

## Newsletter



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“Goofball” Geoff Hyde taken  
hammerzone 11/05/2011

### Presidents Message

Hello everyone,

Well, the last big event of the year concluded for our club....our holiday party. We had a great turnout and the raffle was ridiculously huge. I hope everyone had a great time and made out like bandits.

If you were not present to hear the announcement, the 2012 leadership committee is:

**Frank Said**, President

**Daniel Rojas**, Vice President

**Bill Pullano**, Treasurer

**Alex St. Jean**, Secretary

**Robb Word**, Newsletter Editor and Webmaster

For the committee, it is time to start putting into place our goals for the new year. We hope to establish a really fun and exciting year for all our members.

I will be announcing shortly a date for a race meeting in early December. Anyone interested in hearing about and discussing our club's race goals and objectives in 2012 is invited to attend.

I encourage your feedback. Please let me know whatever ideas you have to help our club be even better. Also, let us, your leadership committee, know how we are doing. It is a TEAM effort and all of us want to do the best job for you possible.

Happy Holidays to all. Relax and enjoy this special time of the year.

Pedal Safe,

Frank



## Race Dashboard - Great Jobs Racers!!!!

Name	Category	Type	Race Date	Event	Location	Results
Frank Said	Masters 55+	CycloX	11/6/2011	El Dorado CX	Long Beach	6
Tim Lewis	Cat 4	Crit	11/13/2011	Upgrade Crit	Dominguez Hills	6
Tim Lewis	Cat 4	Crit	11/13/2011	Upgrade Crit	Dominguez Hills	20
Frank Said	Masters 55+	CycloX	11/13/2011	Prado Dam	Chino	10
Ricky Shorts	Cat 2-3	Crit	11/13/2011	Upgrade Crit	Dominguez Hills	16th
Chris Ingstad	Cat 4	Crit	11/13/2011	Upgrade Crit	Dominguez Hills	Flatted out-DNF





Luna pro cyclist Georgia Gould hops the barriers. Photo by Trent Davol.

If you're not already racing cyclocross by this point in the year, you've probably seen some friends doing it. Perhaps you've been out there and rang a cowbell or two. If so, chances are good you've caught the bug. So, where to begin?

You can always race your mountain bike with skinny tires on it to get started, but once you've committed to the sport, it's time to commit to the right gear. We asked pro racers Ryan Trebon and Georgia Gould for their opinion on what you need to do it right.

Just for fun, we thought we'd get the manufacturer's side of this, too. Brian Fornes is the marketing guy for Raleigh USA, which happens to make quite a few killer 'cross bikes, and he chimed in. Jump the barrier for all the answers and get ready to eat some mud...



Gould's Orbea Terra Di2-equipped cyclocross bike might be a bit much for beginners.

**BIKERUMOR:** First things first, what should someone look for when buying their first cyclocross bike?

**GOULD:** The most important thing is getting a bike that fits you properly. Bike shop employees can usually help you get close, but consider getting a professional fit if you can afford it- it will increase your comfort and decrease your risk of injury.

**TREBON:** Fit, I think fit is the most important thing by far.

**RALEIGH:** If you're buying it for CX look for plenty of tire clearance between the tire and frame. When the courses turn to mud, you don't want it building up and slowing you down. Grab the top tube and feel if the underside of it has a "flat" shape to it. A flatter tube actually rests easier on your shoulder than a round one. While you're checking out the top tube, make sure most of the cable routing is here. Cables that are run on the down tube are prone to getting grit and mud in em...meaning more maintenance.

Don't forget that a CX bike doesn't have to be used exclusively for CX. CX bikes make for great commuters as they have enough room for fenders and a better geometry for

everyday use over a road bike. If you're looking for it to be multi use...make sure it has rack and fender mounts.



Raleigh's SSCXWC singlespeed cyclocross frame

**BIKERUMOR:** would you recommend buying used and just upgrading a few parts or starting new?

**GOULD:** This depends on your budget, but I think if you can afford it, buy new. There are plenty of companies that offer very affordable 'cross bikes.

**TREBON:** I think buy new is best if affordable, CX bikes take pretty good abuse, but a nice used bike with a good set of tubulars would also be a safe bet

**RALEIGH:** Cross is dirty and everyone crashes...everyone. Crashing and mud make cross fun but also make buying a used cross bike a leap of faith. It's hard to tell how well a used bike has been maintained and what kind of carnage it's seen. While you might be able to find a screaming deal on Craigslist for a used CX bike there are plenty of new CX bikes out that won't break the bank off the bat.

**BIKERUMOR:** What are some of the key cyclocross specific parts that need to be on the bike?

**GOULD:** Pedals make a big difference. Make sure you have pedals that you are comfortable getting in and out of, as you will be doing this often in a 'cross race. Tires also make a big difference- if you have to choose one set, go for mud tires. Brakes are also important- low-profile 'cross brakes will function well in all conditions, especially muddy ones

**TREBON:** Tubular tires and appropriate gear.

**RALEIGH:** Cantilever brakes (currently) and a tire with some tread on it and a chain guide (helps keep that chain on the chainrings when things get bumpy or mucky) And while it isn't CX specific, it's a good idea to make sure it has a replaceable der hanger (and order one as soon as you get your new bike) Those things can get bent in a spill or potentially break if things get too muddy. Remember...don't be mad if/when they break. That's what they're supposed to do and save you the expense of buying a new derailleur



Gould mashes through the sand. Photo by Trent Davol.

**BIKERUMOR:** Drivetrain: compact or regular? What about cassette range?

**GOULD:** It depends. A stonger rider will be fine with a regular setup (39x46 seems like a good place to start), but some beginners might feel more comfortable with a compact setup. A 12-27 cassette should be good for most folks.

**TREBON:** I run regular 46-39 130bcd and a 12-25. Courses are usually flat and a 39-25 is generally small enough for the slowest of courses. I would stay away from single ring set ups though.

**RALEIGH:** Most new CX bikes will come with a CX specific drivetrain (36/46 is pretty standard) and getting up to a 28t cassette will give you the range needed to cover most cross terrain. Pros will run a larger gear combination....but they're Pros and being paid to do this. SS (Single Speed) requires a lot of dedication (maybe some dead brain cells) and an ability to suffer more than everyone else. However, if you have the leg and lung strength and don't like maintaining your bike...SS is the category for you.

**BIKERUMOR: Tires: regular, tubeless or tubular? I you can only swing one set, what sort of tread pattern should you look for...err on the side of speed or mud-fighting knobs?**

**GOULD:** I've never tried a tubeless set-up for 'cross, but if I only had 1 or 2 sets of wheels, I would definitely run clinchers. They are easy to set-up, easy to change (even day of race), and there are plenty of options for dry and wet conditions. I've raced on clinchers with tubes and I think that can work just fine. If you have an unlimited budget though, go for 6 sets of tubulars. As far as tire tread, if you only have a few sets of tires I would run mud tires. Especially as a new rider, you will benefit from the extra traction and confidence (I end up running mud tires in most races wet or dry for those very reasons).

**TREBON:** I think that a set of tubular tires in a more aggressive tread pattern is your best bet. They dont roll any slower on hard, and will provide the confidence you need when it is muddy.

**RALEIGH:** Again...if you're just getting started using a regular clincher/tube combination is fine. You can still run them at a low pressure and are simpler to maintain. Tubeless set ups require some trial and error to get them right. Tubulars are expensive. They require new wheels, new tubulars and some time to glue them up properly. Tubulars can be one of the best upgrades you do to your cross bike...but it's an investment and only one that should be considered once you're officially committed yourself.

When looking at tread patterns for a "do everything" set go the middle ground. File treads are sure fast on dry days...but you'll be running an awful lot once the weather turns "fun". Deep mud treads will get you through the muck, but when the course is hard packed you'll be dragging. Every CX tire maker out there makes a good medium treat that'll be great for most conditions that'll be present....just play with your tire

pressure on days like these to either gain more traction (less air for muddy) or speed (more pressure when dry)



Raleigh's one of the few companies making a women's specific cyclocross bike.

**BIKERUMOR:** How should you adapt your riding or training to get ready for 'cross? Any specific training you recommend?

**GOULD:** During 'cross season I am usually not putting in as many hours of training, but I add a little more intensity. Be careful though, it's easy to overdo it. If you are racing 2x a weekend, I recommend only one day of intensity during the week. I run a few days a week during 'cross season- usually just short jogs- but sometimes I do hill sprints or longer runs. I think it's important to incorporate some skills training into some of your workouts too- a local weeknight 'cross practice or race can be a good way to keep your skills sharp. The biggest thing I recommend is to keep your training fresh and fun. So mix it up and include workouts you enjoy. It sounds silly, but if your training is making you miserable, you won't be racing your fastest: a happy rider is a fast rider!

**TREBON:** A good coach with back ground in cyclocross is the way to go. CX is all about accelerations.

**RALEIGH:** Visit your local brewer on a more regular basis. Or...take up some light running and mix in some stairs if the opportunity presents it. CX isn't just about the bike...when a course designer throws in a sand pit or a massive run up...you'll want to be ready for it.

**BIKERUMOR:** Anything else you'd like to add for beginners and first timers?

**GOULD:** You will have good races and bad races. Try to find some positive about each race. Even if it's "I finished, but I REALLY wanted to quit!" or "I rode that one corner really well on the third lap." This will help you learn from each race and make you better racer. Take the time to try different tire pressures (NOT on race day), you will be amazed at how much it can make a difference.

**TREBON:** Have fun relax and focus on the basics. Slow down and get the right technique dialed first before you try and ride things at full gas.

**RALEIGH:** Remember, all those people that are yelling, heckling and cheering for you...they're probably racing as well. Stick around and have some fun and enjoy yelling back. And smile while you're out there. Cross is fun and mud looks awesome in your teeth.

Article is from - <http://www.bikerumor.com/2011/11/09/how-to-start-racing-cyclocross-interview-with-the-trebon-gould-and-raleigh-bikes/>

## Photos of Cavendish returning to the track

**Cavendish Storms to Scratch Race Victory on Return to Revolution** - A packed house at the National Cycling Centre in Manchester witnessed Mark Cavendish's return to the track for the first time since the 2009 World Championships



Iljo Keisse and Mark Cavendish play for the crowd behind the derny in the first race.





Mark Cavendish wins the final race of the night, in a sprint naturally!



All photos / Article is from - <http://www.velouk.net/2011/11/19/live-revolution-34-in-pictures/>

## Riding One of the Nation's Best Mountain Bike Trails: Trail 401 Crested Butte, Colorado



Trail 401 is one of the most renowned mountain bike trails in the nation and for good reason: it has all of the qualities that you could ever want in a classic singletrack ride:

1. Delightfully narrow singletrack
2. A long, tough climb with some serious elevation gain
3. A long, fast descent!
4. Beautiful views of the surrounding mountains
5. Remoteness
6. Tacky dirt
7. Smooth sections of trail
8. Rough, challenging sections (including rocks and roots)
9. Stream crossings
10. Serious exposure
11. Switchbacks
12. Berms
13. Camping nearby
14. A great mountain town with a mountain-bike friendly culture
15. A place to get some beers and pizza afterwards

16. The possibility of getting rained or snowed on at any time

I've been nervous about writing this ride report – how does one actually go about accurately describing one of the best trails in the nation in mere words? All of the standard metaphors, many of which now seem to border on the cliché, just don't measure up to the grandeur of 401.

So instead of employing 5,000 words to describe this slender line of dirt, I'll try to let the photographs do most of the talking.

Our Ride

We began our ride as most people do with the long climb up Gothic Road.



*Rider: Andrew.*

Despite the fact that we were slowly grinding up mile after mile of steep gravel roads, I was thoroughly enjoying myself because of the incredible views of the mountains all around us!



We spotted a mountain lake down below the road: it is one of the clearest blue lakes I have ever seen!



The most entertaining part of our entire climb up to the singletrack was crossing the snow. Yes, that's right: **snow**. In the middle of August.



This mini-glacier lies at the very bottom of a steep-sided valley, protected from the warmth of the sun by the mountains and the elevation. I have no idea how deep that snow is, and I doubt anyone alive actually knows what the bottom of that ravine looks like.



*Loving the mid-summer snow! Rider: Greg (me).*

After much painful pedaling, we finally made Schofield pass!



The climbing wasn't done, though: we still had at least a mile of ascending on the singletrack before we reached the summit of our ride. After already having climbed about 6 miles of gravel road at high elevation, the last steep push to the summit was a challenge, both mentally and physically.

After climbing a ways through the woods, the trail broke out into a high alpine meadow:



*Looking back down through the meadow.*

Finally, all of our hard work paid off, and we gained the high point:



*Andrew and Greg at the Summit.*

While all of the trails in Crested Butte are at high elevation, Trail 401 stands out as one of the highest with the summit of the route resting at about 11,400 feet above sea level! For two Georgia boys, the oxygen molecules are way too few and far between up there!

The high point of the route afforded incredible views in almost every direction. We enjoyed the especially stunning view to the north, looking into the Maroon Bells Wilderness:



Everything up to this point had been the prelude to the main event, just the opening act: now it was really time to ride... it was time to descend! And descend we did: fast and furiously as we shredded the snot out of that singletrack, dropping as quickly as possible back down into the valley below.



*Andrew descending Trail 401.*



We were treated to incredible views all along the way. Riding through these high alpine meadows is so different from the deep forests of North Georgia... I found it hard to keep my eyes on the trail!



*In the bottom of the valley you can see Gothic Road, which we rode up.*

I hope all of these photos help portray how immense an experience riding Trail 401 is, because words just cannot do it justice. But still I must try...

### Downhill

“So what about the downhill? What was it like, how did you enjoy it?”

Yeah, I only touched on it briefly above, but as I mentioned, it was just phenomenal! The descent featured several extended straightaways where you could just let ‘er rip, sections with swoopy turns, and even a section of fast, bermed switchbacks in the meadow. It was a glorious descent, and yet I wasn’t able to shred most of it as I would have liked to.

### Negatives

In many of the reviews for Trail 401, people have mentioned the beautiful wildflowers right next to the trail that grow to head height. Sure, the flowers are pretty, but how does that affect the riding?

Personally, the wildflowers really harshed my flow. Not only was I getting whipped by the brush as I flew past, but the tall undergrowth made it absolutely impossible to see through the turns. As most of us are aware, the key to riding well is being able to look

far down the trail so that you know what's coming and can set up your line. This is especially important at high speed, which a descent like this is sure to offer. Instead of being able to truly revel in the speed of this mountain descent, I found myself either riding the brakes, or almost flying off of the many switchbacks hidden in the deep grasses. This tacky line of dirt will straight line through a meadow and then without warning feed straight into a series of switchbacks. I'm not complaining about the trail design in the least... it's just that trail visibility in front of you is severely lacking.

On another negative note, the entire climb *is* on a gravel road. For many epic Rocky Mountain rides, that's par for the course, but I can imagine how much more sublime this ride would have been if it was 100% singletrack instead of just about 60%.

### Bottom Line

Small quibbles aside, this was probably my favorite ride from my recent trip to Colorado! The grandeur and remoteness of this route coupled with the excellent singletrack will make this a winner in almost anyone's book!

Trail 401 is definitely on my "Top 10 Trails of All Time" list... though maybe not at the top of it.

*Article is from - <http://www.singletracks.com/blog/mtb-trails/riding-one-of-the-nations-best-mountain-bike-trails-trail-401-in-crested-butte-co/> by mtbgreg1*

## Sponsor Section

 		
		
 <p><b>McBrearty &amp; Ware</b> A Professional Law Corporation Accident Lawyers 800-286-0088</p>		
		
	<p>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!</p>	

## Editor's POD – Picture of the Day



Mikey Normand winning the CycleOps Power Trainer at our Year End Party

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