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Pasadena Mountain Bike Club

April 2002 Newsletter

🚲 *Thursday Night Rides Are Back!* 🚲



Even bikes need rest breaks

This Month's Top Stories

- Message From The President
- Quick & Easy Fitness Tips
- Riding With The Old Folk
- Some of the usual stuff
- Handy addresses

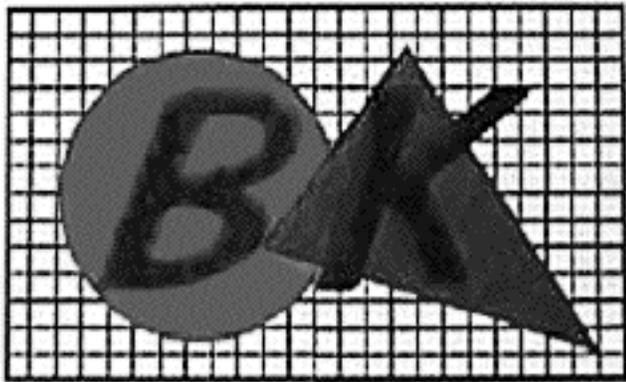
MESSAGE FROM THE PRESIDENT

It's been a sort of homecoming for me lately. I'm back at Pasadena Cyclery while I continue my job search. I'm still looking for what may, or may not be, another bicycle industry job. Being back there has gotten me back into some of my favorite before-work, rides like the old Tuesday morning standard, Hoyt Canyon routine, and has me thinking about riding in to work now that the days are getting longer again. But being local again also means that I'll have no excuse for missing Thursday Night Rides – if we choose to continue that tradition. No one besides the ride leader seemed to show up for them the last couple of years. I really did miss riding the San

Gabriel Mountains when I was working in Orange County and the Inland Empire. I definitely do not miss hauling-ass from Santa Ana to lead a Thursday Night Ride and have no one show up but me.

Some things don't change. Back at the shop, a few long-time, regular (in some ways), customers acted as if I never was gone these past four years as if I was just on vacation. Yeah, a long one from them. I'm still getting my retail legs back. I hadn't remembered what it was like to stand on PC's hard, concrete floors all day. What a wuss I am. Being back at the shop has

given me the opportunity to get to talk to Alan (the shop's owner and PMBC sponsor) as well as club member, Jack Kazarian, about their ideas for boosting participation and membership in the club. Jack owns the body shop across the street from Pasadena Cyclery.



SIGNS INC. & CRANE SERVICE

This is my eighth – that's right, eighth – year as the club's President and I am tired of asking for input on: what the club should be doing, where we should be riding, whether we should be doing other activities, etc... I am thrilled to have other people volunteer to help guide our course – since I keep asking for anyone else to take this job and haven't found any takers yet.

I'm interested because last year we had the lowest number of club members since I took over the club in 1994. I'm not sure if it's just a sign of the general state of participation in mountain biking, but I do know that it also has to do with what we are, or are not, doing as a club. I've also never felt that we had to have a huge number of people in the club to validate what we're doing either. Just the one to fifteen that showed up for most rides is good enough for me. I doubt that I'll see a hundred and fifty members like we had in mountain biking's heyday during the mid-90's again, but you never know. The club has always just been about meeting like-minded people to ride with, and helping new riders learn the local trails and how not to get us kicked off them by teaching trail etiquette and pushing trail work with the Mount Wilson Bicycling Association. It also might just be me that caused the down turn in membership. Now that I'm married with two kids, it's not as easy to give up a whole weekend, or even just one whole day, to lead an epic ride and catch something to eat afterwards. I know that I am not giving as much to the club as I used to. The club also used to count on Forrest to lead a lot of rides and handle a lot of club responsibilities but he is also married with a kid so he's had to back off some. It's time for other members with less family commitments to step up and lead some rides or change our activities to bring some of those invisible members out. These past eight years I've wondered about many members who continue to renew their memberships but never show up for rides. The bike shop discount isn't that good, is it? Some have been reluctant to come out because they were intimidated by riding with us. Of course when they did finally show up, they realized how slow I am, at least, and how we

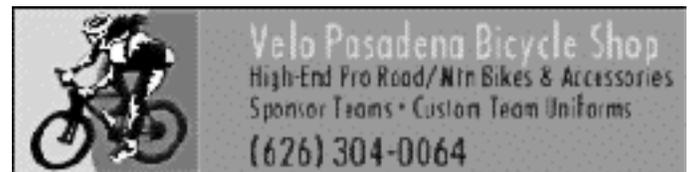
don't usually ride people into the ground. They got over it. The rest who did not get put off by Tony the Peck's incessant sniveling and unwanted advice actually showed up to more rides. I also would like club members to support Scott's beginner rides. If you're available on those Saturdays, join those rides and show these newcomers how cool we really are so that they'll be more likely to keep coming back for other rides.

Those who attended the last two meetings, as well as Jack and Alan, came up with some suggestions for improving participation. First of all, we need to ask-*once* again – what people are looking for in a mountain bike club. A survey was suggested. What members, as well as riders looking to join a club, want to see us doing is the general info we want. We will come up with some questions to put in the newsletter and in the website to try to get some more info that what we were asking in the current membership application. In order to entice people to actually fill out the questionnaire, Alan offered to tie it to a coupon to the completion of the survey, that could be redeemed at Pasadena Cyclery. Look for both soon.

Making the membership fees and process easier to understand was another idea brought up at a meeting. People just couldn't grasp our pro-rated membership. I thought it was plain but some mistook our four, pro-rated prices, for joining at different times in the year, as being four different sets of fees – not just cheaper costs later in the year. Alan suggested changing our membership from calendar year (January 1st to December 31st) to a 12-month one with a fixed price and offered to handle the maintaining of membership data (when you paid your dues and when your membership expires) at Pasadena Cyclery, since the membership address is there anyway. Forrest would still handle the money as our Treasurer and keep PC from having to deal with our bank account. By the end of this month I hope to list the people who've renewed already (it's not that many), and start with them as being members from March 31, 2002 to March 31, 2003. Everyone after that will get counted from when the shop receives your dough.

We're also going to have a look at how much it actually costs to run the site, print the newsletters and mail them to an average number of members. This will verify if our dues amount is in line with those costs. I don't suspect that it'll be more. Members can opt to not receive a paper newsletter too since it, and the monthly ride schedule, are readily available on the web.

We also discussed having more family and friends-type events like: picnics, family rides and parties. It'll be a while before we see the huge, raging, parties that the PMBC threw in the past but if you volunteer to host them at your party house, they may return. I hope your neighbors are bike people too since they might be partying with a couple of hundred of them.



As you can see, we were a little more busy than usual at the last meetings. If you want to give your own suggestions or think these ideas suck, then you need to be at the meetings to

let us know. They are *still* on the first Wednesday of the month at 7:30pm although we are probably going to take up Alan's long-standing offer to meet at Pasadena Cyclery. He also talked about getting there early and screening some bike videos to get us in the right mood before getting down to business. We will discuss the food situation like if it should be BYO or if we should pool money and order pizza or something. If you get there by 7, we can hammer those details out. In case you've been in an ice cave for the last ten years, or you're just new, Pasadena Cyclery is at 1670 E. Walnut Street in Pasadena. That's between Hill and Allen Avenue.

We can discuss these changes more at the next meeting and hopefully have an update on our Wilderness fight in the Angeles. I have some new contact info for anyone who is interested in barraging our legislators with e-mails and calls about forcing us out of more areas in the Angeles that we ride and maintain. E-mail me if you want them at Martin@pmbc.org. They need to be reminded that mountain bikers are legitimate trail users who work on trails, pay taxes, and vote – for or against them – just as much as the groups who want us out of some of our favorite places like Strawberry Peak. It would also help if you've actually gone to trail work with the Mount Wilson Bicycling Association. Their situation is not as grim as it was this time last year. They have some trails that are approved for trail work already, like the Gabrielino Trail, so; call them at (626) 795-3836, and find out where and when they're working next. Join them for trail work – like I've been urging you to do for the last eight years – and then you can tell Senator Boxer why you deserve to not be excluded from parts of the Forest that was mandated to be multi-use in the first place.

That's all I've got for this huge rant, so I'll see you on the trail, at the shop, or at the next meeting.

Hasta,

Martin



Dreaming of working in a bike shop someday

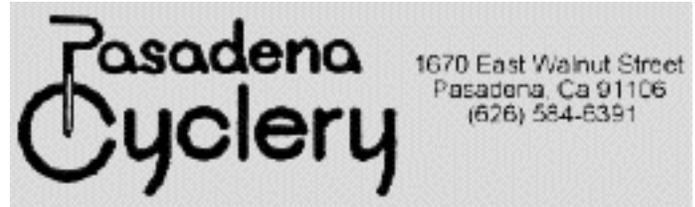
Fitness Tips

by Doug Sullivan

Well, the harsh California winter is almost over and you need to get back in shape.

The first thing you should do is make a goal and your plan to

achieve that goal. For example, you may want to enter a race in June, or you may want to climb up Mt. Wilson in July. Now make your fitness plan.



Here is a basic outline and some pointers to follow:

1. You must train at least 3 times a week to make any gains. If you can't mountain bike 3X then try to Xtrain with another cardio exercise like spinning, elliptical trainer, running, swimming etc...
2. You must get your heart rate up to 60% to 80% of your max to burn fat. With less fat you climb easier and faster.
3. By increasing your heart rate above 60% on a routine basis you increase your blood's oxygen capacity. This means every other day for at least 30 minutes. With more oxygen capacity you have more endurance.
4. Your muscles must have a resistant stimulus to grow or gain strength. This means you need to train at least 3 times a week to keep making gains. Climbing hills is what XC mountain biking is all about.

Now with the above mentioned in mind here is an example plan:

- Day 1 – Ride for 1 hour on the road; sprint at every green light for half the ride
- Day 2 – No ride, but stretch and do some abs and upper body
- Day 3 – Go for a short mountain bike ride up a hill. Maybe Brown saddle or Henninger
- Day 4 – Rest and stretch and do some abs and upper body
- Day 5 – Take a spinning(indoor cycling class)
- Day 6 – Go on a group ride for 2 to 3 hours
- Day 7 – Rest

You would follow your plan and keep making modifications as you progress. I suggest you keep a simple log so you can track your progress. You will also use your log to perform your tests. For example, time yourself up Brown and see if you can reduce your time by grabbing more gear. The log also comes in handy to keep track of when it's time to change your chain.

The bottom line is this – the more you plan to ride, the more you will ride and the faster you will get in shape. You will always have your good and bad days, but I know that once you are fit, you will have more good days, and some of your best days and rides ever.

A Long Ride With Dad

by Scott Dayman

As has become a habit of mine, I went out for the Bike Tour LA Ride; the bike ride on the LA Marathon route before the runners take over.

This year, I thought I'd hang out with an over-40 guy. He's also over 50, 60, and 70. Dear ol' Dad. I've been his son for a long time now, and he's STILL twice my age, and will be for another 5 years.



Last year, he got Katrina's old bike. A nice Cannondale, just his size. We'll call it a hand-me-up. Ever since then, he's been riding around town, getting the hang of the bike. Back before there were horses, he used to ride to work quite often, but that was a long time ago. Heck, he retired a long time ago. Aside from golfing, I guess he wanted another hobby, and the bike is it.

He knew about the LA Marathon bike ride, and decided he wanted to give it a try. This worked out pretty well because my previous riding partners have disappeared, or left town. So he's been training, and even went so far as to take his local bike path down to the beach and back. A whopping 33 miles round trip. That's far more distance than he'd be riding for the marathon, but he was making it a more leisurely ride. So he started trying to improve his time a bit, and work a bit harder on the hills. He didn't want to be the last rider on the route. In spite of my assurances that there were people who can't ride anything harder than a down slope, he kept training.



Shortly before the Marathon, the LA Times published maps, and statistics about the route. Being an engineer, this excited him greatly, as he already knew exactly how steep every slope on his training ride was. After analyzing the data, he determined that he had over trained. "No such thing," I told him. He'll just end up riding faster.

The weekend of the Marathon, he came down Saturday so we could get the early start on Sunday; the ride starts at 6:00am. Sunday morning came around and we loaded up the bikes and hit the road.

We got there at least 15 minutes early, along with the thousands of other riders, waiting for the start. And then it came and we slowly herded our way out onto the streets. With

that many people, it's a very slow start.

Once we got going, though I was in the big ring for the entire ride. He kept up a pretty good pace, and we both left hundreds of people in our dust. The ride was just over 20 miles, and he only stopped once...to take some souvenir pictures of the ride. He wasn't even tired. In fact, when we hit Mile 17, he was actually disappointed that the ride would be over soon. I think he would have wanted to ride the loop a second time around if they'd let us.



Move aside – Old man coming through

We stuck around after the ride to watch the first racers from the Marathon go by and got some pictures and cheered them on.

It was a pretty thrilling day for him, and I know he'll be back next year. Until then, his training is over, but I'm sure he'll continue to try to improve his riding times while dodging the slowpokes on his local bike path.



He's not tired, he's relaxing.

Rides and Events



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

Wednesday April 3, 7:00pm – Club meeting at Pasadena Cyclery. 7pm for movie time, meeting at 7:30.

Saturday April 6 – Mt. Hillyer, ANF (weather permitting) or alternate ride, Winter Creek Trail, ANF. Ride Leader – John Khao

Sunday April 7, 2:00am – Daylight Saving Time begins, yay!

Wednesday April 10, 5:30pm – The first Whiting Wednesday Ride, Whiting Ranch Park, Lake Forest, OC.

Thursday April 11, 6:30pm – Thursday Night Ride opener (if we have it), Brown Mountain, Altadena. Ride Leader – Martin Gomez

Saturday April 13, 8:30am – Beginner Ride. Meet at Pasadena Cyclery. Ride Leader – Scott Dayman

Sunday April 14 – Hoyt Canyon to Colby Canyon, ANF. Ride Leader – Doug Sullivan

Thursday April 18, 6:30pm – TNR Henninger Flats, Pasadena. Meet at the Toll Road gate.

Saturday April 20, 9:30am – Newton Trail in Malibu. Ride Leader – Scott Dayman

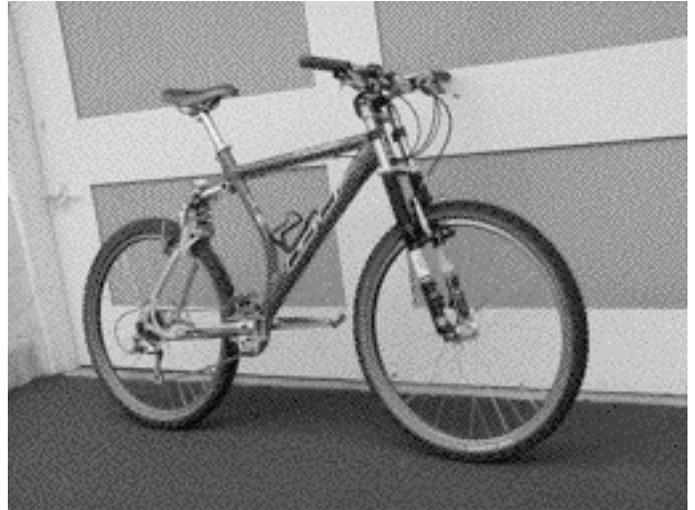
Saturday April 27, 8:30am – Beginner Ride. Meet at Pasadena Cyclery. Ride Leader – Scott Dayman

Sunday April 28 – The San Juan Trail, San Juan Capistrano. Ride Leader – Ray Herrera

* ANF=Forest Adventure Pass required

Classifieds

GT LTS2000-DS – 18" Red Aluminum Frame, RockShox Judy XL Triple-Clamp Forks, Fox adjustable shock, fresh tires, in great shape. Upgrades include XTR V-Brakes. Bike has been very well-maintained, clean, and best of everything. Definitely the best value you'll find in a serious off-road mountain bike for this price, fun to ride & great performance. Originally retailed around \$1800. Need to make room for new bike, after I bought Martin's. \$850.00. Call Mark at 714-343-8799 (cell) or e-mail at mthome@ix.netcom.com. (12/2001)



For Rent: Serfas Bike Cases – \$20 per use. I have two of these cases available for rent. Each case will hold one bike, includes a copy of breakdown & shipping instructions. Two sheets of egg-carton foam in each case protects your pride & joy from over-zealous shipping gorillas. You pick 'em up at my place in Costa Mesa, and bring 'em back after you're done using them. Call Mark at 714-343-8799 (cell) or e-mail at mthome@ix.netcom.com. (12/2001)



2000 GT XCR 1500 – Small (14.5" effective) size frame. Rasta (Black w/Red/Yellow/Green accents) paint job on Easton ProGram aluminum frame. Manitou X-Vert

shock w/100mm travel, Fox float RC rear shock w/4.75" rear wheel travel. Other components: Shimano XT 9-Speed shifters/V-brake levers, V-brakes, front derailleur and 12-34 MegaRange cassette, XTR rear derailleur, LX crankset, M-545DH SPD pedals, Chris King (Rasta) NoThreadset, Syncros stem and seatpost, Hugi hubs, Mavic rims w/DT DB spokes-radially laced and Salsa skewers. Built this bike up for my wife and she has not ridden it (except for down the block once) so out it goes! Only the fork and wheels have low miles on them. Everything else is brand new! Would cost about \$2500 to build it this way (with the fork and wheel upgrade from the stock XCR1500). I'm asking \$1500-like the other bikes I'm selling (it's easier to remember that way). Great full-suspension bike for someone between 5'2" and 5'6".

martin@pmbc.org (909)596-6603

(11/2601)

2000 GT Zaskar LE – Medium (16" center to center) frame in GT team colors (Blue and Yellow). Fits riders from 5'7" to about 6'. Super light frame made of Easton Program Elite Aluminum tubing – one of the last ones made in GT's own Santa Ana, California plant. Decked out with hardly-used components: '01 Rock Shox Judy SL fork, Shimano XTR Mega-9 rear derailleur, XT 9-speed shifters and front derailleur, LX Hollowtech crankset and 11-34 cassette, Formula Evoluzione hydraulic disc brakes, Wilderness Trail Bikes Momentum Disc Brake Wheelset with Laser Beam rims, Syncros Hardcore headset, hinged stem, 1" rise bars and seatpost. Your choice of DH or XC tires and Time or SPD-type pedals. Less than 10 rides on it. Great dual sport hardtail that Mountain Biking magazine called the "King of the Hardtails."



Run fatty DH tires and a short stem and use it for slalom or hucking. Switch to a longer stem and XC knobs and you're racing the same bike Alison Dunlap races in World Cup events. New would cost almost \$2200. Buy mine for \$1500.

martin@pmbc.org

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(11/2001)

1997 Blue Stumpjumper M2 – M2 X butted Metal Matrix Ceramic Composite Chassis (20% stiffer, 8%

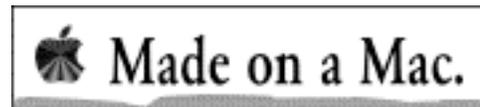
stronger). Manitou Pro Fork with coil/MCU-sprung suspension with Specialized Stout front hub. Shimano Deore XT/Deore LX Derailleurs and LX SL Rapidfire shifters. New forged Son of StrongArm crank. Avid "Single Digit" cold-forged linear pull brakes with Speed Dial brake levers. Specialized Team Control/Team 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.

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

PMBC RideLine

(626) 577-RACE

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Club Information

Mailing Address	PMBC 1670 East Walnut Street Pasadena, CA 91106
President	Martin Gomez (909) 596-6603 martin@pmbc.org
Treasurer	Forrest Hayashi (562) 621-2158 forrest@pmbc.org
Beginners' Ride Coordinators and News/Web Editors	Scott & Katrina Dayman scott@pmbc.org
Racing Manager	Rob Baraga rob@pmbc.org
Advertising Coordinator	Colette Hallman (626) 794-1245
Fitness Expert	Doug Sullivan doug@pmbc.org
PMBC Rideline	(626) 577-RACE
General Membership	membership@pmbc.org
Drive-by E-Mail	mailbag@pmbc.org



PMBC Membership Application

What are your interests?

- Touring
- Beginner 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

*old members: \$15
(renewals)*

mail checks only to: Pasadena Mountain Bike Club 1670 E. Walnut Pasadena, CA 91106

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