

# TEAM DLS NEWSLETTER



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## SWEATIN' THROUGH THE DOG DAYS

Maybe it's the fervor behind the Tour de France that makes July such a great month for cycling. Heat, a loaded race calendar and positioning for the final big races of the year for those looking good in the BAR standings all add up to a great month.

Perhaps no rider personifies the toughness and strength needed to stay competitive as the season winds down through the hot hot dog days more than Ted Michaels.

Ted scored a major finish with a second overall finish in the Tour de Christiana. He managed a second in the RR, a win in the TT (45 seconds ahead of the next racer) and a 15th in the crit with what was left of his legs. Ted's off to Cat 3 — a stellar ascent through the ranks in just one season!

Evo riders at all levels showed steady progress through the big events, which included the MABRA Senior and Age Graded Crit Championships, the MABRA TT Age Graded Championships and the Tour de Toona, to name but a few.

Craig "Doc" Clark continued his great results so far this year, bagging a

second place finish in the Age Graded Crit Championships. Mark Kerlin cranked it up for his self-described "race of his life" at the Tour de Toona Crit with a near win after losing a rear wheel just short of the finish line; he still finished third.

July also saw the very welcome arrival of Todd Hip, who spent his first race with Evo taking a win in MABRA crits in the Cat 3 race. Todd comes on board from Lantern Rouge to round out the Cat 3 team. Chris Preuss also found the podium for the first time, netting a win the same weekend in the Senior Crit Championships Cat 5 race at Hagerstown.

Off the track, Mike "BuBu" Bradbury continues to confound and astound with his TT clinics, blasting his former best time on the practice course by three minutes.

All in all, July was a great month as Evo riders pick up the pace all around. Heading into the final stretch here in August, the season is shaping up for a strong finish.. Stay safe!!

## Inside This Issue....

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IN THE RACERS CORNER: NIGEL CHINEMILLY

## EVERYTHING HAPPENS FOR A REASON



*“He represents the classic American story. He has worked his way up with out help or complaint. But the thing that makes him so special is that he is willing to fully give to people in a way that many did not give to him when he was working his way up.”*

— Nima Ebrahimnejad

If life is a brutal field sprint for a finish line that seemingly, almost cruelly, continues to move forward just as the legs are just about to give out, than there is little wonder where Nigel Chinemilly gets his superb strength and speed.

Having immigrated to the United States in 1988 with nothing but a hard work ethic and a deep desire to succeed, Nigel’s life story seems to track along with his racing success as one of Evo’s elite riders.

“I believe everything happens for a reason,” explains Nigel. “I know there is a reason for the things that happen to us in life and why we go through difficulties.”

So marks the attitude that has lead to numerous successes on and off the bike. He started his racing career on the track in his native Trinidad in 1988, right before immigrating to America. He raced in the Cat 4/5 track category before a serious crash abruptly ended his season. Despite the setback, he knew racing was in his future and as soon as he hit the U.S., he started racing.

“It was 1989 and I had this really old Bianchi and had gotten hammered in a couple of races,” he said. “Then I was racing in a Cat 4 race and I was setting up for the field sprint behind

this one guy, which exactly the position I was looking for. I followed right on his wheel as he pushed his way up into the pack and took him right at the finish. It was Nima (Ebrahimnejad); after the race he called me ‘a snake in the grass’ for setting him up like that. We were best friends ever since.”

Both racers excelled quickly as they moved their way up through the categories in the seasons that followed. Nigel moved his way through Cat 3 and eventually into Cat 2 with visions of turning pro. He raced back in Trinidad on the track, staying highly competitive and making the National team. The two buddies were bound by the bike.

“He was my best friend and even the best man at my wedding but our bond came through cycling,” Nima said. “We traveled all over the place

competing in cycling events and even when I went off to race in Europe we still stayed close.”

But then that finish line of life that seemed so in focus at the time took one of those cruel steps forward and the fortunes of the two best friend racers diverged for a time.

While Nima was on his way to racing at the pro level and the Olympics, green card and work permit issues forced Nigel into an unplanned break from the sport he loved in 1994. That break lasted until 2002.

“It was very tough,” Nigel recalls. “I had lost my green card and was forced into taking very low paying jobs to get by and simply didn’t have the luxury of time for racing – I just couldn’t afford it. But that teaches you something and you just have to work through it. I had always worked

(cont. page 3)

### Nigel’s Career Highlights

#### 2004

2<sup>nd</sup> Trinidad National Championship (15k scratch)

3<sup>rd</sup> Trinidad National Championship (Olympic Sprints)

Virginia State Track Champion †

#### 2003

3<sup>rd</sup> Mid-Atlantic Criterium Championship

3<sup>rd</sup> Mid-Atlantic Track Championship

#### 2002

Virginia State Track Champion

## HAPPENS FOR A REASON CONT.

while growing up since my father never paid child support. I cleaned horse stalls to earn money to buy the things I needed. Once you've worked like that, you can do anything."

The hardest part was that Nigel had to leave the sport right at that time when he should have been hitting top form in his late 20's. The dream of turning pro would not materialize, but soon fortunes would change.

It was during this time that he met and married his wife in 1996 and stayed close to Nima. With determination and hard work, he managed his way through the work issues and learned the skill of automobile painting. Having regained his footing, he returned to the bike in 2002 and picked up almost immediately where he left off. Starting out in Cat 4

he quickly got his form back and worked his way back up through the categories to become a Cat 2 and a standout in track events. He's netted two Virginia state track championships (2002 and 2004) and has been a major force on the track in his native Trinidad.

But while the success on the bike has been great, it's always the integrity of the man that people come back to.

"First and foremost Nigel has a sterling reputation for being a very kind and first class person," explains Pedro Hajar. "He has always been willing to share his experience with new riders. He is a very accomplished rider both on the track and the road, but the track is certainly his forte' and passion. Nigel has been an excellent man to have on our team and is willing to work

hard." It's sentiment that Nima can only echo. "He represents the classic American story," he said. "He has worked his way up without help or complaint. But the thing that makes him so special is that he is willing to fully give to people in a way that many did not give to him when he was working his way up. He is always trying to help others – he'd give you the shirt off his back if you asked him."

When he's not on the track or the road, Nigel is active leading youth groups at his church, teaching others the value of faith and hard work.

He has a two-year-old daughter and lives in suburban Virginia as a highly skilled car painter. If you haven't had a chance to meet him, you can catch Nigel sharing his expertise in the sprint classes he runs during the week. Chances are if you go, you'll learn about more the field sprint of life than you will about sprinting on the bike.



**fi'zi:k**



# TIME TRIAL AND ERROR

## HOW TO GO *REAL* FAST AND BE LIKE MIKE

**Editors Note:** Given his willingness to rally the troops for TT practices and his own stellar progress on the bike, we asked BuBu to give us some insights on the art of time trialing. He happily agreed, but with the disclaimer that "I'm no expert in either time trials or the science and I'm certainly not the best TTer in the club." Fair enough...but you're pretty dang fast nonetheless!

**By Mike Bradbury**

Given the district calendar, August is the month when us "slow twitch muscle types" get to exact a little revenge on you irritating sprinters who were blessed with legs full of fast twitch fibers. You know who you are...you've been kicking our butts all season, but now it's pay-back time! Like any other skill/discipline in our sport time trialing requires practice -- as in a lot.

There really is no substitute for just going out there and simulating TT conditions on the open road. Some people do have cess with practice on a turbo trainer, but you need to be super disciplined to get results that way. Here's what I've been doing to try and improve:

**Practice with others:** Yes it's a race against the clock, and you're out there on your own, but trying to catch the guy ahead (or avoid being caught) is a great motivator and will get you better results (remember the Prolog at the Tour??)

Also, practice on the same course regularly so that you can measure improvement. I have several points along the Loudoun Co Pkwy course where I check my time. It helps me break down the course into smaller pieces and I know pretty quickly if I'm on a ride.

**Warm up properly:** This is more important in time trialing than any other cycling discipline. Once you're on your way there's nowhere to hide or recover until you're finished. 45-60 minutes is ideal with two, three or more sustained (3-5 minute) efforts to get the legs ready for what's coming. There are a bunch of warm up routines out there -- you need to pick one that is right for you. (cont. page 5)



## Time Trial and Error cont.

**The start is key:** You need to go out of the start hot! You need to go out quickly enough to get your heart rate up to the required rate as soon as possible without overshooting. The problem is that the heart rate lags behind effort. If you just go out and hammer until your HR reaches the required level you'll over shoot and spend the rest of the ride trying to recover or you'll have to back off to get things back under control.

You need to get up to speed quickly but be careful not to over shoot. Determine your required HR for a sustained effort (approximately 1 hour for a 40k) and then practice getting up there quickly without overshooting. For reference, my target HRs are 182-186 for 10 miles, 180-185 for 25 miles and 175-180 for 50 miles. My max is around 195 although I've never had a scientific test done. Obviously these numbers are affected by the weather and your own condition (tired, hung over etc.). Last year at the VA State TT I spent the entire ride at 185-189 because of the heat. Yes it hurt. Once you're up to speed and target HR it's a case of sustaining the effort. Large changes in effort are undesirable. If you're where you should be in terms of your effort, increases will put you into the red and you'll have to back off after.

**Concentrate:** This is probably the hardest part. It's very easy for your mind to wander when you're in the same position on the bike hammering out the same rhythm for an hour. You start out all focused and before you know it you've gone from "I feel strong, smooth and powerful" to "I wonder what's for dinner tonight". With that lapse of concentration comes a drop off in speed. Practice concentrating on keeping smooth, strong and powerful. Focus on your breathing and leg speed. I try and avoid thinking about how I'm doing, or results or my rivals (although it's not always easy). Again, it's practice. Remember, if your time trial effort is not hurting, you're not going hard enough.

**Bike set up:** I read somewhere that the body creates around 80% of the drag when riding a bicycle. So it makes sense to work on position. I have a low profile TT bike which allows me to get up and over the pedals and down low at the front. It's not high-tech, it's just Reynolds 853 round tubing brazed and lugged (no carbon fiber except the wheels).

The seat angle is steeper and the top tube is lower. If you don't have a TT bike get a seat pin with no layback and push the saddle as far forward as it will go. This will shorten the distance between the top of the saddle and the bottom bracket, so you'll need to compensate by raising the saddle to get the correct leg extension. Lower the front end by removing spacers or installing a stem with a steeper angle.

When I first started time trials I used my road bike which had downtube shifters and a quill stem. I would lower the bars (very easy with a quill stem) and change out the seat post/saddle as described above and I was set. I set my PB of 56:26 for a 25 on that old bike with standard Open-Pro rims and I've yet to better that time, so it's not all about tri-spokes, discs, aero-bars and bar-end shifters.

Of course I was several years younger then! I'm constantly tweaking my position on the bike to try and get the best combination of power, aero-profile and comfort. This year I've worked on minimizing my front profile by setting up my bike in front of a large mirror to see where I can make improvements. I have my aero-bars set quite close together, but I'm careful not to go so close that my breathing is restricted. I've also worked keeping my upper body as quiet as possible to avoid turbulence



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The Coache's  
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*Fitness Concepts*

### Training and Racing in the Heat

by Ken Mierke

As the temperature rises, it becomes more difficult to train effectively. Training and racing in the heat present special challenges. Adjusting workouts properly and adapting the body to perform optimally despite these environmental stresses is critical.

When training in the heat, the body will send more blood to the skin where it can lose heat and keep core body temperature down. This leaves less blood for the working muscles. Heart rate will be artificially elevated at higher temperatures.

Adjust output to the conditions. A given speed or wattage is higher intensity in the heat than under normal conditions.

(See Page 7)

## July Race Results

July 9<sup>th</sup> – MABRA Senior Criterium, Hagerstown MD

1<sup>st</sup> – Chris Preuss (Cat 5)

July 10<sup>th</sup> – MABRA Age-Graded Crit , Frederick MD

1<sup>st</sup> – Todd Hipp (Cat 3/4)

2<sup>nd</sup> – Craig Clark (Master 50+)

July 13<sup>th</sup> – Wednesday's at Wakefield #3, Annandale VA

3<sup>rd</sup> – Steve Dontigny (Single Speed)

July 20<sup>th</sup> – Wednesday's at Wakefield #4, Annandale, VA

2<sup>nd</sup> – Steve Dontigny (Single Speed)

5<sup>th</sup> – Chris Huhn (Master 35+)

July 23<sup>rd</sup> – Cobblestone Criterium, Ashland VA

5<sup>th</sup> – Justin Mauch (Junior 10-14)

July 24<sup>th</sup> – MABRA Age-Graded TT, Boonsboro MD

3<sup>rd</sup> – Tim Graves (Junior 15-18)

5<sup>th</sup> – Mitch Ferro (Cat 4/5)

July 31<sup>st</sup> – Tour de Toona Criterium, Altoona PA

3<sup>rd</sup> – Mark Kerlin (Cat 4)

July 31<sup>st</sup> – PLT Memorial TT, Chesapeake VA

4<sup>th</sup> – Eric Chrabot (Cat 4)

Wednesday's at Wakefield – Overall Series

2<sup>nd</sup> – Steve Dontigny (Single Speed)

5<sup>th</sup> – Chris Huhn (Master 35+)

5<sup>th</sup> – Jonathan Nathanson (Junior 15-18)

## RIDER SPEAK:

*An open editorial format where Evo team members get to embarrass themselves and/or their teammates.....*

**This month's query: You know you need to lose a few pounds when.....**

- Even the 'climbs' on the WO&D are too much for you!" — Rob Leach
- You get back from a ride and the top tube has left a red mark on your gut and your butt is leaving scuff marks on the seat stays! — BuBu
- You pinch-flat getting on the bike in your driveway.— Thor
- Jimmy Dean offers a sponsorship after seeing you in your lycra. — FISH
- You have a Big Mac in your jersey pocket instead of a Hammer Gel. — Chris P.

# *Fitness Concepts*

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## Training in the Heat cont.

The athlete's heart rate may be slightly higher during workouts, but they need to allow themselves to slow down and keep heart rate as close as they can to their normal training zones. I generally recommend keeping HR within 5 bpm of what is optimal in normal temperatures. Conditions are not optimal, so slowing down is the best option. Holding pace will alter the workout and delay recovery.

High levels of heat and humidity mean less oxygen delivery to the muscles, so optimal training paces are slower. Do not ignore heart rate and force your normal pace. While I understand that on a very hot day it may not be 100% possible to keep your heart rate all the way down to its usual levels, do the best you can. I generally want my athletes to keep heart rate within 5 bpm of their zone 2 heart rate and make no adjustments for zone 4 training. The conditions make your optimal pace slower today, so slow down. Better to have one sub-optimal workout today than to fight the conditions, disrupt your recovery pattern, and make a bad week of training.

Indoor workouts are an excellent option during the hottest times of the year. I frequently have my athletes do a two hour easy ride outdoors and then move the highest intensity segments of the workouts indoors. This enables the athlete to attain the desired speed or wattage despite the heat without requiring a torturous three hour trainer ride. Unless you are specifically training for heat acclimation, have a large fan blowing right on your body and head during indoor trainer workouts. You want your blood going to the working muscles to give them the best possible workout.

Heat is less an issue on the bike except for climbing workouts. The wind the rider generates riding relatively fast along a flat road cools the body considerably. Doing intervals on flat terrain, with a 28 mph wind to moderate core body temperature, may produce a better workout than climbing in extremely hot conditions, even when training for a hilly race.

During the hottest months of the year, staying cool is critical to having effective workouts. Workouts early in the morning, late at night, or in shaded areas are most effective.

Early season or late season races in different climates from home can pose special challenges even in moderately warm conditions because your body has not acclimated to performing in the heat. I raced in Perth Australia in mid-November one year. Mid November is summer in Australia and winter in Washington D.C. I had been training in tights, jackets, and booties and 90 degrees felt like 110. A lot of east coasters in the U.S. head to Florida for St. Anthony and are often surprised at how hot eighty five degrees feels in April. I have instructed clients to perform indoor trainer workouts on the pool deck to simulate heat and humidity they would face on race day. Be creative with this; there are many effective ways to accomplish heat acclimation. If thermal regulation is likely to be an issue on race day, make yourself hot during a hard workout weekly for four to five weeks before the priority race.

Stimulating thermal regulation adaptations must be done during a workout. Sitting in a sauna, even though the extremely high temperatures will drive core body temperature way up, won't train your body to exercise effectively in the heat.

When racing in the heat, consuming enough water and sodium become even greater factors. Consuming excess sodium, unless taken to an extreme, will do no harm. Getting twice as much sodium as they need is better than getting 95%. Adjust training when the weather turns hot. A few changes can make training and racing in the heat much more effective.