

The Catalyst

Los Gatos Bicycle Racing Club
Team Easton/Specialized

September-October 2005

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Taitt Sato is flanked by two PAB women on the podium. Photo by Dan Turner.

Taitt Sato wins Masters District RR

by Taitt Sato

Masters Districts Crit women 30-34

Not much to say about the crit since I got completely worked over by 3 PAB riders who did a remarkable job of racing as a team. There were only 4 of us total: 3 PAB and me. The announcers and spectators cheered me on while I chased down all kinds of relay attacks. Spent the better part of the race slowly dragging the field (combined with other age groups) back to a small break, after which another PAB promptly countered. The last 3 laps saw each PAB rider take a turn to get away. I've never had my heart rate pegged quite like that, so when the inevitable last lap attack came, I just couldn't do it again. Sat up at the finish, no reason to sprint for 2nd, I was pretty disappointed. It was a long 50 minutes since I was the only one who had any reason to do any work. Not even any other competitors in my field to share the load. Just me. It sucked.

Master Districts RR women 30-34

For the RR, I had to beat the same 3 PAB riders and 2 others (one of whom

dropped off almost immediately). Here we go again, I thought. The RR course has two small climbs close together, so if you work the first climb and the descent, you can extend the suffering all the way up the second climb. PAB's riders are strong in the flats, but not as great on the climbs. So, after polling everyone around me at dinner the night before ("help, how do I beat an entire team by myself???"), I was advised to use the climbs on each of the first 4 laps to chip away at their legs. Not to get away, just to discourage any attacks on me. On the last lap's two climbs, I gapped everyone as well as I could in a real effort to get away and TT'd my heart out for 4 miles, solo, in the wind. Have I mentioned before how I hate the wind? Hate TTs? Like sprint finishes? Riding in alone was the only way I was told I could neutralize any final PAB attacks. After losing count of how many people expressed sympathy for the crit humiliation, I really had to redeem myself, so this was one of my more rewarding wins. Alas, no finish line photo but it was pretty spectacular to see the officials really cheer for me at the end.

Kevin Worley wins Masters National Championships

by Kevin Worley

I started my preparation for the 2005 Track National Championships pretty early - last October of 2004. My 2004 results had shown a continued improvement in my 'chosen speciality', as Phil Liggett would say, the 500 meter time trial. The 500, on the surface, looks like a pretty simple race. From a standing start, you have to accelerate up to speed as fast as you can, then maintain that speed for the remainder of the distance. The reality is, like most races, even a short event like the 500 can be broken down into separate pieces. In the case of the 500, for me, these pieces are the start, the standing to seated transition, maximum speed and long speed. In addition, in order to be able to train each of these pieces, there needs to be some endurance work. A three hour track session may be composed of very short individual efforts, but you need the ability to recover completely between efforts to make them work correctly. Each

Continued on page 7



Kevin Worley wins his semifinal in a photo finish.

Ben Barsi-Rhyne wins two races at Coyote Creek Criterium

by Ben Barsi-Rhyne

This year my season began with a few decent placed races. The only thing note worthy was winning a few junior races. This was true until recently when I started training with Farid at the track. By the time the junior points series was over I started to hit a high. In my first category 3 race, I won by a fraction of an inch. The last few weeks have been, by in large very rough. At nationals I was taken out on the first climb coming back into the valley, and more recently went down at a Tuesday track practice. Tuesday was most definitely the most painful part of my season this year. It was supposed to be the last exercise before warming down. Farid had a hard day planned finishing with a 12 lap team effort. Coming into turn four on the last lap Ben Dodge yelled "I'm going up track," unfortunately I was coming around the outside to take him at the line. As you can guess I overlapped wheels and went down. Behind me Steve McFarland avoiding my flailing body parts made it around me safely, but right behind him a relatively new track junior (Nicholas Jerabek) hit me full on. By the time I had stopped sliding down to the apron, I realized just how bad the crash was. In front of me lay my bike and still further a frame and back wheel, fork and front wheel completely missing. Nicholas lay on the ground clutching his shoulder, I said to my self "that's defi-



Ben Barsi-Rhyne wins the Elite 3 race. Photo by Bruce Griffin.

nately not good." The most painful part of that day was not the crash its self but the hydrogen peroxide that came afterwards. Fueled the T-town crash I hopped back on my bike and warmed down.

July 9, 2005 was the date of Coyote Creek Criterium. The day began with the usual 5 am wake up call and a nasty breakfast of blueberry flavored cereal. Once there my father and I went to registration looked at the start list. I smiled, looked back at my Dad and said "It's going to be a good day!" On the start line were 5 guys including myself, right out of the gate I attacked and stayed away for most of the first lap. Once almost the entire field came back I sat up.

My team mate who was riding in the category lower than I, Phil Mehlitz, came whizzing by our group and stayed about 50 meters ahead for a couple of laps. At this point I was getting fed up with his feeble escape attempt and decided to pick it up to the point where I passed Phil and dropped one of the guys with me. By the time I realized it was just myself, and a guy who didn't speak very much English I knew I had won the race. On the last lap I attack out of the last turn, but to my astonishment I did not drop the man on my wheel. With 250 meters left I turned on the afterburners and left him behind gasping for breath and shaking his head.



Ben Barsi-Rhyne wins the Juniors 16-18 race. Photo by Bruce Griffin.

Back at the car (aka home base) I rigged my Jetta wagon as a bed, those who walked or rode by the trunk of my car would look at my flip flop tanned feet and and walk off shaking their heads. I am sure that some of the Elite 3 men walked by and saw me as no threat. I bet they were thinking "It's just a kid sleeping in the trunk of his girlie looking car amongst a pile of smelly cycling clothes, he's no threat." I guess I left a few people in awe after winning in 3s. About half way through the 3s race 6 guys separated themselves from the main field unexpectedly I was in that group. After cresting the hill the six of us hit the gas and hit it hard. We at one point opened a large gap on the field.

Continued on page 3

Coyote Creek

Continued from page 2

Five laps from the end of the race they started gaining. That's when the yelling began "come on lets get going they are right behind us," I hollered. At once the pace shot up and we were pulling away once again. By the time the last lap rolled around (literally rolled around that is) we had a 15 second gap. Coming around the last corner the field was nipping at our heels. At 200 meters I went on a perfectly timed launch and took the race. Not until I saw the photo did I realize how close it really was. The podium was a fiasco, at first I was the only one there. Then the third place guy showed up and the second place mystery man was no where to be found. We then sent the third place guy to find the second place man just then the mystery man showed up and we were still missing a man. Eventually we all got together and took the picture. That was the end of an over all sweet day. Thanks to those that put on an excellent race, and I am grateful for the prize money.



Ben Barsi-Rhyne celebrates his second victory of the day. Photo by Bruce Griffin.

George Leimer takes over as Club Secretary

Please welcome George Leimer as the new club secretary. This essential position on the Board of Directors was vacated when Stephen Butler moved to Chicago.

Stephen is still loyal to the club. In fact, he is the one who was cheering for Martina in her story on this page.

Martina Patella competes in National Championship Criterium

by Martina Patella

My trip to Downer's Grove for the USPRO crit was a blast! I flew out Thursday night on a disastrous flight to Chicago: my plane even made an emergency landing because our fuel tanks read empty! My host family in Downer's Grove was super cool and graciously picked me up from the airport at midnight, saving me a good chunk of change and a scary midnight ride on the L-train with luggage and a bike box.

My first race in Downer's Grove was on Saturday night. The race is called the "warm up" race, but it was actually faster than the real National Championship race. The course is a figure eight criterium with one short but significant hill in it and then another longer but very gradual grade on the finishing straight. The course was perfect for me and I found myself cruising past women in the corners. I hung in the pack comfortable while a good number of women got dropped. With two laps to go I hustled to the front and got amazing position of fourth wheel. Keeping the position was a little trickier and is something I've been struggling with in NRC races. On the last lap I found myself suffering from my efforts on the previous lap, my legs were burning, I was cracking, and could not match the accelerations of the top women. I sprinted in mid pack, happy that I was strong enough to get good position but disappointed that I couldn't close the deal. Still, I had another shot at a stellar result on Sunday morning in the National Championship criterium and I was starving for a breakthrough race.

As I warmed up for the big race my legs were stiff and I felt like I had an empty tank, so I was a little nervous. But when the race started I felt like Superwoman. The race was not nearly as hard as I expected and I pushed myself to stay at the front and be attentive to breakaways. One onlooker cheered "Go Los Gatos!" every lap and I wanted to stay in good position so I could show off for my one fan in the crowd. On the last lap I found myself in a great position in the top ten again, and I was soooo



Martina. Photo by Garrett Lau.

excited! I had visions of pulling a bright stars and stripes jersey over my head and waving proudly to the crowd. But then the crash... like a set of dominoes, the women on the right side of the pack toppled over towards the left while cresting the hill and I found myself being smooshed between a fence post and some very hefty sprinters. My race was over and I trickled in with the other victims of poor bike handling and negligence, which are the only real reasons why a crash might ever occur on the uphill portion of a bike race. On one hand I was crushed to see an opportunity for a result at a prestigious race slip through my spokes, but on the other hand I was happy as a clam to survive a crash with no serious damage (just a scrape).

On Sunday night, my host family and some bike racers celebrated the day with a barbecue and s'mores in the back yard, just a few blocks off the course. On Monday morning I lined up, bike in tow, for the "Odd-Sized" check-in counter at the O'Hare airport along with every other bike racer leaving town. After this race weekend, I am convinced that I can succeed at bike racing at the national level but I know I have some skills to smooth out before the results come pouring in.

Thanks for reading!

Jim Ryan wins Timpani Criterium

by Jim Ryan

Up until now I have thought it fitting to do my race reports about track races. However I think it is time for a change of pace. Last year I was unable to race Timpani because of travel but the year before that I won my age group. I came into this race with high hopes of a repeat victory. 12 15-16's and 5 17-18's showed up for our 8:30 start. Easton/Specialized was well represented as we had 2 riders in both categories (Phil and Ben in 15-16's and Matt and I in 17-18's).

The race started with a bang when Ben put in a blistering attack intending to shed any riders not willing or able to hurt. Everyone was able to stay with his attack though because we are all used to the cat 2 Lombardi team's frenetic assaults. For the next few laps various people tried to attack because they wanted to avoid a bunch sprint. Mosby accelerated once or twice as did Phil but to no avail. Ben did an admirable job of chasing down the other team's attacks which made everything easier for me. A few laps into the race Matt got off the front with a good gap so I tried to bridge across the gap. Perhaps that wasn't the best choice on my part because the pack wasn't about to let 2 teammates get away. The only consolation is that the pack didn't get to draft me at all and certainly looked like they were hurting. After Matt and I were brought back into the fold, Charles from Vanini launched an attack. Everyone in the junior field knows that he is an accomplished time trialist but no one wanted to chase at first. He had a good gap until Phil got to the front and laid down a good high tempo, he brought Charles back to within 10 meters of the field. At this point I felt that something was going to happen. Immediately after we came out of turn 3 Lars (also from Vanini) jumped across the short gap to Charles and they started hammering. When I saw Lars jump I knew that it was time to go, so I rode across the gap. I went straight to the front and yelled at the other two to work. They knew that I meant business and that we had a good chance of staying away so they heeded my advice.



Jim Ryan sprints to victory. Photo by Steve Ryan.

Here we enter the middle part of the race. The three of us kept up a steady and fairly high pace and worked quite well together. We took medium pulls and I managed to drink some energy drink. I usually forget the hydration part of racing during crits so this was really good for me. The Vanini team coaches had radios and were yelling out the time gap to us fairly frequently. What I learned from them is that we were opening up the gap by a few seconds every lap to a maximum of about 40 seconds. During this time I was buoyed up by the cheers of my teammates and friends on the home stretch and turns 1 and 2. At this point I was feeling pretty good. I have a history of beating these two in sprints and I really wasn't having to push too hard just going along there.

Now we enter the end game, the last 4 laps we got pretty serious. Coming down the home straight going into 3 or 4 to go Charles put in a big attack, I barely managed to get onto his wheel immediately; Lars had been dropped by that acceleration but as we slowed down he got back on. Then I basically told them to stop screwing around as we still had a long way to go. Once again, they listened to reason. So we kept up a higher tempo for the last few laps. I get a little fuzzy here on the exact timing of

events but this is my best estimate. Going into two to go they both started taking turns attacking me while the other sat on my wheel. The problem with their strategy was that when I followed one's attack I would promptly drop the other rider. Also, one time I counterattacked as soon as I caught Charles. This put Lars in some serious pain. I didn't want to go solo for the last two laps so I sat up and waited for them. In between 3 and 4 I put in a big attack and dropped Lars for what was to be the last time. Going over the line for 1 to go Charles swerved across the road trying to lose me. Unfortunately for him I am a cat 2 on the track. As we went down the back stretch he rode tempo and I pulled once. We came out of the last turn side by side and no one was within sight behind us. We stuck to the right side of the road and I watched him patiently. With approximately 250 meters to go, maybe more, I started my sprint. I immediately opened up a bike length gap and just continued to accelerate to the line. I beat him by several bike lengths and threw my arms up after the line! This was my first victory on the road. Thanks for listening to my story and until next time this is Jim Ryan signing off.

Race Results

Watsonville Criterium

July 16, 2005

Pro/1/2: Brian Heneghan, 10th; Dennis Hopp, 12th; Michael Rowe; Ryan Wong

Cat 3: Mark Davis; Greg Juneau

Cat 4: Thomas Oelsner, 4th

Cat 5: Gene Ragan, 17th; Pavel Cisler, 20th; Steve Stoney

M35+: Michael Rowe, 8th

Women: Martina Patella, 3rd; Taitt Sato, 5th; Jennifer Van Muckey, 8th

Santa Rosa Corporate Center Criterium

July 23, 2005

M30+ 4/5: Thomas Oelsner, 2nd; Chris Tanner, 3rd; Gene Ragan; Steven Woo; David Porter; Rob Jensen

Women 1/2/3: Taitt Sato, 2nd; Jennifer Van Muckey, 8th

Cat 3/4: Greg Juneau, 8th; Doug Pearl; Gene Ragan; Steve Woo

Women Master 30+: Taitt Sato, 1st

Women 3: Jennifer Van Muckey, 4th

Albany Criterium

July 24, 2005

Elite 4/5: Thomas Oelsner, 3rd; Chris Tanner, 5th; Abe Gore, 6th; David Porter

Elite 3: Ben Barsi-Rhyne, 20th; Doug Pearl

Women 1/2: Taitt Sato, 6th

Pro/1/2: Dennis Hopp

NCNCA Masters Criterium Championships

July 30, 2005

Men 30-34: Ryan Wong, 6th; Dennis Hopp, 19th

Men 35-39: Matt McNamara, 10th; Kalen Gruber

Women 1/2/3: Taitt Sato, 4th

NCNCA Masters Road Race Championships

July 31, 2005

Women 1/2/3: Taitt Sato, 1st

Men 30+: Dennis Hopp, 8th; Ryan Wong

Men 35+: Kalen Gruber, 15th

Men 40+: Michael Rowe, 9th

NCNCA Elite Road Race Championships (Ft. Ord)

August 6, 2005

Pro/1/2: Richard Pego, 16th

Cat 3: Jonathan Sinclair

Cat 4: David Porter

Cat 5: Steve Stoney

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

Women 3: Jennifer Van Muckey, 3rd

Timpani Criterium

August 7, 2005

Pro/1/2: Jon Erskine; Kalen Gruber; John Knotts; Matt McNamara; Dennis Hopp; Richard Pego; Brian Heneghan; Ryan Wong

Cat 3: Greg Juneau, 5th; Ben Barsi-Rhyne, 10th; Ben Dodge, 19th; Aaron Hanna; Jeff Patton; Matt Mosby

Cat 4: Thomas Oelsner, 3rd; Chris Tanner, 5th; Abe Gore, 11th; Rob Jensen; Jun Aishima; Jim Ryan

Cat 5: Bob Skubis, 8th; Joe Marshall; Jim Honnibal; Scott DeLaurentis; Steve Stoney

M35+ 1/2/3: Kalen Gruber; Doug Pearl; Darrel Brokeshoulder

M35+ 4/5: Thomas Oelsner, 1st; Chris Tanner, 4th; Rob Jensen, 10th; Chris Pearson, 18th; Steven Woo; Gene Ragan; Bob Skubis; Jeff Vadasz

Women 1/2/3: Martina Patella, 2nd; Taitt Sato, 4th; Jennifer Van Muckey, 19th; Starr Falk; Emily Thurston; Maria Deason

Women 3: Jennifer Van Muckey, 5th; Maria Deason, 12th

Jr Boys 10-12: Canaan Linder, 4th; Nick Jensen, 8th

Jr Boys 13-14: David Stallman, 2nd

Jr Boys 15-16: Ben Barsi-Rhyne, 1st; Phil Mehlitz, 8th

Jr Boys 17-18: Jim Ryan, 1st; Matt Mosby, 5th

Patterson Pass Road Race

August 13, 2005

Cat 4: Abe Gore, 20th

M35+ 4/5: Gene Ragan

Women 3: Jennifer Van Muckey, 7th

Jr 15-16: Phil Mehlitz, 1st

Esparto Time Trial

August 14, 2005

Women 1/2/3: Starr Falk, 8th

M35+ 4/5: Gene Ragan; Bob Skubis

USPRO Criterium Championships

August 20, 2005

Women: Martina Patella

Winters Road Race

August 20, 2005

Women 1/2/3: Starr Falk, 7th; Taitt Sato, 8th

Women 3: Jennifer Van Muckey, 7th

Suisun Harbor Criterium

August 21, 2005

Cat 3: Aaron Hanna

Cat 4/5: Jun Aishima, 13th; Jim Ryan
M35+ 3/4/5: Chris Tanner, 3rd; Thomas Oelsner, 7th; Rob Jensen; Steve Stoney

Women 1/2/3: Taitt Sato, 10th

Masters National Track Championships

August 22-24, 2005

Men 50-54 500m: Kevin Worley, 1st

Men 50-54 Sprint: Kevin Worley, 1st

San Ardo Road Race

August 27, 2005

Cat 3: Jonathan Sinclair, 13th; Mark Davis

Cat 4: Jun Aishima, 9th

Women 1/2/3: Taitt Sato, 4th

Women 3: Maria Deason, 7th

Jr 15-16: Daniel Tisdell, 2nd

Jr 11-12: Canaan Linder, 4th; Nick Jensen, 6th

Jr 9-10: David Tisdell, 3rd

University Road Race

August 28, 2005

Cat 3: Mark Davis

M35+ 4/5: Gene Ragan; Pavel Cisler

Women 1/2/3: Taitt Sato, 11th;

Jennifer Van Muckey, 16th; Starr Falk, 17th; Emily Thurston, 18th

Giro di San Francisco

September 5, 2005

Pro/1/2: John Knotts; Dennis Hopp

Cat 3: Thomas Oelsner, 7th; Aaron Hanna; Mark Davis; Doug Pearl

M35+ 4/5: Chris Tanner, 7th; Steven Woo; Rob Jensen

Jr 15-18: Daniel Tisdell, 14th; Jim Ryan

Women 1/2/3: Starr Falk, 10th; Martina Patella, 12th; Taitt Sato, Jennifer Van Muckey

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Masters Nationals

Continued from page 1

of these pieces can be trained separately, and then put together as the season progresses.

I won't go into detail here, but my training schedule is designed around a six week cycle - five weeks of work, then a rest week. So, starting last October, I worked on each piece of the 500 using that schedule. Every cycle I increased some aspect of the program - more track days; greater number of sets; bigger gear, etc.

In March, we started the Hellyer Sprint Tournaments. Sprinting is my favorite part of track racing. Since there's a lot of cross over between the 500 and the match sprint, the sprint tournaments were great training as well as being great fun. They allowed me to try things I wouldn't be able to try during a race, as well as fine tuning my 200 meter time trial which is used for seeding in any match sprint tournament.

Starting in October for a race the following August gives one a feeling of "oh, there's lots of time to work on this or that." Even as I started my race season with the sprints in March, there always seemed like lots of time especially since the improvements kept coming - a little faster here, a bit better start there.

Then July rolled around and it was nearly time to put all the pieces together. I had set my goal for the 500 at 36.5 seconds. I had done 37.0 once before in 1996 when I was preping for World's, but the fastest I had gone since was 37.52 at Districts in 2004. I felt that 36.5 was a realistic goal. New training. New bike. New wheels. New aero helmet. All would add up to going faster. Just prior to going the Alpenrose Velodrome Challenge in Portland, I did a 37 flat in practice. Right direction, but not quite there yet. The AVC races didn't go quite as well as I wanted, but it was mistakes that cost me, as I was going pretty fast.

Then came our District Championships, or more correctly, The Northern California-Northern Nevada State Championships, wherever that is. Districts took place about ten days before Natz, and finally the speed was there. I did a 36.47 second 500 and a 12.08 200 for the sprints. I knew now that I could actually win in Indianapolis if I could repeat my 500 meter ride.

Indianapolis has typical midwest weather in the Summer - hot and humid - and August in Indy is one of the worst. Not this year. We arrived in Indy to one of the mildest weather periods I've ever experienced there. (I grew up in Indianapolis, leaving in 1969, vowing to

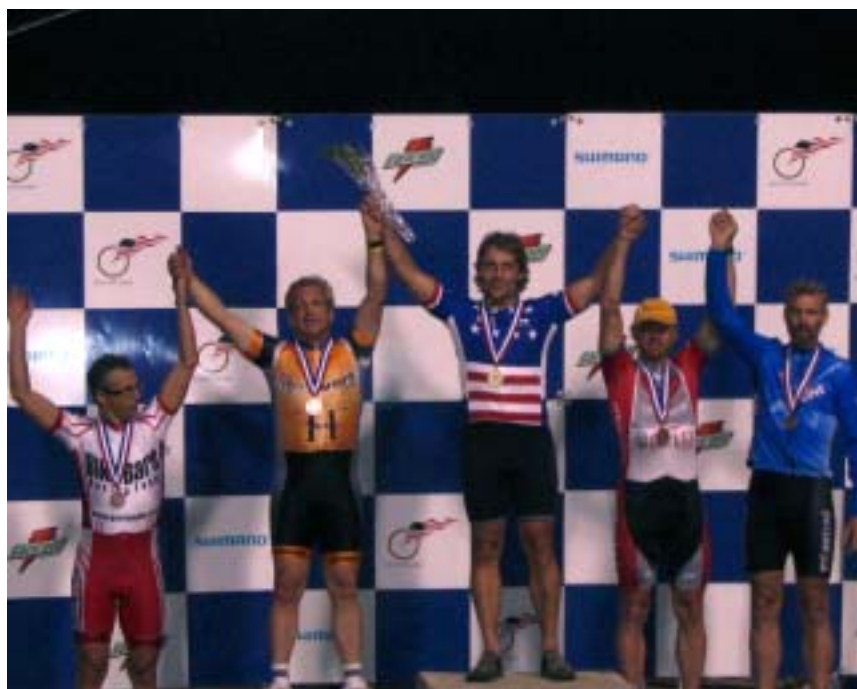
never live there again) Temperature in the high 70's and low 80's. Humidity at 50-60%. Windy, but otherwise great weather.

With racing starting on Tuesday, 8/23, we flew in on the Saturday before. I had arranged to rent a road bike to use while there, so on Sunday, after picking it up, I went to the track to do a light workout. The Major Taylor Velodrome is similar to Hellyer, but has steeper banking and a rounder shape. On Monday, I did a short, but very hard workout to get my legs ready to go fast. Everything felt good. I was ready to go.

Racing started Tuesday morning with the 200 meter time trials for the Match Sprints. All of the age groups did the 200 Tuesday morning, with their sprints scattered throughout the week. Mine were to be the following day. My 200 went well - 12.119 seconds - pretty much the same time as my ride at Hellyer the week before. The second fastest 200 was 12.336, so I became the first seed. Seeding is important because the faster seeds race the slower seeds in the first round. This year, only the top six riders actually made the tournament for the championship. The Hellyer group had three riders that finished seventh, and didn't make the cut. The sixth rider in my groups did a 12.9 200, so he would be my first ride the next morning. But first, my main event, the 500, Tuesday evening.

My group was the very last group to do it's short time trial. Before us were all the other age groups, both men and women, 500's and kilo's. The evening program started at 5pm. My group started around 8pm. The main reason I rented the road bike was that I was concerned about this late start. It's hard to warm up 3 hours before a race and then stay warmed up, so about an hour before my ride, I took the road bike out to the parking lot and did some hard jumps. I felt good, but the weather had slowly gotten worse as the evening progressed. Not normal Indy worsening, but colder and windy. I was actually chilled through my rubberized skin suit which is normally like being in a sauna. I was in the 7th of 13 heats, two riders per heat. I started on the front stretch.

Continued on page 8



Kevin Worley wears the Stars-and-Stripes jersey atop the podium for the 500m Time Trial, Masters Men 50-54.

Masters Nationals

Continued from page 7

We weren't actually racing each other, the clock being the real competition, but having two riders cut down on the time needed to run the events. 5, 4, 3, 2, 1 and I'm off. Unfortunately, I immediately knew I wasn't on a great ride. The start was very sloppy, and I never did quite get up to the speed I wanted. I finished with a 37.600. Needless to say, I was pretty aggravated at myself. Over a second slower than at Districts. I'd say the weather might have contributed to say, maybe a half a second. I think I would have been ok with a low 37, say 37.1 or 37.2, but definitely not a 37.6.

Now I had to wait for 6 more heats, or 12 more riders. Up to that point, the fastest ride had been in the low 39's, and as each ride went off, that stayed the norm. With one more pair to go, no one else had gone below 39, so I was assured of at least a bronze medal. The last pairing contained Bob Pelegrin who had finished 2nd in the 200 and Bill Bedwell who was 5th in the 200. Bill finished his 500 in 38.478 and Bob in 37.770. I'd dodged the bad ride bullet and won anyway - my first National Championship! Receiving the gold medal and the stars and stripes jersey on the podium was very cool. To top it all off, my mother, who had never seen me race was there to see the race and the awards. It doesn't get any better than that.

My first round match sprint was the next morning. I had to race Chip Berezny, a very savvy racer from the east coast. I made a small mistake, not entering the pole lane on the back stretch in the bell lap with enough speed and Chip jumped around me, but I was enough faster that I got back around him in the turn to win by a good margin.

Bob Pelegrin, the 2nd seed was beaten by Bill Bedwell in their first ride so Bob had to go back through the reps to re-enter the main racing.

The winner of the reps races the 1st seed - me - so I ended up racing the 2nd seed in the semi-finals rather than the finals.

Unlike the first round, which is a one ride, sudden death, the semi-finals and finals are best two of three. Both of my rides with Bob were very close, with the

2nd being a photo finish, but I won by about the width of a tire. So, on to the finals for the gold.

In the finals, Patrick Gellineau was my competition. Patrick was probably the most experienced racer there. Years of racing crits and the track, and several National and World Championships under his belt, Patrick was a formidable opponent. Pat led the first ride, slowly picking the pace up and moving down from the fence in the third turn of the bell lap. As he accelerated down the back stretch, he stayed in the middle of the track rather than the pole, so I jumped hard to his right, passed him going into the turn and that was that. One down. The next ride I stayed high in front until we were in between turns one and two on the bell lap. The plan was to either keep it high and jump down from turn two, basically a 200 meter time trial, or force Patrick to jump underneath me, at which time I'd use him as a lead out into turn three. Good plan, but foiled by some great riding on Patrick's part. He did jump underneath in turn two and again he stayed high going down the back stretch. This time I bit at his tactic and tried to go underneath him into the pole. He immediately moved into the pole himself, effectively shutting down

my acceleration, and then he jumped hard. I caught him, but couldn't quite get by him at the finish, so it's now one a piece.

Before the last ride, I told myself that I was quite a bit faster than Pat, so I needed to just keep it simple and use that speed advantage. I drew the bottom position, so I immediately went to the front and started a slow but steady acceleration. Coming out of the fourth turn into the bell lap, I dropped into the pole while continuing my acceleration. Into turn one, then two, and then I jumped out of the saddle as hard as I could. It was enough. I won the 3rd sprint by over a bike length, and my second gold medal.

So, that's it in a very long nutshell. I'm still not happy with my 500, but very satisfied with the sprints. For next year, I'll work on increasing my speed even more and trying to be more consistent in the time trial. We're planning on going to Master Worlds as well as Natz next year, so hopefully with more work and the experience I gained this year, I'll add a World Championship jersey and another stars and stripes to the one I got this year.

Thanks for reading.

Matt Mosby has wild Memorial Day

by Matt Mosby

I upgraded to a Cat 3 right before the Memorial Day criterium. I was pretty stoked cuz it's one of my favorite races and I felt good. I was going to do the Jr race too as a warm up. It was like an hour before the start to the 3's race so it would have been pretty good. Half an hour before the start to the jr race I broke my shifter! I drove over to Daniel's house and was messing with it trying to fix it. I couldn't get it fixed so I called Daniel to see if I could use his bike but he was racing so I didn't get a hold of him. His dad told me I could ride his bike, a 25 year old Merlin with 7 speed and down-tube shifters. GREAT... So I pulled the bike out and it had flat tires and no bottle cages, at this point I was quickly running out of time. I pumped up the tires and switched my pedals over but I didn't have enough time to put bottle cages on, so I had one bottle

in my back pocket. Patty came and took me to the race, where I caught the pack just before they finished their first lap.

So I got in and was going good. The bike got a lot of attention, and I knew a lot of people in the pack so they were giving me crap but it was all in good fun. I was feeling good and on the last lap I moved up and was in the sprinter group when the pack started to split. Coming around the final corner I was railing it and the bike started pulling away from me so I was like, "What the Hell!?" and I let up. I didn't want to die. So I kept it going halfheartedly to the line where I looked down to see that I had a flat front tire. I think I got like top 20 but don't hold me to that, they haven't posted results on the internet yet. Pretty good for no warm up, no water, riding someone else's old ass bike, and getting a flat on the last lap.



Jim Ryan works in the winning break in the Timpani Criterium. Photo by Steve Ryan.

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Meeting Schedule

The LGBRC team meeting is at **7:00pm** on the first Monday of each month, except on holidays. The next meetings will be October 3 and November 7. 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

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

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

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

Cupertino Bike Shop: 10% off.

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

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

Rudy Project: Contact Barry Gordon for an order form.

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



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