

# REDDING VELO NEWS

A Monthly Publication of the Redding Velo Cycling Club



## Time Trial Series Dedicated to Dale Wright

Redding Velo's 2008 Time Trial Series is dedicated to Dale L. Wright, a beloved friend who lost his life in a cycling accident on April 22<sup>nd</sup>.

Dale, a devoted man, was best known for his selfless concern for others. Each one of us has been touched by his kindness, encouragement and generosity in some way. If a rider needed support, Dale was there. If something needed to be done in the club, Dale was always one of the first to volunteer. Cycling was an obvious passion of Dale's, but he always made it evident that people are what matter most. Dale continues to leave a legacy as an organ donor. His family wishes to make others aware of the donor program at One Legacy [www.onelegacy.org](http://www.onelegacy.org) and Donate Life [www.donatelife.net](http://www.donatelife.net). More information will be made available at the first Time Trial event on May 18<sup>th</sup>.

Dale's presence is missed by all of us, but the lasting impact of his character on our lives will never be forgotten.



Dale L. Wright  
June 27, 1953  
"One of the Good Guys"

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## Introduction to Time Trialing: Pacing Strategy

By Ed Condit

One of the many components central to effective time trial performance is intelligent and realistic pacing. The most common mistake, simply stated, is starting way too hard. The result is cracking early resulting in having to recover from the fast start, and then proceed into an effort that is more sustainable. This is where you can lose significant time. It's easy to say don't start so hard, but it is deeper than that.

Several positive factors nevertheless can contribute to starting too hard. Proper rest and tapering for the target event leaves you incredibly rejuvenated and motivated; you have had a proper warm up and you feel really ready to take off; the adrenaline starts to kick in as you see the other riders as you get into the line for the start.

It's no secret that effective time trialing is a very mental challenge and here is where you need to stay focused and in control by resisting the natural urge to blast off too hard. Central is holding back slightly and **working** into your effort. This allows the body to catch up to the demand you have placed on it. Depending on the distance of the course, this could be a minute to 2-3 minutes in a 40km.

This is where training with cruise intervals allows you to practice on starting properly giving you added confidence, especially when learning the relationship of perceived effort and being patient enough for the body to catch up with the

See TT on Page 4

## May Race Schedule

### Road Racing

5/3	Cat's Hill Criterium	Los Gatos
5/10	EBC Criterium	Pleasanton
5/11	Berkeley Hills RR	Berkeley
5/16-18	Kern Co. Wm. Stage R	Bakersfield
5/17	Modesto Criterium	Modesto
5/18	Modesto RR	Modesto
5/18	Panoche Valley RR	
5/18	Reno/Tahoe Hillclimb TT	
5/24	Golden State Criterium	Rancho Cordova
5/25	SugarCRM Mt. Hamilton Road Classic	
5/26	SugarCRM Memorial Day Criterium	
5/31	ICCC Dash for Cash	Pleasanton

### MTB Racing

5/3	CCCX Spring DH#4	Monterey
5/3	Buck Ridge Race #2	Hensley Lake
5/3-4	The Coolest 24 Hr.	Cool
5/4	Jetway Chevrolet	Fallon, NV
5/7	PCRS #6	Prairie City
5/10	CCCX Spring DH#5	Monterey
5/10	Lake Sonoma	Geyserville
5/14	PCRS #7	Prairie City
5/21	PCRS #8	Prairie City
5/24	CCCX XC #6	Monterey
5/24	Pine Nut Cracker	Gardnerville
5/25	CCCX Spring DH#6	Monterey
5/25	Gravity Day	Weaverville
5/31	Peavine Challenge	Reno

For the most up to date schedule, and registration information visit [www.ncnca.org](http://www.ncnca.org)

## April Race Results

### Road Racing

#### Wente RR

Ed Condit	Cat 4 Master 45+	9 <sup>th</sup>
Gary German	Cat 5 Master 55+	3 <sup>rd</sup>

#### Wente Crit

James Heth	Cat 4	28 <sup>th</sup>
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#### Sea Otter Circuit Race

Steve Tetrick	Cat 4 45+	7 <sup>th</sup>
Bonnie Tetrick	Cat 4 Wm	32 <sup>nd</sup>

#### Sea Otter RR

Steve Tetrick	Cat 4 45+	17 <sup>th</sup>
Bonnie Tetrick	Cat 4 Wm	29 <sup>th</sup>

#### Table Rock RR

Mark Cato	Cat 4/5	2 <sup>nd</sup>
Steve Tetrick	Cat 4 45+	2 <sup>nd</sup>

### MTB Racing

#### Napa Valley Dirt Classic

Brandon Dillard	Jr. 13-14	1 <sup>st</sup>
Tom Dillard	Sport 40-44	8 <sup>th</sup>

#### Sea Otter Classic XC

Brandon Dillard	Beg. 14	3 <sup>rd</sup>
Steve Tetrick	Expert 50+	3 <sup>rd</sup>
Ron Bresolin	Expert 50+	12 <sup>th</sup>

#### Lemurian Classic

Brandon Dillard	Intermediate-Jr	4 <sup>th</sup>
Tami Shook	Intermediate-Mstr. Wm.	3 <sup>rd</sup>
Rocky Shook	Long-Legends 55+	1 <sup>st</sup>
Mark Cato	Long-Pro	12 <sup>th</sup>
Steve Tetrick	Long-Master 45+	3 <sup>rd</sup>

Missing results?? Please send them in after each race.

## Redding Velo Time Trial Training Series\*

**Stage 1: Millville Plains**                      **May 18<sup>th</sup>**                      **9:00 A.M.**

A flat, fast course for the sprinters

**Stage 2: The Wildcat Climb**                      **June 15<sup>th</sup>**                      **9:00 A.M.**

A climber's cruise from the base of Ash Creek/Wildcat junction to Shingletown Ridge Rd. - No TT Bikes

**Stage 3: Whitmore Road**                      **July 13<sup>th</sup>**                      **9:00 A.M.**

The Keith Ritter and John Oakes inaugural course full of roller climbs and descents

**Stage 4: Millville Plains**                      **Aug. 24<sup>th</sup>**                      **9:00 A.M.**

Final stage, compare your results with Stage 1

\* See race flier for details.

Please send your 2008 race results, race reports, articles and photos to [g.lowe@hughes.net](mailto:g.lowe@hughes.net) for submission in the monthly newsletter!

## May Ride Schedule

All **Saturday** rides start at Sue's Java Café at 1712 Churn Creek Rd. at 9:00 A.M.

All **Wednesday** rides start at Holiday Market/Starbucks at Placer Rd. and Buenaventura at 5:00 P.M.

(Please park in the slots by Buenaventura to not impact close-up business parking.)

**Please arrive early so the ride can start on-time!**

<b>Day Date Start Time</b>	<b>Ride leader</b>	<b>Route Miles/style/total climb Description</b>
Saturday May 10 9 am	TBA	TBA
Saturday May 17 <b>7 am</b>	TBA	Anderson River Park Century <a href="http://www.centurybikeride.com/">http://www.centurybikeride.com/</a> <b>Start at Anderson River Park</b> 62/100 miles, 4,000/8,000 feet climb
Saturday May 24 9 am	Steve Pitman	Easy Eastside spin
Wednesday May 21 6:30 pm	Keith Ritter	Ride of Silence <b>South end Sundial Bridge</b> 12 miles, 150 feet climb
Saturday May 31 9 am	Keith Ritter	Choice of Two – Eastside training ride or Eastside social ride with friends/family to Down the Road Café at Palo Cedro coffee/pastries, 25 miles, 1000 feet
Every Wednesday Meet at 5 pm Leave at 5:15	Keith Ritter (Leading the "B" group. If you ride fast and don't stop to regroup – you're on your own)	Wednesday night route 37 miles/2500 feet climb. Shorter options. See route link <a href="#">here</a>

Have a question?

Want to schedule an additional ride?

Contact **Keith Ritter**, Ride Coordinator at 244-7819 or  
[rdgveloschedule@gmail.com](mailto:rdgveloschedule@gmail.com)

**Now looking for June rides and leaders!**

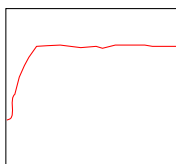
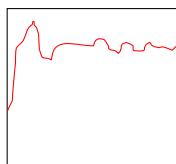
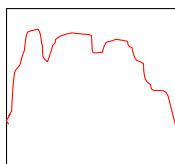
*TT Continued from Page 1*

actual effort.

**-Starting-**

Select a gear that is commensurate with the terrain and wind condition. A gear too heavy will be slow and could overstress your lower back muscles (yeah, I've done this) or a gear too light will be inefficient. The good start is characterized by getting up to speed quickly without the need to recover. One technique I use is once seated in the saddle – accelerating– I drop one gear and then get on my aero bars as soon as possible ultimately advancing to my starting effort.

If you use a heart rate monitor you will see on your downloads if you are starting properly. Below are some crude examples of what I mean.

**Good****Bad****Ugly**

In the “good” example, the rider accelerates in a controlled manner up to a consistent effort that is maintained through the duration of the event. With the “bad” example the rider clearly started too fast, had to recover, and then find an effort that is more realistic. In “ugly”, the rider is working too hard, cracking and recovering before finally calling it a day. This leads naturally to the subject of pacing.

**-Pacing-**

Ideally you want to meter your effort out so you have almost nothing left as you cross the finish. Implicit is the necessity of knowing the course in advance as well as anticipating the wind conditions that may be present in determining your pacing strategy.

Two basic examples come to mind on an out and back course: maintain a constant effort with even splits or start the first half holding back and on the second half, you let it rip to the max. This however assumes a fairly calm wind day and that can be a rare occurrence for most Northern California time trials.

In dealing with headwinds and tailwinds it is wise to focus on maintaining a consistent effort. Mentally this is darn tough to do with a tailwind for the first half of a course. If you get too overcommitted trying to take

advantage of that tailwind, you may pop on the return leg. Last year at the District Championships at Sattley, the winds came up later in the morning resulting with this exact condition for the riders. The return leg featured disgusting gusting headwinds up to 20mph. It's fair to say most of us were hanging on by a thread to get to the finish.

The best way to practice pacing is to stage a personal time trial on a course you determine during your build part of your training. This also permits you to once again focus again on what it **feels** like working at your max so perceived exertion is learned in tailwinds, headwinds, and hills. Working on practice time trials also allows you to develop the mental will necessary to maintain proper pacing since this naturally deteriorates as your energy stores deplete. So when you have the race of truth moment, stay the cause in your head by saying, “come on, I can, I can”. This will give you supreme confidence as

you learn your limits in the race of truth.



Ride well, ride safe, Ed Condit





*Redding Velo ready to roll at the Shasta Wheelmen Jamboree*



*Tami Shook receiving her medal at the Lemurian MTB Race*



*John Oakes having fun at the Jamboree*

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