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PAA general meetings are held the second Wednesday of the month starting at 7:30 PM at La Cabanita, 3447 N. Verdugo Rd., Glendale, CA 91208.

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## Upcoming Race Dates:

- 4/1—Garrett Lemire Memorial Criterium
- 4/12-15—Sea Otter
- 4/13-15—Cyclo-Vets Omnium
- 4/21-22—Conquer the Canyons Stage Race
- 4/28—Devil's Punchbowl
- 4/28-29—Firestone MTB
- 4/29—Chuck Pontius Crit



## PAA Storms Through San Dimas

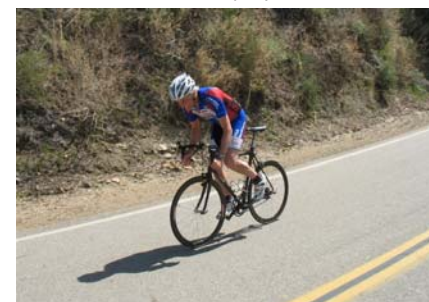
PAA made another impressive showing at the San Dimas Stage Race, March 16th through 18th. In all, seven PAA riders finished in the Top 10 overall (GC) in CAT 5, CAT 4, CAT 3, and CAT 2, with many more riders achieving Top 5 results in the daily stages. More stories and details inside.



John McKeen (3rd) CAT 3



Lyle Warner (1st) and Scott Powell (2nd), CAT 5



Bob Llamas at the GMR TT

## Blind Mountain Biking

Yes, you read the headline correctly! Brian Bushway of World Access for the Blind spoke at the March PAA club meeting. Brian is a blind mountain biker, and an incredible person. Brian became blind at the age of 14, but has not let his lack of sight interfere with his love of mountain biking.

Brian is an advocate of

echolocation, using sounds to help guide and alert him of objects. Echolocation is an incredible skill, that as Brian described, the blind can develop as an additional sense.

When asked how fast Brian and his friends ride their mountain bikes, Brian responded with a grin, "fast". Brian's presentation was

fascinating and extremely enlightening. PAA sponsor Kevin Martin of Merrill Lynch generously donated \$500.00 to Brian and World Access for the Blind. All those in attendance were amazed by his courage and story. More information on Brian can be found at <http://www.worldaccessfortheblind.com/>.

## Training “Through” to Your Goal Rick Babington



**“Setting goals is a very individual process. It can be said that the process requires a plan of action for both the long-term and short-term, with measurable results that both the coach and athlete agree upon.**

**Rick Babington can be reached at [rbabington@ca.rr.com](mailto:rbabington@ca.rr.com)**

We sometimes forget all that we went through to get where we are today, in sport or in life. Can you remember all of the small steps and basic skills that you had to work through before achieving our goals?

What should a coach put their athletes “through” in order to reach a specific goal? This question can only be answered by the coach and/or athlete involved. Setting goals is a very individual process. It can be said that the process requires a plan of action for both the long-term and short-term, with measurable results that both the coach and athlete agree upon.

A checklist that both coach and athlete can use to assess this plan might look like this.

Are both the long-term and short-term goals: Specific? Challenging but realistic? Observable? Within the athlete’s control? Something the athlete is committed to?

Scenario: Joe is a 38 year old road cyclist with two years of training under his belt. He has participated in

four century rides and six Category 5 criteriums, none of which resulted in a pack finish. He was a competitive swimmer in High School and College. Joe stated that he gets “very tense in the pack” and tends to “let gaps

### Upcoming Coach Rick Rides:

- 3/28—Sprint Workout. Rose Bowl Lot K. Warm-up at 5:30pm, Sprint technique and drills 6:00pm to 7:00pm, cool down 7:00pm to 7:30pm.
- 4/4—Sprint Workout. Rose Bowl Lot K. Warm-up at 5:30pm, Sprint technique and drills 6:00pm to 7:00pm, cool down 7:00pm to 7:30pm.

open up a lot”. Joe and I sat down at the beginning of the season to work out a plan of action. We agreed on the following:

1. Joe would compete in twelve Criterium events (2 per month) this season.
2. We would accomplish each goal before moving on to the next.
3. I would set up his train-

ing program to help him achieve these goals.

4. I would include bike handling drills built into the training program to build confidence in a pack scenario.

Long-term goal: Finish in the top 10 in at least one Cat. 5 event this season.

Short-term goals:

1. Incorporate relaxation exercises both on and off the bike.
2. At the first two races, every time the pack slows, move up at least one position.
3. Races three and four, ride the entire event, and finish, in the top half of the field.
4. Five and Six, ride the entire event, and finish, in the top 20.
5. Seven and eight, ride off the front and then drop back into the group at least once to test recovery and to build confidence.
6. Nine and ten, ride the entire event, and finish, in the top 15.

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## What's on the Web?

Look who Cici ran into on her Ladies Ride!

For those of you who were unable to join us, we had a very interesting guest join us. Duane brought along his friend, Alain Bessire from Switzerland. No, he is not on the Phonak team, but he should be! He has been biking for the past 15 MONTHS and is not stopping until he gets home to Switzerland... hopefully by Christmas! He started from Argentina and is en route to Alaska, where he will then take a boat ride to Moscow and ride on to Switzerland. Just an average down-to-earth guy with a dream to travel around the world.... on a bike! You can check out his website and crazy bike set-up on his website at <http://www.alain-bessire.ch/>. For



those of you who did meet him, make sure to check out his website to see his progress. You can also leave a message in his guestbook!

Cheers!  
Cici

Everything that is cool about Pro cycling can be found at Belgium Knee Warmers. <http://belgiumkneewarmers.blogspot.com>. Have you been looking for video highlights of the 1997 Paris Roubaix? What about the definition of PRO...(yes, there is one!). This guy even has reviews on embrocation, very PRO!

### A Note From the Editor:

Welcome to the new PAA newsletter. My goal is to provide you with interesting stories and information on cycling, that you may not otherwise be able to get from the PAA website. Some of the regular features that you will find include a monthly coaching tip from Rick Babington, stories from Banner Moffat, and monthly columns including "what we're riding", "rider interviews", "what's on the web", and "sponsor profiles"

Please help me make this a great newsletter by contributing! Please email me pictures, stories, ideas, etc. Thank you to everyone that sent me lots of great contributions for this April edition. I sincerely appreciate your help!

Lee Bird, Editor    [leebird@btechonline.com](mailto:leebird@btechonline.com)



## Team Times

Many of you have seen my postings of times on the PAA Yahoo Group Message Board. The concept is this: PAA members can post their times on whatever specific route they like to time themselves on. Others can then ride that route and post their best times too. The same way that after playing a video game it is fun to see how you stack up to the others who have played before you, it will be fun to see how you stack up on a bicycle time trial. The purpose - other than just for the fun of it - is also to suggest new routes for team members to go out and try. As well, it may encourage riders to push themselves a little extra on some routes, and it might even inspire some team members to train for the sole purpose of achieving a higher ranking on one of the listed routes. Even if you don't have a fast time on a route, posting your time will still serve a purpose: It will encourage others to give it a try, and it will help people who want to know where they stand in the bike fitness hierarchy. They call Time Trials "The Race of Truth" because you can't fake it, but I know you all can handle the truth! So don't be too shy or too proud to give it a try and have your time posted. Remember; it's just a game!

Here are the rules:

- 1) Define a specific route precisely if it's a new location.
- 2) Send me your time.
- 3) Send me your name (or pseudonym if you prefer)
- 4) Send me your age and your race category.
- 5) You can include a BRIEF list of excuses or explanations such as "strong tail wind" or "drank too much last night".
- 6) Honor System; no cheating. If you post a time that's off the chart, you better have a reputation or witnesses!

Format: (Route) Time - Name - age - category - date - comment

Send your times to me at [bannermoffat@earthlink.com](mailto:bannermoffat@earthlink.com). I will keep track and post them periodically on Yahoo and hopefully we will have an exciting list to include in next month's newsletter.

**ROUTE: Up Angeles Crest from the second (uphill) light at the freeway to the entrance to the Clear Creek Information booth parking area.**

Scott Powell	41:10	Mar-07
Daniel Lowetz	43:40	Mar-07
Kevin Martin	44:08	Jul-07
Banner Moffat	44:40	Mar-07

**ROUTE: Corner of Lida and Vista (dotted line) up to "No Stopping Anytime" sign on top of Lida. Same route used for uphill TT at the PAA training camp.**

Duane Atiga	5:34	Mar-07
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**ROUTE: Up Lower Sam Merrill Trail, from the water fountain to the trail junction at Echo Mtn.**

Brian Provost	25:24	Oct-06
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**ROUTE: One lap of the Rose Bowl. Time Trial Solo.**

Jeff Moreton	7:12	Feb-07
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**ROUTE: Chantry Flats climb from the top of Santa Anita Blvd. to the Chantry Flats parking lot (gate to gate). 3.25 miles.**

Scott Powell	16:36	Feb-07
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**ROUTE: Down El Prieto Trail. From the start of the singletrack to the big rock where the trail joins the fire road. Classic "old" El Prieto route.**

Lyle Warner	9:02	Feb-07
Scott Powell	35:05	Feb-07

## Membership Has Its Benefits

James Busalacchi

PAA isn't AmEx. There are no points each time you use your card. It's highly unlikely that PAA will give you a free plane flight to France so you can ride Alpe d'Huez.

But there are real money savings that make the initial membership dues seem paltry, in my case, extremely paltry. As an added bonus (it isn't a Ginzu Knife), you get to meet some great people and have others to enjoy that ride up to Mt. Wilson.

I joined PAA in February 2006. I openly admit that my joining was for the benefits, but I never imagined the extent I would receive. I wanted a pro level kit without the Assos prices. Unfortunately, I missed out on the ordering for 2006 and never coordinated purchasing remaining kits. I wasn't racing so my old pro replica kits would do.

Then came December 2006. An email went out about discounted vests and jackets. I immediately contacted Eddie Ramirez. "I wanted whichever is available." Well I never got my vest or jacket, but that was no fault of Eddie's.

We can all agree that as

bicyclists, shiny new trinkets easily distract us.

Well, I had been shopping for a new bike for a couple of months. My six year old aluminum/carbon fiber frame and its nine speed parts had lost their luster in my eye (plus, I was tired of the looks and remarks my discount bicycle store stead garnered me).

A few days after Eddie's email about clothing went out, an email went out for Louis Garneau bikes from Bicycle John's at just above wholesale. One caught my eye, not that that would be hard to do. A couple of months earlier, I had printed out a picture of Jittery Joe's team bike and placed it above my computer at home. I showed the picture to my wife indicating that this might be my ultimate bike (of course, next to the custom De Rosa with full Campy Record). She asked "how much." I gave her the rough estimate and, quicker than the chain reaction of a Cat. 5 pile up, she said "dream on."

Well, here was a similar ride for a fraction of the price. The complete bike was \$200 less than the MSRP of the frame alone. With spousal approval, I con-

tacted Sandra at Bicycle John's for a fitting.

I was given a rough fitting, went on a test ride, swapped out some parts, added new pedals and cyclo-meter, had another fitting, and took home my new bike. John and Sandra and all those at Bicycle John's were great. It's hard to imagine a better bicycle shop than Bicycle John's.

While at the store, I met Matt Gunnell for the first. He was there trying on North Wave shoes because of the great deal offered the club. I had to stay away from that bonanza.

Of course, I could go on to talk about the other great deals, Vittoria and Kenda tires, the team kits (which I now have). But, another amazing benefit is the great people who are a part of PAA.

On one January 2007 Sunday morning, my normal riding companion couldn't drag himself away from his girlfriend. Shortly after getting the cancellation telephone call; I remembered that a group was meeting at the Rose Bowl to ride Mulholland Drive. This was going to be a challenge

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## Rose Bowl Rider Primer (part 1)

Banner Moffat

I originally wrote this Primer years ago for friends who were thinking of giving the Rose Bowl Ride a try. Some of them went on to become reliable Rose Bowl regulars. So if there are any teammates who are new to the ride or thinking about doing it, maybe this will help "bring them up to speed":

### The Ride

The Rose Bowl ride has been going on for decades spring, summer and fall every Tuesday and Thursday at 6 PM with as many as 100 - 200 riders attending. That makes it an amazingly persistent biking institution considering that there is no single organizer. Most people park in lot K to the SW corner of the loop around the stadium and golf course, and it stages at the street just to the east of the parking lot. The "official" (to the extent anything about this ride is official) start/finish is at a sycamore tree about 2/3rds of the way along the west side of the loop. The pack goes deceptively slow from the staging spot to the start line and the speed picks up soon after crossing the line. On the next to last lap you can usually recognize which sycamore tree it is because there are people hanging around waiting to see who will win the final sprint.

### The Course

The first NW corner is the slowest and tightest and sometimes has a car going the other way at the stop sign making it unwise to go wide. One time a rider piled into a police car windshield at this corner and smashed it so much that the car had to be towed away. Not a good day at the Bowl! The north end of the loop is narrow so you should be

on the lookout for on-coming cars. Always stay inside the yellow lines! After the clubhouse the road gets narrow again and the small hill usually slows down and consolidates the pack so, again, stay inside the yellow lines! The south end of the loop is where there are most likely to be cars turning (or just plain stopped with wide eyed drivers frozen at the wheel wondering what the hell they are supposed to do when passed on all sides by hundreds of shouting bikers)

### Etiquette

There is an unspoken etiquette to pack riding that some riders are better about than others. If there is anything worth warning the pack about, conscientious riders wave an arm at it or shout "Left side!" or "Right side!" and sometimes the whole pack slows down for no visible reason and it is good to warn others by shouting "Slowing!" It may seem silly shouting out all the time, but if you wake up one rider from an oxygen-deprived inattention in time to avoid a crash, it is worth it. You never know how out of it the guy behind you is. Sometimes riders try to get out of the wind by squeezing in front of you or beside you and if this was a race, you might not allow your competitors to do it. This is not a race! It's just a training ride. It is not a good place to be super aggressive. If someone wants "in" and is going fast enough to merge, make room for them. Likewise if someone wants "out" and is boxed in by the pack, things will go smoother if you just make room for him to slide out. Sometimes, especially if you are a beginner in the pack, you may get yelled at from time to time for misbehaving (like swerving, getting too close, crossing the yellow line, failing

to close a gap) but don't take it personally. Some people are not as nice about it as they should be; yet self-coaching within the pack is one of the things that make it continue to work. Actually

there needs to be even more self-coaching within the pack in order to avoid confrontations with the police, with pedestrians and with vehicles.

### Safety of the Ride

It would be nice if we were the only ones there or if we had a whole lane to ourselves, but we have to share the road with walkers, slow bikers, children learning how to ride, rollerbladers, dogs, on-coming cars, slow cars going our way and cars overtaking us. The pack ride exists because the police let it exist, and it isn't smart to risk changing their mind. Sometimes the pack mindlessly forces you over the yellow line but don't stay there, even if it means slowing down to find a spot to move into. When we overtake a car sometimes the driver doesn't know what to do. After all, in driving school they don't teach you how to deal with 200 bicycles overtaking on both sides! Sometimes drivers turn in front of the pack not realizing how fast we are going. Don't piss off the drivers even if they piss you off. Remain civil so that they are not motivated to complain to the police and so the police won't decide to shut us down. The main safety precaution is to



**"Some people are not as nice about it as they should be; yet self-coaching within the pack is one of the things that make it continue to work".**

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## Rose Bowl Ride Primer (part 1)

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keep a good look out, stay alert and if you see something, warn the riders behind you. The pedestrians often don't see us coming so a warning shout "right side!" can help warn them as well as the rest of the pack, and the ones who know us scoot out of the way like scolded children. They have right of way, however, so be nice and stay completely outside the white line on the inside. That is not our territory. Give children as wide a berth as possible. Another thing to look out for is balls going out into the street; soccer balls on the south end and golf balls on the north end. At it's worst, a soccer ball can bounce around inside the pack like a high-speed pinball and you can hardly maneuver because of all the riders around you. I've been told to aim for the ball because it won't be there by the time you get to it, but I don't know.

### Avoiding Crashes

No matter how fantastic you are at handling a bike, when you are boxed in and the riders in front of you go down, so will you. Happily, there are ways to minimize the risk, and foremost is stay alert:

Concentrate! The Rose Bowl Ride is no place for daydreaming. A good percentage of crashes are due to inattention and some are due to fooling around with friends. The Rose Bowl is no place to get casual in your riding and sometimes just taking a hand off the handlebar puts you at risk.

Guard the territory in front of and especially on either side of your front wheel like it was your daughter's virginity. Anytime

anyone gets too close, slow down, move over or do whatever is necessary to open up the space. Any rear wheel within 2 feet of your front wheel deserves close attention. A rear wheel closer than 12 inches to your front wheel should set off warning bells.

Stay near the front. The more riders in front of you, the more riders that can take you down in a crash. The guy pulling the whole pack is the safest rider.

Avoid being boxed in and don't try to fit into spots that are too tight. On the sides of the pack, there may be a bit more wind, but you will have a place to go if you need to maneuver away from a crash. Think of the extra wind in your face as bonus training.

Look further ahead in the pack. Don't just focus on the bikes immediately in front of you. The more you see what's happening out in front (cars, rollerbladers, crashes), the more time you will have to safely react.

Communicate with other riders around you. If you have to switch "lanes", let the rider behind you know with a flick of your fingers, flick of the elbow, or announcement, "coming over". Tell people you are slowing down or if there is something ahead that might force you to maneuver. Being vocal lets riders in front of you know you are there.

Make all lane or speed changes in the pack as gradually as possible. This is the single safest thing you can do for your fellow riders. It will mainly keep other riders from crashing because of you, but it can also keep you from getting rundown. Avoid

hard braking, if possible.

Wear a helmet and have health insurance; it's best to be prepared.

Pack crashes can be spectacular as they spread out sideways and back like shock waves from an explosion involving more and more riders. In time, you learn to judge the rider in front of you either by how he rides or by reputation and if he seems erratic or exhausted, stay away from him. Crashes tend to happen more in the last 2 laps because of fatigue and because of the jockeying that goes on leading up to the final sprint, so if you want to improve your odds, you could skip one or both of those laps. There are some riders who jockey for sprint position as if it was life or death, and they are idiots. We are there for fun, and it is not worth risking others nor worth terrorizing the pedestrians just so you might have a good sprint. Although the Pasadena ambulance seems to frequently hang out at the Rose Bowl on Tuesday and Thursday evenings, don't be put off. Crashes don't happen that often and most of the time there are no serious injuries.

In Part 2 of this Primer, next issue, I will cover Drafting, Pulling, Getting Dropped, Corners, Break-Aways, The Sprint and The Reason Why.

***"When riding on public roads you are subject to all sections of the vehicle code that can apply to a bicycle. The "Rose Bowl" ride is not an official PAA ride. This article is one cyclist's perspective on the "Rose Bowl" ride."***

**"No matter how fantastic you are at handling a bike, when you are boxed in and the riders in front of you go down, so will you."**

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## SDSR Race Report (Cat 5)

Lyle Warner

The last three days are kind of a blur, but here is a race report from my perspective, as well as I can remember. I would definitely encourage anyone to add to it and just keep on passing it around until we get the full story.

Day 1: Well... actually, the whole shebang kicked off prior to day one of racing so...

Day 0.5: We all got together for a team meeting at Jerry's house. Everyone was cool, there was a lot of good planning for the race and the season in general.

Eddie sort of gave us all the "low-down" on how the team worked and how to work as a team. We were all extremely well fed. I am a picky eater, but I'll eat a lot if it's good, and I'm pretty sure I made at least 3 trips to the table to refill my plate! Jerry downplayed his cooking skill when he said all he did was "go to Costco, boil water, wait." (or something to that effect)... I say that if 99.999999% of all restaurants can screw up pasta, you gotta be pretty handy in the kitchen to get it right. Everyone left happy, and that set us up for...

Day 1: I had the pleasure of showing up for the TT and finding a PAA tent all set up and ready to go! It was con-

veniently located about as close as you could get to the starting area and it was very relaxing to find a calm place to retreat to before and after the race.

Whoever got up early to create that space should know that it really helped to make the whole race a lot more enjoyable/less stressful and I couldn't have done it better



Scott Powell (left) and Lyle Warner

myself. Hell, I couldn't have done it as good myself. Ahhh, who am I kidding, I couldn't have done it. Period. After warming up with my teammates (I was anti-social and listened to Jurassic 5 on my I-Pod most of the time) I went to the timing tent for a 9:05 start. I think I was the first PAA rider off. I rode as hard as I could for 3.8 miles, and

picked off as many riders as possible on my way to the top... in my mind I kept thinking of Scott Powell's hwy 2 climb time! OK, that's a lie. I thought of that before the TT but the TT itself was mostly an oxygen deprived haze. All I remember (vaguely) is fighting the urge to stop pedaling. I forgot to stop my timer at the top, so I didn't know ex-

actly how long it took me. I was pretty sure I'd gone fast though! I was almost... confident. My confidence turned out to be misplaced though, because unlike the Pro TT times where #1 and #2 were 0.6 seconds apart, Scott beat his closest competitors (myself included) by 15 seconds. He beat his, ummm... not-closest competitors by a lot more. I think his time was about 15:30. So that was how the day ended, with PAA in the yellow jersey.

Day 2: Once again I showed up to a stable space to warm up in. I set up my trainer and started to warm up, this time without my I-Pod, as Eddie was there to provide valuable stat's from the day before, and help us all create a plan of action for the day. In addition to breaking down the GC contenders and possible threats to the yellow jersey verbally, Eddie also wrote their numbers on mask-

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**"I say that if 99.999999% of all restaurants can screw up pasta, you gotta be pretty handy in the kitchen to get it right."**



## SDSR Race Report (Cat 3)

John McKeen

Last year, the San Dimas Stage Race was my first USCF race and it holds a special place in my heart. Eddie and the 4/5 team were so encouraging, supportive, and self-sacrificing, (not to mention I had such a great time) I had to do it again this year.

### Day 1. HCTT

Friday was the moment of truth for me. Nearly all my training over the past months was for this time trial. Alec Durrell and I arrived at the course about the same time as Jason Lowetz and Rafael Lopez, roughly a hour and a half before my start time. Everyone checked in, Jason and Rafael set up the EZ-up, and we all started getting ready. Jason was first off, and I started 7 minutes behind him at 1:02:00 pm. While I have climbed GMR dozens of times, I hadn't time trialed up it since last year. So, on Tuesday, I rode it as hard as I could and did a 15:10, which was a little slower than I had hoped for. But, after looking at my power file, it showed that I went out way to hard, and my power had significantly dropped by the last 5 minutes. With that in mind, I put on my race wheels and rode to the start. When 1:02 rolled around I was off, telling myself to relax through the flats and on the

lower slopes, and save something for the rest of the way up. Oh, it was as painful as I remember, and when I rolled through the finish after trying to sprint and then sitting back down, I again stood up on my pedals and almost fell over. After a couple glasses of water and sitting for a few minutes, I finally caught my breath. In the end, my time of 14:44 was good enough for second place. The winner, who I had raced against the previous weekend in a collegiate race at UC Santa Cruz, turned a 14:20, and, as I knew from the previous weekend HCTT, was ridiculously strong. (His time at UCSC was over two minutes faster than mine).

### Day 2. RR

I was quite nervous going into the road race, particularly because of the sprint time bonuses. The splits in the HCTT weren't huge behind me, and I knew I would have to pay attention. We rolled out

and the speed immediately picked up and remained that way for most of the race. We hit the climb the first time, and hammered up it so hard that I (and all of my teammates, as I later learned) thought "Oh Crap. We can't do this 8 times". The sprint bonuses were on laps 3,5, and 7, and on the first one, Dan Blomgren (Metromint) who I had also raced against in the collegiate race at UC Santa Cruz took second in the sprint time bonus. This was not good as he was only 19 seconds behind me. The fifth time over the climb, the GC leaders were again the ones going for the sprint bonuses. I followed Dan's wheel, who was on Paul Mock's wheel (Davis Bike Club and GC leader). Paul gave one hell of a lead out, and I couldn't overtake Dan

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**"Oh, it was as painful as I remember, and when I rolled through the finish after trying to sprint and then sitting back down, I again stood up on my pedals and almost fell over."**





## PAA in Pictures



*Banner Moffat chasing the sunset.*



*Anyone recognize the famous PAA alumni leading through the turn? Clue: He finished 11th in the 2007 Tour of California. Casey Gibson Photo.*



*Jerry Sanders, Scott Powell, and David Turner at Dominguez.*



*Michael Dansk at SDSR. Photo by Nathan Daughash.*



*Renee Zajac at Encino*



*Matt Gunnell and Lee Bird. NMBS Phoenix*

## Training "Through" to Your Goal

*(Continued from page 2)*

7. Eleven and twelve, ride for the top 10 finish!

These goals will be reassessed periodically, using the earlier checklist, and adjusted if necessary to keep Joe challenged and motivated.

Developing the necessary steps that an athlete must train "through", and seeing them achieve their goals is one of the most rewarding parts of coaching. I find this especially true with a new rider who is looking at the sport of cycling with "new eyes". Seeing a rider set a personal best, or come off the course smiling after getting dropped (smiling because they had "never ridden that fast before"!) is what coaching is all about for me.

Having been a coach for over 20 years, I can still recall reaching a major goal: How wonderful it felt to ride an entire Criterium event with a new-found feeling that there was no threat of getting dropped, but I can't quite remember all of the small things that lead up to that achievement.

It is easy to forget that you must train through to reach a specific goal. As a coach, developing new riders helps me to stay grounded in the

basics. This, in turn, helps in coaching experienced riders by reinforcing what they went "through" to get where they are today. Referring to training logs is a great way to compare and contrast from one season to the next.

So new riders, start keeping a training log, and experienced riders keep your logs up to date, and go back to them periodically to help you remember what you had to go through to reach your goals!!

**"Seeing a rider set a personal best, or come off the course smiling after getting dropped (smiling because they had "never ridden that fast before"!) is what coaching is all about for me".**

## Membership

*(Continued from page 5)*

but I figured I was up for it. The ride was lead by Eddie and Matt and billed as a slow ride to meet other members. It was a great opportunity. Matt continually encouraged me. He would say that he wasn't merely dropping back to check on me but that he wasn't a great climber and this was the best he could do. Well, he humored me and I kept riding. I finally made it home with the thought that this is what's great about the club and bicycling. The camaraderie was great and made, what for me was a difficult ride, that much more enjoyable by Eddie and Matt and all the others. Thanks.

Well, I have had a set back in my training (torn cartilage in my knee) but I still hope to take advantage of the benefits the club offers and provide whatever support I can give to other members.

But anyway, when you come across someone on a Jittery Joes' LG sporting our team kit, that's me. I'm proud to be a part of this organization and I'm looking forward to racing some day soon. Thanks again to John, Sandra, Eddie and Matt and every other member I meet out there on the road. Membership does have its benefits.



## SDSR Race Report (Cat 5)

(Continued from page 8)

ing tape and put them on our stems. That came in handy later, because once the race started I could barely remember my own name. Not because the pace was fast (that came later) but because I was nervous.

We all arrived at the staging area right on time and proceeded to wait in the freezing (I'm a California boy so for me the cold was life threatening) cold and fog for at least 20 min. Apparently someone had not opened one of the gates on the stage route, opening the door to a potentially huge cluster%#@#!. Eventually, after everyone's legs were cold and our warm-ups rendered useless, the race got underway.

The whole team worked together incredibly and I never once took a pull! It was a lot different from other group rides (where I would pull) and from the SDSR last year (where I worked for John McKeen). Last year I sprinted to take time bonuses away from anyone threatening John. This year Scott and I were close enough in GC that when you factored in the sprint bonuses I actually pulled ahead. Ironically, one of the main people who helped me get in position to sprint on day 1 was... Scott! Anyone who saw that first sprint knows that there was no one behind me... the reason no one was there though, is because Scott pulled all the way down the finishing

straight, stringing out the field until, when I got close enough to sprint for the bonus and looked back... no one was there. I hope I have the opportunity to reciprocate.

All the PAA guys were very aggressive at times, and we really controlled the stage. Everyone rode within themselves and no one pushed so hard that they got dropped... even if it took teamwork to stay with the peloton (or claw your way back to it) until we could recover. (I am pretty sure there is more to that story/s so if this sounds familiar, just post your account of it!) With everyone (but me) working I conserved enough energy to sprint for it at the end of the stage and PAA went 2 for 2 in the San Dimas Stage Race. Later, after looking at my power files, I estimated that including all the sprints I did, I still averaged about 10 watts less than everyone else. Probably more that 10 watts less than some of riders

\*ahhhhhmsscottpowellhmm\* who rode super strong that day. I went home and took a nap.

Day 3: We all set up our trainers at the tent (which magically appeared without any work on my part again) and warmed up. I started asking for team support early and borrowed Jerry's pump, and embrocation (well... "borrowed" implies that he got it back so... he gave it to me). After taking Jerry's stuff I asked if anyone had seen

the second jacked I had lost. I guess someone realized that I leave my shit behind after I left jacket number one, because someone had grabbed it for me and handed it to me now. Then I got on my trainer and started warming up with the rest of the guys. After we were all warmed up and we had been briefed by Eddie we headed to the staging area and waited.

There was some grumbling about how strong PAA was as we were called to the line, and then the race started.

We all rode as a team and that was the coolest part of all three days to me. Everyone stuck together (the attached

(Continued on page 13)

**"the reason no one was there though, is because Scott pulled all the way down the finishing straight, stringing out the field until, when I got close enough to sprint for the bonus and looked back... no one was there. I hope I have the opportunity to reciprocate".**





## SDSR Race Report (Cat 5)

*(Continued from page 12)*

pic shows how near to each other we were all riding) until a rider would take a planned break and we would all let it go.

At one point, I remember hearing Jim "explain" to another rider that we weren't going to chase down our own teammates, so if they wanted to bridge the gap they'd just have to do all the pulling themselves. It was funny to just sit up and make other people do all the work to catch someone... on a group ride I would get yelled at for that! For the most part, anytime I needed or wanted help from a teammate they were there doing what I would've asked before I could get the words out.

On the 2 occasions where no one read my mind and I actually asked for help (I think once was to chase a break and once was because I was lazy and didn't want to pull, LOL!) I got what I needed/wanted/wastolazytodomyself with no hesitation or reservation. It was cool. The pace picked up quite a bit throughout the race and by the mid-race time bonus sprint we were going pretty hard. Number 506 (Braun Lutz, 3rd in GC) attacked and Scott and another teammate (all I saw was a butt and I didn't have time to look more closely) pulled me close enough as we came through the last turn of the loop that I was (barely) able to nip him for the bonus.

That helped secure the yellow jersey and Scott's 2nd in GC. After that I just sat in, protected by teammates who weren't busy pushing the pace or attacking, until the last two laps.

With two laps to go I wormed my way to the front and waited with a couple other PAA riders to see what would happen. Braun Lutz attacked out of turn three and Jim went after him, pulling me with him. Either some of our PAA riders sat up out of the turn, or the pack just slowed down to fit everyone around the corner, because just as Jim caught Braun I looked back and saw that a gap had opened.

Braun had already been out in the wind for bit and seemed a little tired, and since Jim had pulled me up to him I was (in comparison) rested so I attacked. Jim sat up right on cue, and as I got to the top of the climb I looked back to see Braun gesturing at Jim and trying to move to one side so that Jim could pull through. Jim moved when Braun moved, and stayed in the draft. I drilled it as hard as I could along the top and down most of the hill. I looked back before I turned the corner onto the finishing straight to see Braun cracking and Jim starting to pull through with the pack closing fast a few seconds behind him. I had enough of a gap that I didn't have to sprint, so I had front row seats for the last 5-10

seconds of the race. Jim put his head down and buried it all the way to the line... the pack didn't quite catch him in time and only one sprinter was able to get by, giving PAA 994/1491sts (roughly two thirds) of the podium spots for the stage.

Scott stayed glued to Braun's wheel. I'm pretty sure they finished right next to each other, meaning there was no way Braun could endanger Scott's podium spot. After that I looked forward again, but everyone finished in the pack and I could hear some of my teammates yelling "Whooooo-Hooooooo". The feeling was mutual!!!!!!!!!!!! We gathered around for a post race celebration, Eddie said a few choice words and pictures were taken, before we all headed off to cool down...

That's the way I saw it go down, but I would love to hear other peoples accounts of what happened, so if you have anything to add... post it!!!!!!!!!!!!

**"It was funny to just sit up and make other people do all the work to catch someone... on a group ride I would get yelled at for that!"**

**"Jim put his head down and buried it all the way to the line... the pack didn't quite catch him in time and only one sprinter was able to get by, giving PAA 994/1491sts (roughly two thirds) of the podium spots for the stage".**

## SDSR Race Report (Cat 3)

*(Continued from page 9)*

in the sprint, which he won. The end of the fifth lap saw the only break away of the race and included Paul Mock, Colter (sitting 3<sup>rd</sup> on GC, 6 seconds back) and Brian Kappus (about a minute back). They were definitely dangerous, and much credit goes to Alec and Jason for keeping me out of the wind and burying themselves to help bring them back, which took nearly a whole lap. Dan also finished third in the final sprint bonus, which I couldn't seem to contest even though I rode the entire race near the front of the peloton. On the last lap one rider attacked before the right hand turn leading down to the damn, and as luck would have it (because he would have been caught quite quickly) we got neutralized to let the pros go by. Fortunately, the rider was a ways down on GC and not a threat to anyone. But, this did mess with positioning for the final time over the climb. We were nearly on the climb by the time we were allowed to race again, and the group split at the base causing me to get gapped. I chased hard to make sure I finished with the lead group, and caught them just as Paul Mock decided to drill it to the finish. I was in no posi-

tion to contest the sprint (and wasn't feeling so well at this point anyway) but finished with the lead group. Dan won the sprint and finished second, leaving Paul to finish third after leading out the sprint. The guy is ridiculous. So, I dropped to third place, 10 seconds back of Dan, who had definitely earned his money for the day. The good news is that they are both nice guys and good racers.

### Day 3. Crit

Before the crit, we had talked about setting me up for the intermediate time bonus to attempt to take back second place, but once the racing started it was apparent to me that that wasn't going to happen, as my stomach was upset, and legs didn't feel great. Jason rode near the front and made a valiant effort on the last lap. I rode middle to the back most of the time just trying to stay out of the wind. Not a great place to be, and I need to learn to stay near the front in crits, but it worked out this time. I got slightly gapped on the last lap and chased hard to finish just behind the lead group. It could have been bad, but fortunately everyone was given the same time.

To conclude, the racing was

fast, but fun. Special thanks to Alec and Jason for their work in the road race, and to all the cat 3's for a good time. With the conclusion of SDSR I put in for my Cat 2 upgrade and received it this morning (March 20<sup>th</sup>). Thanks again all of the 3's for some fun races, and I'm looking forward to joining the P/1/2 squad (and getting my butt seriously kicked).

**"Jason rode near the front and made a valiant effort on the last lap. I rode middle to the back most of the time just trying to stay out of the wind. Not a great place to be, and I need to learn to stay near the front in crits, but it worked out this time."**



# PAA Pro Page



## John McKeen

Originally from Lakeville, Minnesota, I have been living in Pasadena for the past two and a half years. I did a couple 24 hours mountain bike races before moving to LA, but most just recreational riding. I bought a road bike the summer before moving out and started riding a four-five times a week, which motivated me to get more serious once I moved out here, and passed my qualifying exams. I raced a half season during the summer of 2004 in the Sport class, and had a great time. Last year, I raced as an Expert on the mountain and won the Cal State Series in the 25-29 age group. I also decided to give road racing a shot, and started racing in the collegiate series. My first USCF race was the 2006 rendition of SDSR, and I had a blast. I upgraded to the 4's and had a great time there as well, culminating with a win in the Cedar-Sinai GP, which gave me enough points to race with the 3's. My finish in SDSR this year gave me enough points to race with the 2's, and I'm looking forward to helping out the PAA P/1/2 squad, and further developing as a racer. When I'm not on a bike or in the lab, I enjoy flying, fishing, hiking, and anything outdoors.

### Five Questions—

How much would you be willing to pay to travel to the moon? On a grad student stipend, probably \$10k.

Thai food or Chinese food? Chinese food! I can't say no to good Sesame Chicken or Egg Rolls.

Clincher or Tubular? I've only owned tubular for 3 weeks, but I like them.

Favorite music artist? Toad the Wet Sprocket.

Last book that you read? A text book titled "Dielectric Relaxation in Solids".



Fritz Bottger on the front page of the SoCalCycling.com website  
Photo Doug Rich, Rich Photographic Services



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