

Pasadena Athletic Association

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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:

- 6/2—SCNCA TTT Championships
- 6/2—Santa Barbara XC
- 6/3—CBR Crit
- 6/10—Masters and Elite Road Race Championships
- 6/16—Deer Valley XC
- 6/17—Bicycle John's Grand Prix
- 6/23—San Pedro Grand Prix
- 7/1—Big Bear XC



Ride of Silence a Huge Success!

The first Pasadena Ride of Silence was a huge success!

117 cyclists of all ability levels joined us for a 3 lap, 9 mile Silent tour of the Rose Bowl to honor those cyclists who have been killed or injured by motorists.

The 2 x 2 riding formation stretched over 150 meters and the black and red armbands were all that was needed to inform the public that this was indeed a "Memorial Ride" in honor of 21 cyclists whose names were spoken aloud prior to the ride start. It was an introspective and emotional 3 laps.

I would like to personally thank everyone who rode with us last night and also those who were with us in spirit. I also send thanks to the volunteers who helped this first annual Pasadena Ride of Silence go off like clockwork: Terry for transporting and setting up the Team Tent. Karen, Carol P. and my wife Jan for handling the waivers and ribbon supplies. Dorothy, Chris K. and Sue T. for helping me "shepherd" the ride. Special thanks to Lee for sending out the press release that got us covered on the KCAL 9 10 o'clock news.

Let's do this again next year! Stay safe out there!

Cheers, Coach Rick



Team Tactics

Rick Babington



As we near the peak of the road race season, I thought a review of Team Tactics would be appropriate....Enjoy! Coach Rick

Tactics—Teamwork

- Agree on a division of prizes before the race begins.
- Three is a minimum, four or five is a good team number.
- Teammates need to be of equal strength.
- Choose a team leader for the race.
- Need special language and signals to communicate.
- Stay together during first part of race.
- Always plan a strategy.
- Adapt plan to capture any opportunities.

Tactics—Safety

- Rule #1: Don't fall down!!
- *Rule #2: Learn rule #1!!*
- Relaxed upper body.
- Sudden movements within the pack often cause crashes.
- Riders with little or no experience often cause crashes.
- Crashes are common "at the gutter" in packs and echelons.

- Hold your line in turns and sprints.

Basic Errors in Strategy/Tactics

- Not learning the course or choosing inappropriate gears for the terrain.
- Attempting to breakaway too soon or leading the pack for long periods without relief.
- Attempting to breakaway from the front of the group.
- Being trapped behind weaker riders on a climb or in a sprint.
- Choosing the wrong gear (usually too high) for a sprint or a hill.
- Either not knowing or forgetting where the finish line is.
- Pulling---the pack up to breakaways.
- Chasing down teammates who are already in a break.

Rule #1: Don't fall down!!

Rule #2: Learn rule #1!!

Rick Babington can be reached at rbabington@ca.rr.com

What's on the Web?

I love blogs! It's the thrill of watching how others live out their cycling lives....sort of like reality TV, only without the TV part.

Jason Sager is a Pro mountain biker who received a two-year ban from USADA. Sager neglected to check to see if his name was on a doping control board before leaving the scene of a race that he had dropped out of. Sager is still riding, and racing, and has some incredible adventures. He is currently riding and training in South America. Sort of the life that many of us dream a Pro could have. Check out Sager's blog at <http://www.jasonsager.com/blog/>.



Did you know that GMR is very similar to Alpe d'huez? Check out Socalvelo for awesome information on all of the great Southern California climbs. Socalvelo has maps, pictures, statistical information....and more. <http://www.socalvelo.com/>.



A Note From the Editor:

Welcome to the 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", "sponsor profiles", and new this month, "tech corner" and "our favorite rides".

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

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. 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-06
Banner Moffat	44:40	Mar-07
Chris Keller	51:30	May-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.

Chris Keller	7:06	May-07
Jeff Moreton	7:12	Feb-07

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
Oscar Guzman	20:25	Apr-07

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
Steve	14:46	Mar-07
Scott Powell	35:05	Feb-07

What We're Riding

Allen Lin
 CAT4
 2006 Fuji Team RC
 Dura-Ace 10-speed
 Dura-Ace Shifters
 Dura-Ace Compact Crank
 Dura-Ace Rear Derailleur
 Dura-Ace Front Derailleur
 American Classic 420/350 Wheels
 Bontrager X-Lite Seatpost
 Ritchey WCS Stem/Bar
 Keo Carbon-Cromo Pedals
 White Lightning Lube



One Leg Man

***** PRESS RELEASE *****

May 2007

The Return of the One Legged Cyclist

US Paralympics Cyclist, Scott Gadberry, has returned to the Pasadena area after a stay at the US Olympic Training Center in Colorado Springs, Colorado.

Scott considers Pasadena the perfect training ground for the Olympics, for the climate, the terrain, and especially its cyclist supportive community. Carmichael Training Systems premier coach, Rick Babington, a director on the board of the Pasadena Athletic Association Cycling Club, is his coach.

While raising the awareness of challenged athletes and the Paralympics, he is also looking for individual and corporate sponsorship to help him achieve his dream for gold in the 2008 Beijing Olympics.

Scott has been a participant in the Paralympics Program since 2005, and won the Bronze Medal in the 2006 World Championships. He is working on placement with the 2008 Beijing Paralympics Team.

For more information view onelegman.com or contact scottgadberry@onelegman.com



The Longest Ride of my Life

Banner Moffat

Daniel Lowetz, who has been organizing Glendale to San Diego and back (same day!) rides, was very much hoping for company. Last time he did the 265 miles alone, but no sane person would recommend that. So despite the fact that Daniel is training for the Furnace Creek ultra marathon and I am not - and despite Daniel being half my age at 26 years old... I decided to join him. The San Luis Rey Road Race had been my original plan for the weekend, but that seemed like a mundane choice compared to the challenge Daniel's ride presented: seeing just how far I could go.

You can't start too early for a 265 mile day of riding, so I left my house at 3:30 AM and did the mostly downhill 9 miles to Daniel in Glendale. It was wonderful to ride such empty streets at 4:00 AM on a warm Sunday night. It made me think someone in our bike club ought to organize rides at that time. I rode down the middle of the road by street light and moon light and watched the Santa Ana winds blowing in the trees. So, in contrast to the last miles, I can say that the first miles of this ride were a joy to pedal.

Daniel's unusual but direct route heads to the top of Western Avenue which pro-

vides a straight shot to the Pacific Coast Highway (PCH), but we ran into a sobering detour on Los Feliz. Police were in the process of closing the entire road due to a fatal crash as evidenced by 2 twisted chunks of metal which used to be cars. It made me feel a little vulnerable perched on top of my 16 pound bicycle rolling down the same piece of pavement.

I say the route was unusual because skinny white guys on \$2000 bikes don't usually ride through the middle of South Central Los Angeles, AKA "the hood". I am here to report that in the dark of Sunday morning it is a quiet, peaceful, almost deserted part of town, as Daniel predicted. The fact that the first time Daniel tried this route he did it all alone makes him a bicycling pioneer in my book. Also I noticed that riding in the dark with black leg warmers and black arm warmers and a helmet makes a white guy look more like he fits into that neighborhood than you'd expect.

I guess I started out the ride over-hydrated since my 51 year old prostate was making Daniel stop every 30 blocks while I peed in the bushes. I had been anxious to avoid dehydration on such an endurance ride and knew I had to start

drinking early and often. When we got to PCH around 7:00 AM and headed south my body normalized and I'm pleased that I succeeded in never feeling dehydrated the whole ride nor afterwards.

Around 9:30 AM we stopped for a sit down breakfast at a nice Cafe which was one of our three stops longer than just a few minutes. My scrambled egg sandwich went down very well, but I was still relatively fresh. Later in the ride all I could safely eat was sugary energy snacks. Lots and lots of them!

Our second long stop was because one of my spokes spontaneously broke in the town of Oceanside. I was able to true it enough that the rim didn't rub with the calipers open, but that puts extra strain on the other spokes and Daniel's really smart telephone informed us that there was an open bike shop .7 miles away. We paid them a visit.

The bike shop staff were grumpy and a bit sullen, the



"but we ran into a sobering detour on Los Feliz. Police were in the process of closing the entire road due to a fatal crash as evidenced by 2 twisted chunks of metal which used to be cars".

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The Longest Ride of my Life

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repair man insisted that 85 lbs of air was the most my tire could handle (it's rated for 116 lbs) and he failed to tighten the clamp screw holding the cogs. Although they did get us back on the road, it sure made me appreciate the friendly bike shops I go to, including Montrose Bike Shop where Daniel works.

We made good time on the trip south averaging 18 mph including red lights, etc.. I even called my girlfriend to tell her all was well and rashly predicted I'd be home around 10:00 PM.

I started this ride assuming that my ass or my back would bother me as they usually do on long rides, but it was my left knee that started to ache first. Most people who ride with me have notice my bent left leg from a motorcycle accident 30 years ago, but I rarely have knee problems. With 50 miles to go before turnaround, my knee had me worried. My ass and back felt fine.

Torrey Pines is the big hill just before you get to the border of San Diego and we climbed it easily. Daniel's power meter said we climbed at 300 watts which is pretty good after 120 miles, and I was encour-

aged that my knee hurt less while pushing up the hill. I would have been happy to turn around there, but Daniel had a particular mileage goal to shoot for. My previous personal record was only 135 miles in a day. We celebrated breaking that record by stuffing ourselves with Cliff Blocks and Gatorade, and at 2:00 PM we headed home. Daniel said it's best to do the San Diego ride round trip to even out your tan.

Then we took a wrong turn and got lost in the hills of the University of San Diego. In other words, we rode 130 miles, did some hill intervals till we found our way and then rode another 130 miles.

I knew I couldn't ride this far without suffering from some type of repetitive motion syndrome, but I didn't expect to get pain right between my shoulder blades; it's usually my lower back that acts up. I almost never take painkillers, but with 125 miles to go, my left knee getting worse and my right knee starting to ache, I took an Advil.

It got warm on some of the hills so we stopped to buy water and ice cream. I had the tastiest chocolate covered ice cream bar I have ever eaten. You can tell you're getting calorie

starved when common food tastes like it came straight from heaven. Consuming enough calories on a ride like this does take some determination, and to avoid bonking I started snacking at red lights. I never did bonk. I should have been sponsored by Cliff Blocks, Power Bars, Snapple Iced Tea, Gatorade and Advil! I probably drank a dozen water bottles full of dilute Gatorade or iced tea.

Our third and last stop of more than a few minutes was so Daniel could satisfy his pizza craving with a monster slice of pizza. I didn't have any, and I think it slowed Daniel down because for the first time, he fell behind me. I am not ashamed to say that I drafted behind Daniel for 170 miles before taking a pull. He's only 26 years old, after all.

We had a mild headwind on the trip south, but the wind direction shifted as the day wore on. We timed our turnaround perfectly to catch the new, stronger headwind on the trip north. It's great that scenic Camp Pendleton is open to bikers, but the wind was so strong we had trouble appreciating the scenery. When you see gusts of headwind pick up dust on the side of the road, you know it's bad.

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"I had the tastiest chocolate covered ice cream bar I have ever eaten. You can tell you're getting calorie starved when common food tastes like it came straight from heaven".

"We had a mild headwind on the trip south, but the wind direction shifted as the day wore on. We timed our turnaround perfectly to catch the new, stronger headwind on the trip north".

Barrio Logan Race Report....Men's 4

Allen Lin

So...Nick Humphrey and I rolled down to SD for Barrio Logan, looking to rock the house in Category 4. The course is a figure 8 with a slight rise (like the upside of the bowl) 2 turns before the finish to stretch things out....

We made sure to eat real good before, warm up totally awesome, and bring back a state championship to PAA...

Did everything according to plan....as we were prepping to get to the start, Nick de-

feeling back on a bike...and less than 50 meters into it, I hear PSSSSSSSSSSSSSS.....hooray, a flat tubular...

So, we frantically swap tubes off Nick's original wheel so I could use my spare....we did replace it rather quickly....as we're pumping up the tire, I'm up to about 100 PSI...I hear "STOP!" coming from Nick just as I ask if the tire is seated on the rim all the way....it ain't.....Phew! we avoid a catastrophe be-

ever, PAA can still rock the house cuz it aint about the equipment, it's the riders....

So, the race starts and everything is pretty smooth....Some people go off the front, and others let them fry...we reel them in....the usual Cat 4 stuff...I'm trying to stay about 5-7th wheel back to avoid doing actual rotating in pulls...but again, this is cat 4 and everyone tries to cheat and avoids work....so when people talk about "chasing down" a break, one

guy goes off, but gaps the #2 guy, so it's pointless.... so this silliness goes on for about 35-40 minutes....I'm just sitting there hangin out gearing up for the finale.....5 laps left is called..the pace finally goes up, as people try to chase down 2 riders who have been off the front.....with 2.5 laps left to go, we're gaining and

I'm feelin good...totally relaxed, got my recent "Can't beat me!" Robbie McEwen mantra going in my head, ready to regulate.....

And just before the last turn going into 2 laps to go, a

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"go down the street a little bit to loosen up and get the "real road" feeling back on a bike...and less than 50 meters into it, I hear PSSSSSSSSSSSSSS.....hooray, a flat tubular..."



ecided to pump up his rear wheel, but it started leaking air, so being the good teammate I am, he takes my spare rear wheel...that's cool...so I take my bike off the trainer, go down the street a little bit to loosen up and get the "real road"

cause if we had to look for a new tube, we'd be in trouble....

So we head out to the start line, in time...dodged a bullet there....with all the wheel issues we run mismatched wheels, but what-

Our Favorite Rides

Matt Gunnell

Mulholland Loop

Being a rather "stout" fellow who is challenged by things that force me to push the



gravity envelope (hills) I tend to favor rides that may be "hilly" but are not really "climbers" rides. One of my favorite rides fitting these criteria is what I have dubbed the "Mulholland Loop." This ride is best done on a Sunday morning when traffic on the outbound (Mulholland) and inbound (Ventura Boulevard) legs are at their lightest allowing you to take in all the sights and sounds without worrying too much about being a traffic statistic.

If you'd like to cut to the chase and just view the route without my yapping just go to: <http://www.mapmyride.com/ride/united-states/ca/pasadena/394531481>

You can see everything broken down by turn and mile marker. According to the

map I created at this link the ride is just over 51 miles and bounces back and forth in elevation between roughly 450 feet and 1450 feet.

The ride begins at Lot "K" at the Rose Bowl. From there you climb up and over Linda Vista, past Art Center, into Glendale, and

down Chevy Chase Canyon. You then turn up Verdugo and left on Glenoaks. Take Glenoaks to Sonora and turn down until you get to the newly burned up Griffith Park. At this point you'll be in Los Angeles. Go west (young man) and wind past Forest Lawn until you reach Barham. Go left and climb up and over Barham until you cross the 101. You'll then go left on Cahuenga until you make a right turn shortly onto Mulholland!

Once you're on Mulholland the fun begins. It's a steady climb to the top. Along the way you'll get a view of the "HOLLYWOOD" sign and pass into the rarified air of the "stars." Winding your way west along the top of Mulholland you'll get some great views down into Universal City and the Burbank Airport. You'll also hit a few

points where you can see downhill both into the Valley and out toward the ocean. Always a nice treat on a clear day. The road is fairly narrow and the surface can be a little bit "challenging" at points but the rolling shaded climbs and views are worth it.

Take Mulholland west until you hit the 405 then head downhill (left) to the first crossover.

Once over the freeway make a right onto Sepulveda and take it up and over and then all the way down to Ventura Boulevard. One of the reasons I prefer riding this loop on a Sunday morning is because Ventura



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"Along the way you'll get a view of the "HOLLYWOOD" sign and pass into the rarified air of the "stars." .



Our Favorite Rides

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Boulevard is almost empty. It's two lanes wide and you can head back east along Ventura enjoying all of the interesting shops and folks out for morning breakfast. Along the way you might want to stop at one of the many pastry and coffee shops yourself.

Once you're almost into Universal City make a left on any of the major streets and head up to Moorpark. Take Moorpark right and it eventually merges into Riverside around Toluca Lake. From there continue east on Riverside into Burbank and past the studios and the "Rancho Equestrian" neighborhood where you'll pass the Los Angeles Equestrian Center and may even see people riding horses down the horse path in the street.

Eventually you'll wind back into Glendale on Riverside and you'll get back to Sonora. Take Sonora left up to Glenoaks and then reverse the directions you began with going up Chevy Chase Canyon, over Linda Vista, and back into the Rose Bowl.

This ride is especially fun with a group and has been one of the "early season" rides I like to lead.



Hell on Wheels

Banner Moffat

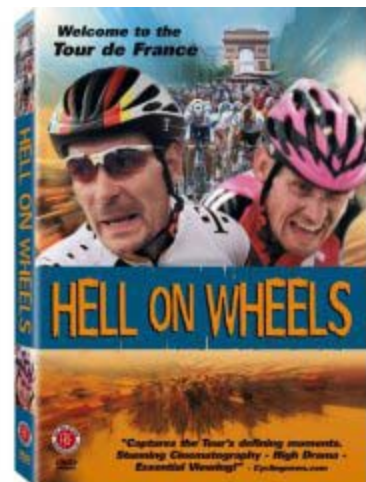
Movie Review

This movie was released in 2004 so many of you may have seen it. If not, I highly recommend you do - especially between now and July if you plan to watch the Tour de France this summer. It is an inside view of what it's like to race in the Tour from various perspectives: the racers, the fans, the press, the history, the helicopters, the motorcycles, the police, the advertisers, the workers who pick up and move the start and finish every day.

It follows the T-Mobile team during the 2003 tour, particularly two of their more likable and famous riders; the sprinter Erik Zabel and the climber/domestique Rolf Aldag. However the movie is not about that Tour; you rarely see who won any stage of the race. It is actually about all the Tour de Frances since 1903 viewed from the perspective of this tour. The cinematography is great and it has a good sound track too, but it is not the usual "bike porn" some of us watch from time to time. This movie directs your attention to deeper issues like bravery, fear, pop marketing, psychology, commitment, hope, motivation, fan enthusiasm, strength and beauty.

- - Banner Moffat

Hell on Wheels 2004
 Director Academy Award-winning director Pepe Danquart.
 Various languages, mostly German, subtitles when needed.
 Available in DVD and in Netflix



The Longest Ride of my Life

(Continued from page 7)

Our speed was cut in half and we fell behind schedule. North of Camp Pendelton with the sun low in the sky I called my girlfriend and told her we were hurting and that I doubted I would make it the whole way. "What a difference 5 hours makes" was her comment. Daniel did the same, but we weren't giving up yet. By the way, having a loved one on call for long distance rescue is vital on this ride! I took another Advil.

At 200 miles just before dark we paused to celebrate my newest personal mileage record and Daniel took a photo. Night riding in busy PCH traffic for the 40 miles from Dana Point to Seal Beach is no easy matter even though there is a bike lane most of the time. I would like to hereby thank the Orange County Public Works Dept. for having such a well maintained bicycle lane; thank-you, thank-you, thank-you! Just the same, you have to stay very alert especially at night. Daniel had one really bright blinking red light and I had 2 smaller ones. Since I was normally offset from him to better see road debris, I think cars were seeing a lot of blinking red as they approached us.

We made one final drink

stop with about 45 miles to go. I took another Advil. After about 200 miles, the statute mile gets longer and longer, so the final push up the dark San Gabriel River bike path was daunting. We have heard stories about crimes committed on that long bike path, so we both tucked pepper spray under the legs of our shorts. Before going into any of the tunnels or underpasses, we flashed our lights around to look for people, but we never saw a soul except one lady riding a bike with no lights. What she was up to at midnight on the San Gabriel River, your guess is as good as mine.

Daniel has a friend, Jesse Scarantino, who is a bicycling enthusiast with an Italian restaurant near Allen on Colorado Blvd. in Pasadena (Scarantinos) who agreed to open for us at 1:00 AM. He planted a bowl of pasta and a drink in front of us and I hope he felt like The Savior he looked like to me. If I was really a hard core bicyclist I would have ridden home from the restaurant like Daniel did last time, but I'm not; I called my girlfriend. Daniel did too; 262 miles in 21 hours is enough.

Although my ride was done, I stretched the endurance challenge into the next day by dragging myself to work

after 3.5 hours of sleep. Luckily it was a slow day, and I seldom had to leave my desk. One co-worker said I looked tired and her reaction to my excuse was worth it.

Daniel will be doing more similar rides leading up to his October 508 mile race [<http://www.the508.com/info.html>], so you too can see how far you can go. His goal is to do well enough in that to qualify for the 3000 mile Race Across America (RAAM) [<http://www.raceacrossamerica.org/>] which might take years to train for. If you are interested in the challenge of a really long ride, check out the Montrose Bike Shop website for dates [<http://www.montrosebike.com/>] or e-mail Daniel [mrLOWETZ@hotmail.com]. It will be fun to be able to say one day that you trained with a RAAM competitor. Plus I know Daniel will be very grateful to have someone to keep his draft from going to waste.

It's good to be able to say, "I bicycled to San Diego and back in the same day!"

"He planted a bowl of pasta and a drink in front of us and I hope he felt like The Savior he looked like to me".

Crew Members Needed

Hello friends. It's not until October, but I'm just checking a quick show of hands for anyone who might be interested in being on my crew for the Furnace Creek 508. I don't want to wait until the last minute to try and find people. I think I already have one guy, but I will need at least one more. It should be quite an experience. The race is October 6th-8th. Info is at www.the508.com.

Thanks,
Daniel Lowetz

Barrio Logan

(Continued from page 8)

sketchy La Garbage rider to the left of the guy in front of me decided he wanted to drift to his right and take out the guy right in front of me....so with nowhere to go, I had to just brace myself....CRASH! I'm actually OK and I'm looking for my bike so I can get back into it...but it's missing the front wheel..."WTF?!?!?" How does my front wheel come off the dropouts? Yea, so I had to walk to the other part of the street to see two blades sticking out of the dropouts of my front wheel.....so half of my fork is with my wheel, the other is still with my frame.....

So my day was done.....Came out of it ok, no road rash, just landed on my right elbow, my shades cut up my right eyebrow and made a little knot between my eye and temple....and today, learned I tore a muscle behind my knee connecting the calf to my hammy.....just feels sore and I guess there's nothing I can do about it.....the heart breaker is that I need a new frameset (non-drive rear chainstay also cracked through).....everything else is fine...components are fine, wheels still totally true....

So what's the moral of the story? I'm not quite sure....I did what I could....I was able to get myself in position and be in contention at the end, but I guess \$h!t happens.....

Still amazed at how fast you can be enjoying a bike ride and suddenly have a bike that don't work no more.....

Good thing is the season is only about 1/2 way through and we've got a lot of unfinished business to take care of.....with the 5s movin up to 4s...PAA gonna really rock the house...

Enjoy the pictures.....

Peace out
Al

Help Needed for July Meeting!

Morgan Kapp

hikingshoe@aol.com

Do you have more metaphors for pain and suffering than Phil Liggett? Do you think you know who will be the outstanding riders? Do you have the scoop on the pro peloton? Have you been to the climbs or Champs-Elysees and brought back stories or pictures? We want to hear! We're piecing together our own PAA TDF special for the July meeting. Let me know if you'd be interested in entertaining us all with your expertise!



Michael and Armin going VERY fast on the tandem at the Rose Bowl

The President is Down



PAA President Matt Gunnell suffered a serious injury to his left hand during a mountain bike race on May 12th in Idyllwild. Matt suffered multiple metacarpal dislocations and ligament damage. Surgery was on May 13th at Huntington Hospital. Pins were inserted to help stabilize and realign the metacarpals. Matt won't be on the road any time soon, but rumor is that he's already back on the trainer.

This is the second year in a row that a PAA President has gone down. Last year, former PAA President Al Nash suffered a broken femur in a track racing accident. Let's hope that this isn't the start of the "Madden jinx" on PAA Presidents.

Other popular PAA riders Jim Padilla, Paganini, and David Turner also suffered injuries this spring in cycling accidents but are recovering well.



Ladies Ride

Due to Father's Day falling on the 3rd Sunday next month, we'll be scheduling the Ladies/Fun Rides on different dates for the month of June.... please make sure to mark your calendar. Also take note that we'll be meeting at Parking Lot " on June 10th due to the Flea Market.... but we'll still swing by Trader Joe's en route.... Hope to see you there!

June 10th - Meet at Rose Bowl Parking lot I
June 24th - Meet at Rose Bowl Parking lot K

Rolling out at 8:00am (Rain Cancels)

Easy pace, approximate distance 25-30 miles

Coffee afterwards....

This will solely be a social ride, so if you've been talking about getting on the bike again or would like to get to know the ladies or wives/girlfriends in the PAA group, this would be the ride. And for all you guys who have wives/girlfriends that have been wanting to ride, this would be the perfect ride to start, since

Cici Arenas

the goal is to encourage new riders, especially women.

All riders are welcome for socializing and support (so the guys can come along for a co-ride), but I would like this to be an easy, getting-used-to-road-biking ride or just getting back on the bike, in a very NON-COMPETITIVE environment.

If you know of any friends or family who might be interested, please forward this on. Hope to see a few of you there!

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