

Tri-State Velo

2001 News Archive

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2001 SEASON

March/april 2001

Russ Myers

Cat. 5 / Early Spring Racing

As you know the Bike Line Training series has come to an end and you'll be happy to know the Cat 5 team performed well. For the first day of the series there were 2 Cat 5'ers (Chris Stulb and myself) and we placed in the top ten. The following week saw 3 Cat 5'ers (Tom Amick, Chris & myself). Chris took the third place trophy in the Cat 5 race. Finally for the last day of the series we had a strong showing in the field. Tom, Chris, Brian Barber and myself. We really worked together well as a team. Chris went with the initial break as Tom, Brian and I fell off the back. The three of us worked together to bring back the break and regroup with Chris. The end result was top ten finishes and a third place trophy for Tom. It was quite an experience and a great sense of accomplishment as the TSV Cat 5 team took third place in two out of three races. We are gearing up for the Chesapeake Classic and the Ronde van Mullica this coming weekend.

I'll keep you posted of the Cat 5 success.

Thanks,
Russ

2001 SEASON

October 2001

Mike Tamayo

Junior Worlds

Lisbon, Portugal

Lauren Franges Update:

OCTOBER 10

"Dear Team Members,

The trip has started, and it has been an exciting one. We left from the Philly airport without a problem. Except for the fact that Mike's connection in London was for October 6th instead of the 5th like it was suppose to be. So he was on the phone with United trying to get the ticket changed for the correct date before our flight took off. We then flew to Dulles where I met up with the rest of the team. From there we embarked on a 7 hour flight to London. (it's ok all my united miles are racking up on the federations bill) We got about an hour of sleep the entire flight but watched some good movies. We finally arrived in Portugal 15 hours later to pouring rain. So we rode inside on a stationary bike because the mechanics still weren't here with the trainers.

While we were riding inside Mike went to find his hotel. Mind you Mike has not touched his bike in 4 months, and he was in a foreign country. So his simple 5km ride took 4 hours. When he finally found his hotel he found out they didn't have his reservation. When all that was settled he decided that he needed to rent a car because he wasn't dealing well with riding everywhere because there are to many hills around here. He made it safely and was happy to find a nice warm bed awaiting his arrival. I slept like a baby last night and enjoyed every minute of it.

That's all for now, but there will be more to come.

Wish me luck,
Lauren"

OCTOBER 11

"Dear Team members,

Well here is some more info from Portugal. The second day we went out to ride and saw more of Portugal than we really wanted to see, while we were trying to find the course. Luckily we found a UCI car and we followed him to the course. Although we found it we weren't able to find the exact course so we just rode the general area. So far for food we have had split pea soup, and fish. so the meals have not been very appetizing, but we are making do.

On Sunday we rode the actual course, and boy is it going to be hard. the first half of it is climbing, and the second half is downhill. I am excited though and feeling really good. And oh yes the day has come, I dropped Mike up a climb. He swore to me that I would never be able to do it no matter how out of shape he was, but it happened. He will still tell you that he wasn't going hard and he wasn't trying, but he was hurting.

On Monday we rode the course again, and this time Mike will honestly tell you that I did drop him. He went as hard as he could, and was hurting afterwards.

We have had some really nice weather, and have been riding in shorts and jerseys, so it is very comfortable. The food is starting to get better. They actually have been feeding us some chicken.

Today was the start of racing with the Jr Women TT, and the U23 TT. It was nice to be able to watch the whole thing live on Eurosport. We got to see Danny Pate, one of the US's U23 men win the World Championship in the TT. And no matter what anyone tells you he is not the public speaker they say he is. But it was a very good day for the US.

My main competition for the road race, Nicole cooke won the Jr TT this morning, but I am still feeling good and hoping for a great ride on Friday. I think the course is in my favor, hopefully it will turn out well.

I hope everything is ok back at home and I will keep you posted on what is going on. Tomorrow the Jr men and the senior women compete in their TT.

Going for GOLD,
Lauren"

OCTOBER 12

"Dear Teammates and Sponsors

Well here I am 1 day before the big day. I am ready. I am not feeling to nervous. Like Mike keeps telling me I already have the 1/3 brains, the 1/3 legs, now I just need the 1/3 luck.

I went out for a road ride today, and it was pretty crazy. We had the portuguese police leading us and following us. To make the morning even worse, I crashed, and not only once but twice. The first time I fell onto a car, and the second one was just stupid. Luckily they both were at a very slow speed so I was not injured.

The elite men have their time trial today. It was pretty neat riding the course yesterday with all the pro men. I can say "I was passed by Jan Ullrich up the climb."

For now I am just going to hang out in the hotel with my legs up and try not to think about tomorrow. We will be watching the men on Eurosport, and drinking lots of water.

I will send an update after the road race to let you know how it went.

Going for GOLD,
Lauren"

Mike Tamayo

2001 SEASON

September 2001

Kathy Lakatosh

2001 ATRA Season Finale: 'LAKY' WRAPS UP SEASON WITH AVC SPRINT VICTORY!

Trexlerstown, PA

Andy Lakatosh put the finishing touches on an incredible 2001 season with a phenomenal sprint victory at the ATRA Season Finale that was held at the Lehigh Valley Velodrome on Friday and Saturday, August 31 & September 1. Andy competed in the Sprint Omnium which was comprised of the Keirin, Sprints and Miss & Out. After a rain-out on Friday night, Saturday morning started with the keirin. Andy made it to the minor final, but was unable to score points since his Corima disk was ruined during the last lap when the rider next to him came up and caught his back wheel. (He was just a little upset.....to put it mildly.)

Next up was the 200m qualifier for the sprints. There were 30+ competitors and only the top 12 times would advance to the sprint rounds. Andy posted the 6th fastest time with an 11.4, certainly not his fastest, but acceptable given the windy conditions and the fact that he didn't have his rear disk wheel. The rounds were conducted on a 3-up format instead of the usual 2-up. Andy lost his first heat by about an inch, but came back in a big way when he won his rep heat with a great move by taking off with a lap and a half to go.

At this point he had made it - and was the only junior - in the top 6. In his semi-final heat he was up against Anton Quist (who had the 2nd fastest qualifying time) and Adam Duvendeck (3rd fastest time). Once again, Andy rode smart and managed to pull off the win which put him directly into the sprint final. In the final he was against Steven Alfred (who had the fastest qualifying time of 10.7) and Adam Duvendeck again (who had won his rep heat). To everyone's surprise, Andy made his move and powered around Alfred in turn two of the final lap. Then he shut the door down the backstretch and held him off to win the sprints, showing why he has earned the title of Jr. National Sprint Champion!

I realized what a big deal it was when I told TSV's Mike Grabowski (who hadn't seen the sprint final) who Andy had beat and he was totally impressed. Turns out Andy is the only junior male to win the sprints at any of the nine ATRA Cups that were held throughout the country beginning in April this year (and the only guy to beat Alfred at any he competed in). Winning the sprints gave him 10 points and

tied him for third place in the omnium standings with only one event left - the miss & out. Andy took 7th place in the miss & out which gave him 4 more points and put him in 4th place overall in the omnium! What a great way to end the season!

In between all the omnium events, Andy also competed in and won the final for Men 16-18 in the Marty Nothstein Junior Olympic Series for the third year in a row. Not to be outdone, Andy's sister won the Marty Series final for Women 13-15 and placed 9th overall in the women's omnium, despite the fact that she was the youngest competitor by far. So, it's been a fantastic season for both Andy and Cindy. It'll definitely be a year to remember, but they're already looking forward to 2002! For now, it's back to school.

ATRA Cup - LVV, Trexlertown, PA (8/31-9/1/01)

- * 1st - Sprints
- * 7th - Miss & Out
- * 11th - Keirin
- * 4th - Sprint Omnium Overall

2001 Nutcracker Road Race

August 2001

Steve Lehman

Pennsylvania

Steve Lehman--Team Vice President and Junior Team Manager

Pennsylvania

August 26

This has been a super year for the 50+TSV team. We're the undisputed top 50+ team in PA. We've won eight races including Rick Hofman and my victories at the State TT and Crit Championships, and Brett Lunger's 4th place finish at the National Master's Road Race Championship in Washington. We've had two races where the red, white and green boys swept first, second and third. But we have yet to place one of our riders at the top of the 50+PA BAR heap this year. Without that achievement this could not be considered a "great" year. The opportunity has been there. The team had delivered on two separate occasions such an opportunity to the doorstep of a rider who's name I won't mention, but he didn't capitalize on it. Now, we are down to the wire.

This is the last race of the 2001 PA BAR season. Chip Berezny has 711 PA BAR points, I have 696. 15 points separate Chip and me. The difference between second and third or third and fifth place in this incredibly hilly race today is 15 points. As you might have noticed, if I win fifteen points more than Chip today, there will be a tie. To break a tie, PA Championship points are used to determine a winner. I have 350 to Mr. Berezni's 200. But to assure a win, I must keep Chip behind me and take one of the top two places. I can leave nothing to chance.

Today's small 50+ field included TSV climber extraordinaire, Brett Lunger, Red Glare's Tim Rollings and Barry Free, Lehigh Wheelmen's Chip Berezny, Main Line Cycling's Kevin Tuttle, and six other hearty, hill climbin' souls. The course started with a 2.5 mile, 5-6% grade climb to the ten mile circuit which we must complete "only" two times. We would then enter the circuit on the rollout to the one half mile, 12% gradient to the KOM sprint line. The rest of the circuit is just your typical up and down affair(no need for middle cogs on the cassette) over relatively smooth road surfaces. Well, except for the occasional sections of "tar and chip", just to keep it interesting. These sections were usually found on fast descents and corners. After two complete circuits and three KOM sprints we would go off the circuit and start the real climb. The exit is about 100 yards after the KOM where we will turn left and start a 1.25 mile, 15% climb followed by a half mile descent, and then onto the final 2.25 mile, 12-15% climb to the finish. This is one Hell of a race course.

The rollout to the circuit was neutralized by Tim Rollings and South Mountain Velo's Jim Hartnett. They sat at the front for the entire 2.5 mile tapping out a light tempo. Knowing what was ahead prevented any of us from pushing the early pace. The demeanor of the "players" changed as we hit the KOM hill. Rollings stretched the group out while I sat glued to his wheel. As we approached the line I came along side, threw my bike, and took the first points. I needed Rollings, but I also wanted to give the illusion of climbing ability. When I crossed the line I saw Chip was well back and seemed to be struggling already. We regrouped and started our first circuit. There was really nothing on the loop that would dislodge Mr. Berezny, so it had to be done on the KOM hill, and the sooner the better. Rollings and Lebanon Valley's Bill Cure maintained a good but measured pace at the front, while I patiently waited for the next KOM. I felt a bit guilty sitting in, but I was on a mission.

As we entered the second KOM climb the group was tightly knotted behind Rollings. While his tempo hurt, it was not debilitating, and it had to be to

drop Chip. I went around Tim and forced his pace. Still remembering the KOM before, he decided to show me what he was made of. In doing so he opened a small gap on me as he crossed the line, but more importantly, "we" had a gap on the field. Hurting as I was, I slammed my chain onto the big ring, caught and passed Tim and said, "Let's go!" You see, in that one second glance behind all I saw was a struggling Berezny about 50 yards back. Brett and Barry Free were already dutifully sitting on his wheel to support the effort of Tim and I. This was another opportunity extended by a teammate and this one I would exploit.

Tim and I rolled through the next eight miles wasting no time in expanding our gap. We pushed as big a gear as possible, never relaxing. As we approached the final KOM Tim asked me how I was feeling. I said, "Awful!" Hey, he'd find out soon enough anyway. 150 yards from the line I came off. I was hurting so bad and groaning so much as I crossed the KOM line an official stepped out with a look of concern and asked if I was okay. I just slogged on past without a response, only looking at him through dead eyes.

The break between the KOM hill and the first part of the climb to the finish was not enough to provide any recovery. I started up the 15% gradient in almost complete distress. Not knowing how far back Chip was, I had to keep the pressure on myself. Halfway up this mile and a quarter climb I entered a new level of pain and suffering. I've sweated my butt off before, I've bonked before, but I never experienced anything like this. I felt a shudder, a total body flush. Then I felt my body temperature start to elevate, an early sign of heat exhaustion. I quickly grabbed my water bottle, stuck it in my helmet, soaked my do-rag, and managed to put the "fire" out. And, since I was already in my 39/23, I wondered how much longer I could keep going. I was still three miles from the summit.

Somehow, I made it over this hill and enjoyed the refreshing plunge down the half mile descent, albeit while pounding the largest gear I had. Some break. The invigoration of this "reprieve" lasted about ten seconds, as I started to slog again in my 39/23 up the two mile climb to the finish. At this point I zoned out, seated and mashing this incredibly small gear, while scanning the road ahead for the "one kilometer to go" kite. When it came into view with no sign of chasers to the rear, I knew it was over. Tim Rollings won this grueling race in approximately one hour and forty minutes. That's an average 16.2 mph for the 27 miles. That "speed" is a testimonial to the difficulty of this race. I finished second about a minute back. Brett outpaced Barry on the final climb for third and fourth, respectively. While Chip finished a distant fifth some five minutes back.

We had done it. Brett and I finished off what has been a "great", year long, team effort to keep the PA BAR jersey on the back of a 50+TSV rider. Another race, another victory, another season well done.

2001 SEASON

August 2001

Kathy Lakatosh

2001 Junior Track Nationals

Fort Lauderdale, Florida

As probably most of you know or have heard by now, Andy Lakatosh had an awesome week at Jr. Track Nationals in Fort Lauderdale, Florida. Andy returned home with 2 more national titles for the Men 15-16 Omnium and the Men 17-18 Sprint. Adding these to his four previous titles, makes him a 6-time Jr. National Champion. He also garnered a silver medal in the Olympic Sprint and finished 3rd in the Men 17-18 Kilo. Note that in both the 17-18 events that Andy competed in, he was the only 16 yr old to place in the top 10. Now, here are some of the details of last week.

As a 16 yr old, Andy was finally old enough to 'race up' and do the Men 17-18 Sprints and Kilo along with the Men 15-16 Omnium. Doing all of these events made Andy one of the busiest competitors at track nationals. On the first day, Andy's 200 meter qualifying time of 10.931 was not only the fastest of the 19 competitors, but it set a track record! The next fastest time was Christian Stahl's 11.301. Andy advanced to the final for the gold medal by winning all of his heats. In the final round he ended up against Christian Stahl (18) who placed 12th in the sprints at Jr. Worlds in July. Andy beat Christian convincingly in 2 straight rides to win the Men 17-18 Sprint title at the age of 16! We believe he is the first 16 yr old to accomplish this, plus he beat all of the older guys that were on this year's Jr. Worlds team. As a side note, his 200m time at Jr. Nationals of 10.9 would have made him the 6th fastest qualifier at this year's Jr. Worlds! (The members of this year's team qualified in 12th/Stahl, 29th/Wiswell and 43rd/Detris at Jr. Worlds.) Winning the sprints was definitely Andy's main goal this year, but he was far from done.

Along with the sprint rounds which were conducted over the first 3 days of competition, Andy was also busy each morning riding in qualifying heats for the Men 15-16 Omnium events, which was a field of 32 guys. Andy won the first 2 omnium events - a 2k scratch and the 500m time trial - which put him in the lead with 14 points. Of particular interest is the fact that Andy's 500m time of 33.961 broke the national record that Andy had set last year in Colorado! Because the 3rd event (a 15k points race) was held in between the sprint finals, Andy decided

to skip the points race so that he could focus on winning the sprints. Going into the final event Andy was still in the lead with 14 points, but there was one other person who was close to him with 12 points - no one else was even in contention. The final race - a 5k scratch - turned out to be a hotly contested duel between Andy and the guy in 2nd. It was a wild, extremely fast-paced race with constant attacks, but - with a little help from a guy named Zak Grabowski of Colorado (no relation to TSV's Mike G), who was the winner of the Men 15-16 Time Trial - Andy was able to hang in, then take off on the final lap and blow past everyone to seal the overall win. His title is especially impressive when you realize that he only competed in 3 of the 4 events and won all of them!

So, it was an extremely hot, but highly successful week of racing. Andy had accomplished the goals he set for himself for this year - all the hard work and effort paid off. Now he's home and will race Friday night at the velo and compete in the upcoming ATRA cup on 8/31-9/1 at LVV. Then it's back to school and a well-deserved rest before beginning training for next year.

P.S. Andy's sister, Cindy (who won't be 13 until November), was the youngest competitor in the Women 13-14 Omnium, yet she won the 10k Points Race and placed second overall in the omnium - missing 1st place by 1 point! (Cindy was 2nd in the 500m time trial with a 40.3 - .3 shy of first - showing that she is a force to be reckoned with too.) She also took 4th place in the crit!

Jr. Track Nationals, Ft. Lauderdale, FL (8/9-8/12)

- * 1st - Men 17-18 Sprint
- *set track record with 200m qualifying time of 10.9
- * 1st - Men 15-16 Omnium
- *broke his existing national record in 500m with a time of 33.9
- * 2nd - Olympic Sprint
- * 3rd - Men 17-18 Kilo

2001 SEASON

July 2001

Kathy Lakatosh

**ANDY LAKATOSH QUALIFIES FOR SPRINT
TOURNAMENT AT LVV**

Friday the 13th was a big night at the Lehigh Valley Velodrome. It was the Festival of Speed, which meant Marty and Tanya, our local Olympians, would be racing. It also meant that there would be, what else, but a sprint tournament!

Andy was excited until we found out that he did not meet the velodrome management's last minute criteria for participation. His name had to go on a waiting list, but fortunately, when the names were announced, he made the list. (I could say more about this, but that's another story.) When all was said and done, I guess Andy proved that he deserved to be on that list. Out of the 18 guys that did a 200 meter time, Andy was the youngest and he posted the 4th fastest time with an 11.09!!! When Andy did his time, it broke the track record for juniors which was 11.24. His glory was short-lived however.....the two junior Australian riders who are here for Jr. Worlds came along and posted times of 10.64 and 10.87, serving notice to Andy that he will need to get even faster til next year.

Marty ended up posting the 2nd fastest time of the night (10.80). The top 8 times advanced to the quarter finals. For the sake of time, they did not do it as a 'best of 3' format, instead it was 'once and done'. Andy ended up in 7th place overall and had a great time. Out of the top 8, four were junior riders, with Andy being the only American and the youngest rider. In a repeat performance from Jr. World Trials a few weeks ago, Andy's time was faster than those who are on the U.S. Jr. World Team! (Their times were 11.48 and 11.56.) So, since Marty was the only American and local rider faster than Andy, I'd say he did pretty good. For the next week, Andy will be training with the Jr. World team, then it's off to Jr. Nationals.

2001 Dave Wollet Memorial Weekend

July 2001

Steve Lehman Great Weekend

Steve Lehman--Team Vice President and Junior Team Manager

Williamsport, PA
7/14-7/15

"What a great weekend. It felt like I was riding with Mapei," said Ron Ruggiero of the performance of the Tri-State Velo 50+ team at the Dave Wollet Memorial Crit and the SportsFest race on July 14th and 15th. He was dead on and we were dead on with our teamwork. We stuck to "a plan of attack" and it worked.

At the Dave Wollet Memorial Criterium in Williamsport, PA our team consisted of John Capaldo, Phil Stanley, Ron Ruggiero, Rick Hofman and your's truly, Steve Lehman. The plan was to attack and attack until all chasers were too exhausted to chase. Phil was the first off and being the

impatient kinda guy he is, it was in the first lap. Almost as soon as he was brought back, Ron attacked hard and really gapped the field. This set up a chase for an entire lap that included Chip Berezny among the chasers. Rick was firmly planted on Chip's wheel, so by this time in the season his presence there has got to be putting some pressure on Chip.

As the bunch approached the returning Ruggier, it stalled. I was sitting on the back and just waiting for that cue. I dropped back, wound it up and went off the front with a speed significantly higher than that of the peleton. Within seconds I had a nice gap on the field. Now understand, this was a counter attack meant only to set up another attack by the team, but I guess our adversaries decided that bring me back would only lead to another attack. It worked.

Good news is the attack was sticking, bad news is there were still seventeen miles to go. So, one of my favorite crits turned into a four corner, time trial. With great blocking from the team, I finished with a two-handed salute and a 1:15 margin on the chasers.

The chasers, I was told after I crossed the line, were Phil, Rick and Chip. Yea! Two to one. Unfortunately, Phil's leadout didn't thwart Chip from outsprinting the dynamic duo, but each week we get closer. Ron followed next, winning the bunch sprint, finishing fifth. While John nailed tenth and in the money. So, first, third, fourth, fifth and tenth. Not bad at all.

The SportsFest Race in Allentown was not a PA BAR race, so Rick Hofman and Chip Berezny took the day off. However, there must not have been anything going on in New Jersey, because we had the addition of Bobby O'Hara to our team of Ron Ruggiero, John Capaldo, Phil Stanley, Lee Swanson and me. There were a few other NJ and New York riders in our field along with Kevin Tuttle, Leon Michael, Rob Lea and the normal host of PA 50+ers.

Today, I was to pay the team back for the effort they made on my behalf last night. I would ride a hard tempo at the front, while the boys took turns attacking the field. First off was (you guessed it) "Big Daddy" Phil Stanley with a nice jump and immediate distance on the peleton. When he was clear Bobby O attacked and bridged up without any unwanted tail. Everytime someone else tried to bridge up one of us would just sit second wheel and let them exhaust themselves. Eventually, Rob Lea successfully jumped clear but was joined forthwith by Ron "Primo" Ruggiero. Before today's race Ron had said he would like to win, but if not he would at least

like to beat Mr. Lea in the sprint. Well, it looked like he would have the sprint opportunity.

For the remainder of the race "Gianni" Capaldo and I marshalled the peleton, preventing any further breaks and set up for the sprint. The race was paying five deep, so there was still money left for the field. In the heat of the race we 50+ bastards will kill for \$10. I swung off the front before the last turn, forcing Leon Michael to lead out the sprint. Capaldo was glued to my wheel. As we entered the home straight I drew up next to Leon and it was a drag race. I pipped him at the line and John rolled across in seventh.

Oh, that's right, I almost forgot. There was a race ahead of us. Bobby and Phil finished one/two and Ron got his wish, bettering Rob Lea in the sprint for third. Lee Swanson was plagued with low back spasms and had to withdraw mid-race.

So, first, second, third, fifth and seventh . . . another outstanding day for the Tri-State Velo 50+ boys.

2001 Coupe des Ameriques

July 2001

Steve Lehman

Canada

Steve Lehman--Team Vice President and Junior Team Manager

Sutton, Quebec

6/29 to 7/1

A week or two before this year's Coupe des Ameriques, Mike Budjnoski was vacillating between doing the Cheltenham Circuit Race or this race in Canada. I suggested his choice was really between doing another short, "oh yeah, we really ought to give the old guys there own race. . .let's lump them together with the women"(no offense to the Cheltenham organization, but we 50 plusers do feel like this sometimes), or a three day, four event, livin'-the-life, international stage race in a picturesque, French speaking, ski area where the locals pull out all the stops to show their appreciation that you brought your studly self to their race. To say I love this event would be an understatement, but that description is no

exaggeration. This would be the twelfth time I've contested this event in thirteen years, only missing the year of my 25th wedding anniversary, and it is the last race I would miss on any given year.

This year's Tri-State Velo 50+ team included Mike Budjnoski(good choice Mike), Tom Grim, Brett Lunger, me and our own injured reserve, Alex Chavarriaga, on the sideline giving us some extra motivation. Our adversaries would include but not be limited to Pierre L'Ecuyer, last year's CdA winner and current 50-54 Canadian National Road Race Champion, Roger Lessard, great climber and perennial top three finisher, Steve Toplitz, excellent GC rider, the normal cast of characters and several new(just 50) and very scary guys.

The Prologue: This point-to-point, 16.5 km, mass start race is punctuated by a six kilometer climb to Val Sutton. Our strategy was to control the peleton before reaching the climb, attack the bunch just before the climb, thus making the key players chase while Brett, our climber, sat in. Then with a strong ride Brett would crush everyone on the final pitch.

We pretty much stuck to the plan. Tom, Mike and I marshalled the front until we saw that no attacks would stick, then just sat in waiting for the railroad crossing as we entered town. Just before the tracks I attacked hard on the left side from about four bikes back. As I crossed the track I was off the front and speeding toward the climb probably ten miles per hour faster than the startled peleton. By the beginning of the climb my gap was 50 meters. I settled into a "comfortable" rythmn and waited to be chased down by the select group of climbers, hoping I could hang when they came by. As the nine chasers caught me, with Brett sitting protected in the middle, they redoubled their effort to get rid of me and any pretenders. I dropped off the back ten, fifteen, then twenty meters when I thought, "I ain't dead yet!" I dug deep, closed the gap and gasped for air.

The pace was hard but as we approached the La Paimpolaise Hotel I was recovered enough for another attack. La Paimpolaise is at the crest of one of the bumps on the way up the hill. Ti is still 2.5 km from the finish but at this point the road bears to the left and drops slightly for about 300-400 meters before going up the first of four significant switchback turns. My attack here was more vicious than the one at the bottom of the hill and was met by a collective groan from my compatriots. I was coming out of the first switchback when Gordon Clark, Fred Campbell, Roger Lessard, Steve Toplitz, Reb Cole and Brett came by me. They were flying but I was able to jump on. When we hit the one kilometer to go

Ahead, Brett waited until the last switchback, some four hundred meters from the finish to mount his final assault. He slammed his chain onto the big ring and rocketed away from Gordon and Campbell. Given the gradient of the road, this was an awesome display of strength. He won the prologue with a time of 33:03, three seconds ahead of his charging breakaway mates and 31 seconds up on Lessard and me. Toplitz and Cole finished on my wheel. Tom Grim finished at 34:53, while Mike Budjnoski completed his run in 36:07.

To put Brett's ride in context. As phenomenal as we thought Bjorn Hansen was in last year's prologue, he only bettered Lessard by two seconds. Hansen's time for the 16.5 km was also one minute, fourteen seconds slower than Mr. Lunger's time this year. I never doubted Brett's ability on this course. He'll look great in the yellow jersey.

Stage One, The Time Trial: It was a bright, sunny day but very windy. A good day for a big, powerful time trialist. Anyway, this is what I told Diane Castor, who had won her prologue yesterday and was apprehensive about today's conditions. I was also trying to convince myself. I had a great starting position. I would follow Steve Toplitz, a noted TT rider. He would be my carrot. Fred Campbell, a very big, strong looking guy, would follow me. He finished ahead of me the night before, so given his size and his ability to suffer, I figure he'd be tough at the TT, as well.

I had a good run. I kept my composure, stayed in the saddle and on top of the gear, but I never seemed to bring Toplitz back. And Campbell seemed to be right behind me. It looked as if our times would be pretty close. I was hoping Tom Grim would get his nose in there, as he too is a superior time trialist.

Well, the tale of the clock gave the TT to Toplitz at 14:07. I finished second, three seconds back. Campbell and Tom were even at 14:14, but Tom was relegated to fourth by just thousandths of a second. With fifth place finishing at a distant 14:35, the four of us were a class apart. Brett finished at 15:48 and Mike at 16:18.

On the strength of his second place prologue and his third place time trial, Fred Campbell moved into the lead on general classification(GC) and donned the yellow jersey.

Stage Two, The Criterium: Thirty laps of this one kilometer, five corner circuit with a hundred meter, big chainring climb per lap would not be a

cake walk. The technicality of the course would be enhanced by the strength of the field and the hot and humid conditions.

As we lined up Tom Grim told me he wanted to break legs on the first lap or two. I guess he was still frustrated by those thousandths of a second in the time trial. At the gun he attacked. He didn't let up for over two full laps. I'm sure several riders were dropped immediately. Unfortunately, in his zeal he did himself in, as well. The next five or six times up the hill I attacked each time. These attacks were designed to make Fred Campbell, the yellow jerseyed GC leader, chase and exhaust himself before the finish. Of course if other riders were exhausted, all the better. In fact, at the end of the first ten laps the lead group was reduced to fourteen of 32 riders who started today. Mike and Brett were still in the fray. At this point I stelled in, but still attacked every three or four laps just to keep the race interesting.

Entering the last lap our number was reduced to ten riders. Brett was still in the hunt, Tom was off the back, chasing, and Mike was lapped and pulled . As we approached the final 90 degree turn onto the sprint hill to the finish, I remembered last year's race. I was sitting third wheel then, only to be banged out of line by Roger Lessard as we entered the corner. It was aggressive but a good move, none the less. He went on to win, while I chased back through the bunch to finish third. That wasn't going to happen again this year.

Now I was sitting second wheel, setting up for the final, sharp, fast, left hand turn. I was on the extreme right side of the road, glancing over my left shoulder, "sweeping" the thought of passing me on that side out of anyone's mind. All of a sudden I felt Lessard sneaking up on my right side. It was impossible to pass on that side, but he was trying, none the less. I leaned into him and forced him off the edge of the road. At the same time I dove under the rider in front of me and blew through the turn. The advantage I gained in that move gave me the jump I needed to win the sprint. Lessard recovered enough to finish second (paybacks are a bitch), Vincent Richard was third and Pierre L'Ecuyer, Canadian National Champ, finished fourth. Campbell and Toplitz finished sixth and ninth, respectively. While Brett, Tom and Mike placed 10th, 14th and 18th.

Mike (who finished in the bunch last year) said this was without a doubt the hardest 50+ crit he ever rode.

Stage Three, The Road Race: This course is a killer. It is only 87.3 km long, out and back, but it has four significant climbs. The first climb is just

two miles into the race. It is a rolling, four kilometer climb with several taxing pitches. This is followed by a rippin', four kilometer descent where speeds must hit 85 km per hour(55mph). The next climb doesn't come until just before the turnaround at the Owl's Head Ski hill. It is a steady 2.5 km effort. The last two climbs are the real bears, both for their difficulty and close proximity to each other. The first of the two climbs is four kilometers long with three 12-15% grades along the way. The final climb is the same hill used in the prologue, except the finish is at La Paimpolaise. It is a totally depleting 3.5 km. This is definitely a climbers race.

As we rolled out I was sitting second on GC, just nine seconds behind leader, Fred Campbell. Any joy in this position was taken away by the fact that Toplitz and Lessard were just 12 and 45 seconds behind me, respectively. Campbell and Lessard are deft climbers, while Toplitz, with his loss of 12 pounds since last year, has become a very dangerous man. This will be a day where strength and power will take a back seat to attention, control and opportunity capitalization.

The first climb saw Campbell riding at the front controlling the pace. My hat is off to him as he did a super job defending the yellow jersey during the criterium and obviously was not afraid to work today. He was definitely a credit to the jersey. I say "was" because on the descent at about sixteen kilometers into the final stage, he flatted. As we neared the bottom of the descent I looked back and saw Campbell with his hand in the air, signalling the following wheel truck that he had a puncture. With all respect to the yellow jersey, I hollered for my team and all USA riders to go to the front and drive the pace to effectively put the beleaguered Campbell, a Canadian, out of the race. When the situation dictates, I can be a real rat bastard. This is bicycle racing, opportunity knocked and I was now the "leader on the road".

Just when I thought I couldn't become any more despicable, Mike Budjnoski bumped wheels with Tom Grim while driving the attack at the front and went down. He fell over sideways and slid on his side. I immediately hollered, " Go! Go! He's alright!" I really didn't know this for sure but there were support vehicles behind and we were on a mission to put distance on Campbell. As it turned out, Mike was okay and able to finish the stage, albeit off the back. He's a toughy.

It was obvious the Canadians had no interest in helping us, so the pace remained to be driven by the USA riders. As a result Tom Grim exhausted himself and went off the back as did many other riders. At the turnaround

the lead pack was now reduced to 13 or 14 riders of the 30 who started. When we passed Campbell, he was 10-15 minutes back.

With maybe 35 km to go and into a headwind, Toplitz attacked. My thought was, "Go ahead. Knock yourself out." I've been away on this stretch of road and it sucks. I watched Toplitz struggle and I also watched him inch his way up the road. Eventually, he was out of sight, so I started to encourage Brett and other allied riders to chase the "disappeared". I don't think my encouragement fell on deaf ears as much as exhausted ears. Either way, it looked like the chase would be up to me. I decided to wait for the last two climbs. I knew that here the cream would rise to the top and I would sit on for the ride. Toplitz had no such luxury, so it would be there that he would come back, worse for wear.

As we assaulted the second to last climb, now within 17 km of the finish, I realized that Lessard and I were the only ones of the bunch with any gas left. Lessard did his best to ride away from me on the steepest pitches, but I was glued to his wheel. It literally took everything I had, but we crested together and there was Toplitz just 400 meters up the road. Well, not exactly "up" the road, as we were now on the fast, six kilometer, rolling descent into Sutton. I tried to get Lessard to help me chase but he just sat on. We were joined shortly by several riders, but they were saving themselves for the final climb to the finish, as well. I had no such luxury.

As we turned onto the last 3.5 km climb Toplitz was now just 200 meters ahead. Once we were on the climb, Lessard came around and about half way up the steepest pitch, I could no longer hold his wheel. When I crested this steep pitch I had only two kilometers to go, but this relatively short distance included two, short, steep gradients, each about 200 meters in length. I watched as Lessard caught Toplitz, now just ten seconds up the road, and hoped he would not be able to snag Lessard's wheel. He did. They road together for only a short while, but it was enough to see my dream of victory, this year, roll away.

On the last steep stretch, just 300 meters from the finish, I was in as much distress as I've ever been on a bike. In fact, half way up this incline someone was yelling, "Go, Steve, go. . .Come on Steve, you can do it!" They were at my side giving me encouragement for so long, I thought they were running next to me. Well, not exactly. They were actually sitting on a chair. I was just going that slow. Okay, maybe this is a bit of an exaggeration, but it was over.

There should be some consolation in knowing that Lessard and Toplitz had to bury themselves to ditch me. Sandy said Lessard was literally screaming and groaning with every pedal stroke as he approached the finish. He crossed the line 52 seconds ahead of me, enough to move ahead of me on GC by seven seconds. Toplitz, having seized an opportunity and riding like a man possessed, limited his losses to Lessard. He finished second on the stage by 18 seconds, but more importantly, maintained a 15 second lead over Lessard for the overall win. Brett was able to hang in there on the last climb and finished 9th, just 1:35 back.

So, we did really well at the 2001 Coupe des Ameriques. In my twelve year history here, this was the best team of which I've been a part. Each member of this TSV 50+ team rode his heart out. Brett Lunger won the prologue, I won the crit, while Tom Grim gave notice to some of the best Can/Am time trialers that he's arrived on the scene, and Mike "never-say-die" Budjnoski resurfaced a stretch of Canadian road with his skin, brushed himself off, and completed the last hideous miles alone. As a team, we delivered two, top ten GC finishes. All of us overcame bone deep fatigue, maybe pushing to new physical, psychological and emotional limits to deliver ourselves to a high level of athletic achievement in the face of stiff international competition. More than ever, I can't wait for next year's edition of the Coupe des Ameriques.

The General Classification(abridged) was as follows:

1st Steve Toplitz USA 4:17:26 @0:00:00
2nd Roger Lessard CAN 4:17:41 @0:00:15
3rd Steve Lehman USA 4:17:48 @0:00:22
4th Gordon Clark CAN 4:17:56 @0:00:30
5th Reb Cole USA 4:18:28 @0:01:02
6th James Bourdreau USA 4:19:53 @0:02:27
7th Brett Lunger USA 4:19:53 @0:02:27
8th Pierre L'Ecuyer CAN 4:19:55 @0:02:29
19th Bob Hicks CAN 4:41:57 @0:24:57
21st Tom Grim USA 4:43:49 @0:26:23
22nd Dave Kliger USA 4:45:54 @0:28:28
24th Mike Budjnoski USA 4:55:28 @0:38:02

2001 SEASON
July 2001

Mike Tamayo
Cheltenham Crit
PA

Women's Team Update:

The Tri State women's team is stepping up their schedule for the last half of the season. They will be doing three big stage races and another world cup race. For this effort there will be two new faces in Tri State Velo uniforms for July and August. Jennifer Weaver from Florida, who is currently living in Kutztown, joins the team for the local races in July, the Tour De Toona and Tour de Quebec. Krystyna Kras, who has had a phenomenal year so far with a 7th at Road Nationals, 24th at the Montreal World Cup and finishing the Hewlett Packard Stage Race, joins the squad for Altoona, Tour de Quebec, and the Switzerland Trip. The addition of these two strong riders will give Tri State a full team at the tough stage races. They will also help out the team at the local races while in town.

The team focus will be split during July. Most of the women will be racing on the road with while Lauren Franges concentrates on the track for the World Championships. She has been working on the track with Lucy Tyler since the worlds qualifier 3 weeks ago. Two sessions a day on the track are paying big dividends. All of her hard work will pay off at the World Championships so come out to cheer her on at T-town July 25 - 29.

Cheltenham

A small squad of Tri State women showed the international field what they had to look forward to for the rest of the summer. Liz Begosh and Lenora Felker took it to the international field on Sunday. The Argentinean and New Zealand national teams could only watch and follow the Tri State women's attacks.

The race started off fast when Liz Begosh, taking the first prime, continued her attack past the line to stay out front for almost the entire next lap. This put all of the pressure on the other women to chase, which they did, until Lenora saw her opportunity to leave them. Liz still held a small lead, but Lenora, knowing Liz needed a rest and that the pack was tired from chasing, attacked getting a gap and holding it while everyone else frantically tried to reel Lenora back. The New Zealand national team started chasing and Liz sat on them for the free ride up to Lenora. Jennifer Weaver and two other women also joined the group of four to make the front group 7 women strong. Instead of bringing Lenora back to the pack, her attack only allowed the most aggressive riders to see her again, while the pack faded off back with several of the top women in it. The two Tri State women worked together keeping the pace high in the break and keeping it together as Liz had showed she was the fastest on the day taking the other primes. On the last lap Lenora worked hard to bring the break into the last turn together. From there Liz took over and did her job easily winning the final sprint to take the race.

Mike Tamayo

2001 SEASON

July 2001

Ron Ruggiero

Cheltenham Crit

PA

With Steve in Canada I thought I would take up the charge of writing my thoughts on how our race went yesterday. In a word "Fantastic." Yes, I know that we didn't win but we really raced very well as a team and everyone contributed to the overall effort.

From my part, anything with a hill in it is scary so I tried to be active but found it hard to really put the hammer down. The weather was hot, the field was small with only 19 starters and the course was challenging in both profile and distance. Early attacks were brought back with Joe Saling providing the hardest effort on the hill but they were well covered by Phil and Rick. The stars of the day in my opinion was John Capaldo and Phil Stanley. John's constant pressure started the definitive move in the race and although he could not stay with Patrick Geleneau winning move, John's effort shaped the final outcome.

With Patrick up the road and the field coming across the line for the bell lap, Phil Stanley slipped off the front and gained a nice advantage by the final climb. No one had anything left to bring Phil back and the field seemed content to race for third. Setting up for the final corners was challenging with our field mixing in with women's breakaway but at the final corner things were well sorted. Rick made a huge long effort and made Chip Berezny really work for third place with Rick just half a bike length back. I choose to ride in on Joe Saling's wheel and punched it in the last 50 meter kick to take 5th.

All in all a really satisfying race that was well raced by not only the TSV squad but all the 50+ competitors. Patrick really made a great move that no one expected and put in a great effort for the win. TSV got Phil in for second, Rick in for fourth and myself in for 5th. I'm not sure were John finished but after the way he rode we all new that our results were only as successful because of his efforts. Like I said from the start...just a great race and a fantastic team effort.

Ron Ruggiero

2001 SEASON

June 2001

Andy Lakatosh

2001 Elite Track Nationals

Blaine, MN 6/12-6/16

I'm back from a week in Minnesota - and what a week it was! I went to Blaine to compete in the kilo, olympic sprint, match sprint and keirin at Elite Track Nationals. The track was cool - it's a wood 250m. I really liked it. The weather was ok - in between the rain and storms they managed to get everything in. My first event was the kilo. My time of 1:09.571 was good enough to put me in 10th place.

In the Olympic Sprint I teamed up with **Mike Beers** and **Todd Yezefski** and we ended up winning the 5th place medal. Then on Thursday the sprints (and my fun) began. My 200m qualifying time (11.080) was the 6th fastest! I won my first

round heat, lost in the 1/8th final, but won my rep heat which put me into the quarterfinals (top 8). I was paired up against the 2nd fastest seed, Garth Blackburn of TX. Once you make it to the 1/4 finals, it's a 'best of 3' format. Garth won the first ride, but I rode much smarter in the second heat and I beat him which forced it to a 3rd ride. (Note: We were the only match-up to go to 3 rides in the sprints.) In the 3rd ride, even though Garth came out of the sprinter's lane in the final sprint (a questionable illegal move) and forced me up to the blue band, I held my ground and it ended up a photofinish! Turns out Garth won, but it felt pretty good to know that I just missed making it into the top 4 by 2"! for 8th place in the final, but I was just happy to have made it as far as I did. On Saturday, the last day of competition, was the keirin. Since I was still pumped up from how well I did in the sprints, I was ready to have some fun - and that's exactly what I did.

I was in Marty Nothstein's qualifying heat and only the top 2 advanced to the semi-final, so I knew I'd have to finish 2nd. After some bumping and shuffling of position, I ended up in the back but somehow managed to come over the top to finish 2nd! Now I was really psyched! I knew my semifinal heat was going to be good when I saw that Jeff LaBauve and Garth Blackburn, along with Jon Frederick (one of my training partners) and a couple others were all in my heat. The top 3 would advance to the final, so I'd have to ride smart. I kept an eye on Jeff and Garth and managed to keep Garth behind me so that I finished top 3 along with Labauve and Frederick. I had made it to the final! Now all I had to do was finish top 5 to earn a medal - and that's exactly what I did. I was thrilled when I finished 4th!

After those 3 rides I was beat so I had to end up settling

It was really cool to have earned a spot on the podium along with Marty (1st), Labauve (2nd), Josh Weir (3rd) and Gideon Massie (5th). So, all in all, it was a great week. Two medals for my two top five finishes and two top 10 finishes - not bad for the '16-year-old from Trexlertown', as the announcer referred to me all week. Saturday was also a good day for Mike G as he won the tandem sprint title with Mike Beers for the 2nd year in a row.

Elite Track Nationals - Blaine, MN (6/12-16/01)

- * 4th - Andy Lakatosh (Keirin)
- * 5th - Andy Lakatosh (Olympic Sprint)
- * 8th - Andy Lakatosh (Match Sprint)
- * 10th - Andy Lakatosh (Kilo)
- * 1st - Mike Grabowski (Tandem Sprint)

GOOD NEWS/BAD NEWS

Andy Lakatosh competed in the Jr. World Team Trials that were held at the L.V. Velodrome on June 22-24. The good news is, he did great. The bad news is that because he is only 16, he is too young to be eligible for the team this year. Andy was able to post times, but unable to qualify or advance because he was underage. On Friday Andy posted the second fastest kilo time. His time of 1:09.762 was less than a second shy of the automatic qualifying time standard of 1:08.904. On Sunday Andy did the 200 meter qualifying for the sprints. His time of 11.244 was the fastest of all the competitors, plus he was the ONLY rider that met the automatic qualifying time standard of 11.291! The next fastest time was 11.401. So, since he can't compete this year, his sights are set on Jr. Worlds '02!

2001 SEASON

May 2001

Mike Grabowski

**Housatonic Valley Classic: An Army of One
Danbury, CT 05/20/01**

A week and two days before the big daddy of crits, I mean Somerville of course, I was looking for a good tune up race so that I would be in the best of shape to help Neal defend and grab the hat trick at Somerville. I could stay home and ride the derby, nope, not good enough. There was a race in Branch Brook, something along the lines of \$150 for 6 places, nope, not exactly what I was looking for. And then I heard about a race all the way up in Danbury, Conn., The Housatonic Valley Classic. This race had all the markings of a little Somerville. A Pro,1,2 140 mile road race with all the big teams showing up and some real nice money for the all the other categories that raced the 6 turn crit downtown. Exactly what I was looking for because, as we all know, the higher the money, the faster and more talented the field. The only masters race was a 35+ and it offered \$1000 for ten spots, not too shabby. So, I get up at 5am Sunday morning off I go, throw the bike and race wheels in the truck and I'm heading north by 6 am, 'an army of one'.

As I'm pulling into Danbury about 3 hours later I know I'm in the right spot by all the police cars, barricades and helicopters in the air. It's 9am and the pro/ 1/2 race is just rolling out of town for a grueling 140 miles in the Connecticut hills. As soon as the pros are out of town the crit races start. A cat 3 race, a womens race and a 35+. All an hour long so I had no need to rush. I had plenty of time to register and warm up. As I said, it was a 6-turn course and it was flat, smooth and very tight on the backstretch. Less than 200m out of turn 2 was a very sharp less than 90-degree right hander followed immediately by a 90 degree left. Basically, you would have just enough time to get up to full speed out of turn 2 before entering the chicane and anything more than single file would prove to be real sketchy. It wasn't long before the cat 3 race saw a guy slam dancing off the

curb and get carted off in an ambulance. Larry Jacob was in the cat 3 race but had no luck dealing with the rather sketchy field. Larry seemed fairly content to work on some fitness and not get taken out in a crash. In the womens race, Lauren Franges, Liz Begosh and Diane Castor would have their hands full dealing with an almost full Saturn squad as well as plenty of other very fast women. I knew they were in for a tuff day. Although I must admit that I didn't pay close attention to the womens race, especially after team Saturn had 2 girls in a break with the rest of the squad controlling the field. I'll leave it to Mike Tomayo to fill in those race details.

Anyway, cut to the 35+ race. As I rolled to the line, I noticed that the field was not Somerville size but there were still maybe 75 guys in the race and plenty of them with fast reputations. I'm alone, no backup, no Neal or Mike or any one else to help or key off of. If the TSV army was gonna do some butt kicking today, it was up to me, "let's rock!" The race was going to be an 'hour' long but the way they figured that out was to time the first 15 minutes and then calculate how many laps we'd do in an hour and then start the lap card from there or something to that effect—whatever. All I know is that the attacks started from the gun and didn't stop. This was a good course to get away on and I worked to stay at the front and chase as many as I could. After spending about the first 15 minutes chasing attacks like a deranged beagle in a field of rabbits I'm taking a break about mid pack. Sure enough, a four man break gets away and I'm not in it. "What? Do I have to do everything?" I think to myself as I work to the front to start chasing again. Two of the guys in the break were teammates and they had about 5 others taking turns blocking in the field. You didn't have to be a genius to see that this had plenty of potential to stick. Well the pack is getting sketchier by the lap with the guys blocking and others trying to pass, I needed out. The break had 20-25 seconds on us; depending on which gap call was correct, it was now or never. One hard jump down the home straight and I was free. Of course nobody chased me, who in his right mind would chase a 195-lb. guy, he'll never bridge alone, what a dummy. About a lap later, still about a 100 meters behind the break, I'm feeling like a dummy. So close, yet so far. How that last 100meters disappeared, I'll never know, I'm not sure I was conscious during it. But I DID manage to catch the break! I pulled in behind the last guy in line and as he turned around to see who it was I said comically "man am I glad to see you guys". I dunno, the guys in the break didn't see the humor in it. So now I'm in the break, yeehaw, and we're uneventfully hammering away and working well together. Uneventfully that is, until six to go. I was sitting 4th wheel going into the chicane, sure enough 1st guy goes down, 2nd guy goes down, 3rd guy gets it all crossed up rides over the 2nd guys bike but keeps it up. I get crossed up and sideways but keep it up only to realize moments later that I flatted my rear tubular. Shi*! I hammer half a lap to get to the wheel pit and go for the wheel change. OK, so I've never had to change a wheel with a 200 pulse rate and the adrenal glands wide open. The flat one comes out fine, I grab a good wheel and slam it in, my hands are shaking and somebody's yelling "front wheel, front wheel", what's wrong with my front wheel??? No dumbass you're trying to put a front wheel in the back. Duh, I chuck

the front wheel with no regard as to where it would land and grab the rear. As I'm slamming that wheel in again I hear " turn it around, other side" OK so I had the cogs on the left side, I would have figured that out. Finally I get the damn wheel in right and it spins, let's go. I hop on just before the pace car goes by and I get a big push back out with the break. I'M ALIVE!

Now it's 5 to go and by the gap calls we're hearing it seems the pack is slowing and setting up for the field sprint. Only then did I start to look around and start to realize that I'm in a break that made it stick. Now what? Do breakaway guys really sprint? Let's see who's here, two guys from one team, one of who didn't work very hard in the break but he looks blown. One guy from New York City, who had the look of a pure roadie without a kick, Masters National Champion Aubrey Gordon in stars n stripes and me. Hmmm, No worries about the N.Y. roadie. The two teammates looked somewhat spent and a little intimidated. It was definitely Aubrey that I would have to worry about. But I had no idea as to how a break approaches a sprint. (I've never made a break that lasted that long) I'm usually the field sprint kinda guy. (Lets not talk about Somerville last year) We're rolling into the 2nd last turn, I'm sitting 4th wheel on Aubrey and the pace is still only moderately fast. It sure wasn't the half lap wind-up that I'm accustomed to. I'm sure the jump is comingÉwhen? We roll into the last turn, same order, when the two guys leading it out hesitate for just a half pedal stroke to look back? They go a little wide left, Aubrey drifts right, and I'm not sure what the heck is going on but I wasn't about to stick around to find out. I hit it with everything I had, went right though the middle of those three guys and just kept it buried. 400 meters to glory. About half way down the home straight I took a glance under, about 2 bike lengths back I caught a sight of a wheel, from there the rest is simple. Head down and hard to the line. I made it to the line first and raised a fist in victory and let out a yell. I've finally won again; the dry spell is over! Man, it sure feels good to win!

The moral to the story is, if you haven't won lately, you just gotta keep hammering, keep on training hard and keep on racing, it'll come. I hope you all enjoyed my story. See everyone at Somerville!

Mike Grabowski

2001 SEASON

April 2001

Andy Lakatosh

2001 Memorial Hermann Junior Cycling Classic

Alkek Velodrome, Houston, Texas 4/13/01

Hi!

Well, I just got back from the Jr. Continental Cup that was held in Fort Lauderdale, Florida on Saturday, May 5th and I wanted to let you know how I did. The weather was sunny and warm and the track was decent. I ended up winning the match sprint and the kilo, plus my team won the Olympic Sprint. The USA team consisted of 5 juniors, of which I was the youngest male. We earned enough points through our placings that the USA team finished first overall as well. I was thrilled to represent the US Cycling Team and am anxious to do so again. It was a great experience - and my first on an international level.

As always, thanks for your support!
Andy Lakatosh

Jr. Continental Cup, Miami, FL (5/5/01)

1st - Andy Lakatosh (Match Sprint)
1st - Andy Lakatosh (Kilo)
1st - Andy Lakatosh (Olympic Sprint)

2001 SEASON

April 2001

Andy Lakatosh

2001 Memorial Hermann Junior Cycling Classic

Alkek Velodrome, Houston, Texas 4/13/01

Well, I attended my first track competition this year. My family and I traveled to Houston, TX for the Memorial Hermann Junior Cycling Classic which was held on 4/13 & 14. The weather was hot and humid - it was great!

I really wanted to do well because it was a qualifier for the Jr. Continental Cup which will be held in Miami on May 5th - plus, I was really excited and anxious to use my brand new Harry Havnoonian bike which I just got a few days before we left. By the time racing had ended, I won the sprint tournament for Men 15-18, placed 2nd in the kilo and my team also won the Olympic Sprint. My 200m time and win in the sprints qualified me for the Continental Cup. My 200m time was 11.35 - not my best ever, but considering it's early in the season and the fact that I was on a new bike, it wasn't bad. However, it was the fastest time which made me the top qualifier. Also, it was a track record for Men 15-16! I never lost a heat and went on to win the final in 2 straight rides. The best part of all was that I earned the chance to race for the USA Cycling Team at the Continental Cup, so it looks like I'll be going to

Miami next week! I'll be doing the sprints and kilo. I'm really excited and looking forward to my first international racing experience. I'll let you know how it goes.

P.S. As a side note, TSV teammates Lauren Franges and Mike Tamayo were also in Houston at the race. Besides winning almost every event for Women 15-18, Lauren also teamed up with my sister, Cindy, for a 6 lap 'Big Brother/Sister' race which they won too. Mike also got in the act as a 'Big Brother' for one of the hometown boys.

Jr. Cycling Classic, April 13-14 (Houston, TX):

Andy Lakatos

1st - Sprints* (Men 15-18)

2nd - Kilo (Men 15-18)

1st - Olympic Sprint

*broke 200m TT track record for Men 15-16

2001 SEASON

March 2001

Mike Tamayo

Early Spring Racing

Sat March 17

Branch Brook Crit

The day started out with Lauren Franges racing in a combined field of masters and women. The course was a 2.25 mile loop, very flat. The racers all seemed content with staying together. A few break away attempts were made but nothing was getting away. So, finally the field comes charging into the finish. In a heated sprint. Lauren Franges, managed a 2nd place. This was against men!!! She was the 1st place woman. Very impressive, finish.

I (Mike Tamayo), raced next. The same course, totaling 40 miles in length. The race was filled with 50 or so riders. Ideal Tile, Montclair, and Somerville Cyclery was well represented. This left me and Jim (sorry still learning everybody's last name) to fend solo. Lauren also joined us for the extra miles. I was very active all day. Keith from Kissena, and I attempted to get away together on several occasions. Finally a 2 man breakaway got away, representing Ideal Tile, and the new pro squad RealityBikes. With 2 laps to go Jim took a good 2 minute pull, in hopes to help bring it back. He managed to keep us within reach. I then attacked

out of a corner and bridged up to the breakaway with 1 lap to go. Unfortunately the pack was in hot pursuit. I went into the finish sprint in 3rd place, but only managed a 9th place.

Sunday March 18th Cinq De Jours Crit, Skillman, NJ

Once again Lauren Franges was the early morning event. The day was very windy, and the course was a very open 1km parking lot style in front of the Johnson & Johnson building. The race again was a masters combined with women. The race started with everyone looking at one another due to the harsh wind gusts. But, about 2 laps into the event, Lauren and 1 woman and 1 masters got away. Lauren and her breakaway companion spent the remainder of the race towing the Masters male around. I think maybe he saw Lauren kill all the men in the sprint on Sat and was determined to not get beat. His plan worked and Lauren finished 2nd place once again, and in no surprise 1st Place Woman.

The 123 race finally got underway. The field small, and not very excited about the wind. On the 1st lap of the race, Myself and a Polish rider went to the front and started at a very brisk pace. After 1 lap, only 6 riders remained in the race, and the rest of the pack was in small groups chasing. After about half way through the race, the 6 man group split up into 2 groups of 3. I found myself chasing 1st thru 3rd place. The 6 of us lapped every other rider in the race. When the finish came, I managed to take a 4th place. Honestly it was the longest LT effort I have done in a long time.

Thanks
we will keep you posted
Mike Tamayo

2001 SEASON

February 2001

Steve Lehman

Masters' Season Preview

Steve Lehman--Team Vice President and Junior Team Manager

2001 SEASON

Before I get started on this year, I think we should do a quick review of the 2000 season. After nearly perfect preseason preparation in such far-flung locations as Spain, Tucson, and our beloved T-Town, we were faced with

the consequences of Alex's horrendous crash. Among the least of the consequences was the realization that this key rider would not be riding with us this season. Even so, a hard pill for the team to swallow.

We regrouped, however, in time for the first 50+ PA BAR race and came out with all guns blazing at the Bethlehem Crit. Rick Hofman's win there was to set the tone for the year. His strength in the break, coupled with the work of our team in the field, led five of our riders to "top-ten" places. During the long season Rick, Phil Stanley, and Steve Lehman went on to win nine of eleven PA BAR races, including Rick at the State Time Trial and Steve at the State Criterium Championships. And despite the selfless effort spent by the team riding in support of these victories we still accumulated 30 "top-five" finishes in the eleven 50+ PA BAR races. Only Darryl Verrugdenhill and Scott Haverstick(both recent National Roadrace Champions) were able to win against us, but only once, each. They both suffered rare defeats at our hands in their other attempts. Rick went on to win the overall 50+ Pennsylvania Best All Round Rider designation, while Steve and Phil finished second and third on BAR points.

Somerville saw Steve, Phil, and Mike Budjnoski place fourth, fifth and fifteenth, respectively, against the toughest national class field we would meet all year. In the National Masters Roadrace Championship in Indiana, Mike bullied his way to an eleventh place finish in a furious sixty rider, shoulder-to-shoulder, curb-to-curb sprint for the line. On the international front Ron Fetters represented the red, white and green well in Havana, Cuba at the Masters Pan American Games.

On a personal note, the race I will remember of the 2000 season will be the Lebanon Criteium. This was a spectacular example of a strong, dominant team racing with purpose. I believe it was a defining moment for the team and just an indication of things to come. Under the most horrendous of conditions(all subsequent races were cancelled during our race) we attacked, blocked, counter-attacked, and blocked over and over again. In the process Phil got up the road, won the race, we took the first five money places and all the "primes" to boot.

I could not have been more proud of the guys who raced last year. They were:

Mike, John Capaldo, Bruce Elfenbein, Ron, Rick, Brett Lunger, Jay Rubinow, Phil and, I guess, me.

2000 was a tremendous year, but I think it was just a glimpse of things to come. With the return of this team, intact but a bit more seasoned, who could ask for anything more?

But wait! Don't answer yet. Do I see six new, strong lookin' guys on the horizon coming to join our squad? Could that be Tom Grim, Dave Kennedy, Jay Melvin, Bobby O'Hara, Ron Ruggiero and Mike Wall? OH, MY GOD!

2001 Tri-State Velo 50+ Team Roster

50-54:

Mike Budjnoski
John Capaldo
John Castor
Ron Fetters
Tom Grim
Rick Hofman
Doug Johnson
Dave Kennedy
Steve Lehman
Bobby O'Hara
Ron Ruggiero
Mike Wall

55-59:

Alex Chavarriaga
Brett Lunger
Jay Melvin
Jay Rubinow
Phil Stanley

60+

John Brinson
Bruce Eifenbein
Bernard Gladieux