

The Catalyst

News and information about the
Los Gatos Bicycle Racing Club

October 2004

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Stephen Butler rolls to the start at Downers Grove. Photo by Kim Butler.

Stephen Butler Competes at the National Criterium Championship

by Stephen Butler

On August 21, I raced in the National Criterium Championships in Downers Grove, Illinois. Yes, I flew all of the way to the Midwest for one race, but let me explain.

An Illinois native, I had participated in this race many times, and in 1997 it had been my last race before a 6-year racing hiatus (which, fittingly enough, ended with the Cats Hill Criterium in 2003). So I decided that this year I should give it another try. As an added bonus, this was going to be my first chance in 7 years to race with my brother Kevin. I borrowed his old Bianchi and was made an honorary member of his team, Wheel Fast Racing.

While warming up with lucky race number 13 pinned to my back, I was

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Taitt Sato Wins NCNCA BAR

Taitt Sato won the final race of the season, the Documentum Criterium on September 26, to secure the title of Northern California/Nevada Cycling Association's Best All-round Rider for the women's 1/2 category in 2004. The NCNCA BAR competition is based on points awarded to the top ten finishers in each race in the district. Taitt had top-ten finishes in 31 races this year, including victories in the Santa Nella Road Race, Zamora Road Race, Diamond Valley Road Race (Masters District Championship), Coyote Creek Criterium, Folsom Criterium, and Documentum Criterium.

When asked about the BAR title, Taitt replied, "I think it represents a great team effort this season."



Taitt Sato leads the chase group at the Watsonville Criterium, one of 31 races this year in which she placed in the top ten. Photo by Garrett Lau.



Between trips to the World and National Championships, Beverley Harper raced at the T-Mobile International in San Francisco, which started at dawn on September 12. Photo by Garrett Lau.

Beverley Harper Wins Mountain Bike National Championship

Beverley Harper became LGBRC's latest national champion, by winning the Expert Women 40-44 Cross Country race at the U.S. Mountain Bike National Championship on September 25 at Mammoth Mountain.

Beverley traveled all over North America this summer to represent LGBRC in national and world championships. She earned medals at every event: silver in the NORBA National Series, silver (TT) and bronze (Tandem Road Race) at the USCF Masters National Championships, and bronze at the Mountain Bike World Championship, before winning the stars-and-stripes jersey at Mammoth.

Stephen at Downers Grove

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surprised to find some people that recognized the LGBRC jersey. One TripleX rider mentioned that he had raced at Sea Otter and saw some of our riders there. Some spectators even called me over to tell me that they had lived in Milpitas before they moved to Illinois and that they would be happy to trade places with me (I politely declined).

The course is a fantastic one-mile figure-eight around downtown Downers Grove. It features one small hill (formerly known as “Mount Fresca” back when that horrendous soft drink was a major sponsor of the race), a long, screaming descent, and a slight uphill to the start/finish. The drawback is that the race organizers decided that it would be a good idea for the Cat 4s to race for only 20 minutes plus one lap. Unfortunately for me, I don’t get into a solid rhythm or even start to feel good until about 20 minutes have gone by. I knew that I was going to have to use different tactics for this race than for the typical California race.

This race turned out to be Wheel Fast Racing’s largest turnout of the season: 6 riders plus myself. We set out to do battle with a field of about 75 other riders. Knowing that the race was so short, we predicted an all-out sprint for the whole race. Our strategy was to get up front and to push the tempo. With our strategy in place, Marc, Scott, Chris, Kyle, Rich, Kevin and I were ready to go.

With temperatures in the surprisingly low 70s, we took off, and our suspicions

about the tempo proved correct. We were all near the front and flying around the course—almost always above 30 mph. The former “Mount Fresca” was almost laughable compared to Cats Hill, and we found ourselves up and over the top in only six or seven pedal strokes. Still, the tempo was putting tremendous strain on a lot of riders, and we held our ground near the front. Looking around, I saw good representation from the large teams in the race... Wheel Fast, TripleX and VOX/Higher Gear. Everything was going according to plan, but as they say about the best laid plans...

For several laps I was in 5th position, staying out of trouble and feeling good. Then, without warning, disaster struck. I let my position slip a little, and 10 or 12 riders came around me. Then, going into Turn 7, about 10 of those riders, many of them my Wheel Fast teammates, went down directly in front of me. Kyle, who was just ahead of me, heard two bangs before he found himself thrown into the hay barricade. Apparently, one flat had started the wreck and then the rapid braking caused yet another flat. Thankfully, all of the Wheel Fast riders hit the hay and/or other bodies.

Recovering from the crash, Kyle and Chris headed to the pit and were pushed back into the field, but Rich decided to chase back on, solo. In an incredible effort, Rich bridged back on and then moved up within the field.

I have no idea how I stayed upright, but fortunately I was riding toward the inside and to the left of the carnage as it

spread outward. I narrowly squeaked through, but not before I had to brake hard, dive around one downed rider, and brake hard yet again to maneuver around his bike as it slid toward me. Needless to say, by this time the usual post-crash acceleration was taking place. With my brother hanging onto my wheel, we had to hit the gas along the uphill start/finish to catch back onto the field.

I now found myself in a spot of difficulty, as Phil Liggett would say. My adrenaline rush that I got after squeaking by the crash quickly turned into something reminiscent of a bad sugar crash. I so badly wanted to get back to the front of the field, but my body steadfastly refused, no matter how deeply I dug into my suitcase of courage. (OK, so I watched too much of the Tour commentary by Phil and Paul.) I would gain some position on the hill just to find myself losing it again on the flats.

I looked around and saw Wheel Fast jerseys ahead. I was solidly mid-field, and I kept trying to recover. As we hit 2 laps to go, the pace started to pick up. I searched for wheels and just tried, although unsuccessfully, to gain whatever position I could for the finish. On the final lap, I came unglued. I started slipping to the back of the field. My legs and lungs had simply said “enough already.” The last time up the hill, I heard my brother yelling at me to move up, but my legs did not heed the message. Kyle and Chris were still solidly ahead of me, and they rolled across 23rd and 29th, respectively. I had to settle for a disappointing 44th as I rolled across with the back of the field.

So things didn’t turn out quite the way I had hoped. I really wish that it had been a 40-minute race, causing the tempo to be a little more manageable. But after having read many of my brother’s race reports, it was great to be riding with him again, and with the other names and teams that I had read about. My thanks to Marc Taylor, Scott Taylor, Chris Hammer, Kyle Watterson, Rich Scargill and my brother Kevin for making me a part of their fantastic team for a day.

As they say, there is always next year!



Stephen Butler leads the pack at Downers Grove. Photo by Kim Butler.

Willem Voorneveld: Champion in our Midst

by Neil Gift

You just never know whom you might be riding with when you show up for the Sunday ride. My first time riding with Willem was memorable because his style of riding was very unique and I instantly could tell his expertise on the bike. Little did I know he was someone with 45 years of riding experience, spanning several generations of cyclists and speed skaters.

Willem Voorneveld was born in the town of Tienhoven, in a small part of the Netherlands. He started riding a bicycle without training wheels at age 3. Like so many of his friends, he enjoyed watching bicycle racing and at the tender age of 12, entered into serious competition. His competitive life started as a 12 year old with already 7 years of ice skating experience (that's right, on the skates at 5). He was noticed early on as having talent and entered the Dutch Junior National Team. He speed skated to National Junior Champion in 1976, the European Junior Champion in that same year, and finally became the World Junior speed skating Champion in 1977. He just was recognized as "better than the rest". Unfortunately, a serious injury took him out of speed skating competition for 5 years. He ripped a large muscle in his inner thigh and had to spend the next 5 years recovering



Photo by Neil Gift.



Photo by Garrett Lau.

through 3 operations. This opened the door for his love of bicycle racing.

He began winning criteriums in the beginning, and then moved onto some top amateur wins, such as the 8 of *Chaam*, the *Tour de L'aude* (week long stage race) and the *Tour de Huy* (a similar route used in the Classic *Liege-Bastogne-Liege*). He furthered his experience winning 3-4 different district championships. He even was 6th in the Dutch National Championships. He admits that there were so many races and wins that he forgot. You would think that this is conceited vanity, but I know Willem and this is farthest from the truth. Willem expressed his history with straightforward honesty.

His training spans several different programs. He learned from the Dutch National speed skating team for 6 years, and then went to a top amateur cycling team, Van Tejelen Tegels (a tile company in the Netherlands). This amateur team was responsible for some very big professionals such as Gerrye Kneteman and Joop Zoetemelk (Tour De France winner). During this time it was names like Art Schenk, Eddy Merckx, and Jacques Anquetil that Willem idolized and took after. His study of Physiology is extensive - study at the University of Amsterdam during his recovery period, and he was so knowledgeable that he was an assistant coach to the Dutch Women's speed skating team in the 1998 Winter Olympics in Nagano, Japan!!

Willem's training methods, as with speed skating, are very scientific and exacting. Willem, during his early 20's, had little time for training, so he had to be more efficient with his time. His training methodology is simple - train in a very intense/heavy way, using researched methods honed by years of study. Willem is able to bring all of his speed skating background to cycling in a way that is very exciting. Bicycle racing itself did not recognize speed skating training methods until the early 1970's. Willem prescribes to the theories of power training, interval training, and tempo training. He does not believe in the old method of traditional bicycle training = long miles. Willem understands that each training method is particular to each type of riding. If you want to be able to ride a long time, then train to be able to sit in the saddle for a long time. The dangers of riding long miles are obvious; often sick with illnesses, tired, continued exposure to roadway dangers. If you want to be able to race and win short duration events, train in a high intensity/short duration manner. Willem trains towards a goal and stays with that goal until achieved. He believes you must mix up your training with long rides and short rides. If you ask Willem how to be a better rider, he will likely ask you for which event: Sprinting? Tempo riding? Climbing? These all have different training methods. Take interval training for example - he states you must interval train for each event differently. Time Trial Intervals are different than Climbing Intervals are different than Sprint Intervals. Clearly Willem draws from a wealth of knowledge.

Willem has ridden and trained with names such as Theo De Rooij (whom he is still good friends with), Erik Berukink, Laurent Jalabert, Eric Chritoux, Johan Van de Velde, and Joop Zoetemelk. Unfortunately he has ridden with so many, again he forgets. He has ridden in almost all parts of Europe: Netherlands, Germany, France (including the Alps), and Belgium. Now, of course, he rides in the United States.

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Race Results

Zamora Road Race

July 18, 2004

Women 1/2/3: Taitt Sato, 1st; Maria Deason, 3rd

Men Cat 4: Aaron Hanna, 2nd

Patterson Pass Road Race

August 21, 2004

Women 1/2/3: Beverley Harper, 10th; Starr Falk, 16th

Suisun Harbor Crit

August 22, 2004

Cat 1/2/Pro: Dennis Hopp, 18th

Cat 3: Onedin Giraldo, 8th; Paul Mircik; Greg Juneau

M35+ 3/4/5: Greg Juneau, 6th

Cat 4/5: Aaron Hanna, 20th

Women: Taitt Sato, 9th; Eryn Hanna, 14th

Winters Road Race

August 28, 2004

Cat 1/2/Pro: Richard Pego; John Knotts

Cat 4: Aaron Hanna, 17th

Women 1/2/3: Kate Landau, 2nd; Starr Falk, 11th

Juniors 15-16: Ben Barsi-Rhyne, 1st

University Road Race

September 5, 2004

Cat 1/2/Pro: Richard Pego, 10th; John Knotts, 11th

Cat 3: Paul Mircik, 22nd

M35+ 4/5: Steve Stewart, 24th

Women 1/2/3: Kate Landau, 10th

Giro di San Francisco

September 6, 2004

Cat 1/2/Pro: John Knotts, 25th; Richard Pego, 30th

Cat 3: Greg Juneau, 7th; Willem Voorneveld, 30th; Paul Mircik

Cat 4/5: Aaron Hanna, 9th; Steven Woo

M35+ 4/5: Chris Pearson, 18th; Steven Woo; Jim Honniball

Women 1/2: Martina Patella, 13th; Taitt Sato; Eryn Hanna

Women 4: Jennifer Van Muckey, 7th; Jamie Fenimore, 15th

Juniors: Jim Ryan, 18th; Matt Mosby, 20th

UCI Mountain Bike Masters World Championships

Bromont, Quebec, Canada

September 7, 2004

Women 40-44: Beverley Harper, 3rd

T-Mobile International

September 12, 2004

Women: Kate Landau; Beverley

Harper; Starr Falk; Martina Patella;

Taitt Sato

U.S. Mountain Bike National Championships

Mammoth, California

September 25, 2004

Women Expert 40-44: Beverley

Harper, 1st

Champion in Our Midst

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With so many years being in the European racing scene, I asked what changes he has seen. He immediately responded with the word Categories. Willem explained that there were NO CATEGORIES when he began racing. It was all of the people racing at a single amateur race and all the pros racing at their race. Some races you would have very fast people, and other races there would be very little speed. You just never knew. Fortunately today he sees categories over there like they have here. So be thankful for our organized method here, and don't complain about the category problem here.

Unfortunately one big thing that has not changed in the European racing scene = drugs. He would continually see the insidious use of drugs. This is why, quite often, he would return to speed skating. Drugs have little use in speed skating.

For the new racer/rider, Willem has these kinds words to say: move to a place with good weather. Once that is achieved, then map out your goals. With your goals, pick the appropriate training methods to achieve those goals. The most important thing Willem stresses in his training is REST. Willem believes that rest is so often misunderstood and commonly under estimated.

It is strange, but for 45 years Willem had NO ACCIDENTS until 2004. This

year alone he was involved in 2 automobile versus bicycle accidents: one with an SUV in January (which required him to undergo knee surgery) and one with a Mercedes Benz in August (which require him to somersault over the hood, avoiding knee surgery).

Why oh why would someone like Willem be in our neck of the woods?? Work, of course. When HP and Compaq merged, he was forced to move to the Bay Area in 2002. Willem also is a music lover, attending many different concerts in the Classical Modern Composed Music styles, and is an avid photographer. He is a father of 2. So what motivates a rider like Willem to still race after all of these years? He states he needs to do something outside of work. Since exercise has been such a big part of his life, he needs the adrenalin to just survive a normal life. Why join LGBRC? Willem admitted to Aldene Gordon, our web page designer, it was because of the website. Then he joked that he wanted a team that was close to him, which in hindsight turned out to be wrong. But really...all joking aside... he admits it was because of the TEAM PHOTO at the base of Cat's Hill that made him chose our team. The people in the photo to him looked like good people.

If ever you have a question about training or anything cycling related and you happen to meet or see Willem. Ask him. He is very helpful. I can tell this based on my experience of being a good friend with him, and learning so much while listening to him. Since he has helped me so much without asking for anything in return, I had to ask a very important question: What motivates you to help others perform better? "Nothing.. racing in general is a social sport, it is just automatic to help other people within a group". If that is not the mark of a true teammate, then I do not know what is. The Los Gatos Bicycle Racing Club is VERY fortunate to have Willem as a team member.

Willem's plans for 2005? Continue to ride and train in order to enter into the Elite 1-2 field "just for fun". He is "old and crazy" and prays that he does not get into any more accidents with any automobiles.

Race Rewards and SERF Programs

The Special Events Reimbursement Fund (SERF) and Race Rewards programs are funds allocated by the Board of Directors (BOD) to assist club members in meeting their individual racing goals. The Race Rewards program is designed to provide partial reimbursement for every race entered. The SERF program is targeted towards larger out-of-district events which require travel and overnight stays. Both programs are open to all continuing club members who meet eligibility requirements including volunteering for club events. The 2004 season for both programs runs from December 1, 2003 to November 30, 2004, and all racing disciplines (road, track, cross, mountain) are eligible.

To participate in the Race Rewards program, simply record your race results on the LGBRC website. Instructions are provided there. A password, which can be obtained from webmaster Aldene Gordon or myself, is required to enter results. All results must be entered by December 1, 2004. The final amount you are reimbursed depends on the total budget allocated by the BOD, the number of people



Starr Falk leans over her handlebars climbing Fillmore in the T-Mobile International. Photo by Garrett Lau.



Amanda Aaronson leads the pack in the Earthbound Farm (Organic) Classic Track Race. Photo by Garrett Lau

participating in the program, and the number of points you accrue during the year. Points are awarded every time you race (finishing a race is not a condition), and bonuses are given for particularly good performances. All categories are treated the same; upper categories do not receive preferential treatment. If you wish to record your results on the website but do not wish to participate in the Rewards program, please let me know.

The SERF program can provide up to \$50 per day up to \$150 per event to cover the costs of travel, lodging, and entry fees. The actual amount you receive will depend on the total budget allocated by the BOD and the total number of requests received throughout the year. Qualifying events are out-of-district races, with the exception of in-district championship events such as the Sattley time trial which are sufficiently far from the Bay Area to require overnight stays. You are encouraged to participate in the program, and you can apply as often as you like. To participate in the SERF program, please send me an email at least two weeks before the event. Describe the event, where it is located, how much you expect it to cost, and why you want to do the event. After

the event you must send me your receipts and provide a race report for the newsletter.

Reimbursements are calculated in December with the goal of distributing Race Reward and SERF checks early the following year.

-Jon Erskine



Ben Barsi-Rhyne leaps over the barriers in the 2003 Guadalupe Canyon Cyclo-Cross race. Photo by Garrett Lau



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Beverly Harper leads out 2002 National Champions Taitt Sato and Jen Whatley in the Fremont Freewheelers Criterium. Photo by Garrett Lau.

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 October 4 and November 1. 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

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
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