

TEAM DLS NEWSLETTER



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OMINUM JERSEYS ABOUND!

And just like that, another season of racing has come and gone as the days get shorter and the legs start to slow down.

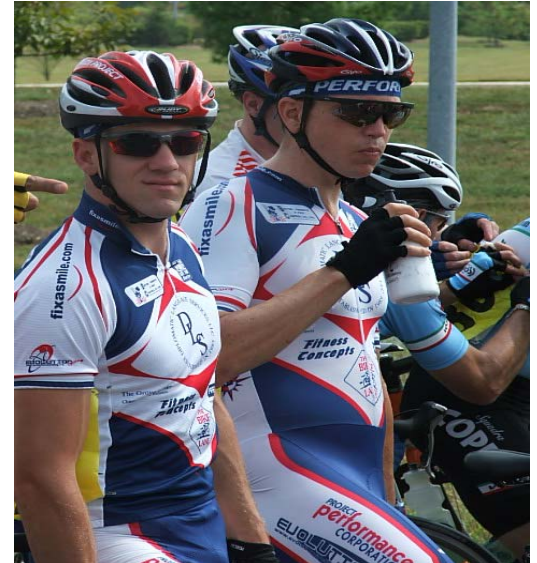
But for the third straight year, Evo riders won jerseys at both the district and state level. Mitch Ferro, Vic Siegfried and Nick Cossa took the jersey in the state Ominum, while Todd Hipp and Mark Kerlin took MABRA BAR jerseys.

Other highlights included Mark Kerlin's inevitable victory at the Back to School Criterium. Having maxed out on the upgrade points available, Mark is now officially a Cat 3 racer. He joins Ted Michaels who's continued non-stop top-five assaults in road races giving him the points to move up to Cat 3.

Todd Hipp has made the inevitable move to the elite team after his banner year. Todd is part of a rebuilding process for the Evo elite squad and looks to be a threat right out of the gate.

Speaking of the Elite riders, Anton Quist returned to the Track Nationals looking for repeat win. While he came up just short on the victory, it was another brilliant showing with Anton and his team getting third in the Team Sprint and getting fourth in the Kilo TT.

In this month's racing wrap up, it's also worth noting that the State TT event



Seriously, would you want to mess with these guys?

was dominated by Evo Riders, too many top finishes to list, but catch the race results for the month on page six. And as a late in the editorial cycle addition, Mole has struck again with another win, this time as a Cat 3 at the Turkey Day Crit.

So get ready to crack out the cold weather gear, slow down the pace and begin the process of rebuilding those legs and lungs for next season. With many new members and a building resume of race results, the 2006 season should be great.

Inside This Issue....

- Rider Profile: An ironman who is ascending FAST.....(page 2)
- Time to get cross with a new Evo member who knows the mud...(page 4)
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IN THE RACERS CORNER: TED MICHAELS

Ted's Most Excellent Adventures.....

“Junk is the king of training volume: he never met a long ride he didn't like. 2004 was his first year riding, so what did he do for his summer vacation? 6-days and 600 miles in the Pyrenees, followed by a 100+ multi-climb day in the Alps finishing on Alpe d' Huez. All solo.”

— Mitch Ferro

It's about 96 degrees with a heat index pushing 108 and the pack has split into three groups – 10 in a breakaway since the mid point of the race, a group of about 35 holding steady in what can limply be described as a chase group, and the rest of the 74 starters in the Cat 4 race that either slid well out of contention or just quit from the grueling conditions. In other words, it's just another perfectly enjoyable day on the bike for Ted Michaels.

While most still in the chase group of the MABRA District Road Race Championship were content to simply hold out and not fall victim to heat exhaustion, Ted (aka Junk) has determined that the conditions are just about perfect to make his move. Pushing his way decisively through the chase pack, he takes off on the second from last lap and methodically grinds away to reel in the lead group with just about half a lap to go. After joining the pack, he recovers briefly, moves into position and then bolts on the final sprint to just miss the win by half a wheel.

It was the type of ride that has typified Ted's rise through the ranks to make the rare move from Cat 5 to Cat three in just two seasons on the bike. If anything, it's a testament to how quickly hard work and a bit of natural ability can translate into an impressive rise through the ranks.

Gritty tough, patient and methodical are all apt labels for Ted, who's trademark bulging calf muscles usually deliver psychological damage to anyone riding behind him before the race



even begins. His brute strength has most visibly manifested itself in his four – yes four – time trial victories this year. In fact, Ted's Cat 4 Time Trial times not only netted him the Cat 4 victories, they're usually some of the best times posted at the events he's competed in, right up to the Cat 1 and 2s.

“I guess I just love to be on the bike,” explains the 34-year-old about his quick success in competitive cycling. “While I had not owned a bike since high school, I was a runner and had completed a marathon, so I've always been fit. I'm pretty focused and I've trained very hard.”

It was through the business relationship and friendship of then Evo rider Reed Tanger that he found his way to cycling. The two embarked on a business trip together when the subject of cycling came up.

“Reed said he was an amateur cyclist, which surprised me,” he said. “I told him, ‘really, they actually have that sort of thing?!

From there I started thinking about trying it since I was getting a bit bored with running. I eventually asked Reed if he had an old bike he could sell me and he did. The rest is history.”

To put it bluntly. In just this past season, in addition to the four TT victories, he's won a road race and has a gaggle of top ten finishes in his first full season. The effort was more than enough to vault him through Cat 4 and into Cat 3. One hallmark of Ted's style is to stay off the regular beat and path of local races.

“If I'm going to compete, I want to be someplace that I'm enjoying myself,” he said. “If every race was the Quicksilver, I'd probably stop competing. But if you're on a race like we just did in Up-State New York this past weekend, where you're on great roads in a beautiful place, it's just hard to beat.”

In addition to competing in Vermont, New York and Pennsylvania, Ted also shot off to Europe for a little

TED'S EXCELLENT ADVENTURE (CONT.)

R&R.

"Junk is the king of volume; he never met a ride he didn't like," says friend and teammate, Mitch Ferro. "2004 was his first year of riding, so what does he do for his summer vacation? Six days and 600 miles in the Pyrenees followed by a 100-plus mile climbing day in the Alps — all solo. To add to his training rides, Junk loves long stage races usually bookmarked by long car rides."

But it's not all been top finishes and picturesque roads. In one of his Cat 5 races last year at the Contes Criterium at the Norfolk Naval Base, the new rider got a full dose of racing reality when a last lap tight pack sprint turned into a train wreck that had the new racer down hard on the pavement with a broken hip and an epic case of road rash. "Yep, no doubt about it, that was probably a low point for me on the bike," he quipped.

But as the team usually does, it took a truly low moment for Ted to earn a lasting nickname. No, "Junk" has nothing to do with the fact Ted is the president of a waste management association in downtown DC. But it did have everything to do with a large nurse, a roll of gauze dressing and getting his leg and hip bandaged. But for the sake of the kids, we'll let Ted explain to you just what "junk" he had to move during this torrid scene.

As for aspirations for next season, Ted's pretty much taking it one step at a time.

"I'm really just looking to hopefully pick up where I left off and be part of the Cat 3 squad. But I can't say I've really given a whole lot of thought to what goals I might set for next year." He did add that whatever he decides, his appetite for exciting and different venues (with hills, of course) will stay on the schedule for next year.

He's also the proud daddy of an 8-month-old baby daughter and is married to one very tolerant wife who has packed the bags and hit the road on Ted's excellent adventures. "Hey, I take her with me to all these great places, so it's turned into a family thing." Perhaps we should all be so lucky.

TED'S MOST EXCELLENT RESULTS

2005

- 1st, MABRA Senior Time Trial Championships (Cat 4)
- 1st, Owasco (NY) Stage Race RR (Cat 4/5)
- 1st, Pain Mountain Time Trial (Cat 3/4)
- 1st, MABRA Masters Time Trial (Cat 4)
- 1st, Tour de Christiana Time Trial (Cat 4)
- 2nd, MABRA Senior Road Race Championships (Cat 4)
- 2nd, Seaford Road Race (Cat 3/4)
- 2nd, Tour de Christiana Road Race (Cat 4)
- 2nd, Cambridge Time Trial (Cat 4)
- 2nd, Owasco Stage Race Time Trial (Cat 4/5)
- 2nd, Tour de Christiana Overall (Cat 4)
- 2nd, Owasco Stage Race Overall (Cat 4/5)
- 4th, Bear Mountain Fall Classic RR (Cat 4)
- 4th, Wintergreen Uphill Time Trial (Cat 4)
- 6th, Green Mountain Stage Race Overall (Cat 4/5)

2004

- 3rd, Giro di Coppi RR (Cat 5)
- 4th, Solarex Points Race (Cat 5)
- 5th, Green Mountain Circuit Race (Cat 4/5)
- 6th, Back to School Criterium (Cat 4)
- 6th, Murad Road Race (Cat 5)
- 12th, Green Mountain Stage Race Overall (Cat 4/5)



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IT'S ALL ABOUT THE MUD CYCLOCROSS KEEPS THE SEASON GOING...BUT IS IT FOR YOU?

By Thor Engblom

It is late December and about 35 degrees near Richmond Virginia. This is bad news because the course is just starting to melt, turning guaranteed "stick it" corners into a guess and a gamble. It is also the last lap and the leader is still in site. I am running in fifth and verbally berating the fourth place runner for not being able to close on third place. My hope being that his testosterone will kick in and he will dump it on an upcoming, hairy corner. The strategy partially pays off as we enter the corner too fast and a rider goes down. Funny, this Virginia dirt tastes just like Maryland dirt. The fourth place guy is happy to hear me touch the floor. He is not happy to hear me 200 yards later, back on his wheel asking if he missed me. Grass, jammed into my cassette causes my chain to slip every time I try to hit the gas and I can't get around him. I come home fifth. If you can hit the deck on the last lap and not lose a place you know this must be cyclocross.

Is cross for you? If you're a road racer and the season is not long enough for you, if you're looking for another challenge; or if you're just looking for a good excuse to buy yet another bike, than this may be what you're looking for.

To start, you'll need to head down to Bike Lane and pick up a decent factory unit to use for your first season of cross, equip it with some Time Atac pedals and get some snazzy new Sidi Dominator mountain shoes (with spikes!) and you are ready to go. And forget the water bottle cages, trust me, you won't need them for what you're about to do. For those who've not taken a closer look, a cross bike looks like a road bike at first glance, but there are some subtle and not so subtle differences. The wheelbase is long and the fork has a lot of rake making for easy handling in the rough stuff. It probably has 32 or 36 spoke wheels, 3x front and back and they are shod with wide, knobby tires. Stock gearing is usually 38x48 on the front and 13x26 on the rear, much sorter than a road machine. For scrubbing speed, cross bikes use cantilever brakes for adequate tire and mud clearance.

I've heard some racers say cross is like a dirt criterium and that may be partially true. Both races are on short courses, favor good bike handling skills and are intense affairs. Like some crits, cross races are time based. You don't know how many laps you'll run until the scorer times the first lap and determines the number of laps that come close to the race duration in minutes. After the first, the scorer starts using the lap counter at the start/finish line so you'll know how many times you have to do that demon hill on the back side of the course.

Unlike the rest of the road racing world, the race classes in cross are totally up to the racers. The usual classes are Men's and Women's A, B and C and age based classes: Juniors, 35+ and 45+. Racers enter the race they want. A races are an hour, B, 35+ and 45+ are 45 minutes and C races are 30 minutes. Juniors are 30 or 45 minutes depending on the organizer. You move up in class when you feel like it. Don't move up and you'll risk being tagged as a sandbagger. Move up too quickly and

you'll feel the leader blow by you before the end. The only exception to this "move up" rule is for series champions: a series champion is barred the next season from running the class that they won.

Most cross races are also part of a race series that awards points for each place and the points are totaled over all of the races. Locally, we have three series: MABRA, MAC and VACX. Racers generally try to run all the races in the series that turns them on the most. This season, I'll run all of the MABRA races and just a couple of MAC and VACX races. Each series has a champion for each class. Our own Chris "Chicken" Huhn won the MABRA Men's B series in 2004 and Jesse Saldana won the Junior VACX

The two best descriptions of cross racing I've heard were "It is like steeplechase, but on bikes" and "cross is a race of transitions". I think I like the "transitions" description best because cross is about transitions. Transitions of surface: from grass to dirt to mud to sand to pavement, from flats to unrideable hills. You transition off and back on your bike as you leap over barriers. One moment you're riding as hard as you can and then, in a blink, your bike is on your shoulder and you are running up a hill just as hard. You are constantly flipping back and forth between full sprint and full brakes as you thread your way through the ribbon lined, off camber grass corners and then accelerate across an athletic field at some high school somewhere.

A cross race doesn't develop slowly like some road races, the pace doesn't wax and wane like a crit and teammates aren't whispering strategy to each other during the race. It "develops" much like a stick of dynamite "develops" when the fuse hits the TNT: it just explodes. The start is like a Formula 1 race: a full out sprint for the first corner to grab the best position possible. For the next 30, 45 or 60 minutes, it is a red-hazed-pain-fest of burning lungs, burning legs and fighting waves of nausea as you thread your way through the various, diabolical obstacles that the course designer is throwing at you. And you'll never have more fun doing it! During the first couple of minutes, the pack of riders stretches out into a thin line. Forget the pelaton, every racer is on his own and must fight for every position. Final sprints, if they even occur, may only be between two riders. By the time the race is ending, the racers are pretty well spread out. You can feel confident that your placing in a cross race is exactly indicative of how you performed that day. Luck or a well timed sprint buys you nothing.

As far as strategy goes, it is focused around how to race the course, not how you're going to pull someone's legs off. While pre-riding the course, you look for areas to make time on: should you try to ride this hill, or bail off early and run it? Should you run with the bike on the ground, or shoulder it? In the sand traps, should you shoulder the bike, or "suitcase" it?

Cross Racing (cont.)

You also have to think about your tires and tire pressure. There are tires for hardpacked dirt, tires that are good on grass and tires for mud. What does the terrain look like and what tires do you choose? Are there roots or other hazards that will make a pinch flat more likely? As a general rule of thumb, you run as low a pressure as you can without risking a pinch flat. Less pressure equals more grip. With tubulars, you can run very low pressure without a risk (those Zipp 404 cross wheels are calling me!). I bring three different sets of mounted tires to a race and start out around 45-50lbs of pressure.

On the skill side, you can make lots of time if you are a strong rider and fast on the open, flat part and then lose it all to a weaker rider that just happens to be able to get off the bike, over the barrier and back into his pedals much better than you. There is nothing more aggravating than having to chase the same person down lap after lap because they are smoking you over the barriers. I spend 30 to 45 minutes a week in August and September practicing getting off the bike into a dead run, jumping my barriers and getting back onto the bike and into my pedals as quickly and as smoothly as I can. If you think that's not work, try doing it 60 or 80 times in a row.



Proof that Chicken can fly!

Rider Speak: The Open Forum of Irrelevant Banter on the Meaningless

Today's Query: The Ugliest thing I ever saw on a ride was.....

- The rotting deer carcass on top of one of the many hills on the All American course several years ago. — Steve Dotigny
 - Dead possum. Fresh, ugly and nasty. — Chris Wiles
 - A couple thoughts...the road approaching my face at 25 mph... my breakfast on my front wheel. — Thor Engblom
 - The pavement up close and personal — Dave Goodrum
 - The pack driving away up the hill as I slid back into the abyss — Pinky
-



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The team website is up to date with active links of all the benefits we enjoy with our sponsorship associations. Use our sponsors as often as possible, tell your friends and family to do so as well, and for heaven's sake, please remember to tell the businesses why you're there and how you found them!

August Race Results

- Aug 6th – Berry Farm Time Trial, Ashland VA
 3rd – Rhonda Abernathy (Women 4)
- Aug 7th – Virginia State Road Race, Ashland VA
 5th – Vic Siegfried (Cat 3)
- Aug 7th – Christiana Road Race, Christina PA
 2nd – Ted Michaels (Cat 4)
- Aug 8th – Christiana Time Trial, Christiana PA
 1st – Ted Michaels (Cat 4)
- Aug 13th – MABRA Road Race, Poolesville MD
 2nd – Todd Hipp (Cat 3)
 2nd – Ted Michaels (Cat 4)
 3rd – Craig Clark (Master 50+)
- Aug 13th – Elite Track Nationals, Carson CA
 3rd – Anton Quist & Co. (Team Sprint)
 4th – Anton Quist (Kilo TT)
- Aug 21st – Back to School Crit, Baltimore MD
 1st – Mark Kerlin (Cat 4)
- Aug 27th – Virginia State Time Trial, Stony Creek VA
 2nd – Craig Clark (Master 50-54)
 2nd – Adam Coon (Master 30-34)
 2nd – Mike Bradbury (Cat 3)
 2nd – Rob Leach (Cat 4)
 3rd – Stewart Kidston (Cat 3)
 3rd – Ben Tucker (Cat 4)
 4th – Mitch Ferro (Cat 4)
 4th – Pedro Hajar (Cat 1/2)
 5th – Peter Dickason (Cat 1/2)
- Aug 27th – Masters Track Nationals, Indianapolis IN
 1st – Anton Quist & Co. (Team Sprint)
- Aug 28th – MABRA Time Trial, Boonsboro MD
 1st – Ted Michaels (Cat 4)
 3rd – Temple Washington (Master 50+)
 4th – Mike Bradbury (Cat 3)

Fitness Concepts

Breaking Away From Cycling

By Adam Coon

The road racing season is winding down. Most of you have already completed your final race for the season or will be finishing shortly. During the transition period after your last race of the season and prior to commencing training for the next season (4-8 weeks), it is important that you allow both your body and mind to take a well deserved break from the stresses of serious training and racing.

During this time you may need to take a week or two of total rest. Don't do any cycling or other structured exercise. If you feel like doing some recreational activity then do so, if you don't feel like it, then don't. After your initial week of rest many of you will enjoy doing casual rides with non-racing friends/family. The fall season is a wonderful time of year for recreational riding. The weather is comfortable and the scenery is great. All of the riding you do during this time should be low intensity and the weekly volume should be low to moderate.

This is also a great time of the year to enjoy other activities that you haven't had time for during the racing season. Spend more time with your family. Go camping or hiking. Play some other recreational sports which you enjoy (golf, tennis, basketball, soccer, etc). Go for a jog. Take a yoga class. This is also a good time to get reacquainted with the gym. Try out the elliptical trainer or the rowing machine. Begin strength training with light weight and concentrate on using good technique.

Cyclo-cross season is just beginning. Some riders skipped the road season and have been training specifically for cyclo-cross. The majority of you who have been road racing all season may also enjoy cyclo-cross and would benefit from the handling skills developed through cross racing. The key for you is to not simply extend your racing season. That will lead to serious over training and will decrease your fitness. However you can get the benefits and enjoyment of cross racing by incorporating it into your off season training. Don't do any intense

riding during the week and keep the volume low to moderate. Incorporate some light jogging into your weekday activity and the simply do the cross races once every week or two as your only hard workout.

The transition period at the end of the season is also a great time to reflect upon the successes and the mistakes you made in both training and racing during the past year. There are many valuable lessons to be learned from each race and from each cycle of training. Don't let those lessons slip by unnoticed. Take a moment to review your training log. Did you reach the goals you had set for yourself? Did you ride the volume of training you had planned? Did you stick to the training pattern you had planned? Did you improve on your limiters (sprinting, climbing, time trialing, handling, recovery, power, weight, etc)? Did you capitalize on your strengths? Take a look at your racing results. What type of training lead you to your greatest results? What type of training yielded your poorest results?

After reviewing your previous year you should begin to set some new goals for the next season. Identify the limiters you'll need to improve upon in order to reach your goals. By November, you should have an outline of what your annual training plan for the next season will consist of. If you are not working with a coach this would be an ideal time to begin.

Enjoy your well deserved rest and hopefully you will be fresh and ready to ride in November.