

# THE CATALYST

Los Gatos Bicycle Racing Club  
Team Easton/Specialized

December 2006 -  
January 2007

URL: <http://www.lgbrc.org>  
e-mail: [lgbrc@topica.com](mailto:lgbrc@topica.com)

## Los Gatos Bicycle Racing Team Ride Guidelines December – January

by Matt McNamara

### Training Overview:

December and January training should be focused on development of Aerobic Base, Pedal Force and associated physiological systems. Central to this is sustained efforts at moderately low heart rates. Typically this means lots of Zone 2 and Zone 3 riding. In general I use the following training zones for heart rate based training:

Zone	HR Range	Purpose
1	65 - 81%	Recovery
2	82 - 88%	Aerobic
3	89 - 93%	Tempo
4	94 - 100%	Sub - Threshold
5a	100 - 102%	Super Threshold
5b	103 - 105%	Aerobic Capacity
5c	105% +	Anaerobic Capacity

For those training with power the following zones generally apply:

Zone	LT Power Range	Purpose
1	25 - 39%	Recovery
2	40 - 79%	Aerobic
3	80 - 87%	Tempo
4	88 - 99%	Threshold
5a	100 - 104%	Super Threshold
5b	105 - 150%	Anaerobic Capacity
5c	150% +	Neuromuscular Pwr

Pedal force is considered to be the equivalent of “weight lifting on the bike.” – I generally use two types of effort to increase force:

1. Low Cadence/High Gear: practice riding at a low cadence (50-60rpm) in as big a gear as you can while maintaining a Zone 3 level of effort. This is designed to both improve the pedal stroke muscle recruitment and the volume of muscle being recruited.
2. Neuromuscular Intervals – Short, high intensity efforts. A sample Neuromuscular Interval at this time of year would be a 2–3 minute block of 15 seconds of hard, fast pedaling followed by 15 seconds of easy tempo. This should be followed by a 5 minute recovery period. For now limit the workout to 3-4 sets of these. Power is the easiest way to accomplish this workout because it is designed to be a 150% Threshold effort for 15s and a 50% threshold effort for the recovery. Heart

Rate is not a good measure of effort because the duration (15s) is too short. You will, however, see a dramatic HR response during the course of the interval block. That is one reason we keep the duration of these short initially.

### Team Rides

#### **Paceline Drills:**

Continue to work on your group pace-line skills this month. Start each ride with a rotating double pace line. Each lead of 2 should pull for about 3-5 minutes and then rotate back. As the ride continues change to a rotating pace-line and break into smaller groups of 6 if possible, set established regroupings if necessary. Things to work on in the pace-line include communication about what’s in the road, riding in close proximity to each other and making the transitions as smooth as possible. Setting the pace is the responsibility of the Right Front rider on a clock wise rotation. As you finish your pull through and come right soft pedal for a revolution or so and then back to almost the same pace as when you came through. The 2<sup>nd</sup> rider on the right is responsible for keeping the gap as close as possible, while the left line pulls through without accelerating. It is important that everyone communicate effectively if there are riders pulling too hard, or not keeping the line smooth. Communicate effectively doesn’t mean YELLING at the rider doing wrong. Instead the rider just behind should be responsible to make a casual comment as they pass

#### **Climbing:**

At this point in the year nearly everyone should be climbing at, or below, their threshold. Most should be below! Don’t succumb to the temptation to hammer with the leaders right now...establish your personal maximum heart rate or power and when you get to that point SLOW DOWN. As a racing cyclist you will reap much larger rewards in the race season if you slow down and establish that base of aerobic fitness now.

#### **Pedaling Drills:**

Each of you has a unique pedaling style. During the base season we want to work on both our spin and big gear smoothness. During each team ride I encourage you to decide on a plan for the day and stick with it. Most days that

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may mean simply riding your preferred cadence, but mix it up with some under and over-gear efforts. One of the drills I like is to have my athletes work in 5-10 minute blocks alternating between a cadence of about 60-75, and one of 95+. Another good one is to commit to riding small chain ring for an entire ride. This can be tough on those flat, fast sections, but as you get a smoother spin you'll notice how much more efficient it makes you. Conversely, those big gear efforts are also very good for your overall pedaling efficiency and stroke. Be very aware that BOTH styles are highly demanding of the muscular and nervous systems – pedaling very fast and very slow both require a huge focus of attention to do well. Expect your legs and mind to be a bit more fatigued than normal on these days and plan your follow up training accordingly.

### **TRAINING ZONE EXPLANATION**

**Z1 - Recovery:** Very easy pace. Should be used primarily between hard (Zone 4+) efforts and rest days (should you choose to ride). There should be no effort required to pedal. Though not a source of any “real” physiological gains, Zone 1 is still a vital part of your training repertoire due to the therapeutic effect on the muscles and aerobic system.

**Z2 – Aerobic:** The foundation of all of your training is laid here. Aerobic endurance is vital because of the changes in your body that it facilitates. Aerobic work increases blood plasma volume, muscle glycogen storage (carbohydrate), and mitochondrial enzyme levels, all of which are vital for higher intensity efforts. Longer Z2 efforts (2.5H+) may require increased recovery time, especially in newer riders.

**Z3 – Tempo:** The start of “true” performance training, Zone 3 efforts are vital. From riding a brisk peline to riding a strong rhythm on long climbs, Z3 is noted for the hard, but sustainable, breathing and muscle work. Mental focus is required to maintain this effort, especially in the top 5 beats of the zone. Over time you will be able to do multiple days of Zone 3 training, but recognize that these efforts will require additional carbohydrate intake, and may require additional recovery time.

**Z4 – Sub Threshold:** Power at threshold is THE most important element of performance. Your ability to ride at, and improve, this element will determine your success as a cyclist. LTHR is generally defined as the MAXIMUM HR you can sustain for roughly 1 hour. The top 5 beats of this range are the area to focus on. There is a high mental demand to sustain this effort and leg/lung effort is substantial. Typically you will break these efforts into 10-30 minute intervals and do several of them in a training session with adequate recovery between efforts (generally .5 – 1.5x duration depending on fitness level and goals). Z4 efforts will almost always require additional recovery time, though multiple days of Z4 training are possible when fit and well rested. Increased VO<sub>2</sub>max, Cardiac Output (the amount of blood pumped each beat), and perhaps most importantly increased Lactate tolerance are direct results of this training.

**Z5a – Super Threshold:** The point just above LT is typically sustainable for up to several minutes at a time (up to 10-15) but will require athlete to slow down and recover. Attempt intervals of varying length up to 10+ minutes. Recovery intervals should start at 2x interval duration and gradually decrease week to week as fitness improves. Always endeavor to repeat the workload on the intervals rather than have 1 or 2 good intervals and the rest mediocre.

**Z5b – Aerobic Capacity (VO<sub>2</sub>max):** Typically a near maximal effort performed in short bouts of 3 – 10 minutes for a total of up to 30 – 45 minutes in a workout are possible. Breathing should be very forced and conversation is not possible. Very hard leg and lung effort. Only attempt Z5+ efforts after adequate recovery from other training, and when well conditioned. NOTE: at this exertion level HR may not be an adequate predictor of effort due to both the HR response lag time and overall fatigue from previous training and previous intervals (within workout).

**Z5c – Anaerobic Capacity/Neuromuscular:** Short, very high intensity effort of between 30s and 3 minutes that function to increase anaerobic capacity and musculoskeletal/neuromuscular efficiency. Not a steady state effort so HR is not a good guideline. Generally as hard as you can possibly go! Consecutive Z5c days are not attempted. Neuromuscular efforts are even shorter – on the order of 10-15s and are not Heart Rate dependent.

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## **The 2006 Oregon Chronicles, Volume I**

*by Jay Freyensee*

‘Tis the season for no more racing but rehab’ing. Being an Easton/Specialized-LGBRC Cat 2 stationed in Portland, OR, I should report the racing I have done in this area of the United States. In the past I usually fired a race report across the LGBRC email alias if anything interesting occurred. This year I have decided to try something different...if you always do the same thing, you usually wind up bored right? Knowing that the LGBRC is usually light on articles at the end of the year, I thought I would save my ‘interesting’ racing into a summary for the newsletter.

The 2006 season was my first full season as a Cat 2. I got it off to a fast start at the first race of the season, the Jack Frost time trial held at Vancouver Lake, WA. I took 5<sup>th</sup> though I actually tied for fourth with Evan Elken (pro, Jittery Joe’s) on non-scientific basis, clocking the same time in seconds (he beat me by 3 1/100 of a sec). I also beat Doug Ollerenshaw (pro, Health Net). The biggest win for me was I beat my arch nemesis in time-trials last year, David Zimbelman. Though a young 53 year old whose cycling talent is on-par with Larry Nolan and Glen Winkle, I never beat him in any time trial last year. My cycling goals were very simple this year and on the first race I met it- I beat David Zimbelman in the race of truth.

A neat thing OBRA does in time-trial results is list overall times for everyone, including recumbants and tandems (well maybe recumbants is not so neat because that is not exactly fair...a few ‘recumbants’ wind up being those aerodynamic

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# ***LGBRC Goals and Mission***

To provide a supportive bicycle racing organization for all members to achieve their personal and team goals. The club will strive to provide a quality program that includes support, training, coaching and social activities. To achieve our goals, the club and its members will conduct themselves within the following framework:

1. **All members must volunteer to help with club activities.**
2. All members will strive to be supportive and positive with mutual respect for one another.
3. All members will conduct themselves in a professional manner and with good sportsmanship.
4. All members will ride their bikes in a safe manner.
5. The club will conduct itself within the laws of the land.
6. The club will strive to avail itself of high quality coaching for novice, intermediate and advanced cyclists through:
  - a. Structured training and skills clinics.
  - b. Learning from other club members and guest coaches.
  - c. Caring about individual goals as well as group goals.
7. The club will promote our sponsors by participating in local, state, national and world competitions while wearing the most recent team clothing during the race and on the podium and by being knowledgeable of our sponsors products and attributes. More specifically:
  - a. Members shall never complain about a sponsor in a public forum. If you have anything negative to say, say it in a constructive fashion; turn it into positive feedback. Most sponsors do want constructive feedback on how to improve their products.
  - b. If you participate in any club sponsorship program, you are obligated to not remove the decals or deface the product that impacts the company name in any way. In fact, some of our sponsorship contracts specifically note this obligation.
  - c. Never directly contact a team sponsor. Contact the club member sponsor representative as identified on our website. This has been a serious complaint from several sponsors for several years.
  - d. The generic club e-mail address [lgbrc@topica.com](mailto:lgbrc@topica.com) is for only race reports, club rides, carpooling organization, general cycling information and general Q&A. It is not to promote a product or company that may compete with LGBRC sponsors. All important sponsorship deals must be sent to the club President first and s/he will forward the message to only the active members of the club, i.e., non-active members do not qualify for club deals. The club President is the only person with the latest team mailing list.
  - e. You have to own and wear at least **ONE COMPLETE TEAM KIT** (jersey and shorts) to be eligible for full racing support.

# LGBRC

## 2007 Clothing Order Form

Send or give your clothing order form with “LGBRC” check to: Barry Gordon, 16230 W. Ellenwood Ave., Monte Sereno, CA 95030-5212. There are unisex and women’s sizing for jerseys, shorts and skinsuits. Questions? Call Barry at 408-978-8200 (W), 408-395-6611 (H) or e-mail to bgordon@structint.com. **(Note: If you do not pre-order any clothing, you may not get any clothing!)**

<b>Name:</b>	<b>Date:</b>
<b>Address:</b>	<b>Tel (home):</b>
<b>City, State, Zip:</b>	<b>Tel (work):</b>
	<b>E-mail:</b>

Quant.	Size	Unisex or Female	Product/Description	Price *	Price x Quantity
			<b>Short sleeve jersey</b> – VOMax, full separating zipper	\$56	
			<b>Long sleeve jersey</b> – VOMax, full separating zipper.	\$67	
			<b>ATB Shorts</b> – VOMax with new seamless chamois	\$50	
			<b>ATB Bib shorts</b> - VOMax with new seamless chamois	\$59	
			<b>ATB Skinsuit</b> - VOMax with new seamless chamois	\$109	
			<b>ATB Long sleeve skinsuit</b> - VOMax with new seamless chamois	\$113	
		Unisex	<b>Aero windbreaker</b> – VOMax, microSTOP waterproof & windproof front, breathable Supplex sleeves and rear.	\$61	
		Unisex	<b>Jacket</b> - VOMax , microSTOP waterproof & windproof front, 2 zippered front pockets, breathable Supplex sleeves and rear.	\$98	
		Unisex	<b>ATB Tights</b> - VOMax , 6.5oz lycra, no chamois	\$51	
		Unisex	<b>Lined Wind Vest</b> – VOMax, microSTOP front, mesh lining in front only, porous breathing mini-mesh rear with three rear pockets	\$57	
		Unisex	<b>Socks</b> - SockGuy	\$6	

**Chamois** description. TBD, but not the same chamois as used in 2006.

<b>Subtotal:</b>	
<b>8.25% CA tax</b>	
<b>Possible Shipping ** (See below for details)</b>	
<b>Full Payment Total:</b>	

### Fashion Notes

1. Jersey Sizing: 1 or XS, 2 or S, 3 or M, 4 or L, 5 or XL, etc.
2. Unisex and women sizing. **Women size jerseys are dramatically smaller than unisex sizes!!! When in doubt try it on first!**
3. All jerseys are full separating zipper
4. Medium and larger skinsuits have medium shorts (e.g., XL skinsuit is a XL jersey attached to M shorts.)
5. There is typically a 25 minimum for clothing orders, i.e., if the LGBRC cannot order 25, the item may not be available.
6. Custom sizing/combinations are available at no extra cost including World or National Champion stripes for our World and National Champions!

### Financial Notes

1. Make your checks out to “**LGBRC**” for the **full payment**. (No “deposits” on clothing.) Local CA sales tax will be charged to **all California residents**.

### Shipping

**\*\* USPS Priority Mail shipping is available at \$7.00 per 1 to 3 items to locations outside the South Bay, i.e., no shipping to Los Gatos, San Jose, Sunnyvale, Mountain View, Palo Alto, etc.** That is, shipping is available for only more distant locations as follows:  
**1-3 items: \$7    4-6 items: \$14    7-9 items: \$21, etc.**

\* Note: We have some sponsorship funds set aside for clothing support. You may be eligible for a very cool 50% discount on clothing due to your club administrative level (e.g., club officer, member of BOD, etc.) or your particular racing activity/category/age. Please check with Barry Gordon to see if you qualify. Thank you.

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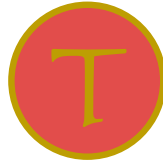
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cool sips with a twist!

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bullet bicycles). Out of 325 racers I was 16<sup>th</sup> overall.

The Banana Belt series is a 3 week road race series around Haag Lake near Forest Grove, OR. The laps go around the lake, roughly 14 mile loop. I never did one of these races last year as a cat 3. I was either out-of-town or participating in a Washington race which was longer than the cat 3 Banana Belt distance. I was sick for the first week. On the second week the Haag Lake area got 4 inches of snow the night before. The first couple laps made things really interesting with the snow melt turning the race into a cyclo-cross race. I took 18<sup>th</sup> which I was a bit surprised how easy it was for me to get that 18<sup>th</sup>, as everyone died up the short climb to the finish. Being my first ride from being sick, I did not want to push it, but if I would have tried a bit harder to get up front before the final climb, I would have done a whole lot better. The final Banana Belt the weather was much better, a perfect sunny day. It was a whole lot faster too. Doug Ollerenshaw and Eric Tonkin instantly became marked men. The en-

tire CMG cycling team (the top cycling team based in Oregon) drove much a lot of the pace for the 80 mile race. With a lap to go someone jacked up the pace which opened up a gap where I was at, but I was able to close it down. At the end of the race I got great position for a top 20 finish but could not hold it...I could not spin fast enough!

The day before Banana Belt #3 I decided to drive down to Southern Oregon for a time trial. The big reason for this was to start getting my body ready for back-to-back races. The course was in a beautiful part of Medford, OR. Unfortunately the course was not well marked and people got lost. I had to slow down and wait on people a couple of times at Y's in the road because there was nothing to clue me in where I needed to go. I would have rocked those people's worlds if there would have been a bit better race organization.

Next month, the stage racing season. And guess who's studdley-Indurain-motor appears on the Race Across Oregon web page (<http://www.raceacrossoregon.com/deschutes>)...

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## LGBRC Board of Directors for 2006

**Barry Gordon**  
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**Elite Women's Representative**

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**Newsletter Editor**

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garrett\_lau@yahoo.com

## Meeting Schedule

The LGBRC team meeting is at **7:00pm** on the first Monday of each month, except on holidays. The next meetings will be January 8 and February 5. 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](http://www.rx-spex.com).

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## Newsletter Input

Please send pictures and articles to [garrett\\_lau@yahoo.com](mailto:garrett_lau@yahoo.com)

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



Filip Vanacht at Surf City CX #3.  
Photo by Sabine Dukes.

**The Los Gatos Bicycle Racing Club**  
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