

Newsletter



Inside this issue

1. Presidents Message
2. Birthdays!
3. Race Dashboard
4. Riders Bio **NEW**
5. From the Streets to the USCF by Victor Rosales
6. Safety Section
7. Sponsor Page
8. POD – Picture of the Day



Robb Word

Presidents Message

Greetings!

I hope you are having a great Spring so far. In the interest of improving overall safety within our club, we are providing information this month relating to the subject of proper riding techniques.

Proper riding techniques results in improved safety for everyone in the peloton. Knowing how to ride your bike safely within a group setting is critical. It only takes one person to cause a crash that can involve and injure many. For this reason it is everyone's responsibility to police our group and call out those that you see riding unsafely.

Please read and take the information to heart, no matter what your skill level may be.

If you have any questions or want to add important information, please feel free to contact me.

Have a great month of May. Cheers!

Frank Said

Happy Birthday to the following club members!

Wayne Brander
 Christopher Ingstad
 Daniel Rojas
 Byron Von Korper
 Robb Word

Greg Burns
 Ryan Fisher
 John Petrocik
 Kevin Sweeney



Race Dashboard - Great Jobs Racers!!!!

Name	Category	Type	Race Date	Event	Location	Results
Albert Shorts	55+	Crit	4/3/2011	Redland	Redland	12
Ricky Shorts	55+	Crit	4/3/2011	Redland	Redland	3
Ron Malloy	55+	Crit	4/3/2011	Redlands	Redlands	9
Albert Shorts	55+	Road Race	4/9/2011	Vleeshuis R.R.	Bakerfield	18
Joe Rodarti	50+	Crit	4/10/2011	Cycle Vets	Mira Mesa	13
Joe Rodarti	45+	Crit	4/10/2011	Cycle Vets	Mira Mesa	16
Ricky Shorts	50+	Crit	4/10/2011	CBR Crit	Dominguez Hills	10
Ricky Shorts	55+	Crit	4/10/2011	CBR Crit	Dominguez Hills	7
Don Denegal	50+	Crit	4/10/2011	CBR Crit	Dominguez Hills	18
Alex Gonzales	55+	Crit	4/10/2011	CBR Crit	Dominguez Hills	3
Albert Shorts	55+	Circuit	4/17/2011	L.A. Circuit	LAX	7
Daniel Rojas	Pro 1/2	Circuit Race	4/17/2011	LAX	LAX	21th
Chuck Huang	Pro 1/2	Circuit Race	4/17/2011	LAX	LAX	33th
Matthew Panzarella	4	Crit	4/23/2011	Meadows Farm	Doswell, VA	1
Joe Rodarti	50+	Crit	4/24/2011	Chuck Pontius	Valencia	20
Joe Rodarti	40+	Crit	4/24/2011	Chuck Pontius	Valencia	38
Ricky Shorts	55+	Crit	4/24/2011	Chuck Pontius	Valencia	16
Don Denegal	55+	Crit	4/24/2011	Chuck Pontius	Valencia	6
Ron Malloy	55+	Crit	4/24/2011	Chuck Pontius	Valencia	8
Joe Rodarti	30+	RR	4/30/2011	St. Luis Rey	Bonsall	32
Albert Shorts	55+	Road Race	4/30/2011	San Luis Rey	Bonsall	22
Frank Said	55+	RR	4/30/2011	San Luis Rey	Bonsall	27
Ricky Shorts	55+	RR	4/30/2011	San Luis Rey	Bonsall	17
Albert Shorts	55+	Crit	5/1/2011	Dana Point	Dana Point	19
Matthew Panzarella	4	Crit	5/1/2011	Bunny Hop Crit	Suitland, MD	5
Daniel Rojas	Pro 1/2	Circuit Race	5/1/2011	Dana Point	Dana Point	54th Crashed
Chuck Huang	Pro 1/2	Circuit Race	5/1/2011	Dana Point	Dana Point	33th
Ricky Shorts	55+	Crit	5/1/2011	Dana Point	Dana Point	17
Alex Gonzales	55+	Crit	5/1/2011	Dana Point	Dana Point	30
Matthew Panzarella	4	RR	5/8/2011	Jefferson Cup	Charlottesville, VA	4
Chuck Huang	40+	Crit	5/8/2011	CBR Crit	Dominguez Hills	20th
Chuck Huang	Pro 1/2	Crit	5/8/2011	CBR Crit	Dominguez Hills	Peloton

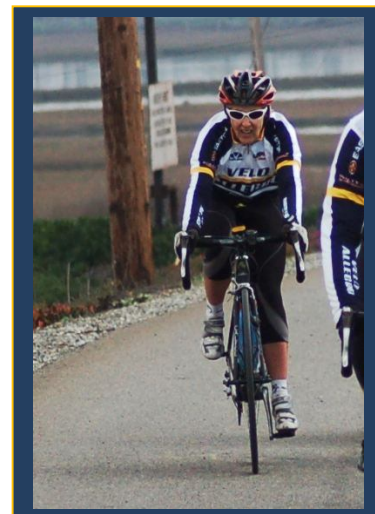


Riders Bio



Name Erin Donnelly-Kane
Marital Status Married with 4 kids: C.J. 16, Casey 14, Charlotte 7, Caden 3.
Hometown San Pedro, Ca
Current Bike/s 2010 Trek Madone 5.1, Late 90's Cannondale caad3 MTB, Haro BMX Cruiser
Mileage 619 (Just came back to cycling in March after a 12 year break)
Wkly Mileage 100-120, but I'm shooting for 150
Wkly Gym hrs None, not enough hours in the day!
Favorite Ride Glendora Mountain Road, Palomar, and the ride to San Diego & PCH
Why I ride Competition, and that awesome feeling I have after I ride!

Name Laura Lindgren
Marital Status Married to Al Crawford – Everyone knows!
Hometown Long Beach (originally Chicago)
Current Bike/s Calfee
Mileage Not tracked
Wkly Mileage 200 per week
Wkly Gym hrs None: too much time on bike
Favorite Ride Malibu hills
Why I ride? To be fit and to hang out with all the fun cyclists
Some accomplishments: I have won the State Road Race 4 times, the State individual time trial 3 times, and I have the National Record for the 20 K time trial in my age group (29'13"). And, of course, I compete on the tandem with Al, and we have won state and national titles.



Name Denise Phillips
Marital Status Married to Gerry (19 years)
Hometown Huntington Beach
Current Bike/s FUJI SL1 carbon
Mileage No clue, must be several thousand!
Wkly Mileage 80 plus
Wkly Gym hrs 5 days, 3 Boot Camp, 2 Spin classes
Favorite Ride Spyglass Turtle Rock
Why I ride? To keep fit and so Gerry doesn't leave me at home on weekends! It was also part of my "Man Plan" which has worked out quite well I must say!

From the Streets to the USCF

a year and was on an early 80s fixed gear conversion I built myself. I showed up early but my coworker who said he'd join me was a no show so I was alone.

As it got later into the night more riders started showing up mainly younger guys riding fixed like me. Then I saw something in person for the first time. It was an expensive road bike, the tall lean rider was wearing a full Rock Racing kit. Didn't know anything about the team at the time but I knew the rider had lots of matching gear and looked like a professional. Soon another rider showed up in lycra with an equally impressive bike also standing out amongst the rest of us. It would be many years later till I learned who these men were, turns out the guy I thought looked pro, was Sterling Magnell who did race professionally for Rock Racing. His only other competition that day was the other rider, Nick Brandt-Sorenson another cat 1/pro. They would lap me many times that night along with the rest of the field they broke away from, I found out that day what it is to be fast on a bike. I don't recall the number of laps it was maybe 10 but it included a nasty short little climb, a very fast winding decent, a large crowd of people and tons of adrenaline for doing it fixed with live traffic. The police eventually showed up to break things up just as the race was finishing. Many riders who started dropped out that night, although I was probably last place I didn't quit I also knew I'd be back one day to redeem myself.

Still in my 20s & well over 200+ lbs I was horrible with hills & didn't know any fast cyclist. I knew I wanted to get faster and relied on the Internet for help. One of the best tips I read was to get faster ride with people faster than you. So I searched, a fairly new cyclist riding in street clothes on a fixed gear would feel out of place on a fast group ride like Hughes Park in Long Beach or Irvin's Como St ride, but there is another ride that's a lot more welcoming to the non lycra newbie, it's called Wolfpack Hustle and it meets Mondays at 10pm. The ride had only been around a couple of years when I first showed up and was a mix of about half n half, guys on fixed gears and guys on road bikes not many guys wore lycra at the time either. In only a couple of years the ride had a reputation which was prepare to bring your hustle or get dropped and you're on your own. For many new comers just finishing the ride is an accomplishment, earning the wolfpack spoke card is an even bigger one. The ride can be anywhere from 45-60 miles and can include brutal

It was July 2008 when I signed up for my first criterium race. I didn't know anything about crit racing but learned that you basically ride around in circles but this race was going to be different. It was the Downtown Los Angeles Grand Prix, an unsanctioned race hosted by members of Los Angeles bicycle messenger community. I'd been riding only just over



climbs on any given night, no one knows the route ahead of time and it changes each week. For those showing up for the first time, you already know or quickly find out what you are getting into.

What started as a ride by guys riding their fixed gear bicycles who wanted to go fast turned into something a lot bigger. It called out people wanting to explore their city like they never have, and those wanting to unlock their fitness potential. I showed up for my first ride on that same fixed gear conversion nervous wondering if I'd finish. I was dropped probably 5 minutes into the ride at the first hill, thankfully the ride leaders announce ahead of time where the first regroup is, they usually don't spend too much time waiting around. I made it to the first regroup last and the pattern repeated the whole night. Although I was one of the slowest riders there I managed to finish. That night I pushed myself to the limits and got to see different cities like I never have, I knew I was hooked and this would be my training ground. I'd never go back on a fixed gear, it would be a few months till I returned and when I did come back it was on a 80s road bike with gears.

From 2008 till today I continue to do the ride and have witnessed many changes through the years. The ride now has less and less guys showing up on a fixed gear and has more crit racers doing it than ever before, almost everyone has lycra and gears. After many years with some hard work and determination I rose through the pecking order from slowest in the back to mid pack, to finally being able to keep up with the guys up front occasionally. These days the ride is a lot faster than when I first showed up. The guys in the front can vary from state champs, strong category 3 racers to even occasional Hall of Fame BMX'ers. After the first year or so I stopped making the 30 mile round trip in my car and started riding there and back after seeing so many others doing the same. It didn't take long before I switched to a wearing lycra and a modern road bike and even going on to race as I'm currently in my 3rd season doing mainly USCF races. Four years after showing up to my first wolfpack ride I now like to offer advice to those who seek it and show potential. Where it took me many years to gain my level of fitness I've watched naturally gifted guys show up on beat up bikes and be able to ride in the front in less than a year. Some I've talked into getting into racing and watch them do well in their first cat 5 race.

With Wolfpacks success lots of other rides with the same emphasis of riding hard, have spawned. Long Beach has its own G-Funk ride Tuesday nights which I participate rather regularly and has lots of talented riders mainly riding fixed. One friend on the ride I helped talk into sanctioned racing has even gone on to win a CBR race and continues to do well. I also see lots of young talented riders at the Wednesday night TRFKAS ride, where some of the same experienced racers that helped guide me are doing the same with these talented riders. I've come to realize I'll never be as fast as Sterling Magnell or Nick Brandt-Sorensen, but I am grateful for the night I got to race against them. I've also learned I like doing a lot of other things besides riding fast, such as going for long rides from home to climb mountains like Baldy. Most recently I found new passions in swimming and running marathons, currently I have 3 marathon medals that sit next to my Wolfpack spoke card I earned within a year of doing the ride regularly.

Cycling is a dangerous sport and some may think doing this type of activity at night makes it a lot worse. In my experience I've witness just as many crashes in the daytime as I have riding at night. I've seen more injuries from friends on training rides and races than my buddies of 5fix2, a group who host many night rides and are known for their drinking & partying. Riding on a Monday night at 10pm and coming home at 3am I probably encounter the same lower traffic as I would on a Sunday morning if not less. Sometimes our busy lives don't give us a choice and riding at night is our only



option which was the case with me. I'm definitely not saying it's safer, I once destroyed a set of wheels after hitting a pot hole on a downhill decent & I'm currently recovering from a broken clavicle which although I saw the water ahead of time it didn't help. For me there is just something beautiful about riding your bike up Griffith Park, or up to the Hollywood sign in darkness to be rewarded by a spectacular view.

Riding alongside the ocean, braving cold temperatures it can really make you feel alive something you have to try for yourself before you judge. As for the danger, lots of it boils down to bad luck, taking too many risk, but mainly bad judgment calls that are dangerous no matter what time of day you ride. One thing I know for certain is, I love it and I'll keep coming back for more.

Victor

Safety Section from Jackson Metro Cyclists – Please READ!!!

Primary Objectives:

Safety First!

Always stay cool, calm and relaxed. Be predictable, Pedal Smooth & Ride in a straight line. The benefit of a paceline is to allow faster speeds and at the same time allows riders to rest while drafting in the slip stream of others.

Safety:

- Obey the rules of the road! Adhere to all traffic laws.
- Ride no more than two (2) abreast. Single paceline in traffic.
- Stay as far to the right hand side of the road as safely possible.
- DO NOT ride along the center line of the road!!
- Stay completely out of the road when stopped or waiting.
- DO NOT ride in aero bars while in a group or paceline. IT IS NOT SAFE FOR YOU & IT IS NOT SAFE FOR OTHERS!!

Communicate:

- Use hand signals to indicate turns (left and right), stopping and slowing.
- Use verbal warnings. This includes warnings for turns, stopping and slowing. “Car Up” – To warn of approaching vehicles. “Car Back” or “Coming Around” To warn of passing vehicles. “On your left” - When overtaking an unsuspecting cyclists.
- Point out and announce hazards in the road. This includes holes, bumps, road kill, gravel, sand, pedestrians, cars, etc. Anything disruptive to cyclists.

Group Ride Basics:

- Paceline - a string of riders, who alternate turns riding at the front, pulling then resting by sitting in, drafting in the slip stream of the other riders.
- Drafting – riding a slipstream, or pocket of moving air, created by the rider in front. This enables the second rider to maintain speed with less effort.
- NO SUDDEN MOVEMENTS!! Riders need to ride straight, steadily, and smoothly. Your riding affects all other riders in the group, so be consistent, safe and predictable. Always be aware of what is happening around you.
- If you brush shoulders, hands, or bars with another rider, do not panic. Stay relaxed and allow your upper body to absorb any bumps.

Mechanical Issues:

- If you have a mishap (flat tire, mechanical, etc) stay relaxed. DO NOT slam on the brakes. Slowly, smoothly and calmly slide out of the paceline.
- Once you are clear, and then slowly decelerate before stopping off the side of the road. If you are at the back, calmly let others know you have had a mishap.



- ALWAYS be considerate to other cyclists and motorists!! Your actions reflect up the club, your sponsors and the cycling community as a whole!!
- Do not litter. Put any wrappers in your pockets until you get home.

Drafting:

- Ride a comfortable distance behind the wheel in front of you. Begin riding 2-3 feet away and work up to closer distances as you start to feel more comfortable. Practice helps!! Experienced riders will ride within inches of each other's wheels.
- Do not fixate on the wheel in front of you. Look beyond the rider directly in front of you to see what is up the road. Be aware of what is in front of you!!
- Do not overlap wheels. If you touch wheels, the rider behind should smoothly and calmly slow down. The rider in front should maintain his line and pedaling.
- DO NOT slam on brakes!! If you roll up on the rider in front of you, easy pedal and smoothly ease to one side. Allow the wind to slow you down.
- Avoid gaps. If a gap does open, smoothly and slowly accelerate to close it. DO NOT “Attack” to close a gap. This creates more gaps with the riders behind you.
- If a rider opens a gap and cannot close it (he’s “cooked”) then smoothly and slowly accelerate around him to close the gap.
- DO NOT sling/rock your bike back when going from a sitting to a standing position (ex. on a hill). Many riders do not notice this, but when most riders quickly stand to accelerate, they throw their bike back possibly causing the rider behind them to react. When standing, put extra pressure on the pedals and stand up slowly.
- On the flip side, when approaching a hill, be aware of the rider in front of you and anticipate any slight loss of momentum from the rider in front of you.
- When riding downhill, do not slam on the brakes. Slowly and smoothly move to either side of the rider in front of you and allow the wind to help maintain your speed.
- Allow a little more room for reaction time due to the higher speeds.

Passing and Pulling:

- Generally, the lead rider will pull off to the left. There are some exceptions to this rule, but this is typically limited to experienced riders in echelons during windy conditions.
- DO NOT accelerate when taking the lead!! The lead rider should pull off to the side and smoothly decrease speed.
- The second rider should maintain the speed of the group. If the speed is to be increased, do so slowly and smoothly.
- Allow the rider to regroup at the back and benefit from the draft. Remember, he just did a pull and is probably a little tired.
- If you surge, the rider pulling off or even the group may take exception to the acceleration and do the same to you!!
- When pulling at the front, maintain the speed of the group.
- Do not stay on the front so long that you decrease the speed of the group. Keep the pace steady!!
- DO NOT over exert yourself at the front!! Stronger riders should pull longer, weaker riders should pull shorter. Do not be embarrassed to simply pull through immediately.
- DO NOT rush to the front and pour on the full power until you are exhausted or blow.
- Save enough energy to regroup with the end of the paceline and recover.
- When the lead rider pulls off, slowly move to the back of the group, but maintain some speed and do not stop pedaling.
- Stay close to the group as you drift back, this will help shield the other riders from the wind.
- When you are beside the last rider in the line, smoothly pick up your speed and move over behind his wheel.
- Careful not to slow down too much, otherwise you will have to accelerate hard to maintain contact with the group or miss the group all together.
- DO NOT ride to the front of the paceline and pull out in 2nd or 3rd position from the front opening gaps for the riders behind you.
- If you find yourself at the front, pull through and over once the front wheel of the rider who pulled off in front of you is past your rear wheel.
- This will not take any more energy and prevents opening gaps for the riders behind you.
- When riding downhill, lead rider should NEVER stop pedaling.
- On a hill, maintain your effort, not the speed. If the group is traveling too fast, sit on the back.
- When the front rider pulls off and moves to the back of the group, move to the left so you are on his wheel and allow him to move in behind the rider in front of you.
- An advance verbal warning giving them plenty of time to react is helpful.
- Only do this at the back of the group, as riders behind you may want to pull through and the rider moving to the back probably wants as much rest as possible.
- DO NOT sit on the back the entire time only to “attack” or



accelerate at the next big hill or win the sprint at the end of the ride. In other words, if you are not pulling through to do your share of the work, there probably should be a good reason (ie. You are in pain!) Other riders will remember this for a long time!!

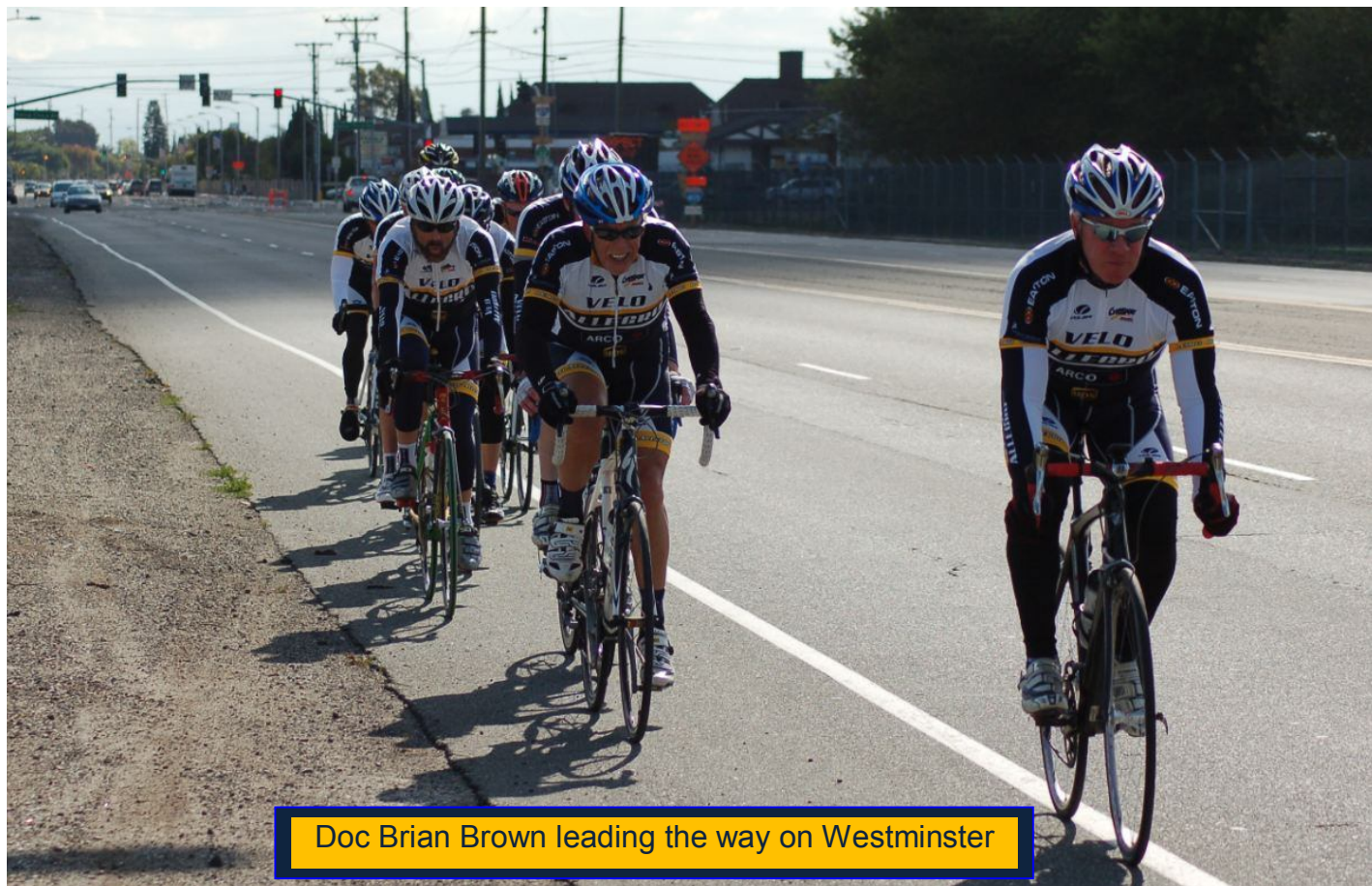
Safety First!

Sponsor Section



Velo Allegro is proud to be sponsored by many of the best companies in the business. Their continued support makes our club possible and the quality and service they provide to the community, is consistently top notch!

Editor's POD - Picture of the Day



Support Staff

Frank Said, President
323.974.3736
saidfrank@yahoo.com

Carlos Romero, Vice
President
424.731.2658
liteberer@charter.net

Byron Von Korper, Treasurer
310-528-5725
vonkorper@earthlink.net

Wilson Pullano, Secretary
562.760.8896
boysdad36@charter.net

Reuben Arellano, Newsletter Editor
562.472.7832
Reubens32@gmail.com

Visit us at [Http://www.veloallegro.org](http://www.veloallegro.org) and Facebook!
Should you have questions, feedback and ideas to improve our
newsletter, Please Contact the Newsletter Editor.

