



Bolletino di Bicicleta

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3 First Timer Race Reports

Maybe you remember your first road race.

Here are race reports of the Poor College Kids race from three of your Cat 5 teammates which may remind you of that first big leap.

Alex Lau

The race started and, contrary to common cycling sense, I decided to drift to the back of the pack. I had four goals: 1) start 2) don't crash 3) don't DQ, and 4) finish. I'd been off my bike because my doctor (with a frowny face) explicitly told me to lay off the bike "for awhile" as I still had some pelvic pain from a crash. In any case, I contentedly settled into the back of the pack, accepting that position as my fate. The pack sped up a bit, and 4-5 guys at the tail end were dropped. "Awesome," I thought. "Now I'll come in 45th instead of 50th!"

Then the pack picked up speed again, and more guys started drifting off the back. By virtue of other people getting tired, I very slowly made my way up the pack. Then the big climb hit, and people started dropping out like flies. It was strange to see so many people hit the wall. I



literally went from DFLast to the upper third and met up with Eddy in a breakaway. Then the race went from tempo to sprinting, and I discovered the disadvantage of compact gearing. Even in my highest gear my cadence was 112 and I couldn't pedal any faster. After a few minutes of all-out sprinting, I was dead and had to move to the end of the breakaway. I came in 16th and was very happy with that result, especially after my recent crash and going bike-less for a week.

Long Time Sponsor: Dr. Bob Shimasaki

One of our PAA Sponsors has been a member of the team longer than almost all of us - over 10 years - going back to the days when team mate Ernie Hoffer was President: Dr. Bob Shimasaki, often known by bike buddies as Dr. Bob.

Dr. Bob started cycling in the mid 90's AFTER opening up a spinning studio business back when spinning was a new thing, and his first real cycling was training to do triathlons. But then he thought maybe, rather than being mediocre at 3 disciplines, he could be good at one: cycling. He's put in a lot of miles since then!

He no longer has his own spinning studio, but he still coaches some great Spin Classes at Equinox near Old Town Pasadena. I've been to them and they are good fun with some folks who have attended for many years. **He's offering any PAA member a chance to join his (Mond. & Wed. evening) class free.** Just e-mail him at: shimo1@earthlink.net to make arrangements. Consider it a bonus sponsorship from one of our sponsors!



Dr. Bob has a very classy dental practice in Pasadena at 277 S. Euclid Av. (626-793-4185) along with younger partner, Dr. Karrie Chu. Any PAA member in the area really should consider trying them. Tell him you saw this article.

(For Bob's advice to aging cyclists go to page 6)

PAA Member Blog: “A Cat 3 American racer returns to the land of his birth for bike racing and beer” - Jim Downs

<http://2daysinbelgium.blogspot.com/2009/08/blood-in-my-spit-part-i.html>



“I was way past my anaerobic top-end - jaw dropped open, gobs of mucus splattering across my face and on to my sunglasses, it crossed my mind for the first time that I wasn't going to be able to keep this up for another 110 kilometers.”

Many of you may have seen this, but it is so good that I'm calling it to the attention of anyone who missed it.

Last September, Team Mate Jim was in Belgium and tried local road racing. Below is an excerpt from his Sept. 1, 2009 post. Go to the blog “2 Days In Belgium” to read more about the race (“Blood in my Spit Part 1 & 2”), and/or scroll for some other interesting stuff.

“...From the start everyone was out of the saddle sprinting from the dead stop. There was no windup, no parade lap to see the 8k course, it was balls to the walls all out sprinting to simply hold position. Being at the back I couldn't see the road ahead and when we hit the first roundabout everything exploded into total chaos. Bikes were darting left and right, bunny hopping onto the sidewalks and over the center median. Everyone was yelling and pushing each other out of the way. I had guys leaning into me from both sides and it was everything I could do to protect my front wheel and handlebars.

As we cleared the roundabout and turned to the right, the next big acceleration came. The guys at the front who were able to get through the obstacle quickly dropped the hammer again, while those of us in the pack who were lucky enough to make it through upright were sprinting again to catch back on.”

Ken Kifer's Bike Pages

This is a cycling website which lives on despite its creator having been killed by a drunk driver in 2003 just 6 miles from his home in Alabama. (The driver was sentenced to 20years)

<http://www.kenkifer.com/bikepages/index.htm>

Here is a sample from the Cycling Humor and Tales page:

“Some Useful Cycling Devices”

“Just as you can conveniently record your speed, cadence, altitude, resting, pacing, climbing, and maximum heart rates, now, with the Meteorological Max Kit, you can record all meteorological data at the same time, maximum and minimum temperature, precipitation, barometric

pressure, and solar intensity. The company will even sell a program to allow you to statistically correlate all these events. Does a hot sun really slow you down or speed you up?

“The Automatic Panorama Device detects any scenes that could be described as beautiful, scenic, or panoramic. This device has three switchable options: *Alarm* sets off a buzzer, so you can lift your eyes off the cyclometer and glance around; *Record* does not disturb you, but makes a record of the occurrence for a later trip report; *Camera* will work with an attached wide-angle camera or video recorder to capture the scene without disturbing your concentration.”

- - Also check out “Zen and the Art of Fixing a Flat Tire”.

Anyone recognize that arm?



One Team Member's 2010 Goals:

- Christian

- Ride 7000 miles this year. (Almost made my goal of 5000 last year but got hit by a flippin car, I moved and have three kids and a nagging wife)
- Keep Training hard & frequently to remove the title of slowest guy in PAA.
- Keep Training hard so I pass the 4\5 guys on my Scattante. (Insert eye roll)
- Figure out how to win a PAA raffle.
- Get my thighs the size of Rudy “Big Air”.
- Learn to pick up chicks while wearing tennis shoes going uphill on team rides.
- Learn why Nick B is called Tammy.
- Talk more trash than Juno “Welcome to PAA” dude (if that's possible).
- Get Tom Reily to say hello to me once on a ride
- Not to ride over Alvin again.



3 First Race Reports - Continued from page 1

Jay Keim

This was my first bike race ever... I didn't get dropped, didn't crash and finished, so I guess that's somewhat successful. The first half was a glorified warm up... except that with 50 guys it was VERY crowded. It was a true peloton and I stayed in the middle of the pack because I was so scared of the Yellow Line Nazi and didn't want to get disqualified. There were some near crashes, but everybody made it to the turnaround okay. At the turnaround we realized that the group behind was almost overtaking us so everybody started to hammer. I stayed in the middle, but things definitely thinned out... no more peloton.

Climbing tends to be my strength and I expected to be able to make up some ground on the hill. Didn't happen. I wasn't getting dropped, but I wasn't passing anybody either. Halfway up the hill I turned around expecting to see 25 - 30 riders since there were only 15-20 in front of me. I turned around, there was nobody there and it threw me for a loop. Was I getting dropped?! Where is everybody?! Then I realized that the other 20 guys had already got dropped before the climb. I recovered, stood up, and finally passed about 5-10 guys.

But when I got to the top, I was in no-man's-land all by myself. There were 2 guys about 100 yards ahead that I tried to latch onto, but I got halfway and red-lined. I turned around and saw 5 guys 100 yards behind me working together. I had a decision to make and I made the right one. I sat up, waited and jumped on the back. We worked together, and blew by the 2 guys that I was trying to catch in a matter of seconds. Then we swallowed up another 4 or 5 guys who were working together.

Now there were about 12 of us and we were the second group to cross the line. I finished 19th, right in the middle of our pack - although I swear I just sucked wheel for the last half mile... seriously... I didn't pedal. Because of the yellow line rule there was no place to go.

Overall, I had a blast and I can't wait to race again. Great day, BEAUTIFUL scenery, fun race, and the post race burger and beer at Firestone was the perfect ending.



Eddy on his mountain bike

Eddy Kronfli

I watch pro cycling, but wasn't sure how close this would be to watching the Tour. At first, the race was just one big glorified Montrose ride, and the only action was due to people being scared of the centerline. Then the hill hit, and everything shattered. It was just past the hill that I realized how close to pro cycling the race actually was.

No one wanted to work together! It seemed that no two people would put their legs together to catch the leaders until it was too late. This infuriated me more than anything, and left me with a bitter taste about the road cycling community. However, I hope that Cat IV is better.

My opinion about road racing vs. mountain bike racing is that, contrary to intuitive thought, a road race is far more chaotic, harsh, and just plain terrifying. The steepest downhill at a mountain bike race didn't work my adrenal glands as much as doing 40 MPH inches from the side of the road. Mountain biking is far more peaceful. After the start of the race, it's you, the dirt and the sky. No scary out of control Cat V'ers, and no crazy final sprint. It's so different.

Overall, I had fun with my race, and had my eyes greatly opened by the stark differences in discipline. I don't think I can choose one over the other, but I can't wait for my next road race!

Black Box Technology for your bike! <http://www.cerevellum.com/>



The Cerevellum camera is similar in concept to video technology becoming popular in cars. In this case, a tiny rear-facing, seatpost-mounted camera is wired to a handlebar-mounted video monitor. It gives the rider a view of what's behind without having to turn and look. It also doubles as an LED tail light and the monitor doubles as a

cyclecomputer.

Yes, you could use a mirror to keep an eye on what's coming from behind, but **no mirror can do THIS**: The system has "500MB of internal flash memory with an accelerometer to detect accidents." **The camera will record and save what happened if a Cerevellum-equipped rider is hit from behind!** (\$340/190grams)

The Gary Fisher Superfly 100 Review - Banner Moffat



I probably put more thought into what mountain bike to buy than most people. In this case I started thinking about what to buy 2 years ago. I've been going to Dirt Demo at the Bike Show for years where I can try out most any bike on a selection of trails, and I've owned a variety of hardtail and full suspension bikes over the years, so I have a fair amount of experience with which to compare... but it's still not easy.

I know that little things like tires or suspension pressure can make a huge difference in the first impression of a bike. I know that a bike which seems not quite right at first may become just wonderful after you get used to it. I know that what is marketed as the latest and greatest thing sometimes is not.

Many years ago my only focus was on getting the fastest mountain bike I could afford (carbon hardtail). More recently, getting the most fun and comfortable bike that I could still ride up hill was my style (Canondale Jekyl, BlurXC). I still love my Blur, but after 6 years I wanted something more suitable for racing and lighter but still comfortable. And I wanted to own something different from the mountain bikes I already have.

A year and a half ago I started test riding 29 inch wheel bikes. I've tried about 12 different 29ers before settling on the Super Fly 100, and here's my verdict:

- 29ers really do grip the ground better.
- They roll over obstacles more easily and smooth out the trail.
- They do not endo as easily.
- They are a little harder to pinch flat.
- They are smoother handling at speed.

BUT...

- They tend to be heavier including rolling weight.
- They tend to have longer wheelbases.
- They may not handle as quickly.

They really do provide a comfortable ride, and since in my old age I suffer from a reduced willingness to crash, those positives definitely outweigh the negatives. And the

Superfly 100 did a better job of minimizing the negatives than the others I tried. (The Specialized Epic 29 came in second) Out of the box, the Superfly 100 weighs 24.5 pounds with pedals which is fairly light for any 4 inch full suspension bike. Of course, it could be made lighter if you threw money at it.

For \$2000 I could cut half a pound of rolling weight off the rims alone (Bontrager XXX with tubeless tires). You could put SRAM XX 2x10 on it, but you already lose one low gear with 29 inch wheels vrs. 26 inch and XX would take a little more from you. If you replaced a few (perfectly good) parts with the lightest on the market you could save an ounce here and there.

The rear shock has a lever to stiffen it for climbing and the front shock has a lockout so this bike can be quite efficient, though it would be hard to compete against a 20 pound hardtail on a long smooth hill climb. On the other hand, it would be hard to compete against the Superfly 100 in a bumpy endurance race!

The Superfly 100 design has a low bottom bracket and uses a Fox RLC fork that is unique to the bike - both things intended to give it 26 inch responsiveness. They succeed well, but it took me a few rides to get used to the lower bottom bracket.

I have gone back to riding my 26 inch Blur a few times and always the first thing I notice - within a few feet - is that it is not as smooth to ride. I continue to be surprised at just how much I prefer the feel of the Superfly 100. When back on the Blur I have to be more careful of ruts or drop offs, and on high speed fire road downhill, I feel a little less stable. The only place I might prefer the Blur is on *very* sharp UPHILL switchbacks. There is no turn I have failed to make on the 29er and I ride some tight switchbacks by any standard, but maybe I have to plan my track a little more carefully. However, when traction is an issue, the 29er will win every time and I don't much notice any negative difference going downhill.

I did make some changes: I swapped out Avid Elixer CR brakes for Hayes Stroker Grams for the extra modulation I like. I replaced the front small block tire with bigger knobs. I cut a half inch off each handlebar end and put cushier grips on. I took out all the stem spacers and flopped the stem downward to get the position I'm used to. So far (@ 4 months of riding) everything works fine. The Sram 9 speed works great. Amazingly, I like the stock Bontrager seat! Though the Bontrager rear hub has a reputation for developing a problem, there's no sign of it yet. Keith Bontrager himself told me that if it happens, it is covered by warrantee and is easy to fix.

I won't bother telling you all the other parts and specs; you can look them up if you are interested. I *will* tell you to consider a 29er for your next bike, and that if you want a full suspension one that doesn't sacrifice too much efficiency, you'll have trouble finding a better one.



Grim but Interesting Statistic Velonews

Cyclists are 3 to 10 times more likely to die per mile travelled than are automobile drivers, BUT the more cyclists there are on the streets of a community, the per-mile risk of a fatal encounter with an car drops, not rises. Safety in numbers!



Photo by Tim Murphy

Cycling Quote (and gift book idea)

“The training I like to do is go hard *when you can*, and when you *do go hard*, you go as hard as you can.”

- Alex Stieda, Canadian Pro Road Racer and the first North American to wear the yellow jersey in a Tour de France.

(from "The Quotable Cyclist" by Bill Strickland)

Boulevard Road Race climbing in cold rain!



Climbing Mt. Wilson in cold snow!

Anyone recognize those knees?



Any photo of Rudy with a BBQ makes my mouth water!



Dr. Bob – Continued from page 1

If you try out Bob's dental office, the first visit will be free even including X-rays or whatever you need to get a complete evaluation. Check around and see how many dentists offer that! Soon his offices will be expanding and guess who is doing the construction: another PAA sponsor, Tom Reilly!

Bob is most likely to be seen on his Time road bike or at the time trial races on his Griffen TT bike. He bought the Griffen directly from the frame builder who had built the small size frame for his own wife, but Bob convinced him to sell it to him instead.

Bob is 68 years old and still pedaling strong. His advice to aging cyclists: "Don't stop! Don't skip a week." He's seen too many people give it up "temporarily". Then, because it is not as easy to get back in shape as when you were young, temporary turns permanent.

Dr. Bob has been a sponsor for a long time and when asked why, he said, "All the friendships I've made through the team and through cycling are priceless. And when you

are falling behind the pack and a team mate comes along to help you get back in the draft, or if you are looking for how to get into cycling more, PAA can help. It has helped me a lot and if my little sponsorship helps it continue – I want that." Bob particularly likes the PAA supported rides like Coach Rick's rides and also the ones members organize like the Cici's Ladies Ride and the SHLOC ride.

So, if you see him on one of the Saturday Montrose rides or extracting his bike out of his black Corvette (it does actually fit), license plate VETTSAN, say hello and thank him for his many years of sponsorship.



Serotta Factory Tour

If you want to, you do get to do some really cool things through PAA. For example: Riding from Dana Point to the Serotta Carbon Fiber Bike Factory east of San Diego where we got a tour of the factory with a demonstration of how carbon fiber bikes are made.

After one rain cancellation last month, the weather was perfect – except for a 5 minute shower which conveniently came moments before our supported food, drink and rest stop at a cafe. The sun and passing clouds made for great views along the way and soon we were dry again.

There were 17 of us on the ride and we broke up into a few groups along the 70 miles. At the factory the Serotta folks cooked us a huge meal with pollo & carne asada, grilled corncoobs, with rice, beans, salsa, fresh tortillas and avocados. Surely one of the best post-ride eats of all time!

They gave us an amazingly in-depth demonstration showing what goes into making carbon fiber bike parts, including quite a bit of history. It's a very labor intensive process; the entire crew only put out only a few frames per week. There are not too many places to go if you want a completely custom made carbon fiber bike, but Serotta is one of them. They can even alter the fiber lay-up to suit the type of riding you do. To show us, they started a shaped round tube and completed an aero down tube right before our eyes. They also showed us the testing they put their stuff through to ensure it is safe, and they make their stuff *far* exceed existing safety standards.

Thanks to Bicycle Johns, our bikes were loaded up in a trailer for the trip back, and we loaded ourselves



up in a party bus complete with disco lighting, Earth Wind and Fire on the stereo and a chrome pole for dancing – should anyone have wanted to give *that* a try. The driver said we were much better behaved than the bachelor party he drove around the previous night.

A long day but a really fun, interesting and educational one!

Ben explaining the frame gluing process:



Wilderness First Aid Training for mountain bikers - Ian ODwyer

In January, twenty three Socal High School Mountain Biking coaches, including four PAA members, assembled at the headquarters of Mountain Bike Action magazine to brush up on first aid skills. The course was Wilderness First Aid - Mountain Biking Version and is a part of high school coaching certification.

For some of us it was a refresher to update old and (happily) often unused skills, while for others it was a two day tour of essential first aid. The goal was to teach us the skills to stabilize an injured or sick person in a remote location until qualified medical help arrives. The course was fast paced and tailored to situations we might see while mountain biking and our instructor Bob did a great job of mixing classroom learning and practical sessions.

Bob is a veteran of over 30 years as an EMT and Deputy Sheriff and is exactly the kind of guy I would want to see first if I was laying in a heap of twisted mountain bike at the bottom of a canyon. His years of experience also give him a wealth of anecdotes and grizzly stories to help illustrate the training. "Actually Bob, no, I had no idea that rinsing intestines in fresh water would result in them having to be surgically removed at the hospital. I'll, errr, definitely be sure to use saline should the situation arise". And so it went for two days.

Eight of us did an additional four hours training on Saturday night to obtain CPR certification and I always feel that's good to know, not to mention the fact that they change the compressions to breaths ratio just about every time the weather changes, so it's good to be up to date. Overall I felt the course was very useful and something that anyone who ventures far from medical assistance should have in their back pocket.

Cyclocross Wrap-up - DT

Since the PAA 4/5 team is comprised of @ 110 members who hang out and train together, we decided to put together our own CX Team. There is no Cat 5 in CX so we are the PAA 3/4 CX team. Here's a recap on how the 3/4 CX team performed:

16 guys came to represent and race cyclocross for PAA on the Cat 3/4 team. And represent PAA we did! Beginning in August, we attended Dorothy's CX practice at Hahumonga Park and Mtn Lyin' Melendez put together some training practices out at the Old Zoo in Griffith Park. We honed our skills and re-acquainted ourselves with mounting & dismounting bikes at speed and running up hills with a bike on your shoulder. We unfortunately lost Jerry Sanders to a torn meniscus, but a few new guys came out and discovered what CX is all about.

For those unfamiliar with cyclocross... from the minute that whistle sounds it's a balls-to-the-wall all-out effort for 30 to 60 minutes, depending on race category. No rest for the weary until you cross that finish line. With teammates cheerin' and cowbells ringin', we raced hard, crashed hard, shared some brews and BBQ'd for a 16 week long season that began in Sept. We raced as far south as San Diego to as far north as San Luis Obispo in three series: (1) the SoCal Cross Series; (2) the Cross Fever Series; and

"I had no idea that rinsing intestines in fresh water would result in them having to be surgically removed at the hospital"

Just in case you're thinking that because you only ride Cherry Canyon and are so 'close' to medical help you wouldn't need to know this stuff, consider this: two weeks after taking the course I watched someone in Cherry Cyn. go over the bars hard and not get up. Even with an immediate call to 911 it was 40 tense minutes before EMS reached us. Thanks to the WFA course I was able to deal with the situation with some confidence until the paramedics arrived.

"Emergency Services and Beyond" will be providing medical support at this year's Socal high school race series, including EMT's on four wheelers! Stop by and check out the racing and if you can find Bob you might even be able to coax a gruesomely entertaining story out of him.



(3) the Urban Cross Series. This year had the biggest racer turnout for cyclocross in SoCal with much bigger fields and spectators. The sport is definitely growing. So, here are highlights of the PAA 3/4 CX Team from the 2009 season:

David Bianco is the State Champ in Cat 4
Jim Downs won the overall Urban Cross series
David Turner won the overall SoCal Cross series in the 35+ ¾
Eddy Kronfli won the overall Cross Fever series in the Jrs 15-18
The PAA 3/4 Team donned the coveted Yellow Leader's Jersey at various points throughout the season
We won 12 races
We had 36 top 3 podium finishes
We had 55 top 6 podium finishes.

PAA as an organization came in in 5th out of over 200 teams in the overall team competition. The PAA men and women elite and masters also kicked butt. It was a long, hard and fun cyclocross season. Although Southern California never received any of that much desired cold and muddy cyclocross weather, we still found a way to get down and dirty. We're looking forward to next August when cross training starts up and hopefully we will have more of the 4/5 guys come find out what this craze is all about!

For more photos of the Serotta Factory Tour Ride go to:

<http://picasaweb.google.com/bannermoffat/PowaySerottaFactoryRide#>



Building Carbon Fiber Frames



State Champ! (Big Dave)

February Angles Crest Washout



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