty easy paced. 3/4 of the way through the second lap four riders got off the front. When I noticed it was four riders of different teams I thought that the break would last and the main group would not be able to work together to reel them in. On the steep hill on the third lap myself and another rider started to pull away from the field. I kick myself now - I knew the guy I was with was strong and I should have held his wheel but for some reason I didn't and he was off by himself catching the break. Seeing my mistake I tried to keep the pace of the group high to limit the time loss on the break but nobody wanted to work. We caught one rider from the break that cracked, so still only four riders were ahead of us. After half a lap I knew that the break was lost, yet I also knew that the main field was not going to work hard to catch breaks. I hoped that I could get off the front again with at least one other decent rider to either catch the break or just stay away. Heading towards the steep hills I was on the front when I let one lone rider get off and I thought great! I've got somebody to bridge to and work with. Which I did, and we quickly built a two-second gap. We were working well together yet we didn't seem to be pulling away very well and we

certainly were not going to catch the four-man break. But we held our gap for two laps. On the final lap it looked like the main field were starting to reel us in, we gave it everything we had. Coming up the last steep hill for the last time we were putting every drop of strength we had through our bikes to get us to the finish. We made it to the final stretch with just a couple miles to go. I noticed that my breakaway partner was lacking on his pull, so after a short time I jumped ahead of him again and did another pull. Then his turn, I looked back and the pack was gaining on us, we definitely would not last at this pace. I yelled to him keep the pace up or we're not going to make it! After no change in pace, I knew I had to go now. I spent the last 1.5 km by myself hoping I could make it. With about 200 meters to go I got passed, but by only one guy that had jumped off the front of the group I couldn't catch his wheel but I still finished right behind him for sixth place, then about two seconds later Mike and the rest of the pack zoomed by me from the sprint. Mike somehow made it up all those hills with the pack where he took fourth in the sprint for 11th overall.

News

National Champion!

Congratulations to Robert Paganini, who won the USA Cycling National Criterium Championship in the Masters 70+ category. Way to go, Bill!



State Champions!

Congratulations to our newest state champions! Ted O'Miela, Jonathan Livesay, Rick Skalak, and Dave Ward won the 4-Men 220+ CBR State Team Time Trial Championship.

At the SCNCA Masters Track Sprint Championships, Bill Ziegler's team took the gold in the 135+ Team Sprint. Congratulations to all!

Race Promotion

If you are interested in learning the fine art of bicycle race promotion, or if you'd like to put on a new or existing race, please contact Matt Gunnell. You don't need to be a board member to join the new ad hoc committee - all you need is an interest in putting on a great race!

Club Meeting

Please join us Wednesday, August 9th at 7:30pm for the next club meeting at Mijares Mexican Restaurant, 145 Palmetto Dr., Pasadena, CA 91105. This month's presentation will be on Mechanical Engineering of Bicycle Materials, by an as-yet undetermined JPL engineer. We have set aside a special time for dinner. From 7:00-7:30, Mijares will serve a taco buffet and no-host bar. No food or drink will be served after 7:30, so come early and have dinner with your teammates!

Team Photo

The team photo should be uploaded and available for purchase in the near future. Watch your email for details.

Medical Communique

We are very sorry to announce that several of our members have recently been involved in both bike- and work-related accidents.

Craig Pittman was hit by a motorcycle while riding on Angeles Crest Highway. He broke his collarbone and had some bruising, but his bike is ok, and he hopes to be back on the road soon.

Tom Reilly was injured in a work-related accident. He required stitches to the muscle in his leg, as well as the skin.

Karen Aydelott-Robbins spent two weeks in the hospital and endured three surgeries to repair her broken ankle. A month after her

accident, she has a “space-age erector set” on her leg, and can bear no weight on it for another eight weeks. Although she can’t drive, she is getting around on crutches and is working from home.

Al Nash has taken his first couple of road rides. He reports that flexibility is a challenge, but he’s consoling himself by building a new track bike.

Team Gear and Deals

Eddie Ramirez has a few remaining team kit items, and Aaron Tuchfeld has bottles and t-shirts. Please contact them if you need these items.

For Sale

Check out our “For Sale” section on page 10 - this month there’s something listed!

Got News?

Share your news, photos, and race reports with the club! Send your submissions to rapunzel@flash.net by the 20th of the month, or call 323-225-2233. Submissions should be kept brief and may be edited for clarity and length.

Monthly Poll

We regret that there is no poll for August.

Be sure to participate in next month’s poll. Vote at <http://www.paacycling.org/newsletter>.

Race Results

3 June Santa Barbara Bicycle Festival

Expert Men 25-29: John McKeen 2nd

1 July Sportkilt/Ted’s Manhattan Beach Bike Shop Omnium and TTs at LA Velodrome

Women B: Renee Zajac 4th

2 July La Mirada Grand Prix

Mens 3: Simon Nung 13th

Mens 5: Kevin Okura 5th

Masters 35+: Simon Nung 15th, Michael Dansk 19th

Masters 50+: Tony Pratt 2nd, Jeff Moreton 5th, Tom Reilly 15th

Masters 55+: Robert Paganini 15th

Masters 60+: Dave Ward 7th, Bob Llamas 8th, Michael Edwards 10th

Masters 70+: **Robert Paganini 1st**

5-17 July USAC Road Festival (National Championships)

Criterion

Masters 70+: **Robert Paganini 1st**

Road Race

Masters 70+: Robert Paganini 8th



7-23 July International Cycling Classic (Superweek)

Beverly Hills Cycling Classic Presented by the McTigue Financial Group

Mens Pro/1/2: Fritz Bottger 10th

Otto Grunski Time Warner Menasha Classic Criterion

Mens Pro/1/2: Michael Dansk 44th, Fritz Bottger 53rd

Point Beer Tour of Alpine Valley Road Race

Masters 30+: Fritz Bottger 6th, Michael Dansk 11th

Hammer Gel MGA Proving Grounds Road Race

Mens Pro/1/2: Fritz Bottger 60th

Masters 30+: Michael Dansk 21st

8 July Piru 40k Time Trial

Masters 65+: **Parker Williams 1st**

9 July Piru 20k Time Trial

Mens 4: Rick Skalak 4th, Bob Llamas 8th

Masters 45+: Jeff Moreton 2nd, Tom Reilly 3rd, Joe Scully 5th

Masters 55+: Ted O'Miela 2nd

Masters 65+: **Parker Williams 1st**, Bob Shimasaki 3rd

Public Women: Karen Eckhoff 3rd

Spring 2006 Piru Cup

Masters 45+: Tom Reilly 3rd

Masters 55+: Ted O'Miela 2nd

Masters 65+: **Parker Williams 1st**, Bob Shimasaki 3rd

9 July Ontario Criterium #4

Masters 45+: Jonathan Livesay 15th

Masters 50+: Jonathan Livesay 8th, Cully White 12th, Robert Paganini 15th, Peter Volpe 23rd

Masters 55+: Robert Paganini 12th, Cully White 13th

Masters 60+: Michael Edwards 9th, Robert Paganini 15th, Robert Humphrey 17th, Jerry Tetreault 19th

Womens 4: Donna Bertiger 6th

9 July CBR Dash for Cash Criterium

Elite Men: Armin Rahm 9th

Mens 4: Jason Lowetz 7th

Masters 30+ 1/2/3: Armin Rahm 5th

Masters 30+ 3/4: Aaron Tuchfeld 18th

Masters 40+ 4/5: Kevin Okura 7th, Ron McKiernan 9th

Masters 55+: Dominick Forte 4th

13-16 USAC Mountain Bike National Championships (NORBA Nationals) Infineon Raceway NMBS #5

Expert Men 25-29: Lyle Warner 4th

15 July Cycle for Life Criterium

Mens 1/2: Fritz Bottger 14th, Armin Rahm 21st, Michael Dansk 27th

Masters 30+ 1/2/3: Armin Rahm 2nd, Fritz Bottger 6th, Michael Dansk 12th

Masters 35+: Michael Dansk 10th, Aaron Tuchfeld 12th, Danny Pickett 14th

Masters 40+ 3/4: Cully White 16th

Masters 45+: Michael Dansk 7th, Cully White 13th

15 July Motor Tabs Festival of Speed at Encino Velodrome

Mens 4/5 Flying 200: **Nathan Daughlash 1st**

Mens 3/4 1k TT: **Nathan Daughlash 1st**

Mens 3/4 Match Sprint: Nathan Daughlash 4th

16 July San Marcos Criterium

Mens 4: Allen Lin 12th

Masters 35+: Simon Nung 8th

Masters 45+: Michael Dansk
8th, Charles Harris 12th

Masters 60+: **Dave Ward 1st**,
Michael Edwards 3rd, Jerry
Tetreault 4th

22 July SCNCA Masters Track Sprint Championships

Mens 135+ Team Sprint:
Bill Ziegler, T.C. Valentine,
Greg Pyshisniak 1st

22 July CBR State Team Time Trial Championships

2-Men 90+: Keith Laird / Phil
Young 2nd, Joe Scully /
Zohrab Gevrikyan 6th

4-Men 220+: **Ted O'Miela /**
Jonathan Livesay / Rick
Skalak / Dave Ward 1st,
David Bernhardt / Michael
Gourley / Mike Vanlaningham
/ Bob Llamas 2nd

4-Men 180+: Tom Reilly /
Rick Babington / Tony Pratt /
Jeff Moreton 2nd

4-Men 140+: Eddie Ramirez /
Aaron Tuchfeld / Jim Padilla /
Chris Keller 5th

23 July CBR LA Wings Criterium

Mens Pro/1/2: Armin Rahm
8th

Masters 30+ 3/4: Danny
Pickett 18th

Masters 40+ 1-3: Jonathan
Livesay 11th

Masters 40+ 4/5: Kevin Okura
2nd

Masters 50+: Jonathan
Livesay 8th, Robert Paganini
18th

Masters 55+: Roberto
Paganini 4th, Domenick Forte
5th

Products & Services

Positive Moves Coaching Services

PAA Members Receive:
\$25 off Comprehensive Bike Fit
\$25 off Hourly Consultation
Custom Coaching Packages-
Contact Coach Rick for Pricing
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Sixtus Muscle Fitness Products

<http://www.sixtususa.com>

Increase your recovery and put some kick into tired over-trained legs.

The Athletic Edge Sports Massage Specialist Patrick Nay

ph: 626-791-5736
email: patrick_nay@hotmail.com
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Your Business Ad Here!

Send e-mail to aeniii@earthlink.net, and use the subject heading "PAA Businesses" or call (626) 441-7951.

For Sale

Sell your bike stuff here!

Ads need to be renewed each month (until your item is sold). Send e-mail to aeniii@earthlink.net, and use the subject heading "PAA Classifieds" or call (626) 441-7951.

For Sale:

Minoura Mag Action Roller w/o magnetic resistance control.

In perfect condition, used maybe 10 X's. Purchased for \$175.

Asking \$100 / obo.

Contact Michael Patrick (818) 516-1458.

SUPPORT OUR LOCAL BIKE SHOPS

Bicycle John's

1038 N Hollywood Way, Burbank
(818) 848 - 8330

<http://www.bicyclejohns.com>

PAA members receive 20% from MSRP (before tax) on all merchandise in regular stock (see Yahoo! Group for details).

Helen's Cycles

142 E. Huntington Dr., Arcadia
(626) 447-3181

<http://www.helencycles.com>

PAA members receive 10% off complete bicycles, frames and 20% off selected parts and accessories.

Temple City Bike Shop

9628 Las Tunas Dr., Temple City
(626) 287-6936

PAA members receive 10% off parts and accessories.

Pasadena Cyclery

1670 E. Walnut Ave.
(626) 795-2866

<http://p/pasadenacyclery.com>

PAA members receive 10% off complete bicycles, 15% off frames, 10% off parts and accessories and 10% off labor.

Velo Pasadena

(New Location)
2562 E. Colorado Blvd.
(626) 304-0064

<http://www.velopasadena.com>

PAA members receive 10% off complete bicycles, parts and accessories.

PAA Sponsors



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August 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2	3	4	5
Paramount Criterium	5p Madison & TT Practice @ Encino Velodrome	5p Sprint Training @ Encino Velodrome	5p Open Training @ Encino Velodrome			Piru 40 K TT 8a Montrose Ride 5p Velodrome Racing
6	7	8	9	10	11	12
Velo Allegro UPS Criterium	5p Madison & TT Practice @ Encino Velodrome	Masters National Track Championships 5p Sprint Training @ Encino Velodrome	Masters National Track Championships 5p Open Training @ Encino Velodrome	Masters National Track Championships 12p Open Training @ ADT	Masters National Track Championships 7p Open Training @ ADTEC	Masters National Track Championships 8a Montrose Ride 12p A Day with the World Champion 12-5p
9a Piru Time Trial			6p Meeting of the Board of Directors of PAA 7p Open Training @ ADTEC 7:30p Monthly General Meeting of PAA	6:30p USCF Racing at San Diego Velodrome 7p Work Out @ ADT Event Center		
13	14	15	16	17	18	19
Manhattan Beach Grand Prix	5p Madison & TT Practice @ Encino Velodrome	12p Open Training @ ADT 5p Sprint Training @ Encino Velodrome	5p Open Training @ Encino Velodrome 7p Open Training @ ADTEC	12p Open Training @ ADT 7p Work Out @ ADT Event Center	7p Open Training @ ADTEC	Saguaro Velo Racing @ San Diego Velodrome 8a Montrose Ride 3p Race School 5p Velodrome Racing
12p LA Cycling Classic (UCI Track)	7p Open Training @ ADTEC	7p Work Out @ ADT Center				
20	21	22	23	24	25	26
Newsletter Inputs Due 12p Open	5p Madison & TT	12p Open Training @ ADT	5p Open Training @ Encino	12p Open Training @ ADT	7p Open Training @ ADTEC	8a Montrose Ride 3p Race School

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Training @ ADT Event Center	Practice @ Encino Velodrome	5p Sprint Training @ Encino Velodrome	Velodrome 7p Open Training @ ADTEC	6:30p USCF Racing at San Diego Velodrome		5p Velodrome Racing
12p CBR State Criterium Champs	7p Open Training @ ADTEC	7p Work Out @ ADT Center		7p Work Out @ ADT Event Center		
27	28	29	30	31	1	2
Ontario #6 12p Open Training @ ADT Event Center	5p Madison & TT Practice @ Encino Velodrome	12p Open Training @ ADT 5p Sprint Training @ Encino Velodrome	5p Open Training @ Encino Velodrome 7p Open Training @ ADTEC	12p Open Training @ ADT 7p Work Out @ ADT Event Center	7p Open Training @ ADTEC	8a Montrose Ride 3p Race School
	7p Open Training @ ADTEC	7p Work Out @ ADT Center				

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