

# The Catalyst

News and information about the  
Los Gatos Bicycle Racing Club

July 2004

URL: <http://www.lgbrc.org>  
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## Jay Competes in Mt. Hood Cycling Classic

by Jay Freyensee

Mt. Hood Cycling Classic ([www.mthoodcyclingclassic.com](http://www.mthoodcyclingclassic.com)) in Hood River, Oregon, is a great, GREAT stage race. It was held June 3-6, 2004.

### COMPETITION

The competition at this race was fierce. The racers here were ready-to-rip right from the first stage through the last stage. The New Zealand National team showed up at the pro race along with a team from Logan, Utah that does product testing on Reynolds wheel prototypes. A guy all the way from Boston, MA showed up in my field just to hammer us into the ground. There was also a monstrous team, "Loves" that did not seem to have a G.C. guy but had at least one, different 'specialist' for each stage. There were also a couple of the top juniors in the nation that showed up, one notably Sean Van Horn up in Seattle that had won every stage race he had entered so far this year (Enumclaw, Walla-Walla and now Mt. Hood). There were about 75 people in my race while there were about 85 in the Pro-level field.

### THE WEAPONS

I had been putting in some serious TT training on my new TT bike (Quintana Roo Caliente) in the month of May to break it in and get me into some peak form. I was going to bring that bike along with my Mira to Oregon for this event. I only brought two sets of wheels total, one for each bike. However, the set of wheels I use for my TT bike are Extreme deep-dish carbon tubulars which can do as spares for my Mira for the road races. I just needed to swap off the nine-speed cassette and put a 10-speed on there. The Mira was going to use my Mavic Ksyrium Elites. I really dig those wheels for its stiffness and not too bad weight. I have a pair of

extremely light Velomax Ascent wheels which are great for a pure climbing ride; however, they flex and chose not to bring them. Many competitors were curious and interested in my TT bike, especially the Hed aerobars that I stuck on them. I was totally stoked over my TT bike. This was the first serious test I had with it for racing. It performed perfectly whether it was up short steep climbs, hammer-grinding downhills, or sweeping snake turns.

### THE RACES

My teammate and I showed up at Hood River Thursday afternoon for the first stage Thursday evening, a 2.5 mile Prolog (Prolog's are TT's under 10K). I had not done a Prolog in a race in 8 years, so this was kinda-exciting for me. The Prolog was not real flat, as it started downhill but finished going uphill with it getting steeper as one approached the finish. I ripped a pretty good TT, going 5min 43sec and earning a tie for 7th.

The second stage was labeled a circuit race although each lap is 18.5 miles (so it is pretty much a road race). There was one KOM line at this race which we would cross three times (3 laps). The official KOM climb was only about 5K which we went really hard up for the whole 5K each time. However, the gut-check always started way before the turn onto this climb. The winner of the prolog got dropped like a rock in this race as I finished 10th, in the second group of 6. I decided to hold just a tad back from the main group so I would not fry my legs too bad for the next day. My group of 6 got scored the same time on that day.

Going into the third stage I was 9th overall but I had not lost any time from the old-leader to the new-leader. My plan was to let it all hang-out on the ITT, which was the third stage. The el-

evation profile for this 10.5 mile course looked scary on paper, but the only thing that was real tough was the wind. Being ninth overall my chase man and my behind man were probably going to be great time-trialists, so I was really going to get pushed hard. I racked a 23min 57sec time, almost catching my chase man, and capturing 7th at this stage and 7th overall. I was very proud of my effort as I did no less but could not go any harder.

Stage four, the crit, was later on the same day in downtown Hood River. The course is somewhat a mini-Santa Cruz crit, 1/2 mile, short snake descent, steep hairpin turn then levels off to something like a 6% climb, but what is different than the Santa Cruz crit is that the course had nice paved roads. The only rule in terms of the overall in this race was you must survive half the race or you are disqualified. With the short snake descent and hairpin climb, I decided to make sure to stay up front before relaxing near the end to avoid the slow-pokes that were going to get dropped on this course. A great crit start for me (for a change) set the tone for my performance for the whole 35 minutes. I was up-front for a few laps but usually near the front for more than half the race. About half-way through, one guy to the right of me decided to swing into me for some reason, causing himself to go down and me bouncing my front wheel into a guy's back wheel to the front-left of me. I was able to ride out of that pretty quickly without wrecking and later finishing about 20th, main pack. I could have done better if I was not concerned about G.C. place.

Stage five turned out to be my maker. Unfortunately, I was not able to hold by 7th place G.C. in the final day. It took the worst weather

*conditions I have ever*  
*Continued on page 2*

## Jay at Mt.Hood

*Continued from page 1*

been a part of in a cycling race and a hard course (75 miles, 7500 ft. of climbing for both Pro/I/II and III) turned lethal because of the weather for the leaders to drop me, with me finishing a mediocre 22nd in the final day and dropping me to 18th in the G.C. It was awful-pouring down hard cold rain, wind, and rain-soaked roads. We bombed down some twists and turns that were just crazy, more-so because at times I could not hold my bike still because of my shivers. We lost about 40 people going up on the first major climb of the race. We flew so fast up that first KOM I was seeing stars. I hung tough until halfway through the second major KOM climb, right at the 15% grade pitch. Later after gathering into the second group, one guy threw up not far away from me while riding his bike on the third climb. At points I could not feel my hands or my feet. I wore a cycling poncho for the race which helped keep my chest dry, but in the end, it did not matter too much what you wore to try and keep yourself dry because you were going to get soaked. Fortunately for me I did not get hypothermia. A nice lady allowed me to take a hot shower in her lodge nearby.

### THE STAGE SUMMARY

stage	1	2	3	4	5	Final
result	7	10	7	24	22	x
G.C.	7	9	7	7	18	18
field	77	72	71	68	64	56

### THE PEGO MASH

Richard Pego was the LGBRC teammate/friend that came with me to Mt. Hood. He had a great result there (though he does need to work on his TT a little before he can become master-and-commander...I beat him in both TT's...YAH!). Rick delivered two 16th places in both road races while sitting comfortably with the leaders in the crit. The second 16th place in the final day proved key as he rocketed up about 10 places in the G.C. to finish the Mt. Hood Classic at 13th overall, which was in the money for this race. He was doing so well on the last day he was leading John Hunt from Village Peddler out on the KOMs!

### THEARTOFRECOVERY

I'm no master at this. Since I did the Tour of the Gila in 2000, I thought I have had cruddy recovery and was something I really needed to improve upon if I was to do better in stage races. I seem to have nailed it pretty well for this event though. I had started on Reliv products (www.reliv.com) a month ago for vitamin and mineral supplementation. Within that time I had noticed improved freshness and less grogginess when I woke up each morning. It also brings a powerful sense of well-being, a psychological edge that can give one in competition as well as the average day (just ask two Sun co-workers that are now taking it- Venu Thiruvengada and Senthil Dayanithi). Since Reliv products are a drink instead of a pill, it has been part of my normal daily breakfast/pre-race (and it's much easier for the body to absorb). After each stage I immediately made sure I got fluids into me, mainly water mixed with Endurox. Lots of readings have said that the most important time of recovery and getting some-type-of-food into your system is 0-30 minutes after your workout, even if it is just Gatorade. In the later hours it is definitely not a good idea to be shy about your Calorie intake. Daily stretching plus one massage after stage 2 helped. I also took an ice bath later on after the completion of stage 2. Back when I tried out for the Purdue cross-country team, we received daily ice baths after each workout. The theory is that the ice bath is a preventative to reduce swelling caused by any micro-tears in the muscle fiber that may have been caused from strenuous activity. Also, it can actually increase blood flow hours after the ice bath (it is a "bend-the-water-hose" effect. You first bend the hose/capillaries to reduce water/blood flow, then once the bend in the hose/capillaries is gone, a big gush of water/blood first flows through before returning to normal). Finally, I think some of the training I did this past year helped a lot too, mainly riding three straight big days every-so-often not-so-hard (about once a month) to get my body used to going long distances for multiple days. I would also go for about 7-10 straight days of riding within that timespan us-

ing easy, easy spin days as a 'rest day' but still giving the legs a sense of riding each day.

### THE MT. HOOD AURA

I have read a lot about Oregon, seen lots of pictures, and have even been following the Portland-area weather almost daily in the past year. This place and race did not disappoint. Oregon is definitely THE place for bicycle stage racing. The Columbia Gorge is breathtaking (and windy...I have been told this place is the birthplace of windsurfing). At stage one I got confused at times if I was staring at Mt. Adams or Mt. Hood. Both looked close and were covered with snow (when you are exhausted after a strenuous effort your mind can play tricks on you). I thought I also saw Mt. Baker in the area too (but maybe that was also Mt. Adams/Hood). Stage five we used almost all forest service roads, taking us to some mystic mountainous areas no one would ever know about unless they were a fan of mountainous bicycle riding. The area reminded me very much of New Zealand, minus the massive volcanoes. There was not too much of the urban-sprawl and store chains in the Hood River area, though there was a small Safeway and Wal-Mart in the town. Speaking of Safeway, so many people working at Safeway said 'hi' or asked me how I was doing I thought I must be the rudest, most unfriendly person at Safeway! Thus, I thought the people in Oregon were pretty friendly. Hood River shuts some of its streets down the first Friday of every month to have some type of celebration. My teammate/friend mentioned how much better condition the roads were in Oregon compared to California, even though the roads in Oregon face more extreme weather than California. And finally, you cannot beat the no state sales tax!!

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## Track Districts Will be Held July 23-25

Northern California/Nevada Track Championships will take place over three days, July 23-25. Watch [www.RideTheTrack.com](http://www.RideTheTrack.com) for more details as they become available.

# Timpani Criterium

Sunday, August 1, 2004\*

Santa Clara, CA

Category	Minutes	Places	Prizes	Start Time	Limit	Fee
Juniors 13-15/16-18**	30	3	Medals	8:00am	50	\$10
Senior 5	40	3	Medals	8:35am	50	\$20
Women 3/4***	45	3	\$100/Medals	9:20am	100	\$20
Senior 4	45	6	\$150	10:10am	100	\$20
Senior 3	60	6	\$200	11:00am	100	\$20
Masters 30+ (4/5)	45	6	\$150	12:10pm	100	\$20
Masters 30+ (1/2/3)	55	6	\$200	1:00pm	100	\$20
Women 1/2/3	60	6	\$200	2:00pm	100	\$20
Senior P/1/2	75	8	\$500	3:10pm	120	\$20

**Notes:** \* Pending City permit approval \*\* Fields raced together, picked separately. \*\*\* Staggered start, picked separately

**Course:** Four-corners and flat on good, clean pavement. Start/finish on Betsy Ross Drive - Bunker Hill Lane - Patrick Henry Drive - Old Mountain View-Alviso Road. 0.9 miles per lap. Free lap rule applies; no neutral support.

**Rules/Prizes:** USAC rules in effect. Valid USCF license required. One-day license may be purchased for category 5 men or category 4 women only. Entry includes USAC and NCNCA insurance and surcharges. Prizes will be at least 50% cash. Prizes may be offered in addition to prize list.

**Directions:** From 237, take Great America Parkway south and turn right on Bunker Hill Lane. From 101, take Great America Parkway north and turn left on Bunker Hill Lane. Street parking or look for lot parking instructions.

**Registration:** Pre-register by July 23<sup>rd</sup> to avoid \$5 late fee. Online registration available at [www.active.com](http://www.active.com) or by sending a 2004 USA Cycling release and check payable to LGBRC to: Timpani Criterium, 4052 Canon Ave., Oakland, CA 94602. Same day registration opens at 7:00 am and closes 10 minutes prior to beginning of each race. No refunds. Each additional race only \$5.

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For event information call (510) 531-7371 or e-mail [info@timpanicrit.org](mailto:info@timpanicrit.org)

# Friday Night Breaking Away Series: June 11

by Jim Ryan

Hello again everybody. I believe this is my first report this year, and I know that you have missed me. Track racing, I love it and think that all you roadies should come try it. If nothing else it will get you sprinting faster. In any case, this report is about the second night of Friday racing at the track. The way the races work are as follows: 4 groups (Cat 4, 3, Pro1/2, and sometimes women), 4 races, the person that places highest in his/her 4 events wins (points are first through fifth 7,5,3,2,1). Friday night we, we being the cat 3s, had a 10 lap point-a-lap, followed by a 16 lap points race, proceeding to a 7 lap win-n-out, and ending with a miss-n-out.

I was feeling quite tired because the week before I had done 6 out of 7 days hard, 5 of which were races. So, with my tiredness, combined with first race phobia, I got dropped. Oh loyal fans, not to worry that first race was my warm up. Because there are four races you don't need to do well in all of them to place highly overall, as you will see. By the way, the point a lap goes as follows: the first person to cross the line every lap gets a point, person with the most at the end of the race wins.

The next race was a points race where every 4 laps the first 4 people get some points. Now, I was still feeling pretty bad in this race. I tried to go with the attack and stayed with them for a while, getting no points because there were 5 of us and I am in an 81 inch gear which makes it a little hard to accelerate into the 30s. Eventually the group got caught, after which I attacked. I got caught on the line and got second in that sprint. Because the race was so short, only 4 sprints, those 3 points I got were enough to get 5th place.

The third race of the night was the win-n-out, probably the most painful, awful race ever. After 7 laps they ring the bell. The first person across the line wins, and is, obviously, out. Then, the next lap, the first person across the line gets 2nd, and is out. Now, as you can imagine, this is getting quite painful for those of us who are still going, trying to be first across every lap. Thankfully



*Jim Ryan leads the pack at the Southern California/Nevada Junior Track Championship in Encino. Photo by Steve Ryan.*

the race ends the following lap with the first 3 people getting 3rd-5th places. Normally, I attack in win-n-outs, because I like making people suffer. Predictably I get caught in turn 3 or 4 on the last lap, a horrible feeling. However, that night, I sat in and covered the attacks. No one stayed away until 1 to go (for 1st). The guy went hard as they rang the bell, no one caught him. Unfortunately the group split trying to chase him down, and of course I was in the back. Thankfully, the Alto Velo guy in front of me pulled me up to the front as the 3rd-5th sprint started, we caught on in turn 1, the guy above me jumped and I got on his wheel. I then decided to go my hardest to come around him, I did, easily holding off the pack. Ergo, I got third in that race. At this point I was starting to feel better.

My final race of the night and my favorite, the miss-n-out. If you ask most people, this is the most painful, awful race ever. Every single lap, the last person across the line gets pulled from the race, until there are 3 left. Then there is a neutral lap (i.e. nobody gets pulled) and then the sprint. My strategy, which works quite well, if I do say so myself, is to stay on the first guy's hip. Now, because I like to ride about 1 inch away from that guy's hip, I still get draft, can control who comes by (by moving up and down track) and am safe from getting pulled. This race, however, was different, no one wanted to be in the front so I went up and hammered for about the first half of the race (there are 15 people, so its about a 14 lap race). After that, I slunk back into the group and got on Steve Reany's wheel, he was

leading the omnium at that point. I sat there until there were six of us left. In turn 3 I noticed who was next to me, none other than Matt Mosby! Since I was drafting some big guys, I had some wind left in me and I yelled at Matt to move up track. The guy behind him had to therefore work a lot harder to come around and I shoved myself in between the 2 guys in front of me. So I automatically got omnium points from then on. That lap, Matt died and got pulled. So I made a move and got up front, this was the semi-sprint for getting into the top 3. Coming out of turn 4 Brad Goodson from AV decided that he was going to be out if he didn't go under me (which was cheating). So he got relegated to 4th for passing below the blue band (the blue band is the very bottom of the track). That left: me, Steve Reany, and Kelsey Aldrich who was already off the back. Of course coming into the bell lap Steve Reany, the leader of the night, was still there. I knew that he had a huge gear on, something like a 97! Anyway, I wanted to keep it slower so that I could out-jump him. In turn 2 I took a big breath and jumped my hardest, I won by a few bike-lengths.

So my results for the night: off the back, 5th, 3rd, 1st. And the most important part, omnium: I got second place, which is amazing considering I'm basically not as fast as these guys. The lessons I learned are that a good warm up is important, point a laps are evil, taking risks gets you the reward and that bumping with others is not only fun, its actually useful.

This has been an entry of: The Junior Chronicles

# Race Results

## Central Coast MTB #5

May 2, 2004

Expert Men 34 & under: Jay Freyensee, 9th

## California Outdoor Sports Championships

### Infineon Technologies NMBS Cross Country

May 15, 2004

Expert Women 35-39: Beverley Harper, 1st

Expert Women 45-49: Debbie Ellis, 2nd

## Monterey Circuit Race

May 29, 2004

M35+ 4/5: Chris Pearson

Elite 2/3: Ryan Wong, 22nd

Women 1/2/3: Kate Landau, 3rd; Taitt Sato, 6th

## Mount Hamilton Classic

May 30, 2004

Pro/1/2: Richard Pego, 14th; Jon Erskine, 19th; Jon Sinclair, 27th

Women 1/2/3: Kate Landau, 16th

Elite 3: Willem Voorneveld

Women 4: Jennifer Van Muckey, 5th

Elite 5: Eric Davis, 9th

## ST Bikes Criterium

May 31, 2004

Pro/1/2: Ryan Wong, 8th; Kalen Gruber, 29th; Dennis Hopp

Women 1/2/3: Taitt Sato, 8th

Women 4: Jennifer Van Muckey, 13th

Elite 4: Matt Mosby, 14th

Elite 5: Ben Barsi-Rhyne, 9th; Abe Gore, 10th

## Friday Night Breaking Away #1

June 4, 2004

Elite 3: Jim Ryan, 3rd; Matt Mosby, 6th

Elite 4: Steven Woo, 3rd

## Wheels of Thunder Criterium

June 5, 2004

Women 3: Maria Deason, 15th; Dawn Tisdell, 16th

Women 1/2: Taitt Sato, 2nd; Jen Whatley, 4th

Women 4: Jennifer Van Muckey, 7th

Junior Boys 15-16: Jim Ryan, 1st

Junior Boys 13-14: Phil Mehlitz, 1st; Daniel Tisdell, 3rd

Junior Boys 10-12: David Tisdell, 1st; Canaan Linder, 2nd

Cat 5: Aaron Hanna, 1st; Jun Aishima, 9th; Gil Allanic, 13th; Phil Mehlitz, 14th

Cat 4: Eric Bustos

M35+ 4/5: Greg Juneau, 1st; Steven Woo, 4th; Eric Bustos, 27th

Cat 1/2/3/Pro: Dennis Hopp, 12th; Ryan Wong; Brian Heneghan

## Northern California/Nevada Time Trial Championships

June 6, 2004

Master Women 30-34: Amy Chang, 1st

Master Women 60+: Aldene Gordon, 2nd

Sr Men 4: Neil Gift

Sr Women Open: Starr Falk, 5th

Elite 3: Willem Voorneveld, 11th

Master Men 50-55: David Puglia, 7th

Tandem 70+ Mixed: Vance Sprock & Jen Whatley, 1st; Liz Jessen & Mike Jessen, 2nd

## Mt. Hood Cycling Classic

### Hood River Oregon

June 4-6, 2004

Cat 3: Jay Freyensee: Stage 1, 7th; Stage 2, 10th; Stage 3, 7th; Stage 4, 24th; Stage 5, 22th; Final GC, 18th  
Pro 1/2/3: Richard Pego: Stage 1, 44th; Stage 2, 16th; Stage 3, 44th; Stage 4, 33rd; Stage 5, 16th; Final GC, 13th

## Friday Night Breaking Away #2

June 11, 2004

Elite 3: Jim Ryan, 3rd; Matt Mosby, 9th; Steven Woo

Elite 4: Vance Sprock, 1st

## Fremont Freewheelers Crit

June 12, 2004

Elite 5: Aaron Hanna, 5th; Chris Pearson, 11th; Jun Aishima, 16th

M35+ 3/4/5: John Sevic, 16th; Steven Woo, 26th; David Puglia; Mark Kurashige; Brian Ferrario

Elite 4: Stephen Butler, 27th; Garrett Lau; Mark Kurashige; Neil Gift

Juniors 15 & under: Phil Mehlitz, 1st

Elite 3: Willem Voorneveld, 28th;

Onedin Giraldo; Paul Mircik

Women 1/2: Jen Whatley, 2nd; Taitt Sato, 4th; Beverley Harper, 8th; Kate Landau, 11th; Martina Patella, 13th

Women 3: Maria Deason, 13th

Pro/1/2: Brian Heneghan, 11th; Kalen Gruber, 28th; Matt McNamara

## Wine Country Criterium

June 13, 2004

Cat 4: Steven Woo; Stephen Butler

Women 1/2/3: Taitt Sato, 3rd; Martina Patella, 5th; Kate Landau, 13th

Pro/1/2: Ryan Wong, 9th

## Skyline Park MTB Race

June 13, 2004

Expert Women 35+: Debbie Ellis, 2nd

## Northern California/Nevada Junior District Track Championships

June 13, 2004

Men 15-16 Omnium: Jim Ryan, 3rd

Men 17-18 1 km TT: Matt Mosby, 2nd; Steve McFarland, 3rd

Men 17-18 Sprints: Matt Mosby, 2nd; Steve McFarland, 3rd

Men 17-18 3K Pursuit: Steve McFarland, 2nd

Men 17-18 Scratch Race: Matt Mosby, 2nd; Steve McFarland, 3rd

Men 17-18 Points Race: Matt Mosby, 2nd; Steve McFarland, 3rd

## Friday Night Breaking Away #3

June 18, 2004

Elite 3: Matt Mosby, 4th; Steven Woo, 5th

## USCF Elite National Championship Road Race

June 19, 2004

Women: Kate Landau; Martina Patella; Starr Falk; Jen Whatley

## Ed Steffani Memorial San Jose Grand Prix

June 20, 2004

Elite 3: Steven Woo, 3rd

## Friday Night Breaking Away #4

June 25, 2004

Elite 3: Vance Sprock, 5th

Elite 4: Amanda Aaronson, 7th



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**LATHAM & WATKINS LLP**



*Canaan Linder races at the Burlingame Criterium. Photo by Garrett Lau.*

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## LGBRC Board of Directors for 2004

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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 July 5 and August 2. New location:

**Round Table Pizza**

101 Town and Country Village  
Sunnyvale  
Phone Number: 408-736-2242.

## 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

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

**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.

**IN-SPEX Prescription Sports Eyewear:** 20% off, www.in-spex.com.

**Rudy Project:** Contact Barry Gordon for an order form.

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

**Volvo:** Substantial discounts on new cars. www.smythe-volvo.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.



Rudy Project - Technically Cool Eyewear is our official team eyewear. This year they have exceeded the limits of 'coolness' with some great additions to their sunglass and helmet lines. Rudy Project has 14 new sunglass models and 4 new sport version models with lots of cool new smaller shapes, hip casual styles and high performers that rock! We have also introduced a larger T-Rex helmet for those of you with big noggins. To check out the newest styles for this season contact Barry Gordon for a Club order form.

Rudy continues to support the top cycling teams such as Prime Alliance, Schroeder Iron, Jelly Belly, and Sierra Nevada as well as top athletes like Barb Lundquist, Chris McCormack, and Steve Larsen. Rudy also is a team supplier for Team in Training, USA Triathlon, US Ski Team, and Pro Tennis Registry.

Along with Rudy Project's great products, they continue to give us the great warranties that set them apart from the rest. All glasses come with the Replacement Lens Guarantee - you scratch 'em, they'll replace 'em for a nominal S/H fee - no questions asked. This year Rudy Project is also doubling the frame warranty to two years! And of course, all glasses come with free hard and soft cleaning cloth cases.

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 on the podium! Let's have a great 2004!

**The Los Gatos Bicycle Racing Club**  
**P.O. Box 2842**  
**Saratoga, CA 95070**