

# THE CATALYST

Los Gatos Bicycle Racing Club  
Team Easton/Specialized

May 2006

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## LGBRC presents the STBikes Cat's Hill Classic on May 13

by Sammarye Lewis

Something old and something new for 2006 STBikes Cat's Hill Classic Criterium this year on Saturday, May 13, 2006. This annual cycling criterium in Los Gatos, California, is legendary for the merciless, leg-punishing climb on Nicholson Avenue. The short, but brutal, 23% grade of Cat's Hill is daunting to elite riders as well as amateurs. How many laps can burning legs and lungs last?

For thirty-two years, contestants have valiantly challenged this formidable and intimidating race course. The Men's Pro/1/2/Espoir category will race on the demanding one-mile course for an hour and a half, climbing the merciless Cat's Hill about forty times. The Women's 1/2/3 category will challenge the Cat's Hill for an hour of lung-searing laps.

The Los Gatos Bicycle Racing Club, recently named the number one amateur cycling club in the USA, has presented the Cat's Hill Classic Bicycle Race continuously since 1974. The STBikes Cat's Hill Criterium, totally a volunteer project of the Los Gatos Bicycle Racing Club, is one of the oldest grass roots cycling races in the US. The list of famous riders participating in this races reads like a Who's-Who in the history of the cycling world.

Los Gatos cycling fans proudly saw local talent on the podium in 2005. Los Gatos resident Jackson Stewart of Kodak Gallery/Sierra Nevada won the Men's Pro/1/2 Espoir, with Zach Walker of McGuire/Langdale Pro Cycling standing in the second spot. Zach Walker lives on the race course, and knows the Cat's Hill hurt very well.

New for 2006 STBikes Cat's Hill Classic will be cycling action for very young cyclists. With their on-going commitment to promote cycling for Juniors, the Los Gatos Bicycle Racing Club is add-

ing a Kid's Race for the 5-9 age group. This is a fun ride with medals for all the kids who enter the 0.2 mile event, which starts at 12.30 pm. Two wheels or three wheels, helmets are required, and parents must sign a liability waiver before the ride begins.

Another new feature this year will encourage folks to ride their bikes to the race. The Cat's Hill Classic committee has arranged for the Silicon Valley Bicycle Coalition to provide free, secure bicycle parking during the event. The SVBC provides secure bike parking for many local events in the South Bay Area.

The Los Gatos Bicycle Racing Club has selected the new and local, non-profit Cycle ReCyclery program as the designated charity for 2006. Cycle ReCyclery is a bicycle repair and donation service founded by Derek Beck, a senior at Bellarmine College Preparatory.

Repaired bikes are given to local non-profit organizations.

More than 700 amateur and professional riders are expected to compete on the demanding one-mile course that starts at the corner of Tait and Nicholson Avenues in Los Gatos. The route is a clockwise loop that includes the incredibly steep 23% Cat's Hill climb, plus six brutal 90-degree turns along the race course. Race lengths range from three to forty laps, depending on age and ability classifications.

The STBikes Cat's Hill Classic is held under USA Cycling (USAC) permit and is part of both the prestigious Lance Armstrong Junior Olympic Race Series (LAJORS) and the Northern California Nevada Cycling Association (NCNCA) Premier Series.

For more information, go to [www.catshill.org](http://www.catshill.org).



Los Gatos Chamber of Commerce is featuring the Cat's Hill Classic and LGBRC in its window display. Photo by Sammarye Lewis.

# Steve McFarland races around New York's Central Park

by Steve McFarland

*"When the dawn comes to greet you, you'll rise with clothes on / and advance with the others, singing old songs."* -The Decemberists, the Tain Part IV

There's something energizing about waking up to the darkened New York skyline. And while a five o'clock alarm may be par for the course back in the Bay, where two-plus hour drives to races are the norm, here in Manhattan that kind of wake up call is altogether foreign.

In truth, if you were to ask the date, at this hour most New Yorkers would pin it around late Saturday night. That point is not lost on me, and as I ride uptown to meet a New York University classmate to ride sixty blocks up 3rd Avenue to the six thirty start of our race around Central Park, there are still many drunken and sobering groups wandering the East Village. Notable among them are two men and one guitar, loudly joining in an old folk song.

The tune is one I recognize and gets caught in my head; I sing it while waiting out in the warmish (forty-five degrees?) lamplight for my friend. I open a Clif Bar and watch another rider pass up 3rd Avenue, likely headed to the same place we are. My ride partner comes down and we get on our bikes, gingerly jumping out into one of The City's main thoroughfares, completely deserted at this hour. It's beautiful: we stop at only a handful lights and only when we see occupied police cars nearby; this city is ours.

Registration for the Team Squiggle and Metro Cycling Spring Series is done by the feeble light of a few LED headlamps, a darkened mass of cyclists teems around a few tables filling out forms and flashing licenses. As first light breaks, we line up into groups at the start: P/1/2/3, 3/4, 5, Masters and await the whistle. I'm still humming that folk song.

The circuit around Central Park, the nation's largest city-owned green space, is six miles long and as a Cat. 4, I'll be doing it three times. We start at the top of a pleasantly-sized hill, imme-

diately dropping down a short roller for a flat cruise around the Upper East side near the Park's large pond before the road turns left a bit and begins descending, hard right at the bottom, flat again for a left turn and the climb of the day, several hundred meters around the northern-most part of the Park - just long enough - and then a steady descent for a minute or two into a series of five draining rollers. Just as we pass Tavern on the Green (founded in \_\_\_\_\_) and the road flattens, it jigs right and picks up speed, turning left at Columbus Circle, there are a quick series of tight turns on a narrower road before we bend left, drop down, and then straight up again to the finish.

It's the most beautiful course I've ever ridden: the perfect length, the perfect difficulty, the perfect setting. As we spin out the first lap, the road is calm and so is the pack, leaving me able to look up and see the rising sun reflected in the windows of the multimillion-dollar penthouses strung along Central Park West - I'm singing now. I take a deep breath and dig in for the drive to the descent. Lap two and someone loses a water bottle on the rough roads after the climb. Then the guy I'm on starts to fishtail wildly as we pass next to the pond (in a few hours it will be filled with rowboats and their smitten young occupants). Then someone loses a computer just ahead of me and it flies by my face and into another's rear wheel. Note to self: don't sit in here next time around.

A crash does happen just past that point on the next and final lap, but I've fought through the rollers to maintain good enough position to be just ahead of it. We pass Columbus Circle and the long line of handsome cabs waiting for tourists to start waking up, and as the road gets tight, I continue to move up. I stay out of a box, well in the top 15 as we curve around the last knoll before the sprint uphill to the finish, and get an accelerating wheel. I dig and dig until he gaps me - this climb got longer since the last lap - and as I blow straight through my lactic threshold, I heave across the line and start counting the number of riders ahead of me. Just off

the bunch sprint, there seem to be twelve riders in my immediate vicinity.

It's only eight o'clock and I wait around for my friend, a Cat. 3 in the P/1/2/3, to finish. Results are only picked to 7, so my top 15 finish won't be official, but I'm happy with it. It's the second race of the season and I feel confident that I'll be placing here in the coming months, before my homecoming at Cat's Hill. My friend also takes a top 20 finish and I have no doubt he'll be doing much better than that soon.

We ride down 5th Avenue for a change and though it's a gray morning in New York, the city has never looked more beautiful. Still empty but with more cabs zooming about, we pass Madison Square Garden and the Flatiron building - I've never seen it before - and smile. I ask him if he knows the song I heard this morning. We start trading verses. 5th takes us right around Union Square, and as we turn right onto Broadway, I raise up my arms and shout the refrain. What a morning.

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## Cycle ReCyclery at Cat's Hill

This year STBikes Cat's Hill Classic is helping to raise funds and awareness for Cycle ReCyclery, a non-profit bicycle repair and donation service founded by high school senior Derek Beck. Cycle ReCyclery is dedicated to providing reliable, no-cost transportation for those most in need. The organization is operated by high school students who collect large numbers of quality bicycles that are in need of minor reconditioning, restore the bicycles at a workshop in downtown Los Gatos and donate them to local charities for distribution.

On May 13th, you can receive a new bicycle helmet for your donation of \$25.00 or more to this new charity. Just stop by the Cycle ReCyclery booth at the Cat's Hill Classic to make your contribution. Helmets are made possible by contributions from Wells Fargo and are adjustable to fit most sizes. Available while supplies last. For more information on ways you can help Cycle ReCyclery, please visit the website at [www.cyclerecyclery.org](http://www.cyclerecyclery.org) or call (408) 354-2693.

## San Jose velodrome racing tradition continues

by Rick Adams

There are so many race opportunities at the track this year that it feels like Christmas. In April and May, there are races every Wednesday and Thursday Nights plus Sprint Tournaments on two Sundays, April 30<sup>th</sup> and May 28<sup>th</sup>. In June, the Wednesday Nights continue and the Breaking Away Friday Nights begin with a new title sponsor, Keefe Team Realtors. With three more Sprints tournaments thought out the summer, more Thursday Night and Friday Night racing in September, racers have a full season of race opportunities in front of them in 2006.

Plentiful velodrome racing would not be a surprise to any resident of San Jose. In the early 1900's San Jose was considered the bicycle capital of the United States, and cycling was the most popular activity in the valley. The first velodrome was built in San Jose in 1892 and Hellyer is the 6th velodrome to be built in San Jose. A prominent velodrome in the 1930's was the Burbank Velodrome that was located near the corners of Wabash and Olive Avenues. The grandstands had seating for 3,500. Clearly San Jose has always loved bicycle racing.

If you have never raced at the track before then take advantage of the development program held every Saturday morning at 8:30 a.m. You may rent bikes and will receive basic track instruction. \$5 track usage fee, plus \$5 to rent a fixed gear track bike if you don't have one.

In 2005 LGBRC was well represented at Hellyer with Vance Sprock, Jim Ryan, Ben Dodge, Ben Barsi-Rhyne, Paul Mircik, Steven McFarland, Rob Jensen, Steven Woo, John Sevic, Dawn Tisdell, David Stallman, Matt Mosby, Kevin Worley, and Rick Adams.

In 2006, those riders and hopefully other Los Gatos riders will be competing for at least \$750 in cash every Friday night in part thanks to the title sponsor, Keefe Team Realtors. Racing begins each night at 7 pm and the track is open by 5:45 for warm-up. So come be part of the action or cheer on your teammates and enjoy some fine bike racing. For more information visit

[www.ridethetrack.com](http://www.ridethetrack.com)

## Race Results

### San Bruno Hillclimb

#### January 1, 2006

**Elite 5:** Keith Adams, 29th  
**Elite 4:** Maurice Trumbo, 18th  
**M45+:** Joe Fabris, 12th  
**Juniors:** Daniel Tisdell, 1st; Phil Mehlitz, 2nd; David Tisdell, 13th

### CCCX #6

#### January 8, 2006

**M35+ B:** Michael Schaller, 17th  
**M45+ B:** Scott DeLaurentis, 1st; William Hall, 2nd  
**M35+ A:** Darrel Brokeshoulder, 15th  
**M45+ A:** Steve Stewart, 4th

### Peak Season CX #1

#### January 15, 2006

**M35+ B:** Steven Woo, 7th; Michael Schaller, 9th

### Early Bird Road Race

#### January 28, 2006

**Cat 4:** Daniel Tisdell, 18th  
**M35+ 4/5 A:** Gene Ragan, 14th

### Early Bird Crit #5

#### February 5, 2006

**Cat 1/2/3:** Aaron Hanna; Rob Jensen; Rick Adams  
**Cat 4:** Steven Reid, 16th; Gene Ragan; Maurice Trumbo  
**Cat 5 exp:** David Penney  
**M35+ Cat 5 B:** Martin Wensley, 15th  
**Juniors 10-12:** Canaan Linder, 3rd  
**Juniors 13-14:** Daniel Tisdell, 1st  
**Women 4B:** Rene Baker, 1st

### Martinez Bayfront Crit

#### February 18, 2006

**Cat 2/3:** Aaron Hanna, 7th  
**Cat 3/4:** Aaron Hanna, 11th; Ben Barsi-Rhyne, 12th; Ben Dodge, 20th  
**Juniors:** Steven Reid, 3rd

### Cantua Creek Road Race

#### February 18, 2006

**M35+ 4/5:** Gene Ragan, 11th

### Sausalito Crit

#### February 18, 2006

**Women 3/4:** Jennifer Van Muckey, 4th; Lauren Tompkins, 11th; Rene Baker, 20th; Kerry Stivaletti, 22nd  
**Women 1/2/3:** Emily Thurston, 5th; Jennifer Van Muckey, 18th

### Snelling Road Race

#### February 25, 2006

**Cat 3:** Thomas Oelsner, 6th; Aaron Hanna  
**Women 1/2/3:** Lori Alvarez, 16th; Emily Thurston, 18th; Yukie Nakamura, 25th  
**Women 3:** Jennifer Van Muckey, 21st  
**Women 4A:** Kerry Stivaletti, 7th; Rene Baker, 17th  
**Junior 13-14:** Daniel Tisdell, 3rd

### Original Merced Criterium

#### February 26, 2006

**Juniors 15+:** Steven Reid, 8th  
**Women 1/2/3:** Yukie Nakamura, 11th

### McLane Pacific Downtown Grand Prix

#### March 4, 2006

**Elite 2:** Dennis Hopp; John Knotts  
**Women 1/2/3:** Lori Alvarez, 18th  
**Elite 3:** Greg Juneau  
**Junior 13-14:** Daniel Tisdell, 2nd; David Tisdell, 10th

### McLane Pacific Foothills Road Race

#### March 5, 2006

**Elite 2:** Kalen Gruber  
**Women 1/2:** Emily Thurston  
**Elite 3:** Aaron Hanna, 9th  
**Women 3/4:** Jennifer Van Muckey, 8th; Lauren Tompkins, 10th

### Belmont-Piedra Time Trial

#### March 10, 2006

**Women 1/2:** Yukie Nakamura

### Kearney Circuit Race

#### March 11, 2006

**Women 1/2:** Yukie Nakamura  
**Elite 2:** Dennis Hopp  
**Elite 5:** Chad Stoehr, 6th  
**M35+ 3/4:** Gene Ragan, 6th

### Tower District Criterium

#### March 12, 2006

**Women 1/2:** Yukie Nakamura  
**Elite 2:** Dennis Hopp  
**Elite 4:** David Porter, 22nd  
**Elite 5:** Chad Stoehr, 7th

### Monterey Circuit Race

#### March 12, 2006

**M35+ 4/5:** Gene Ragan, 9th  
**Elite 4/5:** Jun Aishima, 30th

## LGBRC Extends An Invitation to Kids From the STBikes Cat's Hill Classic

by Sammarye Lewis

The legendary STBikes Cat's Hill Classic invites kids, up to age 9, to a special Kid's Race on the famous race course. The STBikes Cat's Hill Classic Bicycle Race will be held on Saturday, May 13, 2006. Maybe your child is a potential Lance Armstrong, or maybe they just love riding their bike or trike. Bring 'em to the Kid's Race and let's have fun together!

The Kid's Race will be divided into two age groups: Ages 6 and younger, and Ages 7 through 9 years. The kids will get the thrill of crossing the Official Finish Line on Tait and Nicholson Avenues, with all the applause and official announcements. All participants will receive medals in this fun race.

Registration for the Kid's Race is from 8:30 am to 12:00 Noon. Parents will register their children at the Registration Area behind the Announcer's Stand at the Start/Finish Line on the corner of Tait and Nicholson Avenues. Registration is free, and kids will receive a race number. Parents must sign a liability waiver. Helmets are mandatory for the Kid's Race. Registration will close promptly at noon. The kid's race is approximately 0.2 miles: about one flat, long block.

The STBikes Cat's Hill Classic Kid's Race will start promptly at 12:30 pm on the corner of Bean and Tait Avenues, near St. Mary's Church. After registering, parents and children will assemble at the Staging Area on Bean Avenue, outside the race course, between 12:00 noon and 12:15 pm. The course will be closed to kids until the Kid's Race begins. Parents need to be aware that there will be riders racing on the course all day, so parents will need to bring their children on the sidewalk from the Registration Area to the Staging Area.

The ST Bikes Cat's Hill Classic Kid's Race is made possible by the sponsorship of Marlene Rodman and Nicolette Rodman Kelly of Intero Real Estate Services. For more information about the STBikes Cat's Hill Classic, go to [www.catshill.org](http://www.catshill.org)

## Dennis and Ryan have a good day at Hanford Crit

by Dennis Hopp

Hanford is a great course. Big money race! \$3,000 dollars 20 deep. Yeah worth the 3 hr drive. It was just Ryan and myself, team of 2 representing Easton/Specialized.

Our strategy was simple. We would sit and watch the first 20 or so minutes, then look for the moves and both of us would go for it, either on or both in the move. If it comes down to a sprint. Line up on the biggest team leading it out and come around (I would sling Ryan for the win) I was confident that we could pull it off. Either plan.

Hanford is a great course, more turns that one can count, windier than Morgan Hill. Ahh my kinda race for sure. We had a select field of about 50 with full Lombardi, McGuire, CVC, Morgan Stanley teams. It was going to be a hard race. We started off. Ryan and I just sat in watching those teams attack, chase, attack, chase, attack chase. No one was going to let anyone get away. After 20 minutes I went to the front with Ryan on my wheel and we stayed there watching for the penultimate move. After a prime, 30 to go, I started to attack, nothing big, just jumping hard after riders and countering them trying to break the pack a little. After 5 or so laps of that I felt that some of them were getting tired. A lot of the big sprinters were sitting and I knew that if a break went, it just might stay away. 20 to go after another prime, 2 riders went clear going hard (Bob Newman and another) they had a good gap. Rich DeValle went clear too and was just off of them. That was my cue. I jumped clear. I went past DeValle like he was standing still. I checked my 6 and I had a few riders on my tail. Bridged up to Newmann and Company. BREAKAWAY! 10 strong. We got organized and started to roll. We had 3 Lombardi, CVC, McGuire, Morgan Stanley, and others. All the major teams, without the hard core sprinters! GOOD. Some were not rotating which at that point we ramped up and sput them off. Were down to 8 now with 10 to go. I felt good! Our gap kept increasing. With 5 to go I sized up and felt that I could win. 3 to I went for a prime, \$100 dollars, yeah

I went, got 3rd, my sprint stinks! Okay I'll wait and come from behind. With one to go Innes from Lombardi and Newman ramped it up to warp 9 and strung it out! On the back side I was sitting 4th, a rider went clear to my right and was gone. I jumped hard and caught him with another guy on me. We had a gap going into the final 200 meters. I jumped out of the last turn and had a clear running! With 50 meters I petered out! That was my sprint! 50 meters! ARGH! I held off for 6th. I just about had it! I'll need to work on my sprint. Ryan pulled off a great field sprint to stay in the money! WooHoo!

Summary:

We had a clear race strategy and rode to that and rode well. We both read the race and were proactive to make the move. It was a good day!

Next up for me - Brisbane.

## More Race Results

### Land Park Crit

March 18, 2006

M45+: Rick Adams, 10th

Elite 3: Thomas Oelsner; Rick Adams

Juniors: Canaan Linder

Women 1/2/3: Yukie Nakamura, 18th

M35+ 4/5: Martin Wensley

Elite 4: Jun Aishima

Women 4: Lauren Tompkins, 5th; Kerry Stivaletti, 29th

### Zamora Road Race

March 19, 2006

Elite 3: Greg Juneau, 11th; Aaron Hanna, 19th; Joseph Cahoon; Doug Pearl

Women: Lisa Penzel, 8th; Yukie Nakamura; Sonya King

Elite 4: Daniel Hicklin; Jun Aishima

M35+ 4: Gene Ragan, 29th

### Pinole Team Time Trial

March 26, 2006

Elite 3: Greg Juneau & Aaron Hanna, 8th

Junior: Jim Ryan & Ben Barsi-Rhyne, 2nd

### Hanford Crit

March 26, 2006

1/2/Pro: Dennis Hopp, 6th; Ryan Wong, 18th

Cat 4/5: Steven Reid, 4th; Chad Stoehr, 7th; Trevor Scott, 23rd

M35+ 4/5: George Fuentes, 5th

# Coach's Corner

by Matt McNamara

## Cats Hill Race Prep!

It's just around the corner. Finally your favorite event has returned for another year. Yes the 2006 ST Bikes Cat's Hill Classic is coming May 13<sup>th</sup> and you want to be ready. As you know the crux of the Classic is Cat's Hill itself, or more importantly the block afterwards. It's the combination of the high force, high power climb and the quick transition to a larger gear and fast cadence on the slight downhill and second small rise that proves many riders undoing. Not on the first or second lap, but on the fifth, tenth, or twentieth! To survive and even prosper in this race you have to replicate the type of effort that you will encounter in the race in both intensity and duration. Hopefully by this point in the season you have the requisite base and build miles that will allow you to benefit maximally from these race specific workouts:

**Hill Repeats 1** – warm up for at least an hour and then find a short, moderately steep climb that takes at least 30 seconds to climb (or the top 30 seconds of a longer climb). Come onto the climb pedaling a high cadence. Immediately stand and carry as much leg speed as possible to the top (1 shift allowed), quickly sit and click up 1 gear EASIER and accelerate to at least 95-100rpm for the next 20 seconds. As speed picks up you can increase the gear to try and maintain the 95-100rpm goal. The first week recover for 3 minutes between efforts. The second week decrease recovery to 1:30. Start with 10/15 repeats (Cats 4/5 and Cat 3's respectively) and add 5 – 8 reps the second week. You can do this workout twice a week if desired as long as you have at least 3 days between.

**Hill Repeats 2** – This is the workout Tuesday or Wednesday the last two weeks before the race. Warm up for at least an hour then find a course similar to Cats Hill, or even Cats Hill itself (be careful at the stop sign!). Same basic

protocol as the one above with a few modifications. Try to start the climb at a high effort and heart rate (Zone 3 at least). Alternate between standing and seated efforts on the climb, but always keep your cadence high. First week start with 20 - 25 reps (4/5's and 3's) and 4 minutes rest between intervals. Second week bump to 25 and 30 reps each. It is important to carry your effort all the way to the R turn. It is also important to come into the workout well rested (in the macro perspective), but with some good work in your legs for the day (micro perspective). Don't do this workout more than 1x per week in the two weeks leading up to the race with a tempo level (zone 3) or easier workout the next day.

Remember – these are high intensity workouts! Allow your body to recover for at least 1 day afterwards. Pushing high wattage efforts more than 1 or 2 times a week doesn't improve your fitness nearly as much as doing high quality workouts and allowing the effects to settle in over the next day or so by resting.

## Your Training Week

Most of us enjoy this sport specifically *because* of the hard work and suffering it demands; we like to feel the burn in our legs, the effort in our lungs. Yet, too much of this “good thing” is not the prescription for improvement. True development in cycling is gained through a precarious balance between effort and recovery and, importantly, between the different physiological systems tasked in cycling. High intensity efforts (described here as efforts at or above Lactate Threshold or Zone 4+) put immense stress on everything from your ligaments and tendons to the aerobic and anaerobic systems, the neuromuscular system and even your psychological system. In short, you can see that these efforts are very taxing and should be undertaken with consideration. Moderate efforts, by comparison, serve to develop the aerobic system and form the basis upon which higher intensity efforts are built. These moderate efforts, even in the midst of a racing block, form an important part of your training load and should not be discarded. Finally, recovery efforts are a

chance for active recovery, aerobic system development, and a resetting of the neuromuscular system. All of this background only serves to allow you to think about your training with an eye towards responsible management of your training load, and thus we come to the training week (I know. I know...at long last!).

Depending on your personal schedule you can amend the information below to suit your needs. Since most races are on weekends this schedule tends to fit riders in the aggregate. Another good strategy is to break your training into 2 or 3 day blocks with recovery between each. Try to do your highest intensity efforts first while your nervous system is still fresh and better able to tolerate the effort. Subsequent days see a reduction in intensity (although it's all relative, eh!). When in doubt – rest is always a good option if you are adequately fit and challenged.

**Monday** – Active Recovery, Maintenance Weights, or a complete day off!

**Tuesday** – High Intensity, short duration intervals – sprints or high heart rate hill repeats

**Wednesday** – Threshold level intervals of longer duration – Muscle Endurance Intervals (~20 minutes at threshold) and the like. Hard efforts like the weekly Valley Ride are also ok if sufficiently recovered from Tuesday.

**Thursday** – Active Recovery (race season) or Endurance (Base/Build). If you are racing on Saturday it is advised to rest TWO days out from the event, rather than the day before.

**Friday** – Tune Up ride. This should be a short (1 – 2hrs) ride with most of the ride spent in zone 2. Several short efforts at Threshold serve to open up the legs and keep all systems firing for the racing.

**Sat/Sun** – Race or hard rides.

*Next Month - Climbing Intervals*

## NON-INVASIVE LACTATE THRESHOLD DETERMINATION

This test will allow you to estimate your Lactate Threshold using an indoor trainer, heart rate monitor, and speedometer. There are two versions of this test. This one is designed to be a bit more “by feel” than the other, but both will give you a good idea of where your LT is. We recommend you perform a self-tst every 5-6 weeks.

1. Pick a starting heart rate. If you have a rough idea where your threshold is (the point at which breathing becomes a bit labored) start 20 beats below this value. If you have no idea then use 70% of you Max Heart Rate (MHR) – find this by subtracting 220 – your age.
2. Warm Up Thoroughly! For at least 20 minutes ride along easily on your trainer with your heart rate below your starting heart rate. Gradually bring your heart rate up to the starting heart rate. When you feel warm and loose do three “hard” one-minute efforts at race or time trial pace (not full sprints!) with 2 minutes recovery between jumps. Now you are ready to go!
3. The Test: Throughout the test feel free to shift gears as necessary to try and maintain 90-100 rpm. Start riding and gradually bring your HR up to the starting heart rate. Maintain this HR for 5 minutes (+/- 2-3 beats is ok). If during this period you feel any “leg burn” then drop your starting HR by 15 beats and start over after 5 minutes recovery
4. Now speed up enough to raise your HR by 5 beats and hold for another 5 minutes. Repeat these gradual increases in speed every five minutes until you start to feel a bit of heat in your legs and your breathing becomes slightly heavy. Once there move to step 5. Don’t wait until your legs are “hot” or you are breathing very hard. Even a slight burn may indicate you are over threshold
5. When you feel the “heat” ease off enough to drop your HR by 5 beats. This should alleviate the burn and heavy breathing after a few minutes. If this happens you will know you are within a five beat range of your LT!
6. To refine this number increase and decrease your effort a few more times to try and firmly establish “the” point at which leg burn sets in. You are looking for a HR you can hold for at least 3 minutes before the onset of any burn or heavy breathing. You should be able to get it down to a 1 – 3 beat range.
7. Congratulations! You’ve now bracketed your Lactate Threshold Heart Rate. Once you’ve finished the test make note of the speed and resistance level used so you can easily replicate this test again. Now that you have a number simply plug it into the formula below to determine your training zones:

### Estimated LT:

Zone	HR Range	%LTHR - low	%LTHR - high	Purpose
1	65 - 81%			Recovery
2	81 - 88%			Aerobic
3	88 - 94%			Tempo
4	94 - 100%			Threshold
5a	100 - 103%			Super Thresh
5b	103 - 105%			Aero. Cap.
5c	105% +			Anaerobic Cap.



**STERLING**  
**SPORTS GROUP**

# Kalen and Dennis each race twice in the Ronde van Brisbane

by Kalen Gruber

Ronde Van Brisbane, April 1, 2006: Race Course—1.7 mile circuit with 100 feet of total elevation gain per lap. One sweeping downhill right just off the start line, a 90 degree left turn proceeded by a long fast, wide-open stretch to the final downhill 90 degree narrow and bumpy 35+mph corner. Following the corner, it's a sweeping right hand turn that takes you back up the 10-story equivalent up to the start line. High winds, high speeds and dangerous cornering characterize this event. \*It's called Ronde Van Brisbane even though it's in Brisbane (?). Figure that one out...

Dennis and I were representing the Elite Men's Team at this event. It was great to see a number of other club members and sponsoring members out there as well. We decided to do both the Masters 1,2,3 event and the Category 2 event later. Our goal was to train through the event in preparation for our key upcoming races: Santa Cruz Criterium and Cat's Hill. Both these events have similar hilly profiles and technical cornering at high speeds.

Masters 1,2,3: The wind was beginning to really pick up by the time we were at the line. Probably a constant 12mph south east cold breeze. This meant tailwind down the hill and headwind up. Fortunately we had a quality crowd—everyone took the third corner at the end of the descent with caution on every lap. The speeds were so high on the descent that everyone had pretty much wrapped out their gears; thus negating any attacks on the front side. The uphill backside was another story. Dennis and I have both been diligently following our power-based training schedules and this suited us perfectly for a slogging headwind climb. While riders were diving around the road picking drafting lines, we comfortably made our routes wherever we wanted with no problem—not too much jumping out of the saddle to put us in jeopardy.

By the time the 5 laps-to-go had come around, I'd felt things out making several attacks, bridging some gaps and did a long reeling in of a 3-man breakaway

that had worked it's way off the front without any pack response. On the final lap, I carefully made my way through the corners then positioned myself perfectly behind Michael Hernandez, Tracey Coldwell and a few other of the stronger riders. Michael Ma made a valiant effort to get to the train deliberately pulling away from the field, but catastrophically blew in dramatic fashion—torched by the force of the climb and the wind in his face, he all but stopped pedaling boxing me in next to another failing rider. Smartly, Dennis used this wedge as a slingshot and pulled by at least 10 fizzling riders to pull an excellent 5th place. I had to slow my way out of the group, come around the outside and hit it hard to come around several people to reach 12th. Not bad... The summary was that the race was challenging, but not nearly hard enough to create the kind of split necessary to separate the upper levels of fitness. Some very strong attacks, but nothing to make us think we weren't in race shape.

Category 2: The wind now even stronger at 3pm than the first race at 1pm. Dennis and I lined up, once again, at the front—this makes such a big difference. We knew we had a long day with 75 minutes more racing in addition to the 50 minutes we did before. We estimated that with each 3 minute lap of 100+ feet of climbing we accumulated 4500 feet of high intensity uphill power work...which felt considerably more given the accompanying headwind on the climb. The 2's were predictably faster, smoother and harder. It was good pack size of about 50. Only those with the strength to finish ever show to this type of event; we talked about just training through it and getting some good sponsorship exposure, but didn't know if we had the zip to nab a top spot in the finish.

Dennis laid low at the back third of the field for the majority of the race. I moved all around feeling remarkably better with the second event than the first. I did a few full-on attacks up the climb and thinned the field out by a couple riders each lap. Not good tactically as it was clear no single rider was

going to survive the conditions alone, but it was a great place to test my fitness and get a feel for my still new Tarmac. Including the earlier race, this was my third event on the '06 Specialized. I never would have thought a frame could so significantly contribute to my bike handling; but this bike is amazing. The frame seems to perfectly absorb the bumps and tracts beautifully and predictably. I was taking broad lines at higher speeds than many of the other riders, which is a big change for my previous style with my off-brand aluminum bike.

Lap after lap, the race followed the same pattern, hard uphill efforts of short duration, strong tempo throughout the rest of the course. Our final speed was just over 23mph average. The last lap saw a 40+mph downhill with 19mph uphill grind into the wind in one big pack mob. It wasn't really a sprint so much as it was a chaotic slow motion scramble to the line. Dennis pulled in for a 22nd place and I was just in front of him in 19th.

We surely have some good photos to share once the pics are posted; we had a lot of front of the pack visibility. Our fitness seems spot-on for this time of year. This being only my second racing day of the year, I was really pleased and can say I'm fully in sync with the new Tarmac. Dennis has now pulled several top 10 placings and is looking more and more confident to grab a podium. Stay tuned...much more racing to come!



Dennis Hopp at the Ronde van Brisbane. Photo by Chris Patterson.

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*This is the 2005 LGBRC team portrait. The 2006 team portrait will be taken at the base of Cat's Hill on May 13 at 7:00am. Please show up early enough to assemble in rows before 7:00am. Wear current team clothing and cycling shoes. Photo by Garrett Lau.*

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## LGBRC Board of Directors for 2006

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## Meeting Schedule

The LGBRC team meeting is at **7:00pm** on the first Monday of each month. The next meeting will be June 5. New location:

**Sports Basement**  
1177 Kern Ave.  
Sunnyvale, CA 94086  
Phone Number: 408-732-0300.

## BOD Meetings

The Board of Directors' Meetings are usually held on the last Monday of every month. All LGBRC members are welcome. Please contact a BOD member for the time and place of the next meeting.

## Sunday Rides

A social, no-drop ride leaves from the Starbucks in Rancho Shopping Center, Foothill at Springer in Los Altos every Sunday. Route is determined by group consensus prior to departure. Meet at 8:30am. Roll out at 8:45am.

## Ongoing Club Deals

**Testarossa Vineyards** - \$10 tasting fee waived for club members. 10% discount on wine purchases, and 10% discount on event booking fees.

**Steelman Cycles:** Contact Gary Davis, 700cmoffroad@sbcglobal.net.

**Athlete Octane:** 20% off phone orders, 520-325-8808.

**Cupertino Bike Shop:** 10% off.

**Wheel building or soft-sided bike case loan:** Free. Contact Kwan Low, kwanseng@yahoo.com.

**RX-SPEX Prescription Sports Eyewear:** 20% off, www.rx-spex.com.

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## Newsletter Input

Please send pictures and articles to garrett\_lau@yahoo.com

The deadline for submissions is the 25th of the month prior to publication.

There were no newsletters for March and April 2006 because no articles were submitted.



**STBikes**  
**33rd Annual**  
**Cat's Hill Classic**



**MAY 13, 2006** **LOS GATOS, CA**  
**LOS GATOS BICYCLE RACING CLUB**

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