



BLUE HILLS CYCLING CLUB
Road Cycling, Mountain Biking & Cyclocross In Greater Boston

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The Blue Hill Lead Out

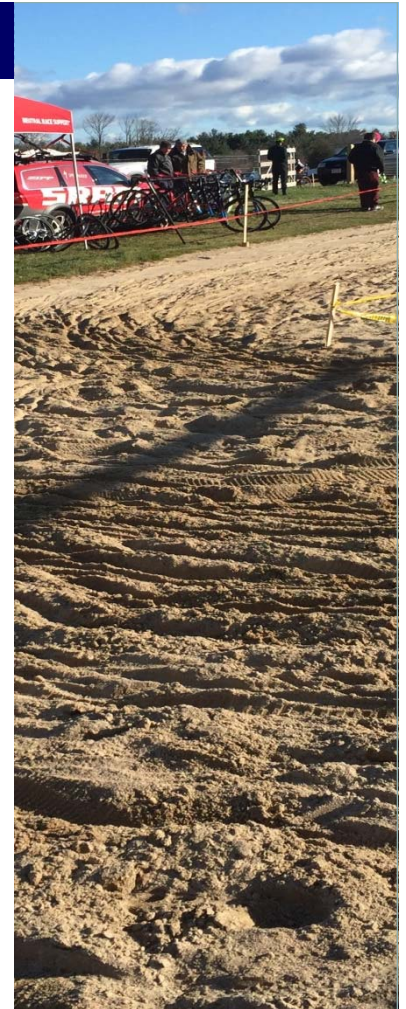
- The 'Cross Issue -

Dear BHCC Members,

Welcome to the first official edition of our quarterly BHCC newsletter, The Blue Hills Lead Out! Our very own Travis Burleson, who reached out to me at our Fall Social event, spawned this idea. Like many others in our club, he was looking for ways to get to know our members a little deeper. I also saw this as an opportunity to learn about the other disciplines and to share knowledge among our club members, many of whom are the authority on topics such as racing and coaching. For this first edition, we focus on the just completed CX season. You'll get a chance to learn a little more about the CX discipline from our CX Race Director, Joe Marinelli and meet three of our most prolific CX racers: Tucker Walsh, Jason Bradeen and Mike Morse. We also include some off-season training tips from coach Pete MacLeod and an article on setting goals from coach Brian Murphy.

As we look ahead to the 2016 season, I am asking all club members to commit to the following:

1. **Communicate** – Let's use all channels including Facebook, eMail and this newsletter to communicate about ad hoc bike rides, events, etc. If you have a question, put it out there so that the whole club can benefit from the answers as well.
2. **Commit** - to 2 cycling events that you have never done before. I have never ridden a stage race or a CX event. These are my 2 that I am committing to. Make your commitments public so that we as a club can support you in reaching your goals



INSIDE THIS ISSUE

The Prez Says.....	1
Bike Spotlight.....	2
Committee Chairs.....	4
Under the Lights.....	6
Birthday and Beer.....	9
Rest, Recovery, Breaks.....	11
Andres Cantor.....	13
Call Ups.....	16
Upcoming Events.....	19

THINGS TO REMEMBER

- Don't forget to renew your membership for 2016
- Do something rad every day.

3. **Cycle** – The best way to exhibit your passion for the bike is to be out there riding. It is very easy to find reasons not to ride. Don't worry if you haven't ridden in a while. Just ride and enjoy the bike!

Finally, we'd like to get your ideas and content submissions for our next newsletter targeted for early March. We'll be focusing on the Road discipline, so let us know of some of your great rides, races, coffee shops and riders so that we can include them.

Sincerely,

Kioko Mwosa, BHCC President

BIKE SPOTLIGHT - MIKE MORSE

I bought this bike because my friend told me it'd be fun to race CX. I found a great deal on a package of frame, fork, wheels, tires and seat post and off I went. Between that package and a bunch of old Ultegra components I had left over from a broken road frame, I was able to get to a race for around \$900 for a carbon bike with disc brakes and tubular wheels. Aside from fixing things as they break, there's been no upgrades in 3 seasons and when I finally get a new one, this will remain a pit bike for certain.



In need of a race bike on a "not sure I'm going to love CX racing" budget, the On One Dirty Disco was the perfect fit to get on course for under 4 figures. After looking at these photos, you no longer have the excuse of cost for not getting a CX bike!



Shifting is handled by a used 105 derailleur from eBay after my original was ripped off by the rear wheel during a race. It moves the chain well enough along the MTB cassette. This set up allows minimal shifting up front, which is great because dialing a front derailleur is hard. Power is sent to rear wheel by a crank set that would be older than most of the juniors at the races. Also pictured are Crank Brothers Candy pedals which are great for CX but not as great for general MTB usage.



Stopping is done by Avid BB 7s which are bolted to some UK branded China carbon tubular wheels. While they are tough to get perfect, they are much better than cantis. The cockpit is also as old as the crank and came from my first road bike. External housing shifters allow you to change cables without rewrapping the bars, which also helps save money.

“Keep your money in your pocket”: <http://cyclingtips.com.au/2014/01/tricks-of-the-trade-the-art-of-the-bike-wash/>

Notes from the Scrum

What course is this?

"Monster Cross but you say it Monstah"

What did you do Well today? What did you do badly?

"I am kind of surprised! Beat a number of people I normally would not beat. I did not think this was my type of course. It apparently was."

Coming through the Chicane, was a bit of a Cluster F*uck with people going down in front of you."

I ended up running through the sand every time."

Do you think you were faster than those riding the sand?

"If you did not fall you could probably ride it faster, but people were falling, then you gotta run."

- Tim Myers fresh from the Monstah' Cross cat 4/5 Race



JOE MARINELLI—CYCLOCROSS DIRECTOR

The 2015 cyclocross season is 90% over and for those of us that haven't already packed it in for the year, the unofficial end-of-season jamboree known as Ice Weasels happened on December 12th! This race has a reputation for being a blast. Unfortunately the venue had to be changed again, this year to the Riverpoint CX venue in Warwick, but that didn't stop over 500 racers from signing up. The unsanctioned Jedi race lets you make a pit stop each lap for beer handups instead of actually being competitive! For anyone out there who eats, sleeps and breathes for events on cross bikes, there's a couple of spring adventure races to start preparing for. On Saturday April 16th is Rasputitsa, a 45 mile race in Vermont that happens a stones throw away from the Canadian border. There have been tales told of Yeti & Unicorn sightings, as well as shots of maple syrup atop Cyberia. The following Sunday, April 24th, is the legendary Paris 2 Ancaster race. If you like mud, this race on most years will make you squeal with joy. It's 70km of dirt roads, singletrack, muddy farmland and more. The route changes most years and isn't released until the night before. I know it's early to be thinking of the 2016 season but the cyclocross core is already working on a plan to make next season more social and inclusive for everyone. Expect the team tent to be a rally point at major races like Gloucester, Providence and (maybe?) Nationals, as well as at the more popular smaller races like Quad, Orchard, MRC and Shedd Park.

PHIL GOLDEN—MOUNTAIN BIKE DIRECTOR

The fall is a great time to go for a bike ride. Changing leaves and cooler temps make for a different experience on the bike. It is great time to give mountain biking a try if you haven't gotten out on the trail. For the race team, fall is perfect to get out and just enjoy the trails while keeping your handling skills sharp. Mountain biking is great way to carry your fitness and get some cross training in. The desire to go for long road rides may begin to wane as we get further into fall. Winter can just be too cold some days. Mountain biking is done at slower speeds, so that as the temps drop, the wind isn't rushing over you like on a road ride. The trails will keep you warm, especially if you find a hill, which isn't too hard in New England. Just be sure to respect any trails closed to bikes. We want to maintain a good relationship with the general public and the DCR.

Here are just a few trails in the Blue Hills Reservation that are favorites for both the beginner and the expert rider:

If you are new to mountain biking and want to get your first ride under your belt, the loop around Ponkapoag pond is a great start. There are some side trails off the main loop if you get ambitious. Park at the end of Blue Hill River road, or ride over from Houghton's pond. Ride in on the dirt road. It will become the green dot trail that goes around the pond. Ride clockwise one day, counterclockwise another for different challenge: <https://www.strava.com/segments/5570436>

For something more ambitious, the Brothers Vibe trail is an amazing descent in the Blue Hill section of the park. You will climb Hemenway Hill but are richly rewarded with a quick, technical descent lasting a few minutes complete with a cliff off to your left. To get up there, you'll climb a segment called Hemenway Hell - maxing out at 23% grade. Hard? Yes! Impossible with MTB gearing? No!:

<https://www.strava.com/segments/7186945>

The descent down Brothers Vibe is not straight down a 23% grade, but a rocky test of skills and mettle as you get near the bottom:

<https://www.strava.com/segments/5265196>

The coon hollow trail off the top of Big Blue is a classic New England descent for only the heartiest mountain bikers. Youtube videos abound of this highly technical descent. Your descent time is limited only by your skills and how often you've had to walk certain sections!

<https://www.strava.com/segments/4365643>

I am planning a ride in the near future where anyone new to MTB could come along for the Ponkapoag loop, then those wishing for a bigger challenge can come along to check out the other trails like Coon Hollow and Brother Vibe.

Look for additional information about the upcoming MTB race season as part of the USA Cycling series (www.root66raceseries.com), the Eastern Fat Tire Association race series (www.efta.com) and the US Kenda Cup East series featuring some of my personal favorite races this year (<http://shoaircyclinggroup.com/events/owned-events/kenda-cup-east>). All levels of racing from first timer to professional are available at every race in New England. See you on the trails!

No one said 'cross was easy: <https://www.instagram.com/p/-XYTOiPcDE/>.

Notes from the Scrum

How did you do today?

"It was windy, real windy. It was tough"

What did you do in the sand section?

"I rode through the first two times, but the last two I had to get off. Easily rideable."

What about that little chicane on the back side?

"It was nothing. That was nothing. A couple of people were slipping out, losing their rear wheel coming up the hill. They kept taking the tape out on the backside."

Would you do it again? Did you like this course?

"Yeah, Yeah. This was my kind of course."

Awesome.

- Mark Brownell fresh from the Monstah' Cross cat 4/5 Race



UNDER THE LIGHTS

RIDER PROFILE—TUCKER WALSH

Interview by Travis Burleson



For this first edition of Rider Profile, I interview Tucker Walsh. I began racing cyclocross in 2014 and, like many people, began watching my competition closely, both on the course and through Crossresults.com. One rider really had my number last year, and that was Tucker Walsh. In early November, Tucker was kind enough to sit down with me and discuss his 2015 cyclocross season.

I feel like I can adapt to mountain biking, road biking, 'cross, maybe I am a jack of all trades? I feel comfortable on them all, so maybe Elastic Man.

Travis: I went back and looked at your results on Crossresults.com and I would say you have had some success this season. With numerous top 10 finishes, 17 upgrade points, and an upgrade from Cat 4 to Cat 3, you must feel pretty good. How would you judge your season?

Tucker: Yeah, well, thank-you for your synopsis. I would gauge the season as a success. I went in thinking; well maybe I could get, somehow, enough points to squeeze into 3 by the end of the season. With maybe a race or two left, I could then exit as a Cat 3 and that would be the best case scenario. I ended up hitting that sooner than I thought I would. This is my second full season and I started putting in some solid results. I was able to grab the points and move from the pointy end of the 4 stick to the beefy middle of the 3 stick, and that is o.k.! I get to sleep in now.

Travis: Yeah, it is nice to get to sleep in a little, isn't it?

Tucker: Yeah it is.

Travis: I saw you did your first Cat 3 race at Cycle-Smart International in Northampton, MA. What did you think of the course?

Tucker: That was my first straight up Cat 3, no delineation between ages so, umm, it was a tough one. Lots of great competition. Started in the middle of the pack. The course, I thought, was really well designed as you would expect from an Adam Myerson lead race. I think they did a good job between splitting between some pretty woods, a great sand pit, off-camber turns, some straight power grass, a great run up, a great ride down. I think it was really varied. The wind and the grass do not suit my strengths, as top end power is not my heritage. It was great. It was my first time doing this race, so I did not know what to expect. It definitely was one of the better ones of the season.

Travis: Do you do anything before your race to prep; maybe special like eating a particular food or warming up in a special way?

Tucker: Well, I think in this one year I have learned a couple of things. I still have a lot to learn. One of the things I make sure I do now is I try to have a decent breakfast. This falls perfectly before a Cat 3 race....three hours before. I really do not eat much after. Right before the race I do a gel, maybe a half hour before to let it settle in my stomach. I do not eat heavy food.

Travis: So no McDonald sausage biscuits?

Tucker: No! [Laughs] I learned my lesson at Casco Bay. Last year I had a bagel about an hour and a half before the race and I thought it would be o.k. The bagel was loaded with cream cheese. I think the denseness of the bagel sat in my stomach. It was a struggle. Beyond that, in terms of warming up, I have not gotten into the habit of bringing a trainer or anything. I think it is a good idea to keep your legs open and get them open. I usually ride the course a few times for various reasons. After that is all done, I usually get in a few sprints where ever I can in order to open up before the race.

Travis: What about post-race? I know that I have bought you several cups of coffee over the season, but are there any special treats that you allow yourself after riding so hard?

Tucker: They say you have to eat your glycol, glysol, glypho...

Travis: Glycogen?

Tucker: Yes, glycogen. Get your glycogen stores up, so I am a fan of something sweet. A whoopee pie treat, or some kind of bagel, some kind of carb to get back to you system. I also do a protein recovery drink. Coffee comes into play for sure!

Travis: I had mentioned earlier, actually I do not have a list of all the races you have done, but I think

you are around 15 races so far this year. Is there a race that sticks out in your mind? A favorite? Maybe one that was horrible?

Tucker: One that sticks out either way? Well, in a positive, Community Cross which was in October in Plymouth, in Myles Standish Forest was a beautiful setting. It was a course set up by Mike Wissell from the Boloco/Cappow team. He really carved a beautiful course that included sand, amazing off-camber turns, mountain bike style in the woods, and a little bit of power through the beginning of the course. It was more of a technical race. I really had a great time. That was my best result. At the end of my Cat 4 career, I got second there. That was a lot of fun to get higher on the podium.



A flannel shirt and a cup of coffee is all this man needs.

In terms of where did I struggle? A place like Casco Bay. It is a beautiful venue. There is a lot of wind and lot of straight grass. That top end power, which is a lot of cyclocross, is something I do not have. Maybe I am in the wrong sport but I have too much fun and I keep doing it [flashes a sharp grin]. I struggled there.

Travis: Our season is winding down; do you have plans for the offseason? What about your goals for next year? Are you a mountain bike guy? A cross guy? Only, a roadie?

Tucker: I will start with the first part. After Ice Weasels in mid-December, I will definitely be winding down the season. I think I tend to take a couple of weeks of not touching the bike. I try to not lose fitness, so I cross train. I just need a mental break from the bike. I start to move into doing more Nordic skiing and snowboarding. These are my two winter loves. I try to do some back country to get a good workout in, but I stay off the bike.

I feel like I can adapt to mountain biking, road biking, 'cross, maybe I am a jack of all trades? I feel comfortable on them all, so maybe Elastic Man

I then ease back into the bike, which is the second part of your question. You know, as you start to get into February and March, you get into mountain bike season. My goal, I think, is maybe to move from a Cat 2 mountain biker to a Cat 1. I had some good results as a Cat 2, so my goal is to move up. Maybe do as many races as I can, but there are definitely not as many mountain bike races on the calendar as 'cross races. In the spring and summer I am a mountain bike guy. I don't know...maybe I will look at a couple of road races this year. It is not something I have done in the past. Life is experimentation. I might look into that.

Travis: Maybe I should egg you on a bit?

Tucker: Maybe I can be egged on. I'll then segue from mountain to 'cross.

Travis: I do not think any interview would be good without some reference to Donald Trump. I think there was some question to him about what super hero he would be. What about you? If you were a super hero, what would you be?

Tucker: Interesting....umm....maybe I would be...who is in the Fantastic Four?....Elastic Man? I feel like I can adapt to mountain biking, road biking, 'cross, maybe I am a jack of all trades? I feel comfortable on them all. So, maybe Elastic Man.

Travis: Elastic Man it is. Do you have a riding nickname?

Tucker: I don't!

Travis: Maybe this is your bike nickname?

Tucker: I would be o.k. with that. [Laughter]

Travis: All right Tucker, thanks for spending the time with me today! We will see you out on the trails.

Tucker: Sounds great!

BIRTHDAY, BIKES, BROS, BEERS —BY JASON BRADEEN

There comes a time in every man's cross season when his wife decides enough is enough and flashes a glance that removes Bikereg.com from the favorite list. This generally happens around mid-October, which makes getting a green light to go race on Wednesday night all the more rad. A final nod from the boss to leave early, and soon I was off to race Crosstoberfest the day before my birthday. The smaller field was a welcome sight after the monstrous Holy Week ass-kicking races. Forty-four racers ended up on the starting line, several of them donning the powerful colors of BHCC.

I found myself sitting in the front row of a race for the first time since I upgraded to CAT 3. For those who don't race CX, the front row is about as good as it gets and gives you a chance to position yourself for a strong result. The feeling that you can pedal as hard as you want and no dumbass in front of you will slow you down does good for your morale.

Then at the log barriers, I could see that the damage was being done and I was closing in.

The whistle blew and with watts-a-blazing, I slotted into fourth wheel. The rider in front accelerated again and rode off into the sunset, actually the dusk, never to be seen again. Another rider snuck off as well and went into second. The man in front of me was the legendary Paul Curley. With his homemade disc wheel, he is easy to spot at any race. During pre-ride, I could tell this course was in my wheelhouse as there were long sections of pedaling, but also quite a few turns. The highlight was a winding whirligig of dirt where you end up in the center after spiraling around and around, and then you have to wind your way back out of the circle. I scrutinized (or studied) this section for the best lines and tried each time to get out clean without losing speed, which is something I always struggle with; foreshadowing.

The course had some pretty dark sections where the light was low, but these had no hidden dangers, and the only thing to do was to keep pedaling. Live music and the beer tent right on the course made the laps go by just a little bit easier, but my heart rate was pinned the whole race. I was feeling good and rode the course without incident. At one point, however, I did manage to hit a broken plastic course marker, and with the next few precious pedals, I waited to feel if my tire would go flat. Luckily, the CX gods were with me, and tragedy was averted.

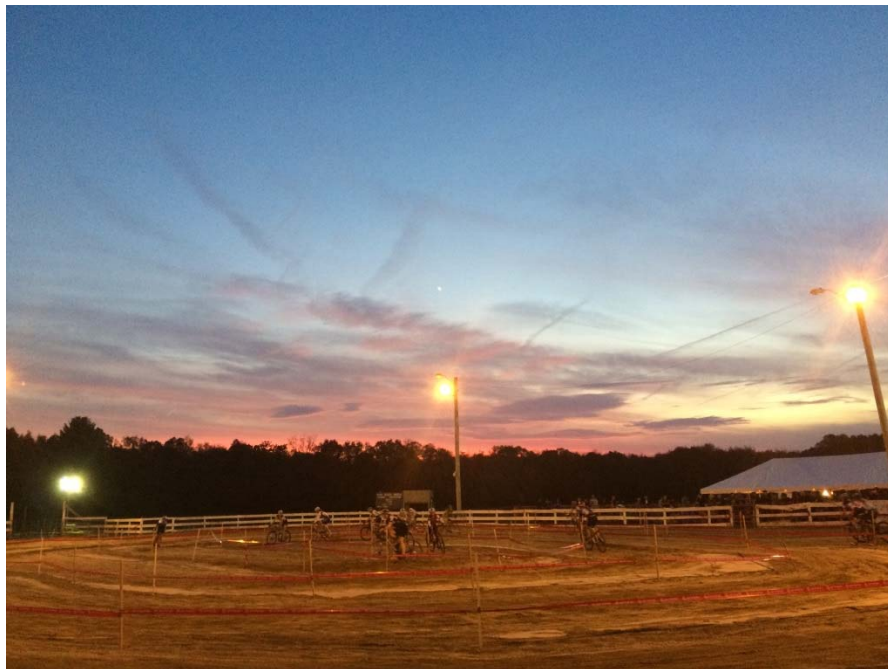


Paul Curley* is 61-frickin'-years-old, but, man, does he have an engine! About the third lap, he gapped me, and for the next two laps I was thinking it was not possible to close it down. I kept working hard, staying positive, and trying to get just a little bit harder each lap. Several times over the past four years of racing cross, I have had moments when it seemed that catching the guy in front of me was not possible. Time and time again, I have decided to go for it and made the catch.

One lap to go . . .

The podium was one spot ahead of me. As no one cares about fourth place, so I decided to either catch him or explode and end up mid-pack. I hit the finish line with one to go and buried myself. I could see Paul ahead of me, and I wasn't making any headway through the power section of the course. Then at the log barriers, I could see that the damage was being done and I was closing in. A few more turns, a couple more power sections, and he was about 20-meters ahead of me, going into the whirligig. He bobbled; I didn't. I did everything right and coming out into a sharp turn, and a set of barriers he was just ahead of me. He hit the final turn, and despite my best efforts, he beat me by five seconds and took the final step of the podium. I was happy with the result as this was my lower point total in a race in my career.

Having recently moved back to the East Coast after ten years in the San Francisco Bay area, I have so looked forward to having the Fall season again. Crosstoberfest on a perfect New England evening with great BHCC friends, great racing, and a variety of beers on tap have been the highlights of my first East Coast Cross season, so far!



*Curley is one of the first Americans to race the European cyclocross circuit, and it was Russenberger who took Curley under his wing and taught him proper techniques and skills. In that sense, Curley is a pioneer who crossed the pond to race with the best and brought those skills back to the U.S. Curley clearly keeps that torch alive; his win in Bend represents his 24th national championship! (<http://www.cxmagazine.com/us-cyclocross-through-the-generations>)

REST, RECOVERY AND SEASON BREAKS - PETE MACLEOD

Recovery is one aspect of training that is often over looked and done incorrectly. To gain from your hard workouts you need to recover. Recovery is where the adaption occurs. Recovery should be built into your training plan and there should be 4 recovery aspects that should be hit: recovery that occurs each week, recovery weeks after hard training blocks, a midseason break, and end of the season time off.

Weekly

Weekly recovery is easy to identify on your training calendar and comes in two forms, complete days off or recovery rides. Recovery for each individual will vary based on the time of the season and experience level. Many athletes feel that to recover they must do a “recovery ride” because the pro’s do it. While a recovery ride is one of the best ways to flush the legs and keep from getting sore, it must be done correctly for it to work.

After a few weeks of easing out of the season, it’s time for a full break. Two weeks of nothing. No biking, no running, no exercise, nothing.

After a hard week of training and a weekend of racing, Monday will be a much needed day of recovery. Scheduling recovery rides on Mondays is great on paper, but more often than not, leads to a ride above the recovery level. This is not recovery and will only hurt the scheduled training sessions later in the week. To avoid soreness and aid in clearing the legs an alternative recovery workout is perfect. A quick hike with the dog or a long walk with your significant other will ensure you stay in the recovery level, while scoring brownie points with both your dog and spouse.

When the training week begins on Tuesday and involves two or 3 days of consecutive training and a weekend of racing, most riders will have another recovery day two days prior to an event. This recovery day may be a complete day off or follow the same recovery criteria stated above. The important aspect to remember is that the scheduled recovery day must allow you to recover. If you do have a recovery ride scheduled, leave the ego behind and stay in the recovery zone. Your recovery days are as important as your other workouts, treat them as seriously as you do your intervals.

After a Training Block

The same planning applies to a block of training. After 2 to 3 weeks of hard training, you will need an extended period of time for recovery. This recovery period may include several days of no activity mixed with reduced volume rides. To keep your system sharp, there will still be a couple of demanding workouts during your recovery weeks, but with reduced volume.

When you are in your recovery week, you need to fight the urge to do more, especially when the weather is perfect. Do not extend your ride or interval durations during recovery periods. Doing so will transform your recovery week into a training week. With no recovery week, you’ll over train, get injured, or burnout. There will be plenty of other opportunities to go longer and harder, but now you must use your recovery week to recover.

Mid -season Break

After a winter of hard training and an event filled spring calendar, most riders will be pretty flat after a few months of hard events, especially if they have a couple “A” priority races early in the season. A mid-season break of 7-10 days with little to no training will help you bounce back to top form. For those in the northern climates, it is hard to imagine taking a break somewhere during the middle of summer, but you need to remember that the sun will still come up tomorrow and there will be plenty of nice days left to ride.

On the grand scale, you will not lose all your fitness from taking a week off. It doesn't matter what your TSS, CTL, or whatever trademarked term says your fitness is doing. The minimal loss of fitness will be easily gained back once training begins again. More than likely, you'll come back fresh, with more motivation, and achieve a higher level of fitness than you would have



without a break.

Once you return to training, the training plan will be catered to meet new goals for the second half of the season. Maybe you'll be emphasizing marathon mountain bike races instead of the shorter cross country races, or crits instead of road races, etc. A mid-season break is the perfect time to retool for the remaining season.

End of the season time off

At the end of the season there are two types of breaks, a break from the structured training, and a break from everything. A break from structured training typically occurs after the last race of the season (for those not racing another discipline). The weather is still nice, it's October, and there is no way you're packing it up yet for the year. This is when a break from the structure training starts, but it still needs to be structured. It's too easy to overdo it. Typically, the volume decreases to half of what you were doing in the previous training weeks. Maybe one weekday ride and a ride or two on the weekend, but no intervals and low intensity. Ride for the enjoyment, explore new trails,

and don't be afraid to stop and look around for a change.

After a few weeks of easing out of the season, it's time for a full break. Two weeks of nothing. No biking, no running, no exercise, nothing. If you have the option of the stairs or an elevator, take the elevator. It will be hard to do at first, but your body and mind need this break. After two weeks of nothing, not only will you be ready to start training again, you'll want to start training again.

Remember, recovery is important.

Pete is a Level 2 USA Cycling Coach that has competed at the elite level in everything from cyclocross to four cross. As head coach at Hold Fast Coaching, he utilizes his experience and knowledge to develop individualized coaching for all types of cyclists.

HOW TO BRING OUT YOUR INNER ANDRES CANTOR - BRIAN MURPHY

OK, most of you are asking, “who is Andres Cantor and what the heck does he have to do with cycling?” Perhaps, Mr. Cantor is an up and coming phenom who’ll be racing the Pro Tour in 2016 or maybe, he’s an age grouper who just won a 200 mile endurance gravel race. While those would be great guesses, the fact is Mr. Cantor has worldwide acclaim as the soccer announcer who yells...”GOOOOOOOAAAAALLLL!!!” In fact, Mr. Cantor has, in one breath, yelled the word “Goal” for up to 38 seconds! Talk about VO2max!

Why am I opening this article telling you about Mr. Cantor’s claim to fame? It’s not about his prodigious lung capacity; rather it’s about the word that has made him famous. Yes, that 4 letter word “Goal.” Every day we set goals. Some macro in nature, like being a better person and some micro in nature, like meeting a deadline for a work project. In either case, most of us are goal oriented. We feel better when we knowingly or unknowingly set a goal or goals and achieve them. Having goals creates a measuring stick by which we gauge our level of progress and achievement. When it comes goal setting, successful athletes elevate the goal setting process to a high level of importance. They may go through this process themselves or with a coach. Either way, the process of goal setting is unquestionably a crucial element of achieving superior performance.

Being on the doorstep of a new year, make sure to add a “Dream” cycling goal or goals to your 2016 resolutions list.

When formulating your 2016 cycling goals, approach the process as if you are atop an imaginary goal pyramid and looking back on all the steps it took to get you to the peak. So, start by defining your desired outcome goal or goals (e.g. winning a certain race or setting a PR). Once you have identified your outcome goal(s), you need to start mapping out the process goals or steps required to help get you there. Process goals are the stepping stones, or ladder rungs you’ll need to climb in order to reach your outcome goal(s). Process goals are really important in that they build confidence of attaining your outcome goal. They also become the basis of creating your personal training plan and recalibrating your training plan as you progress through your training phases.

Let’s say your sole cycling outcome goal for 2016 is to win your age group in the race to the summit of Mt. Washington. In order to have a chance of



doing so, you have to climb the “Rock Pile” under 1 hour and 10 minutes. With the help of pace optimization modeling, you or your coach determine your current Functional Threshold Power (FTP) needs to increase by 25 watts to have a high probability of a successful outcome on race day in mid-August. Of course, you have to address many other process goals, such as equipment set up (e.g. gearing selection & bike weight), nutritional planning and tactical planning around weather. However, your primary process goal is that 25 watt FTP bump. Without achieving that, all your other process goals become somewhat academic.

At this point, do you have your starting script for your conquest of the “Rock Pile?” No way! You should get SMART about evaluating your goals. SMART is an acronym for Specific, Measurable, Assignable, Realistic and Time-Sensitive. The chart below expands upon the SMART analysis as applied to your primary Mt. Washington process goal.



Having scrubbed your goals with SMART logic, it's time to blare the trumpets and let the journey begin. But wait. Stop the presses! What could possibly be missing? Yes, it's that steely eyed mindset of believing you will succeed. This gut check is the most important ingredient to success. Goals are meaningless unless you constantly have your “eye on the prize.” You will no doubt repeatedly lean on your self-confidence to motivate you through the toughest of training days and inspire you on race day. Whether you have the individual fortitude to go it alone or call upon external aid support, such as telling friends about your big dream, pre-registering once an event opens online, hiring a coach or simply posting your written goals on your refrigerator, following a goal aligned training plan will yield the most fruit.

Now that you hopefully have learned a bit about the goal setting process, let me share a few goals myself and the other Apex Coaching Group coaches have for their 2016 seasons.

Brian Murphy:

- Outcome Goal – Top finish at Masters Road Nationals in May
- ☐ Process Goal – Increase FTP by 30w and/or .4 w/kg by April 1st

Bart Lipinski:

- Outcome Goal – Top finish at Masters Road Nationals (TT and Road Race)
- ☐ Process Goals – Raise FTP at least 1% & be more tactically aggressive when racing

Ari Shocket:

- Outcome Goal – Set new PR for Duxbury Time Trial
- ☐ Process Goals – Improve FTP by 7% & improve time management between work, family, etc.

Doug Shepard:

- Outcome Goal – Get uncommitted co-workers to ride their bikes
- ☐ Process Goal – Lead by example by being a conspicuous cyclist at work

Maureen Conlon (Nutritionist & Personal Trainer):

- Outcome Goal - Expand Milton Boot Camp by hiring one or two instructors
- Process Goal - Cut back on the number fitness classes I teach in order spend more time training for events. I enjoy, like century rides and half marathons.
- Process Goal - Increase my sleep time to 7 hours per night
- Process Goal - Spend more time learning and experimenting with healthy recipes

Being on the doorstep of a new year, make sure to add a “Dream” cycling goal or goals to your 2016 resolutions list. Best of luck setting and achieving your 2016 cycling

“GOOOOOOOAAAAALLLS!!

***Brian Murphy** is a USA Cycling Level 2 coach, a certified Hunter Allen/Peaks Coaching Group coach and an active Masters racing competitor (Cat 2 Road & Cat 3 CX). He is Founder and Head Coach of Apex Coaching Group (www.ACGCycling.com). He creates custom training plans and provides personalized coaching for all levels of cyclists. He can be contacted at murphyapex@comcast.net.*



Call to Staging

Mountain Biking.

Karl Sineath 3rd Cat 2 Hop Brook Dam, Middlebury, CT

Mike Morse 1st Cat 2 Fat Tire Classic - Farmington, CT

Tucekr Walksh 4th Cat 2 Battle of Burlingame

Richard Walsh 3rd Cat 3 Millstone Grind, VT

Karl Sineath 2nd Cat 2 Domnarski Farm

Ted Myles 3rd Cat 3 Barn Burner

Tucker Walsh 4th Cat 3 Barn Burner

Mike Morse 1st Sport at Weeping Willow, Ipswich, MA

Grayson Ford 2nd Novice juniors. Weeping Willow

Tucker Walsh 8th Cat 2 Weakping Willow, Ipswich, MA

John Golden 2nd Cat 1 Horror at Harding Hill, Sunapee, NH

Phil Golden 3rd Cat 1 Horror at Harding Hill, Sunapee, NH

Andy Han - 5th place Sport open Men, Hampshire 100

Phil Golden -2nd Expert open men, Hampshire 100

Scott Taylor 41 of 635 racers, Vermont 50

Tucker Walsh 4th Cat 2 Landmine Classic

Upgrades: Tucker Walsh, Mike Morse and Karl Sineath are going to Cat 1,

Ted Myles is going up to Cat 2 and Danielle Power will be going to Cat 3!

Womens

Danielle Power 1st place First Timer, Landmine Classic, Hingham, MA

Danielle Power 1st place Boston Rebellion STXC

Patricia Brownell - 5th Quad Cyclocross

Trish Karter - 6th Newton Revenge, 9

Trish Karter—9th Okemo,

Trish Karter—11th Mt. Washington

Road

Jamestown Classic (Oct 12 2015)

Bob Scherner Men Cat 5 64+ 7 / 7

Mark Roman Men Cat 4 40+ 3 / 35

Victor Milligan Men Cat 4 40+ 15 / 35

Jonathan Doller Men Cat 4 40+ 24 / 35

Christopher Gibson Men Cat 4 11 / 27

Austin Guyette Men Cat 4 14 / 27

Connecticut Cycling Festival (Sep 20 2015)

Austin Guyette Men Cat 4 4 / 42

Mark Roman Men Cat 4 11 / 42

Justin Moran Men Cat 4 20 / 42

Jonathan Doller Men Cat 4 26 / 42

10th Annual Portsmouth Criterium (Sep 13 2015)

Bruce Pierce Men Master 5 / 30

Mark Roman Men cat 3/4 33 / 41

Green Mountain Stage Race - GC (Sep 7 2015)

Noah Manacas Men Cat 4/5 Master 36+ 25 / 43

Green Mountain Stage Race - Stage 4 Criterium (Sep 7 2015)

Noah Manacas Men Cat 4/5 Master 36+ 31 / 35

Green Mountain Stage Race - Stage 3 Road Race (Sep 6 2015)

Noah Manacas Men Cat 4/5 Master 36+ 27 / 40

Nick Leger Men Cat 4/5 30 / 37

Green Mountain Stage Race - Stage 2 Circuit Race (Sep 5 2015)

Noah Manacas Men Cat 4/5 Master 36+ 12 / 42

Nick Leger Men Cat 4/5 27 / 40

Green Mountain Stage Race - Stage 1 Time Trial (Sep 4 2015)

Noah Manacas Men Cat 4/5 Master 36+ 34 / 43

Nick Leger Men Cat 4/5 35 / 41

‘Cross

Supercross Cup Day 2 (Nov 22 2015)

Mike Morse Men Cat 2/3/4 28 / 63
Travis Burleson Men 35+ Masters 11 / 19

Supercross Cup Day 1 (Nov 21 2015)

Mike Morse Men Cat 3/4 9 / 39
Travis Burleson Men Cat 3/4 10 / 39

Boston Road Club CX at Shedd Park (Nov 15 2015)

John Golden Men Master Masters 40+ 13 / 81
Brian Albert Men Cat 4/5 21 / 89
Tim Myers Men Cat 4/5 37 / 89
Mike Morse Men Cat 3/4 11 / 79
Tucker Walsh Men Cat 3/4 25 / 79
Philip Golden Men Cat 3/4 38 / 79
Joseph Marinelli Men Cat 3/4 47 / 79

Monstah Cross (Nov 14 2015)

Jason Bradeen Men 3/4 9 / 45
Travis Burleson Men 3/4 26 / 45
Tucker Walsh Men 3/4 27 / 45
Philip Golden Men 3/4 31 / 45
Tim Myers Men 4/5 35+ 13 / 73
Brian Albert Men 4/5 35+ 14 / 73
John Fice Men 4/5 35+ 19 / 73
Mark Brownell Men 4/5 35+ 35 / 73

Cycle-Smart International Day 2 (Nov 8 2015)

Travis Burleson Men Cat 3 56 / 106
Tucker Walsh Men Cat 3 64 / 106
Mike Morse Men Cat 3 73 / 106
Joseph Marinelli Men Cat 3 80 / 106
John Golden Men Master 45+ 19 / 68
Tim Myers Men Cat 4/5 57 / 139

Cycle-Smart International Day 1 (Nov 7 2015)

Mike Morse Men Cat 3 38 / 101
Travis Burleson Men Cat 3 53 / 101
Joseph Marinelli Men Cat 3 90 / 101
John Golden Men Master 45+ 26 / 68
Tim Myers Men Cat 4/5 45 / 134

25th Annual West Hill Shop Cyclocross Race & 2015 Vermont State Championships (Nov 1 2015)

Mike Morse Men CAT 1/2/3 28 / 33
John Fice Men CAT 4/5 MASTER 45+ 22 / 50
Mark Brownell Men CAT 4/5 MASTER 45+ 26 / 50

Plymouth Festival of Cyclocross Day 2 (Nov 1 2015)

Philip Golden Men Cat 2/3/4 11 / 25
Aaron Meberg Men Cat 2/3/4 22 / 25
John Golden Men Master 35+ 7 / 27
Tim Myers Men Cat 4/5 29 / 88
Brian Albert Men Cat 4/5 36 / 88

Kings CX (Oct 31 2015)

Travis Burleson Men Cat 3 35+/Cat 4/Men 15-184 / 107

Plymouth Festival of Cyclocross Day 1 (Oct 31 2015)

Philip Golden Men Cat 2/3/4 25 / 45
Joseph Marinelli Men Cat 2/3/4 27 / 45
Tucker Walsh Men Master 45+ 8 / 26
John Golden Men Master 35+ 6 / 33
Jason Bradeen Men Master 35+ 13 / 33
Brian Albert Men Cat 4/5 20 / 87
Tim Myers Men Cat 4/5 24 / 87
Aaron Meberg Men Cat 4/5 33 / 87

UPCOMING EVENTS

Cyclocross

12/20 - Sea Sports Crossmas

1/5 to 1/10 - CX Nationals in Asheville, NC

4/16 - Rasputitsa. Registration is open. <https://www.bikereg.com/rasputitsa>

4/24 - Paris 2 Ancaster. Canada!!! <http://www.parisancaster.com/>

Mountain

Landry's is leading a MTB ride every Wednesday in the Blue Hills. It departs from Houghton's Pond at 6 pm and lasts for 1.5 hrs. Lights are required to participate.

Road

5/21 - Tour of Battenkill. Registration is open. <https://www.bikereg.com/tour-of-the-battenkill-team-zone>

6/11 - B2VT. New England's toughest day of cycling is on track for June 11, 2016. We are fine tuning our on course support and the Jackson Gore Inn is ready to welcome us back for another outstanding celebration with Vermont's finest food and beverage. Mark your calendar - registration opens on Monday, January 11th at 8:00 AM EST.

TBA - VT Monster. In addition to the B2VT, we will add this new gravel event. More details will be released soon about this ride. It will primarily be on Vermont's gravel back roads with more vertical over less miles than the B2VT itself.

Group Rides- Starting in the Spring there will be a lot more organized rides for riders of all levels and leaving multiple locations. We shall have both a slower paced group and a faster paced group on the rides. We are planning on having organized rides as follows:

Dorchester-JP-Milton Group

Quincy-Braintree Group

Norwood-Easton-South Shore Group

On Sundays starting in the Spring as well, we'll continue to offer a Women's ride. Once a month, there will be a Women's led ride during the Saturday group rides.

Times, dates and locations will be announced next year.