



The Champagne of
Mountain Bike
Clubs



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Pasadena Mountain Bike Club

February 2001 Newsletter

♥ BE MINE ♥



This Month's Cover Girl

This Month's Top Stories

- Message From The President
- Local Riding
- Pictures from the Trail

- Some of the usual stuff
- Handy addresses

MESSAGE FROM THE PRESIDENT

Now that the holidays are finally over and you've settled into your regular rut again, it's time to think, again, about those resolutions you made-especially the ones about riding more and getting into shape. If you haven't already started, you'd better get off your butt

and get riding. The Sea Otter Classic (the unofficial start of the mountain bike, racing season) is around the third weekend of March. Even if you're not racing, that event just signals the start of the riding season and that you've only got two months to burn off the extra fat

you piled on during the winter. If you don't, you'll be wheezing in the back of the group during the climbs-with only my slow, ass for company. No, it's not too early to start thinking about it and it's definitely not too early to renew your PMBC membership you slackers. Give me-excuse me-us the money! Money to keep mailing the newsletter and hopefully, keep the website running and up to date. It's only fifteen bucks for renewing members. You also need to fork over some dough if you want in on the next round of Pasadena Mountain Bike Club jerseys. I haven't seen any deposits yet. We need to reserve a production date with the manufacturer and that means about half down, up front. If we don't start getting deposits soon, we'll just have to forget about ordering new ones. All we have left is some small and medium ones from the last three designs. Don't expect us to order any of those sizes EVER again. Contact me if you are interested in one of those pixie jerseys or some small shorts from even further back in our past. Some of the shorts are high-quality, Pearl Izumi ones though.



I've been finding ways to sneak some riding in his year already, which is different from me finding ways to get out of riding – like I've been known to do in the past. This has forced me to actually ride in Orange County, either before or after work, to get some dirt in. I've been doing the Fullerton loop, mostly with John Khao, and Peters Canyon in Orange. Both rides are the closest to GT. I also hit Bonelli on the way sometimes. I just don't like being that smelly on the remaining 25 miles of my drive in to Santa Ana. This got me to thinking about doing some weekend rides out that way. We often make the long haul to The Valley, Thousand Oaks and Malibu for weekend rides, so it's only fair that we head out behind the Orange Curtain too. We do schedule Fullerton, El Moro and San Juan occasionally, but we also need to hit some other OC action – like Santiago Peak and Aliso Woods. Watch for those to be in the schedule in the near future – especially when winter actually shows up and we can't really ride the Angeles High Country that often (because we're spoiled SoCal, fair-weather, riders and would shrivel up in the cold or wet). I do have a styley, new, hardtail that was just made for the winter though. It's got no rear suspension to muck up in the wet stuff, and disc brakes to haul me to a stop while slogging through it. It's also heavier than my suspension bike so it's training weight – not that I'm planning on going back to racing anytime soon.

Those of you who are planning on racing and want to wear the PMBC colors (if we actually get new PMBC jerseys) this year need to first renew your

memberships then let me know that you want to race. Then we need to volunteer someone to be the team manager (I'm hoping I can convince Colette to do it once again), gather up your racing results from last year, and get our program together. Pasadena Cyclery and Velo Pasadena have said that they want to continue being our shop sponsors and we'll see what else we can throw together at the last minute (like always). I'll see whose arm I need to twist at GT for a bike sponsorship – although we don't often take advantage of them, when we've had them. Get that info together and get it to me, or show up to the next club meeting, on Wednesday, February 7th at Fuddrucker's in Hastings Ranch in Pasadena. Pasadena Mountain Bike Club meetings are still on the first Wednesday of the month at 7:30pm. We use it as an excuse to eat the grubbin' food over there, but we do hammer out the next month's ride schedule – including taking people's favorite ride suggestions, take people's dues (remember that), and usually laugh about The Peck and his hijinx. He's still deluded, and thinks he'll get those information kiosks done some time this spring. Wanna bet on – or against – that? Meetings only run about an hour and a half nowadays, so you can still make it home for Star Trek (like Alan from Pasadena Cyclery).

That's about it for now. Just remember to:

- 1) Pay your dues
 - B) Ride
 - 3) Do some trail maintenance with the Mount Wilson Bicycling Association
- And most importantly,
- D) Buy your Honey bike parts for Valentine's (it's better than jewelry)

Love,

Martin



Monrovia - Rincon - Red Box

by Roger Linfield (rpl@ipac.caltech.edu)

Nov. 18, 2000

Our big day started at 9 A.M. in Monrovia, just below the entrance to Monrovia Mt. park. Steve, Marci, Brenda, and I rode up Sawpit Canyon road (2N30) to White Saddle, and then on up to the junction with the Rincon-Red Box road. Our stop at White Saddle was enlivened when Steve demonstrated his skill at hopping around on one wheel. The rest of us were content to watch (and applaud).

Brenda and Marci turned around at the locked gate, eight miles from the start, and rode back down. That was the highest either of them had ridden on that road. Brenda credited the lower gearing on her new bike for the success. Her new bike has a 22:34 lowest gear, compared to 24:30 on her old bike.



On our last trip up here, Steve and I had ridden west, along the Rincon-Red Box road to Red Box, and then down to Altadena via the Mt. Lowe fire road and Chaney Trail. This time, we had planned a longer ride. It turned out to be even longer than we expected.

Fifty yards from the locked gate, we came upon a marker ribbon, stretched out across the road. A sign warned us of a car "rally" to be held that day. As we slipped our bikes under the ribbon, a man rolled down the window in a nearby parked pickup truck and yelled "Come over here!" When we didn't respond, he opened the truck door and slowly walked over to us (his bulk explained why he wanted us to walk the 25 yards over to him). He explained that an offroad car race would be starting soon, with cars leaving from Rincon (on route 39 above Azusa) and racing to Red Box and back.

We assured him that we would be careful and watch for cars. Then we jumped on our bikes and raced off on the 11 mile, mostly downhill ride to Rincon. We rode as fast as possible, hoping to get there before the race cars started heading up. As we passed several additional support vehicles, we heard shouted warnings about the race, but we didn't slow down to chat. Steve and I were nervous as we rounded some blind turns, but were mostly reassured by the superb visibility on this road. Much of the time, we could see a mile or more of the road in front of us, and check for

oncoming cars. Steve was a bit too eager in his search, and spun out on an easy section. Despite some large abrasions, he hopped back onto his bike and pedaled onward.

We made it to Rincon before the race started. Our pace slowed down for the next phase of our route: north on paved state highway 39 for half a mile, and then six miles of gentle uphill along the paved bike trail that leads west to Cogswell Reservoir. A steep mile of paved uphill took us to dirt road 2N25 above the reservoir. Six more miles of uphill on dirt brought us to the Rincon-Red Box road again, about 16 miles west of Rincon.

A man in a support vehicle there told us that we would not be allowed to ride our bikes on the road, due to the race. We needed to ride west to Red Box in order to get home (Altadena), and told him so. Finally, he said that there were only two more race cars coming through. Once again, we noted that all the official signs said "rally," but all the people we talked to described it as a race.

When the first car came through, we understood why bikes were not allowed on the course. The car came screaming around the nearby turn, fishtailing like mad as it zoomed past us. Its high compression engine was so loud that we could hear it a mile away.

PMBC RideLine

(626) 577-RACE

Sponsored by Pasadena Cyclery!

We waited for 30 minutes before our race monitor declared that the course was clear. He told us that we would not be allowed to ride to Red Box, because the cars would soon be turning around to drive back to Rincon (the road was too narrow to allow passing, so the 25 cars in the race were given staggered starts, and competed on elapsed time). After some arguing (which he relayed by radio to other officials), we were given permission to ride the one mile west to the next road junction, and then turn north for the ride to Shortcut.

This lengthened our course considerably, but we had no choice. As we covered the next mile, we noted that several feet of brush had been trimmed from both sides of the road, in preparation for the race.

The official at the next junction was clearly relieved by our arrival, and even unlocked the gate to the Shortcut fire road (2N23). He was nice enough not to shout "good riddance," but he did say that he was happy to

have us off the course.

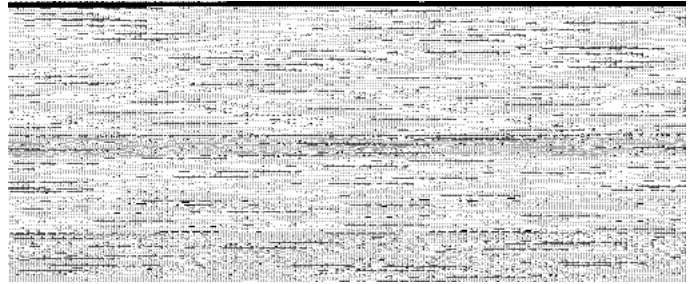
The first three miles were downhill, and went quickly. Then we had six miles of uphill to negotiate. We were tired by this point in the day, and moved slowly. I ate the last of my food stash (four Power Bars and three packets of GU). We were in the sun, but it was late and we stayed cool.

Finally, we reached the Angeles Crest Highway, and headed south. It was getting dark (and cold) by the time we reached Red Box. We would have liked to do the easy 15 miles back to Altadena, but we didn't have lights. I called Brenda; she drove up and gave us a ride home.

While we were in the car heading home, we wondered if the event officials listening to their radios realized the connection between two mountain bikers racing towards Rincon in the morning and two mountain bikers 16 miles away in the late afternoon, heading in the opposite direction.



Rides and Events



*Helmets required on ALL rides!
Call the RideLine at (626) 577-RACE for info*

Saturday February 3 – Chantry Flats/Winter Creek Trail loop, Arcadia. ANF. Ride Leader – Ray Herrera

Wednesday February 7 – Club meeting at Fuddrucker's in Hastings Ranch. 7:30pm.

Saturday February 10 – Beginner Ride – Meet at Pasadena Cyclery@8:30am. Ride Leader – Scott Dayman

Sunday February 11 – La Tuna Canyon, La Crescenta. Ride Leader – John Khao

Saturday February 17 – Sam Merrill Trail to Inspiration Point, Altadena. Ride Leader – Scott Dayman

Saturday February 24 – Beginner Ride – Meet at Pasadena Cyclery@8:30am. Ride Leader – Scott Dayman

Sunday February 25 – Whiting Ranch, Foothill Ranch, OC. Ride Leader – Martin Gomez



**SIGNS INC.
& CRANE SERVICE**

Classifieds

GT Zaskar LE 16" – (center to center) GT's top of the line hardtail frame. Super light Easton Elite Program aluminum frame with CNC'd dropouts. Frost Blue anodized color. Shimano XT derailleur, XTR brake levers, XT shifters, XT V-brakes, LX cranks, Manitou SX fork, Kore stem, Azonic bar, and Mythos kevlar tires. (no peddles) Light race bike. Ridden twice, Excellent Condition! New sold for over \$2000. I will sell mine for \$775. (562) 621-2158 or e-mail at fofo@ix.netcom.com.

1997 Blue Stumpjumper M2 – M2 X butted Metal Matrix Ceramic Composite Chassis (20% stiffer, 8% stronger). Manitou Pro Fork with coil/MCU-sprung suspension with Specialized Stout front hub. Shimano Deore XT/Deore LX Derailleurs and LX SL Rapidfire shifters. New forged Son of StrongArm crank. Avid "Single Digit" cold-forged linear pull brakes with Speed Dial brake levers. Specialized Team Control/Team Master Kevlar bead tires, Mavic 238 rims and Ritchey spokes. Made in U.S.A. Upgrades include Kore Stem & Shimano DH Pedal (or Ritchey Logic Clipless). 20.5" Frame. Like New. \$650 OBO. Call John at 310-407-7040.

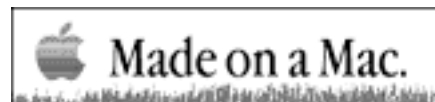


Vistalite VL530 – 2 halogen independent mount lights one 15watt and 10watt, rechargable frame mount Nicad soft battery pack, charger and ext. cord. Runtime 3.0hours@10W, 2.5hours@15W and 1.5hours for both. This retails for \$195.00 I will sell to PMBC members for \$115.00. Call (626) 683-8327

Kid's Dyno BMX Bike - 16" Wheels, polished frame, like new with nipples still on the tires (mmm, nipples), only used on Sundays and after school by a really nice 6-year old. You can spend \$120 on a new one in the store, or help a white boy out by purchasing this one for just \$80. Call Mark at (home) 949-650-1538, or e-mail at mthome@ix.netcom.com

18" steel hardtail mtb frame – \$199 or best offer. Call Doug Sullivan 626-683-8327 or e-mail hardtailmtnbiker@yahoo.com or MtWilsonmtnbiker@cs.com

Spinergy Spox Road Wheelset - Super light tubular wheelset for sale. Ridden less than fifty miles with Vittoria Corsa CX (\$50 each) tires mounted on the wheels. Shimano freehub body will take 8 or 9spd. Get these carbon wheels for your road ride they are very schweeet. Retail for \$800 without tires asking for \$500.00 o.b.o. Call Tony at 626-799-6840 or email tony_quiroz@hotmail.com



Club Information

Mailing Address	PMBC 1670 East Walnut Street Pasadena, CA 91106
President	Martin Gomez (909) 596-6603 mgomez66@aol.com
Treasurer	Forrest Hayashi (562) 621-2158 fofo@ix.netcom.com
Beginners' Ride Coordinators and Newsletter Editors	Scott & Katrina Dayman scott@dayman.net
Thursday Night Ride Coordinator	Piero Longhi (626) 296-3143
Racing Team Manager and Advertising Coordinator	Colette Hallman (626) 794-1245
Webmaster	Jonathan Tramell (818) 635-3559 jonathan@tramell.com
PMBC Rideline	(626) 577-RACE
General Membership	membership@pmbc.org
Drive-by E-Mail	mailbag@pmbc.org
Website	http://www.pmbc.org



PMBC Membership Application

What are your interests?

- touring
- beginners' rides
- racing
- recreational rides
- trail maintenance
- thursday night rides
- riding clinics
- maintenance clinics
- trail access issues
- other _____

name _____

address _____

city, state, zip _____

phone _____

e-mail _____

home page url _____

racing class: beginner sport expert semi/pro

new members: \$25 (jan-mar), \$18.75 (apr-jun)
\$12.50 (jul-sep), \$6.25 (oct-dec)

old members: \$15 (jan-mar), \$12.50 (apr-jun)
(renewals) \$6.25 (jul-sep), stacker!(oct-dec)

mail checks only to: PMBC Membership 1670 E. Walnut Pasadena, CA 91106

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Pasadena, California 91106

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