

THE CATALYST

News and information about the
Los Gatos Bicycle Racing Club

April 2003

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New LGBRC members Katheryn Curi and Eryn Hanna wind through Pine Flat in the W1/2/3 pack. Photo by Taitt Sato.

Katheryn Curi Bursts onto the NorCal Road Race Scene at Pine Flat

by Katheryn Curi

The weather goddess seemed to be on our side for my first road race in California. As start times were running behind, by the time the Women's 1/2/3 race started, the sun was beaming down on us. Joy had warned us in a pre-race meeting about the dangers of the cattle guards on the road (so had the officials), and as we approached the first one, people were cautious, yet the horrible sound of bikes crashing traveled up to me, and soon over the radio Eryn informed me that Taitt was involved in the crash! Fortunately, she was okay and Joy (in the follow vehicle) was able to attend to her and the Velo Bella woman who caused the crash by sticking her front wheel right in the gap of

the cattle guard. Little action was seen in the out and back section as the riders were extra careful over the other cattle guards.

After passing the start area, the pace picked up a bit on the descent, although I was met by an unfortunate flat tire at the high speed. I shouted over the radio that I had a flat and Joy and Taitt pulled up in the follow vehicle next to me to execute a perfect wheel change. Eryn had slowed up the field and I was able to catch back on.

The field stayed together until the climb began and I found myself with a small group of women steadily breaking away from the group. The race really picked up when Felicia (Velo Bella) and Christine Thorburn (PAB) dropped

me and Cynthia Mommsen (Olympic Club), who sat on my wheel to chase. Cynthia and I worked together to catch them, yet they were able to hold us off on the last climb. With both Joy and Taitt shouting at me over the radio to pick it up, I grunted it out ahead of Cynthia for a third place finish! Eryn finished strong with the main chase group. Since Christine had motorpaced to join the group after a flat, the officials decided to relegate her after the race, moving the rest of us up and putting me in second place. And though we had some equipment issues to sort out afterwards with wheel changes and Taitt's broken stuff, we all made it out of there safely and are clearly ready to go for the rest of the season.

Getting Back on Track: Gio at San Diego World Cup Qualifier

by Giovanni Rey

What better way to snap out of the winter doldrums than to have a goal to focus on and a fun trip to sunny climates as a reward?

With this in mind I spent February going round and round Hellyer Velodrome behind Peter Bohl (LGBRC member, world's best motor pacer, and all-around great guy). I was hoping to take advantage of our mild winter and get some good results against the east-coasters. Well, apparently they have been doing a lot of snow-shoveling intervals or something, because everyone was there and they were ALL flying.

Stephen Alfred (Santa Cruz /Hellyer local) kicked some butt. Marty Nothstein was there and very impressive (in almost every event). I spent my spare time flirting with the T-town girls (who did some serious butt kicking themselves). Hellyer Park regular Chris Springer stopped by, but didn't race. John Simmons and James Hibbard raced. No sign of Suzie Tignor. All totaled a huge field of 120 riders, including all the US national team, a couple from the Mexican national team, several British and Canadian superstars... and a whole bunch of us mere mortals trying to keep up.

I had a lot of fun the first day and felt very competitive (but inevitably lost to the usual heavy hitters). The second

day I was horrible (I succumbed to peer pressure and went out the night before. Plus my legs weren't accustomed to the big gears and fell apart from the first day's efforts.) The third day was fair.

My race stories:

DAY 1: My first race of the week-end was a Keirin heat. I jumped into the second spot going into the last lap with some serious horsepower behind me. I jumped early knowing that catching Garth Blackburn and company from behind was not going to happen and only 2 riders advance to the next round. Unfortunately, the rider in front at the time had other plans. And the mother of all hooks (ok, maybe not that bad... call it the sister of all hooks) took me from the pole all the way to the wall. "Mr. Rey, this is Mr. BackWheel. Have you met our friend Mr. Wall?" I tried like hell and got back into 4th, but only 2 counted. For you Internet addicts, here's a visual (<http://www.clintonphoto.com/subjects/track/wcqs03/wcqd1/index.htm>). Check out photos 17 to 20. This happened within 1 or 2 seconds.

My Keirin rep (second chance race) I had Josh Weir, Jamie Staff (current world champ), Angelo Mortorell (Mexican champ? and 200m record holder), and 2 others. I was even more of a long shot than in my first round. I ended up behind Angelo, but was a



Giovanni Rey rides the Kilometer TT on Day 3. Photo by Mitchell Clinton (www.clintonphoto.com).

wuss about going under a slower rider and missed his move. In the end I beat Josh in a drag race to the line for 3rd, but again only 2 counted (Jamie and Angelo).

To finish off my first day, I jumped into the heat for the 30-lap scratch race. I felt really strong, but sacrificed myself in the end for a friend and stayed out of the results. (I didn't really want to do another long race anyway.)

DAY 2: 200m and sprints. I would rather not talk about it. The word "shattered" comes to mind.

DAY 3: I managed an OK kilo (1:15). I probably should have used bigger gears; my legs had some left, but I was too busy wheezing to go any faster. I also did the Olympic sprint with former LGBRC member James Hibbard and a rider from NY that I didn't know. We pulled off a 1:10... respectable, but not great. I think we could have gone faster, but our start was a little slow and I under geared again (for fear of the start). I stopped at Encino Velodrome in LA on the way home to see the much talked about renovation work, but couldn't get in. I then finished off my adrenaline tanks by terrorizing minivans and old people on Highway 1 from SLO to Monterey. See ya at the track.



Giovanni Rey is taken to the rail in the Keirin. Photo by Mitchell Clinton (www.clintonphoto.com).

Cat 4 Women Experience the Excitement of Land Park

by Sheri Mulroe, Jamie Fenimore,
Sandra Kubo, & Robbie McGuinness

Race: Land Park Crit

Team: Sheri Mulroe (7th), Jamie Fenimore (27th), Sandra Kubo (28th), Robbie (crashed out)

Field: 50+

Other teams w/presence (4+ riders): Hancock/McGuire, Body Concepts, U.C. Davis, U.C. Bike Club, Arete

This was our first race together as a team and we were all very excited. At Robbie's suggestion, we'd met for dinner on the Thursday night before and had a great evening getting to know each other and talking about our goals for the season. We were also able to drive up to Sacramento together courtesy of Robbie's rolling living room and Sheri's husband taking her bike to the race, so by the time we started our first race together we were feeling very comfortable together and decided to really concentrate on working as a team.

Note: this race had 14 primes! They occurred about every other lap with 1st and 2nd place prizes, including a lot of cash. So the pace was quite a bit faster than it has been in other races. Most of the other crits we've done this year have average around 21 mph with a max around 26. My clock said our average was 24.5 for this race, with a max of 28.5. The fact that this course doesn't have any corners contributed to the faster pace as well.

Sheri's Story

I was excited to do my first race as an LGBRC rider. Having teammates to race with was something new to me and I was eager to help the team achieve our goals. Riding up together and getting to talk about the race beforehand helped me get mentally prepared. As we warmed up I felt the pre-race excitement starting to mount.

As we took a few laps on the course I noted that there were many reflectors on the road. Those coupled with the fact that there were no "real" turns wound up making it a different kind of crit than the ones I've done in the past.

We started and quickly the pace ramped up pretty high. Right away there

was sketchy riding going on as riders tried to avoid the reflectors instead of riding right over them. The fact that there were primes almost every other lap made for quite a frenzy at the start finish area. Unfortunately Robbie went down on the second lap. I tried to stay focused, but it definitely shook me up. I am usually more aggressive but after that I was more timid than I would have liked.

Seeing Sandra in her first race and doing well was great. Jamie and I tried to move toward the front on numerous occasions, but would get boxed out by teams with many more riders than we had. I just tried to stay safe and watch for anyone trying to break away from the pack. With a couple of laps to go we found ourselves at the front. Unfortunately we were unable to keep our position. After all was said and done I was satisfied to end up 7th with the rest of our team finishing safely.

Jamie's Story

This race seemed to be chaos to me from the start and I was utterly frustrated for the whole race. I hung back with Sandra for the first half lap just to make sure she was comfortable. She seemed to be good so I started working my way up towards the front where I wanted to be for the whole race. At first I tried moving up through the gaps in the middle. Every where I looked wheels were crossed. I decided the middle was bad and went to the inside. I got to the front, but got pinched good getting there, again seeing wheels crossed everywhere and decided I wouldn't do that again. I moved back to the middle, but closer to the front now. Again, wheels crossed everywhere. Plus, one girl kept "squiggling" her front wheel to get around the reflectors on the road. Women were also moving left and right off and on wheels suddenly for no apparent reason (the pack was not slowing). The movement in the pack seemed to have absolutely no rhyme or reason, or consistency. I also saw a lot of sudden left/right movement with no "shoulder checks." So I was freaking out early in the race.

In the second lap, with the first prime, I saw 2 red jerseys go down hard in the front. I knew one was Robbie and feared the second was Sheri. That didn't help my mental state. Everyone else got around the crash OK, and I hollered for Sheri who answered back immediately that she was there. Phew! A few laps later we heard Robbie cheering us on from the sidelines so it was some comfort to know that she was OK (all things considered).

I tried again to work to the front. I made a few attempts going all the way to the outside and pushed the wind all the way to the front but it seemed that every time I got there and tried to squeeze onto a wheel, either Hancock/McGuire or Body Concepts came around and got right in front of me and

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Jay Freyensee's entry in the "Why Rudy Rocks" contest included this photo of him wearing his Rudys at Cat's Hill. Photo by Garrett Lau.

Why Rudy Rocks: Jay Takes Fourth

Jay Freyensee won fourth prize in Rudy Project North America's "Why Rudy Rocks" contest. This is his 50-words-or-less entry essay:

*I am cool with a sharp image...
Mr. California.*

*I am the punisher, ready to
humiliate my opponents.*

*I am the eagle's eye, my view
unhindered by the sun's rays.*

*The kerosene bands I wear gives
me the nerve to challenge the world.*

Bring it on.

Cat 4 Women at Land Park

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pushed me back again. This was my story for the whole race. I simply could not get around these girls and get into position!

I also picked the same bad wheel 3-4 times that pushed me back (lesson learned). With 3 laps to go I decided I'd make a bold move and attack hard into the wind on the first "turn" where the pace had been slowing dramatically throughout the race. I moved all the way to the front w/Sheri on my wheel. That worked well. I was jazzed. OK, I thought, that's what we'll do in the final lap. I decided to get off the front and recover a little for the next lap (another lesson learned, you don't get to relax at all with three laps to go!). As we lapped a few riders, one started angling into the pack right in front of me, but not at pace with the pack. Everyone was yelling for her to stay left but she didn't seem to hear, and she wasn't really looking. We were on a direct collision course and I was sure she was going to take me out so I soft pedaled until we were around her. As a result, I ended up back in the middle again. Arghhh! Nevertheless, I tried to make my planned bold move on the last lap, but everyone else had the same idea and I was blocked everywhere and couldn't get to where I needed to be. I ended up finishing smack in the middle, failing as Sheri's leadout.

In addition to our team goals, I had wanted to try a couple of early jumps. Moving to the front and going hard off the front just to see what would happen. How long could I hold it? Would anyone follow me? Since I didn't get to the front until 3 laps to go, and decided to save my strength for the final lap, I didn't achieve this goal. So I learned a lot in this race, and identified some areas where I need some help. One other positive was that I felt strong. Everything I've been working on so far is coming together so I feel confident about the season if I can get over this mental hurdle.

Sandra's Story

As this was my first race, my focus was different from my teammates. My

priority was to finish the race. I wanted to work on not going too hard at the beginning and risk blowing up. I was able to achieve this goal and now know that I can push myself harder during my next race.

During the race, I concentrated on the dynamics of the pack. I anticipated abrupt slowing/swerving after witnessing this a couple of times. I worked on staying on the wheel in front of me while watching for opportunities to move up in the pack. I was able to experience how much more difficult it was to work up to the front of the pack on the outside vs. inside.

After the race, I discussed what I had learned and what I would do differently for the next race with my teammates. This included:

1. Be more prepared before the race.
 2. Move up inside the pack when possible.
 3. Keep pedaling when the pace slows.
 4. Be at the front of the pack before the last two laps.
 5. Push myself harder.
- Most importantly, what echoed in my

head during the race were the wise words from Jamie...HAVE FUN!

Robbie's Crash Report

Advice: Don't CRASH, cuz it hurts and just plain sucks!! (*Consequently I'm going through in my head why I'm racing bicycles and if it's really something I want to continue to do.*)

Lessons Learned:

- When sprinting, be awake for people to stand. When standing, people tend to drift back slightly and will also lean either way, not maintaining their line.

- When sprinting, be careful of the tightness and overlapping wheels. I do what I always do to steal a wheel and this time, due to circumstances, it didn't work.

- I felt strong and went for it! No guts no glory. But was this the right approach when I already saw the race was sketchy.

- Try to drive to a race with someone if at all possible; this person can drive you home, if needed. Thanks gals, I owe you all one for taking such good care of me!

Katheryn and Eryn win Pinole TTT

by Eryn Hanna

I opted to sleep in my own bed, wake up early and drive down the morning of the race. Katheryn got there a little later than I did. But she did drive the course on her way there so she had somewhat of a feel for the course. Joy and Robbie were able to park near us and help us get ready. Joy let Katheryn borrow her disc and tri-spoke race wheels, which have good ju-ju. After a really good warm-up, Katheryn and I headed to the start line ready to roll.

We had picked out key words we would use to communicate. But we had not done any practicing riding in the TTT form. We just winged it off the line and figured things out as we went. I was struggling on the way out and kept having to tell Katheryn to slow down. At the turn around she had a good bike length gap on me but I didn't think asking her to slow down would help us out, I knew we would regroup on the way down. The way back was a lot better for me, though I still had to



Eryn Hanna and Katheryn Curi warm up for their winning Team Time Trial at Pinole. Photo by Joy Shaffer.

ask Katheryn to slow down a few more times. Riding behind Katheryn was like motor pacing, she was making me dig deep. We could have had a stronger finish if we would have known exactly where the line was. Luckily I was still able to think and see at the end and knew that the line was a little farther, and yelled at her to keep going. The race was a success. We won by 56 sec., which is 5.6 sec. for each mile!

Job Descriptions: Sign up at www.lgbrc.org/chvolunteers

Key Jobs

Race Director: (John Sevic)

The Race Director will oversee all preparation, planning, execution, and communication of the Cats Hill Race.

Course Director: (Michael Rowe)

The Course Director is responsible for the design, setup, execution, and cleanup of the course. He/She will complete course walk-through inspection. He/She will coordinate with the DART for emergency situations. Direct the timing and placement of the barricades for the road closures.

Course Engineer: (Odie)

The Course Engineer assists the Course Director in the design and setup of the course.

Volunteer Coordinator: (CT/Robbie McGuinness)

The Volunteer Coordinator is responsible for the preparation, planning, execution, and follow-up of all volunteer positions and personnel. He/She must ensure that all job positions have been filled prior to the race day. He/She must ensure that all positions get completed on race day. He/She is responsible for communicating and advertising information about volunteer assistance via the web and newsletters.

Leads: (assigned after sign-ups)

A lead will be designated per volunteer groups below. The lead is the person held responsible for all of the actions of that group and will communicate directly with the course/race directors. These leads will have additional meetings before the Cats Hill Race to coordinate the logistics and get briefed on upcoming challenges and resolutions. All leads must ensure they have their equipment and materials loaded on the truck/trailer by noon on Friday. All leads also need to ensure that their assigned group does proper tear-down and clean-up of their respective areas.

Friday Pre-Race Jobs

Friday Evening Setup Crew

The Setup Crew will be split into two groups of three each. One group will hang the banner and the other group will be responsible to set up the snow fencing and hay bales. Both groups will need to bring brooms and sweep the course. The leads in each group need to have all equipment designated such as the banner, snow fencing, and hay bales. (2 Leads, 4 workers) The course director will complete course walk-through inspection

Friday Evening Loadup Crew

The Loadup Crew will pick up and deliver hay bales to key locations along the course as directed by the Loadup Lead. Then, the crew will load NCNCA and LGBRC equipment, supplies, and materials onto the flatbed trailer. The trailer will remain at the Gordon's house until the truck/trailer driver delivers it to the base of the Cats Hill on Saturday morning. After loading, the crew may need to assist in setting up the corner PVC piping. (1 Lead, 3 workers)

Friday Barricade Crew

The city barricades should already be lo-

cated randomly along the course route. It is the responsibility of the Barricade Crew to properly place these barricades at the pre-designated locations along the course route. The barricades will not be obstructing traffic but instead will be placed off the streets and on the side for easy placement in the morning. The Barricade Crew Lead is responsible for the accountability and disbursement of these barricades to these areas throughout the course. (1 Lead, 2 workers)

Saturday Pre-Race Jobs

Saturday Early Morning Pre-Race Road Closure Workers:

Responsible for setting up the road closure barricades along the lower route of the course as directed by the Course Director. The Early Morning Road Closure Workers are part of the main Road Closure Crew but will arrive early before the Team Photo to close the lower part of the course. These workers will need to be able to lift barricades and must have good communication skills with others in order to give directions and redirect vehicular traffic. (2 workers)

Saturday Pre-Race Setup Crew:

Unload and deliver race day equipment/supplies from the flatbed trailer located at the base of the Cats Hill. (Equipment will have been loaded the previous night.) Unload equipment/supplies to their designated locations. Ensure that the first things to be unloaded are the Course Marking materials and the Registration Booth equipment. Assist in setting up any additional snow fencing and PVC piping along the course. Remember to bring large outdoor brooms labeled with your name and work gloves. (1 Lead, 4 workers)

Saturday Pre-Race Course Markers:

Responsible for laying out the lane marking tape on the course before the race, as directed. (1 Lead, 4 workers)

Saturday Pre-Race Road Closure Crew:

Responsible for setting up the road closure barricades along the route as directed by the Course Director. The Road Closure Crew will use signs detouring town traffic the morning before the race. Road closure crew members need to be able to lift barricades and must have good communication skills with others in order to give directions and redirect vehicular traffic. (1 Lead, 4 workers)

Race Day Jobs: Sign up for AM or PM time slots

1. Course marshals, corner marshals, and resident traffic marshals:

The primary responsibility of all marshals are to maintain a clear and safe course for the racers, keep the course free of pedestrian and vehicular traffic, and warn spectators of approaching racers. In the event of a crash or accident, the marshals must immediately inform the course director via radio. In addition, marshals must be alert of approaching emergency personnel and on-coming racers. Special instructions will be given to each mar-

shal for radio operation in the event of accidents (most volunteer positions require a radio). Always use the radios appropriately and keep channels clear at all times, except in the case of an emergency. See course marshal instruction card for complete instructions.

1A. Corner marshal: positioned at each of the course turns. Radio operation will be required.

1B. Course marshal: positioned at key mid-way points on the course where there are long straight-aways. Typically, this is where pedestrian traffic might want to cross the race course. Radio operation is optional.

1C. Resident Traffic Marshals: positioned at key spots along the race route. Resident traffic marshals control resident auto traffic coming from smaller alley ways and inside streets. These marshals must pay close attention to the race and permit only that resident traffic that must ascertain passage to get to their homes. The only safe time to move auto traffic is between races. Radio operation will be required.

2. Registration Workers:

Complete racer paperwork, collect racer registration fees, check for current USCF license, hand out numbers and promotional materials. Additionally instruct racers as to locations of porta-potties and staging area, inform racers award ceremony schedule, and instruct racers as to where to pin number on jerseys.

Goodie bag dispensers make sure racers receive their goodie bags if they wish to have them.

3. Assistants to Officials:

The assistants to the officials are responsible for helping the race behind the scenes. The Leader of this group is the Radio Coordinator Worker #1.

3A. Radio Coordinator: Must be able to use a radio to facilitate communication between all parties: chief USCF referee, race director, D.A.R.T. officials. Radio Coordinator receives and directs information from and to the course marshals. This position requires an hour of training in use of the radio system. Training will be scheduled the week before the race. Also disburses and collects radios.

3B. Camera Operator: Operate the camera for the official. (all day)

3C. Lap Card Turner: Turn the lap cards as designated by the official.

3D. Stage Assistant: Assists the officials and camera operator in capturing the prime winners, KOM/QOM winners, and race winners.

3E. Assistant to Official: Staging Area: see Finish Line Workers

3F. Assistant to Official: Exit Area: see Finish Line Workers

3G. Motorcycle Sweep: Responsible for operating the motorcycle sweep prior to each race. Also responsible to ensuring all race marshals are positioned properly.

3H. KOM/QOM Picker: Duty is to com-

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Job Descriptions

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municate to the race announcer via radio information regarding the first racer up the top of the hill (King/Queen of the Hill). The race announcer then informs the USCF official, who then designates the first rider up the hill on each lap during an applicable race. The official then relates that information back to the race announcer, who then communicates that information to the crowd. KOM/QOM are typically awarded only during the P/1/2, W 1/2/3, and Sr. 3 races.

4. T-Shirt Sales Workers:

Responsible for the sales of t-shirts and other products if applicable (such as water bottles, hats, and bottled water). The leader of the T-Shirt Sales must ensure that the water is kept chilled in a cooler, and therefore not only plan the purchase of the water but also coordinate the ice supply throughout the day and a usable cooler. In addition, the leader must prepare a plan for receiving money and tickets. The T-Shirt Sales workers must accurately collect payments, safeguard the cash box, and exchange volunteer tickets. Each volunteer only gets one t-shirt per ticket. (1 Leader, 1 worker)

5. Start/Finish Area Workers:

5A. Volunteer Booth Workers:

Volunteer workers are responsible for directing volunteers to assigned location, answering volunteers' questions regarding job assignments and duties, handing out t-shirt and lunch coupons, and assisting the volunteer coordinator as needed. The volunteer coordinator will manage volunteer <no-shows> throughout the day, find last minute volunteers to fill assignments, find relief for workers as requested, assign last-minute volunteers where needed, and coordinate the pick-up of volunteer lunches just prior to 12:00am. The volunteer coordinator coordinates the delivery of lunches, collects lunch coupons in exchange for lunches at the volunteer booth, coordinates delivery of lunches to volunteers working the course at lunch time, and coordinates delivery of lunches to referees and DART personnel. (1 Volunteer Coordinator, 2 booth workers)

5B. Award Ceremony/Presentation Workers:

Assist award ceremony coordinator as requested, ensure that photographer is present prior to award ceremony time, ensure announcer has requested winners to report to award ceremony area for podium presentation, guard and retrieve prizes at request of award coordinator, ensure that award ceremony area is clear of traffic at time of ceremony so that photo can be taken, hand out award packages to appropriate racers, safely store and document who awards go to in case racer is not present for ceremony, check ID for racers claiming prizes. There are four award ceremonies; one in the morning and three during the afternoon. (1 Coordinator, 2 workers)

5C. Finish Line Workers: Primary duty is to assist the chief referee by controlling racers at the stage area until it is time for



Course marshals check in for Cat's Hill 2002. Photo by Karen Sutton.

them to enter the course. Secondary duty is to control racer traffic in the stage area and to help racers by answering questions, etc. Also direct racers off the course immediately following the race. Four Finish Line Workers in the following job roles:

1) Neutral wheel area: Location: Nicholson and Tait, across from stage.

2) Start/Finish Line Runner: Responsible for controlling traffic around the start/finish line for spectators and racers crossing the street. This finish line worker carries extra wheels from registration to the neutral support pit area. Responsible for assisting the race announcer by regulating the volume of the PA system, manually inserting CDs when needed, and assisting as needed.

3) Stage area: control racers at staging area and escort racers onto course at appropriate time.

4) Exit area: located on Tait at Bean. This person will work with the policeman on duty to control foot traffic, assist motorists going to or leaving the church by helping them avoid involvement with racers or spectators.

5D. Photography team: This year our photography team will take photos of racers from all teams, with the exception of the team roving photographer who will concentrate on LGBRC racers. Photographers will then open a separate Shutterfly listing for each race, posting pictures that may be purchased by racers. The Cat's Hill webmaster will then link to each listing from the results page for each race. Links should be sent to the webmaster within a day or two following the race:

1) Photographer: Winner's podium: Take pictures of racers who place in their respective race. Assist in getting those racers to the podium in time for their pictures.

2) Photographer: Team Photo: At 7:15am located at the base of the Cats Hill.

3) Photographer: Hill Area: Roving the area of the hill, take pictures of racers and spectators on the Cats Hill.

4) Photographer: Start/Finish area photographer: Take pictures of racers sprinting for the finish line and lap to lap racers. Also take pictures of racers before the start as they are lined up listening to the official.

5) Photographer: Roving LGBRC Team Focus: Look for any pictures of LGBRC

members, working or racing. Get everything from setup, lunch, to tearing down and the party afterward.

5E. Lunch Gophers: See the Volunteer Coordinator by 11am to coordinate the pickup of the lunches. The gophers will be responsible for the getting the lunches, bringing them back to the volunteer booth, facilitating disbursement to workers, and retrieving lunch tickets. Other duties assigned by the volunteer coordinator as needed. (2 gophers)

6. Junior Mentoring Program Coordinator:

The Junior Coordinator will coordinate the time, location, and training for all male and female juniors during the Mentoring session. The coordinator must communicate the time and location to the Race and Course Directors in advance and seek approval. (1 Female Coordinator, 1 Male Coordinator)

Post-Race Jobs

Saturday Post-Race Clean-up Crew

Immediately following the last official race of the day, the Clean-up Crew will meet at the start/finish line and will be responsible for the tear down and reloading of equipment back on the trailer. One person must be designated as the truck/trailer driver. The others will be separated into three groups of five each, one for upper tear down, one for lower tear down, and one for loading. Clean-up workers will dismantle all of the snow fencing and roll it tightly in preparation for the loading group. The Loading group will load the snow fencing, PVC piping, tables, chairs, podium, canapés, and all other equipment and materials back onto the truck/trailer for movement from the race site. This trailer will get delivered back up the hill to the Gordons' house. It is important for the loading group to separate the NCNCA equipment from the regular LGBRC equipment. (3 Leads, 12 workers)

Post-Race Party Workers:

Assist the Post-Race Social Party Coordinator in putting on the dinner following the race. This may entail hanging streamers, blowing up balloons, coordinating food arrival, coordinating drinks, arranging parking, counting guests, ensuring the dinner goes smoothly, and cleaning up afterward. (1 Lead, 2 workers)

National Racing Calendar Begins at Pomona Valley Stage Race

by Eryn Hanna, Katheryn Curi, and Sandra Kolb

Stage 1 – Glendora Mt. Hill Climb by Eryn Hanna

The day started out great. A nice relaxing morning watching Hollywood news, what a hoot. We got to the race site a few hours before our start time. We found a great parking place except that the bathrooms were at the start line, 4 blocks away. We each saw some friends and had good quick catch up chats. An hour before our start times we got on our trainers and warmed up. Sandra, suffering from low-motivation, headed off first. In another 10 min. Katheryn headed off. She had Lynn Bessette in front of her and Genevieve Jeanson behind her. She was a little nervous starting around the big guns. I started 2nd to last with Kate Maher behind me. During the race I was also suffering with low motivation, not racing my full tilt. It was a painful climb and the finish did not come fast enough for me. I ended up way back in the results, not even worth mentioning. Sandra was 47th, and was okay with who she finished around. Our star teammate, Katheryn, pulled off a stellar ride and finished 20th (tied with 19th), right in front of Laura Van Gilder. Katheryn has given Sandra and I something to work toward, getting Katheryn to finish higher up in the GC.

The funniest sight today: Watching a male cyclist walk around through the neighborhood with a blender looking for an outlet.

Stage 2 – KB Home Circuit Race by Katheryn Curi

We were blessed again with a beautiful day for racing in Southern California. I am definitely beginning to really like this weather compared to back in Vermont. With another latish start for the race, Sandra, Eryn, and I lounged around watching wonderful LA television. A quick ride to the local coffee shop took care of the coffee fix before loading up the car and heading out to the circuit race.

For whatever reason the race was held quite a distance out in a new golf

course/housing development. This did make for a fairly flat and open course though. A nice warm-up on the trainers got us ready for the 1 and 1/2 hour race although we were in a bit of a panic when we got a bit lost getting to the start line. Fortunately they were running a bit behind and we had nothing to worry about.

The pace was quick with attacks made by Saturn and T-Mobile and Rona controlling the pace at times to protect Genevieve. There was a small break that stuck for a couple laps yet they were easily pulled in after a while. What kept many riders on their toes were tall, skinny traffic cones separating the race from the local traffic. Unfortunately, on the backstretch of one of the later laps, Laura Van Gilder (Saturn) hit one and she and her bike launched into the air. Later reports indicated that she was fine, just a few bumps and bruises.

Sandra and I hung in while the pace stayed steady and the bigger teams were setting their sprinters up for “hot spot” sprint points. The finish was a pack sprint with me taking 9th place and Sandra finishing in the field. Eryn pulled out when threatened to be lapped by the field. Rule stated that lapped riders would be pulled.

Stage 3 – Puddingstone Road Race by Katheryn Curi

The road race. 9 laps on a 7+ mile course. No major climbs, just rollers. Okay, two days down, two to go. Sandra and I prepared to assault the course and Eryn be our faithful feeder in the crowded feed zone (there were three other races going on at the same time).

Lap one and two were a nice warm-up for when Saturn and T-Mobile attacked in the feed zone on the third lap! The pace picked up yet the field stayed together. A lap later, Alison Dunlap (T-Mobile) launched a great flyer and soon was joined by Megan Elliot (Saturn) and Jen Stevens (Women 1st/Red 5 Racing). They stayed away for several laps while the main field was neutralized a couple times when we were passed by the Pro/1 field and Cat 2's.

Sandra got into a tangle with bikes

and racers on one lap that forced her to remove another rider's foot from her front wheel on a “hot spot” sprint and when teams were attacking in the feed zone! She did a great job of chasing back on.

A crash on the second to last lap forced Sandra to hang back and pace me back to the group as I had gotten caught up in the mess. Rona had done a lot of work to keep a strong pace so the gap to the lead group was caught on the last lap. Counter attacks were launched by both Saturn and T-Mobile with a small group sticking in the end.

Sandra and I again finished in the main field.

One more day to go!



Katheryn Curi and Sandra Kolb await the start of the Old Town Criterium. Photo by Eryn Hanna.

Stage 4 – Old Town Criterium by Sandra Kolb

It was a beautiful day for the last stage of the Pomona Valley Stage race. The sun was up early in the morning and we didn't have to race until 2 pm which meant we could laze around and enjoy the morning. Eryn took off for a morning workout ride and eventually, I talked Katheryn into going out for a little spin around the area. The spin was a good idea and both Katheryn and I were glad we took the time. Although the spin felt good, I have to say I knew my legs were pretty thashed. I didn't have any doubts about staying in the crit, but I was sure hoping it wasn't going to be one long sprint. I knew I wouldn't have any amazing jumps and had to tell

Continued on page 9



Sandra Kolb is shown here in a 2002 Wednesday night track race. The 2003 Wednesday night track series begins on April 16. See www.RideTheTrack.com for details. Photo by Garrett Lau.

Pomona Valley Stage Race *Continued from page 8*

Katheryn that I wouldn't be able to help her very much. My goal was to just stay in the crit and finish with the same time as the peloton.

Katheryn, on the other hand, was sitting 13th overall and was finishing in the front with the peloton each day. It would be a good day for her to take risks as the leader, Genevieve, had a 2 minute lead that was likely not to be taken away in a crit. The crit was an "L" shaped course with 2 very long sides on the back. One side was slightly going up hill and the other was going down. It was similar to the other races in that we didn't get the whole road and cones and fences existed in the most crucial corners - the first and the last. This caused us to have to slow down quite a bit while taking these corners which kept the race at slower pace overall. Most of the attacks were on the slight hill on the back side or the sprint to the finish line.

The peloton stayed together most of the race. About 2/3 the way through, a break did get off the front with Megan Elliott from Saturn, Alison Dunlap from National, Helen Kelly from Tds, Karen Bockel from Rona, and ...(can't remember). No one that would really change

Katheryn's results. The peloton let them dangle in front with a 20 second lead pretty much the whole time. Near the end, the peloton did increase their speed in order to catch them, but they stayed off.

Katheryn did a great job staying near the front as usual. I simply rode the peloton the whole crit near the back. I did dabble once near the front to talk with Katheryn, but Saturn attacked and I didn't quite make it to Katheryn. I then settled back to my familiar territory. We began the race with 60 riders and only 51 finished. I was surprised by the number of DNF's that day. Katheryn ended up 13th in the stage and I was 43rd.

So, for overall results, Katheryn finished 14th and I was 29th. Good job Katheryn! The Pomona Valley was a good stage race because it gave us an idea of the fitness we are currently in. I realize that I need to do more interval work and just train more - if I can find the time. I think as Katheryn gets to know the peloton this year and their strengths/weaknesses, we will see more aggressive moves from her in the future. Her fitness seems to be right on par for this time of year. I am looking forward to the next stage race, Solano, to see the improvements.

Mather Field Crit

by Jen Whatley

Taitt and I drove to Sacramento together and discussed our race strategy. We discussed who probably would and wouldn't be there due to Pomona, and then decided that since it was an all category race and we were both using the race for training, we would work to drop the weaker, less experienced riders to make the race safer, and then Taitt would set me up for the sprint.

Taitt and I both did a good job of staying up front covering and initiating attacks. None of them stuck, as no one seemed happy with any of the groups that formed off the front. It became clear as the race progressed that the purpose of the attacks was to dwindle down the pack, not to get away.

With 3 laps to go, like clockwork, Taitt and I positioned ourselves in 3rd and 4th from the front, with me on Taitt's wheel. It happened so smoothly and I remember thinking, "This is great, all I have to do is hold my wheel." Taitt did an excellent wind up going into the last lap. I let one person in, putting me in 3rd position. I then unfortunately gave up my wheel to Debbie Allen who moved in on it during a corner just before the finish. I just wasn't aggressive enough to hold it (will have to change that next time!). Taitt executed a beautiful lead out, Debbie Allen (who I shouldn't have let take my wheel) won the race, and I got third.

Since this was a training race for both of us, we had wished we had attacked more so we could wear out our legs. The race was fairly easy, and we didn't get in the efforts we had expected. When we returned to our trainers to cool down, Taitt actually talked me into doing some hard efforts to get more out of the training. What a teammate!

HRM for Sale

For sale: Polar S710 heart rate monitor, unused/in box, comes with IR transmitter, does just about everything including altitude and thermometer. \$160 (MSRP \$300+). Contact Wylie Palmer, WyliePalmer@msn.com.

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Race Results

Cherry Pie Criterium

February 9, 2003

Senior Pro/1/2: Dennis Hopp, 36th;
Richard Pego, 47th

Senior 3: Dave Keefer, 23rd; Ryan Wong,
32nd

Senior 4: Friedrich Drees, 8th

Master 35+: Friedrich Drees, 19th; Dave
Keefer, 29th

Women 1/2/3: Katheryn Curi, 1st

Women Masters: Jamie Fenimore, 6th

Juniors 14 under: Dawn Tisdell, 7th;

Daniel Tisdell, 10th

Pinole Team Time Trial

March 2, 2003

Cat 4: Garrett Lau & Ralph Lim, 17th

Women 1/2: Eryn Hanna & Katheryn Curi,
1st; Jen Whatley & Taitt Sato, 3rd; Joy
Shaffer & Robbie McGuinness, 5th

San Diego World Cup Qualifier

March 2, 2003

Men's 1K TT: Giovanni Rey, 17th

Pomona Valley Stage Race

March 6-9, 2003

Women 1/2/3: Katheryn Curi, 14th; Sandra
Kolb, 29th; Eryn Hanna

Land Park Criterium

March 8, 2003

Juniors: James Ryan, 18th; Daniel Tisdell,
26th; Dawn Tisdell, 27th

M35+ 4/5: Brian Ferrario; Steven Woo

M35+ 1/2/3: Michael Rowe, 57th

Women 4: Sheri Mulroe, 7th; Jamie
Fenimore, 26th; Sandra Kubo, 27th; Dawn
Tisdell, 35th; Robbie McGuinness

Women 1/2/3: Maria Deason, 20th

Pro/1/2: Michael Rowe

Mather Field Criterium

March 9, 2003

M35+ 4/5: Friedrich Drees, 5th; Brian
Ferrario, 17th; Steven Woo

Women 1/2/3/4: Jen Whatley, 3rd; Taitt
Sato, 10th

Senior 3: Dave Keefer, 37th

Madera Stage Race

March 15-16, 2003

Senior 3: Monte Sanford, 25th; Dave
Keefer, 42nd

Women 3: Maria Deason, 6th

McLane Pacific Grand Prix

March 22, 2003

Women 1/2/3: Katheryn Curi, 20th

Sr. 2: Jon Erskine; Richard Pego; Michael
Rowe

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Meeting Schedule

The LGBRC team meeting is at **7:00pm** on the first Monday of each month. The next meetings will be April 7 and May 5. Location:

Vesuvio Restaurant

3044 El Camino Real, Santa Clara.
One block West of Kiely between
Lawrence Expressway and San Thomas
Expressway. Phone Number: 296-1054.
Meetings now feature free raffles!

Cat's Hill Committee

All LGBRC members are welcome
at the Cat's Hill Committee and BOD
meetings. Call John Sevic at (408) 358-
3501 for details.

Team Ride

Sunday 8:45am: A social, no-drop
ride leaves from The Bicycle Outfitter
(TBO) in Los Altos at 8:45am every
Sunday. Route is determined by group
consensus prior to departure.

American Classic

The American Classic deal is here.
The club gets one order per year. As of
yet there is no set deadline. Deadline to
be determined via email. You must be a
member in good standing (verified via
Barry Gordon) with the club to be a part
of this order. Contact Jay Freyensee
(why2jjj@netscape.net) for details.

Ongoing Club Deals

Steelman Cycles: Contact Gary
Davis, gary@2wheelsgood.com.

American Classic: see above.

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

The Bicycle Outfitter: 10% off.

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

Avocet: 25% off. Contact Rick
Boucher, rick@avocet.com.

IN-SPEX: 20% off, www.in-spex.com.

Rudy Project: Contact Barry Gor-
don for an order form.

Teschner Frames: Contact Bill
Koerner, BK4WHEELS@aol.com.



Rudy Project - Technically Cool Eyewear is our official team eyewear. If you need to get the coolest shades contact Barry Gordon for a Club order form.

Rudy is serious about its cycling. Rudy Project Domo Riders took 1-2-3 at last year's Paris- Roubaix. Rudy consistently dominates the Tour de France and this year will field Mapei, Rabobank, Telekom, iBanesto, Domo-Farmes Frites, and Lampre.

The New Kerosene family (check out www.rudyprojectusa.com) is awesome. It can be adjusted at the nose and temples to provide a custom, fog-free fit. In addition the optical adapter is super low profile and snaps in and out for easy cleaning.

All Rudy's now come with a free hard case and best of all, the Replacement Lens Guarantee whereby Rudy will replace any damaged or scratched lens (no matter the reason) for a nominal S/H fee.

This year Rudy is boosting their accessories including bags, backpacks, socks, etc. Check it out. Remember we get Club Pricing in exchange for promoting Rudy and steering customers to their dealers including our shop sponsor.

Please show your support and wear your Rudy's when training, competing or podiuming! Let's have a great 2003!

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