

The Pedal Pusher

March 2001

Vol XV, Issue 3

An almost monthly publication promoting the spirit of the Northwest Cycling Club

Message from the President By Bob Swank

THE HALL PASS

My President's message for February / March is a mixed bag. After having to deal with the upcoming budget, the upcoming State legislation, and our unseasonably cold (rainy) weather I needed to "take a break" and reflect on a book I just finished reading.

After reading and rereading Lance Armstrong's Book It's

Not About The Bike, I was struck by a notion that I'd almost forgotten about. Prior to Lance's bout with cancer he always thought of cycling as a hall pass. You know like the ones you needed in high school. What a wonderful idea.

While we are all caught in our everyday trials and tribulations, the one constant thought I have, and I'm sure you have, is "make it to Saturday". The Saturday ride is my hall pass. It's my attitude adjustment period. When I see the faces of riders at the Saturday morning start I see frowns, and people with dead serious looks on their faces. When the ride is over those same folks are all smiles and rejuvenated. Cycling is a wonderful sport!

Well -- on to other fun things. This next meeting we will be covering a lot of ground.

Really you don't want to miss either the February, or the March meetings. At the February meeting we'll be honoring the Volunteers of the Year, and presenting a gift to Mr. John Price who has given so selflessly to the preparation of our taxes. Our speaker will be Tom Vining D.V.M., who is a top 200 money contributor for the MS150. Additionally we will have a showing of purchased items from surplus funds from last year.

The March meeting will feature voting on the new 2001 budget, and the Northwest Cyclery's **SUPER SHOW**. Come and meet all the representatives of the major cycling companies, and see future products.

The Neagli's always put on a great show.

The racing season is back and amongst us. Show your support for local racing, and NWCC racers. The drome is starting racing

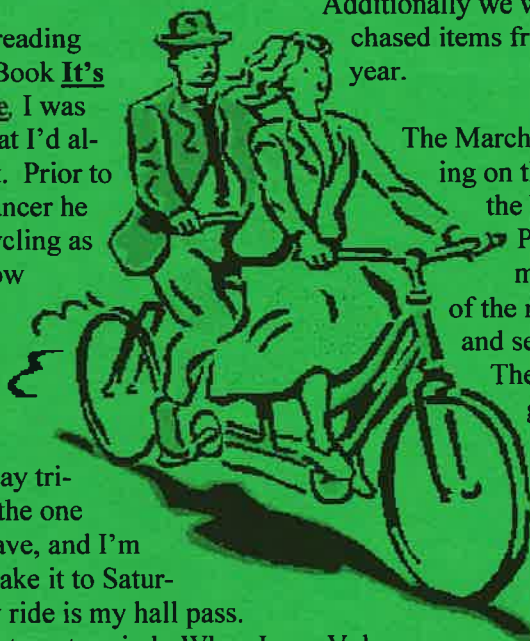
Velo- soon, as well as both Road, and Off Road (Mountain). If you have any desires to begin racing be sure to contact our race team director Bill Reilly.

At last month's (January) board meeting we discussed the pending bill in the state legis-

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Message from the President

lature commonly known as Senate Bill 238. This is a bad piece of legislation. Any new law that inhibits the rights of individuals for the betterment of a few is basically flawed, and hopefully doomed to failure. This pending legislation must pass through committee first. I believe this bill will die in committee. However, we cannot rest on that assumption. Our web page www.northwestcycle.com has a download-able letter outline that you can mail off to your State Senator, or to Senator Wentworth (the Bill's sponsor). Please make sure you stick to facts, and not let emotion, or wild tirades enter into your response. Let's show our support for the demise of this piece of legislation.

Until next time-Thank you one and all, and remember-----

Save some cookies for me.

Proposed 2001 NWCC Club Budget

You are invited to NWCC's Tuesday general meeting to discuss and vote on the 2001 club budget.

When: March 6th, 2001
Place: Northwest Cyclery
Time: 7:30 p.m.

Following the meeting, you are invited to attend the Expo show, enjoy good company and have lots of fun.

RSVP is not required.

NWCC Rules By Ron Ostrowski

Sometimes we as members of NWCC don't realize what a great cycling club we have. The most recent issue of Bicycling Magazine posted the top ten Local Bike Club Sponsored Rides in the United States. The "Katy Flatland Century" was ranked as the 6th largest such ride in the entire United States of America. Way to Go David Collins and NWCC. We **RULE!**



Top 10 Local Bike Club Rides
Source: Bicycling Magazine, February 2001

1. Seagull Century, Salisbury, Maryland – 7000 riders
2. Apple Cider Century, Three Oaks, MI – 6500 riders
3. Bike DC, Washington DC – 5000 riders
4. Isuzu Solvang Century, Solvang, CA – 3500 riders
5. The Death Ride, Markleeville, CA – 2500 riders
6. Katy Flatland Century, Houston, Texas – 2500 riders
7. Sante Fe Century, Santa Fe, NM – 2000 riders
8. AIG Century Ride, Honolulu, HI – 2000 riders
9. Bike Virginia, Winston-Salem, NC – 2000 riders
10. The Flattest Century in the East, Tiverton, RI – 1600 riders.

Club Officers

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MtnBike Race Team Cptn	Don Johnson	713-863-9645 don.johnson@valic.com
Club Coach	Joe Noack	713-426-3109 jnoack@ibm.net
NWCC Website	northwestcycle.com	

Affiliate Representatives:

United States Cycling Federation (USCF)
National Off Road Bicycle Association (NORBA)
Bob Swank
League of American Bicyclists (LAB)
David King
International Mountain Bike Association (IMBA)
Kevin Hopper
Texas Mountain Bike Racing Assoc. (TMBRA)
Gail Hurley



NWCC News Briefs



More Proposed Bad Bike Laws

Texas:

In mid January we heard that Representative Rick Green of Dripping Springs will be filing a House Bill that bans all bicycles from two lane roads in Texas. This has been on local television and seems to have some validity. We will report on additional information regarding this bill as soon as we know more.

Montana:

The assault on bicyclists safety and rights is in full swing in Montana. A bill has been recently proposed in that state entitled: "An act requiring bicyclists to ride against the flow of traffic when riding outside of the limits of an incorporated or unincorporated city or town."

Some Proposed Good Bike Bills

Colorado

A new Colorado Bill being introduced would require motorists to yield the right of way to cyclists and maintain at least a three foot clearance when passing cyclists. Bicyclists would be allowed to ride side by side when not interfering with traffic, and could signal a right hand turn with their right arm, instead of having to use their left. Cyclists would not have to dismount before crossing a street, unless required by local ordinance or a traffic control device.

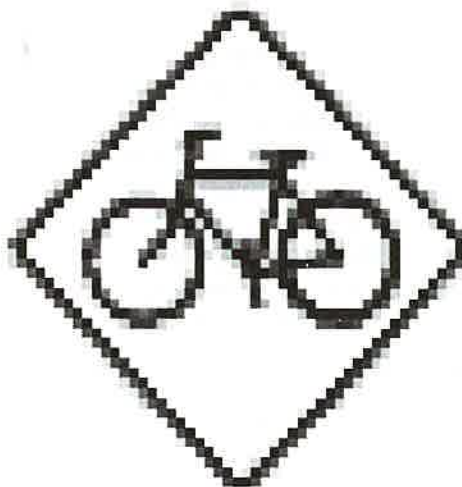
Texas:

Matthew Brown Act: Named for the 11-year old boy from Plano who was killed while riding his bike. The bill includes provisions for:

- 1) Safe Bike Routes to School
- 2) Bike Trail/Path Funding, and
- 3) Rules of the Road and Enforcement

Cyclists would be legally entitled to a full lane whenever the lane is less than 14 feet wide.

Commercial vehicles would be required to pass a bicyclist from another lane not occupied by the cyclist, and with at least six feet of clearance. All other vehicles would be required to give at least three feet of clearance when passing a cyclist.



Throwing any object from a car while passing a cyclist would be punishable as a class B misdemeanor. Hitting the cyclist with that rock or bottle, or intentionally buzzing the cyclist, would be punishable as a class A misdemeanor. It would be a felony if any personal injury or property damage resulted.

Velodrome Youth Cycling Program Donation

NWCC has agreed to donate \$5,000 to the Alkek Velodrome Trust for the Youth Cycling Program. The donation is predicated, among other items, upon the display of the NWCC logo on the youth cyclist's jerseys.

NWCC Road Race Scheduled

On September 9, 2001 NWCC will sponsor a road race in Chappell Hill. Details to follow as soon as they are made available.

Proposed 2001 Club Budget

The club's proposed 2001 club budget will be presented for a vote at the March 6th general club meeting. Please try to attend and make your vote heard.

Northwest Cyclery Consumer Expo

On Tuesday, March 6, from 5-9 PM - the Consumer Expo will be held at Northwest Cyclery (Jones Road and Hwy 290). Come on out to see what's new in the cycling industry for 2001. All the representatives from the major distributors will be available to speak with you and answer any questions you might have. Don't miss this night—Everything is on sale ! So mark your calendars ! Don't forget that our club's general meeting will take place at that same location that very evening. If you have any questions concerning this event please call Cathie at 713/466-1240.

Close To Us All By Edward Fleming

With a couple of easy miles remaining, we made the left hand turn onto the frontage road that ended our 50 mile club ride. Cory and I rode in a group that formed from riders dropped off the lead pack. Our nice group of about 10 was quiet and we worked together to keep the tempo high enough to make the heart and lungs feel good. While I usually make a point to get to know at least some of the folks I ride with, today I was waiting to share ride stories till the cookies and Gatorade at the end.

Just after the final left hander, I glanced back to make sure we were all still together. There was a small split. One of the gals and three of the guys were straggling. Cory, I and two of the others finally began to talk as a red minivan pulled up and flagged us over. The lady inside asked if we knew that some of our friends had been hit back there!

What? Of course we didn't. She must have been mistaken.

The look on her face said otherwise.

One of the guys called 911 on his cell phone, but the accident had been called in already, even though it couldn't have been more than three minutes since I looked back and everything was fine. A speeding squad car stopped momentarily for information, then took off again to find the accident. Three more squads and two ambulances followed within minutes, with the Life Flight helicopter passing overhead soon afterward. They found Bruce

Maugs of our group dead, and 3 others in critical condition. The drunk driver of the pick-up who hit them was in the ditch.

We saw no skid marks, just broken bodies and broken bikes. We looked at each other in eerie, stunned silence – a very different silence from the pleasant quietness we all enjoyed a short time earlier that morning. Our group had a big hole in the middle now. Our new friends were missing—and in terrible difficulty. We were so close, so near. It could just as easily have been us. We were certainly within sight when it happened, but heard nothing, simply nothing.

Later that week, Cory and I went to the hospital to visit Barbara Carlson, the injured woman. Barb had a shattered right leg and ankle, a broken hip, a broken pelvis and a broken back. Around her lower right leg she had a halo attached to the pins in her shin. Her back surgery had gone well. Pelvic surgery was coming tomorrow. She suffered from road rash and bruising that was deeper than I want to contemplate. Her husband and daughter were offering love and support. Courageous Barbara was in high spirits, profoundly grateful just to see the sun through the window. Healing will take a year. Her companions, Bobby Riggins and Tim Hunt are still in ICU with injuries every bit as bad or worse.

It happened so fast, in the proverbial blink of an eye, and without warning. They could not have prepared nor braced for the impact.

They were helpless. Their lives are forever changed.

In the days and weeks that followed, there was much thought and introspection about this tragedy, especially regarding safety and prevention: What can you do? Do you stop riding? Do you get angry? How can you avoid something like this happening to you?

The shock and disbelief that life can be taken so quickly are displaced by anger; and the anger is displaced by fear. If I had hesitated around that last corner, it would have been me. That thought can be crippling. How do you muster the composure, confidence and faith needed to go out for the next ride?

You just have too.

You just have to find the same determination that allows you to climb that 10% grade or to ride that extra training mile: the same grit as when you're bonking and there's still 10 miles to home. You never want to forget what happened. Indeed the opposite holds true: Keeping those thoughts close at hand reminds you to take that extra look before changing lines in a pack, or to take a little more time going through an intersection. The trick is to remember long after some time has passed.

I do remember.

I remember, often, when I was hit by a pick-up truck 10 years ago. I

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Coach Joe's Monthly Training Program

By Joe Noack

Strength Training

Whether climbing hills, sprinting, time trialing, racing the oval, or slogging in the mud, cyclists and coaches agree that developing strength will help them ride and race better. The difficulty is in knowing how to get that strength using both weights and "on-the-bike" training techniques. Despite the perception that different cycling disciplines must use different weight training programs, the changes in the actual programs are minimal.

Using a progressive resistive program will help to structure the workouts. If followed consistently, this type of program will provide good results for every cyclist. Mountain bikers, track racers, road racers, triathletes, and recreational riders will all have similar strength programs modified only by the percentage of weight being lifted and the number of repetitions being performed. The following program is designed with cyclists needs in mind.

Weights or On-the-bike Strength Training

The use of weights has been a standard among athletes training at all levels of competition and fitness. Weights provide a measurable method for determining progress and strength over time. Persons following the program are able to determine the success of their efforts based on their ability to lift more weight than when they started and having increased success in cycling. Another method for strength training in cycling is "muscle specificity training". This technique in lay-

man's terms is commonly referred to as "on-the-bike" training. The benefits speak for themselves. A muscle used in cycling, developed through cycling has the neurological pathways and firing patterns highly tuned to perform the task of riding a bike. With that said, the difficulty lies in challenging the muscles long enough to continue gaining any measurable strength on the bike. The ability to repeat efforts at the same intensity while on the bike is difficult, even for the elite level athlete. This technique becomes reliant on a "perceived" effort rather than a known variable. Which is right for you? Athletes need to examine their own resources to answer this question. Do you have access to a gym or free weights? Do you have a limited amount of training time and can only plan your day to include riding? Can you do both? Either way, it is the consistency and follow through of an established plan that will most successfully accomplish strength goals.

Muscles Used Primarily in Cycling

When looking at a cycling magazine or a USA Cycling publication, it is easy to pick out the legs of a seasoned cyclist. The leg muscles are well defined and toned. The question most new cyclists have is "how can my legs look like that?" The easy answer is "ride your bike more!" We all know, however that a big part of the training program includes lifting weights and training the legs for more strength. Knowing what muscles to train is essential, however to accomplish this training objective. The following is a list of primary muscles that are used in

turning the pedals around. Many studies have been done to determine what muscles are used and at which point in the pedal rotation they are used (refer to the pedal chart for a visual presentation of this information).

The Posterior (the back side)

Gluteus maximus

Biceps femoris

Semitendinosus

Rectus femoris

Vastus lateralis

Soleus

Gastrocnemius

The Anterior (the front side)

Tibialis anterior

This is a list of the major muscles used in cycling. Notice how few of the big front leg muscles are used! There are many other muscles that play a role in either moving the joints or stabilizing a joint so that pedaling may occur. These will help you get started on your weight lifting and strength program.

In the Gym

Modern gymnasiums have a multitude of choices for weight training and targeting specific muscles. Figuring out which ones to use can be a challenge. Cyclists who are training alone can get the best results from the weight machines which have safety measures in place, thus removing the need for spotters. Cyclists who want the challenge and added benefits of muscle stabilization training can choose to perform their training on free weights. Each method has its own benefits, techniques and precautions. Take time to review each choice before starting a program.

SB 238 Senate Contact Information

By Julie Mashburn

Editors Note: As mentioned in last month's edition, Senate Bill 238 "The Bad Bike Bill" was filed in January and is sponsored by Senator Jeffery Wentworth. The bill would require a "slow vehicle" tri-angle on all bikes, would require cyclists to ride in a single file formation only (no more double pace lines), and would ban cyclists in groups of three or more from farm-to-market and ranch-to-market roads without improved shoulders. If the bill passes it would take effect on September 1, 2001. Julie Mashburn (yes, that's Peri's sister) has provided us with a list of Senators that we should now target, as well as, a sample letter to send.

Please express your opposition to SB 238 by writing your state senator, and/or to Senator Florence Shapiro (the Chairman of the Senate Committee on State Affairs). Senator Shapiro can be contacted at:

The Honorable Florence Shapiro
P.O. Box 12068
Capitol Station
Austin, Texas 78711
Phone (512) 463-0108 Fax (512) 463-7579
District #8, Plano area



Sample Letter of Opposition to SB 238:

[Date]
[Name of Senator]
P.O. Box 12068
Capitol Station
Austin, Texas 78711

Dear Senator [Name]:

I am writing to express my opposition to S.B. number 238. SB238 was referred to the State Affairs committee on January 16 and as you are Chairman of this committee, I seek your support in opposing this proposed legislation and hope that it never leaves your committee.

SB238 relating to the safe operation of bicycles on roadways, seeks to restrict a number of ways that people can ride bikes on roadways. The bill if enacted would increase unsafe conditions for cyclists due to the restrictions it seeks to impose. Federal and State transportation policy requires consideration of bicycle and pedestrian accommodation in all transportation facilities. This bill runs counter to these laws and policies. Further, SB238 would also undermine the proposed Matthew Brown Act (MBA). The Texas Bicycling Coalition, Texas Medical Association (TMA), Texas Congress of Parents and Teachers (PTA), among others, are introducing this comprehensive bicycle safety bill. The Matthew Brown Act: the Omnibus Bicycle Safety Act of 2001, is named after an 11-year old Plano boy killed while riding his bicycle.

SB238's impact would be felt in a number of areas and audiences. Namely, the Lone Star Chapter of the National MS Society who raised over four million dollars in 2000 from its MS150 cycling series. Millions of dollars are raised each year through such organized rides, triathlons, and other sporting events, which benefit numerous charities.

On a personal level, I will definitely feel the impact of the restrictions this bill seeks. I [GIVE BRIEF ACCOUNT OF YOUR CYCLING ACTIVITY, I.E. MY FAMILY AND I CYCLE ON WEEKENDS FOR PLEASURE AND HOPE TO BE ABLE TO CONTINUE THIS ACTIVITY.]

Thank you for your consideration of my concerns over SB238. I look forward to receiving any information you can provide on the status of the legislation and your position on it.

Sincerely,

[YOUR NAME]



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Strength Training

Weight Machines

Inclined Leg Press

To begin, adjust the seat/backrest and the leg length distance. Sit with your back firmly against the backrest and your knees flexed at 90 degrees (simulate sitting in a chair with your feet touching the floor). Caution—avoid flexing your knees too much as this will put your knees in jeopardy of injury. Adjust the weight ensuring the pin is firmly in place. Lifting should occur in a smooth motion, avoiding fast and jerky movements. Pause at the full extension and bring back slowly to get the maximum benefit.

Leg Adductor Machine

Adjust the seat height and position of the leg pads. Select the weight and ensure the pin is firmly in place. Lift slowly and smoothly throughout the exercise. Stop if there is any pain. Caution: cyclists tend to be weak in this area. Do not start out with too much weight.

Leg Abductor Machine

Adjust the seat height and position of the leg pads. Select the weight and ensure the pin is firmly in place. Lift slowly and smoothly throughout the exercise. Stop if there is any

pain. Caution: cyclists tend to be weak in this area. Do not start out with too much weight.

Hamstring Machine

Adjust the leg bar length and the angle of the pad for you heels. Select the weight based on your 1 repetition maximum and your designated program. Lift slowly and smoothly throughout the exercise. If you have not done many hamstring exercises you will feel a burning sensation along the back of your leg. Stop lifting if this persists while lifting. Perform additional stretching and then try to lift lighter weight.

Leg Curl Machine

Fit the length of the leg pad so that it rests just above the foot and your knee is aligned correctly. Sit with your back firmly against the backrest and adjust the fore and aft position of the seat if needed. Choose the weight according to the strength program and place the pin firmly in position. Lift slowly and smoothly to achieve the best results.

Begin the weight-training period with finding the value of your 1 RM. This is the amount of weight that you can lift comfortably, just once. You should find a 1 RM for each weight machine you use, be sure to

include the upper body machines too. The first week should be spent using 70% of your 1 RM as your 100% (i.e. 100lb. 1 RM will use 70lbs as the 100% value the first two weeks). You will perform 12 repetitions in a progressive resistive format for 3 sets starting with 25% of the 100% weight, then 50 %, then 75% and finally 100%. These may seem difficult at first, but are essential for developing a strong base and reinforcing the stabilizing muscles. At the beginning of week 7, re-evaluate your 1 RM. If it has increased begin the program again using the new value. If your 1 RM has not increased, go back to the beginning of the program and perform each exercise for 15 repetitions for 3 sets each for the next two weeks and then re-evaluate. Keep in mind that the idea behind this type of weight training is to build strength, not bulk. It is more important to be able to lift less weight with more repetitions, than lift more weight a few times. If during the course of these exercises, you feel that you may be lifting more weight than you can, back the program up to the previous level and repeat until it becomes easier. As always, feel free to con-

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NWCC MEETING LOCATION!

Come join Northwest Cycling Club at one of their monthly meetings. Meetings are held at Northwest Cyclery on the corner of Hwy 290 and Jones Road.

**Meeting dates and times are:
First Tuesday of the month (except December)
Race Team Meeting at 6:45 pm
General Club Meeting at 7:30 pm**



March 2001



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 NWCC Ride Zube Park 8AM Grand Sport Speedway Crit Warda Mtn Gator Ride
4 Warda Mtn	5	6 Club Meeting Race 6:45PM General 7:30PM NW Cyclery Consumer Expo 5PM-9PM	7 MS 150 Nw Rider Clinic 7PM	8	9	10 NWCC Ride Zube Park 8AM Lago Vista RR
11 MS150 Training Ride 8AM Lago Vista RR	12	13 Woman's Cy- cling Sympo- sium 7PM	14	15 Basic Bicycle Repair 7PM	16	17 NWCC Ride Zube Park 8AM Flat Creek Mtn St. Patrick's Day
18 BLUEBONNET METRIC CEN- TURY Flat Creek Mtn	19	20	21 Advanced Bicy- cle Repair	22	23	24 NWCC Ride Zube Park 8AM Fayetteville Stage Race
25 Fayetteville Stage Race	26	27	28 	30	31 NWCC Ride Zube Park 8AM Comfort Mtb	

Super Bowl Sunday at Warda

By Gail Hurlzy (Cyclist and Happy Camper?)

Super Bowl Sunday at Warda. Our yearly tradition! First, thanks to Northwest Cyclery for cooking so much great food this weekend at Warda! We had a nice turnout to camp on Saturday night - and only a mild rain, and I mean mild - then no rain all day Sunday either.

We did a night ride on Saturday night with many beginners. Craig Rennpage was introduced to riding off road for the first time, and at night! Talk about white knuckles! Also Joe Noack (yes...really!) and Dana Chamness were newbies to this night thing!

If you must know the truth, Joe was trying out his new mountain bike, shoes and pedals! We revived Craig the next morning, and convinced him to unfurl his knuckles, and get some color back in them so he could join us in daylight out there, and he actually was smiling when we were done!

A good crowd, about 50 or so were there. The Walkers, (what a nice family)! They make great cafe-au-lait ... and Dana and Melanie are great at offering to help set up tents. Dana proved that chivalry is NOT dead! The Hoppers were there in full force...and Laurie impressed us with a nice tumble down gas pass! ouch! she is fine!

Kathy Clark, ever the enthusiast, has come a long way, and showed us what determination is! She kicked butt! Monica Gill had some nice times wallowing in the mud, and was a good sport! (She cleans up nicely!). She is on my twelve hour race team at Warda in June.

Leann, Sandra, and Sam....the three musketeers were riding well, and cheering like banshees whenever anyone made it up a long climb!

Julie Tamborello, our new race team member, showed up and was great fun. Donna Wiley, and husband Drew were there and having fun... always the witty couple! Glad to have them in our club! Ryan and Susan were great at helping to show others how to ride...congrats to Susan on getting her final diploma!

Bill Duckworth....what can I say? He is a doll...and changed bikes with Tracy and then broke her chain, but ever the mechanic...fixed it! David Suarez was enthusiastic about helping beginners also, and Bill and David were a hoot with teaching and cheering.

Rick Lee arrived with his daughter Nicole, and set tongues wagging, well....she is a doll Rick! Cathy Neagli..... hmmm, try as I might, didn't get her on a bike, she was cooking and chatting and having a relaxing time. I was glad to see her sitting and enjoying that foldable chair that greatly resembled a lazy-boy ! We had the Taymons, all decked out to ride, complete with Savannah, and also the Kaechler family, and Robert is no longer able to show off his bruise near his backside, as he is all healed up! I even spotted George McKenna? Yep...it's true! Johnny Pegna and Mary Claire Collins helped with sweeping the ride, and thanks! If I forgot anyone.. so sorry, the coffee is just kicking in!

Cheers to all that braved the ride!

(Continued from page 7)
Strength Training

tact your coach for any questions about your weight-training program. This program is designed to benefit cyclists in the disciplines of Mountain biking, Road riding and Track.

Week 1: 70% of 1 RM = 100%
Perform 12 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

Week 2: 70% of 1 RM = 100%
Perform 15 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

Week 3: 70% of 1 RM = 100%
Perform 20 - 25 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

Week 4: 80% of 1 RM = 100%
Perform 12 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

Week 5: 80% of 1 RM = 100%
Perform 15 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

Week 6: 80% of 1 RM = 100%
Perform 20 - 25 repetitions of each level progressing from 25% to 50% to 75% to 100%; Do 3 sets of each in progressive order for each muscle group.

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NWCC Member Profile The NWCC Irish Connection



NWCC Member Profile "The NWCC Irish Connection"

Each month we will attempt to profile at least one, perhaps two, NWCC members in an effort to make the general membership aware of the wealth of interesting individuals we have in our club.

Given that March 17th is St. Patrick's Day, it is appropriate that this month's profiles are of two fairly new NWCC members, Eddie McLean and Renate Junold, both of whom originally hail from Ireland (i.e., our NWCC "Irish Connection"). Eddie will be road racing this year for NWCC in the men's Cat 4 division. Eddie took fourth in the 2000 Metrocup last year as a Cat 5 even though he did not participate in three of the six races in that series. Renate will be doing both road and offroad racing this year for NWCC. (*Editors note: I've had the pleasure of riding with both of these individuals many times, at least for the few minutes per ride that I can keep up, and I can tell you that I'm convinced that these two will be bringing home some serious racing hardware for NWCC this year.*)

Eddie works as a Project Manager for an offshore pipeline construction Company (Coflexip Stena Offshore). He was relocated here to Houston in February 2000 from Australia. Eddie apparently likes to stay one step ahead of the race officials as he has previously lived in Brazil, Scotland, Singapore, Malaysia, Thailand, India, Spain, Italy and Holland. He was born in Ballycastle, Northern Ireland

in 1953 which makes his racing age this year a sprightly 48. He says he doesn't know why he likes cycling so much, he just always has. As a kid he wrecked his tricycle by riding it on 2 wheels! His parents promised him a proper bike if he passed his entrance exams for Secondary School - He studied night and day and weekends . . . and passed, to be rewarded at age 11 with a shiny new blue Triumph 'sports' bike. This was a single speed bike with steel fenders. He rode many many miles on this bike but wanted to race so he saved his weekly allowance and traded it in for a bronze colored Dawes 'Galaxy'. This was a 5-speed bike with dropped handlebars. He still has this bike! He joined the local cycling club and rode his first century at the age of 13 ½, and started racing shortly after that—mostly time trials, sans aerobars. However, when he started university at age 18 he thought there was more to life than riding a bike, he quit racing and eventually quit cycling altogether.

Eddie says that "after fifteen years of over indulgence in everything you can think of" he decided enough was enough and he started getting back into fitness and took up running. However, several years of pounding the pavement took its toll on his knees to the point that he was walking with a limp, and upon a doctor's recommendation he got back into cycling. That was 15 years ago. It has only been during this last year that he has got competitive again, all thanks to NWCC and the Summer Racing School.

Renate came to the U.S. for work in 1998. Actually she was supposed to go to Phoenix, Arizona for two years, but Houston was the stop-over that turned into a permanent stay. The project in Phoenix fell through and she has since remained stationed in Houston for the past three years. She is working as a consultant, and has just recently moved to software development so she can avoid the travel, work her own hours and therefore ride more! During her first 18 months in Houston she traveled quite a bit, particularly to St. Louis, Raleigh, Grand Rapids, Orlando, and Boston. It has only been in the last year that she has spent enough time in Houston to actually ride consistently. Prior to Houston, she spent four months in Canada, based in Winnipeg, Manitoba. There she had a ball as she had a travel allowance (being the only consultant who didn't fly home every weekend) — so she saw a lot of Canada and learned to snowboard. Before Canada she lived for 5 years in Scotland and England — yo-yo-ing between the two, working for EDS and then Gensym. She also did her postgraduate studies in Aberdeen Scotland, and worked in research for two years there. In Scotland she discovered mountain biking (her first use of a bike for sheer fun). On her very first ride, with about 10 inches of snow on the ground, and on a bike with only one gear (being an impoverished research assistant), she rode right into a tree "were not trees supposed to yield to bikes," besides, ever try to use your brakes in the snow?

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NWCC Member Profile

Eddie McLean Cycling Bio:

Age: 48 (but you're only as old as the woman you feel)

Height: 5' 8" (in my cleats)

Weight: 160 - 165 lbs (maybe)

Birthplace: Ballycastle, Co. Antrim, Northern, Ireland.

Occupation: Project Manager

Hobbies (other than cycling): Listening to Van Morrison. I rarely listen to anything else and have a vast collection of his music on CD tape and video. When I ride there is always a Van song in my head.

Bikes owned: Triumph, Dawes,, Mercian, Viner, Vitus, Ribble, and Colnago Master Olympic. I still have all these bikes in various parts of the world except the Triumph.

Joined NWCC when: June 2000

Joined NWCC why: I rode the NWCC Saturday ride as one of the



training rides leading up to the MS150. I liked the organization and everyone was friendly. I joined so that I could take part in the Summer Racing School.

Dream bike: my Colnago - I ride my dream bike.

Cycling related goals for 2001: To continue to enjoy cycling and to be as competitive as I can as a member

of the NWCC race team.

Started cycling when/why: 1966, I wanted to.

Favorite local training route: If I have one it has to be Magnolia as everything else is flat - but it can't compare with a ride through the Glens of Antrim

Training philosophy: My work doesn't allow me to observe a regular schedule so it has to be "ride as hard as you can, as often as you can".

Miles/week: I'll admit to 150 - 200

Pre-ride eating: Ham/turkey sandwich / power bar / banana

Post-ride eating: "Everything in the fridge!"

Most admired person: My wife, Maria - firstly for marrying me and secondly for tolerating me! The secret of a successful marriage is to not question your wife's judgment - just look who she married.

Most admired cyclist: Sean Kelly, I watched him ride up St. Patrick's hill in Cork at the end of a very wet stage in the Nissan Tour of Ireland. This hill has to be the steepest you could ever imagine, the sidewalk is actually steps - and Sean rode it in the saddle!!

Favorite quote: I have several:

1) "It's too cold/wet/windy, I think I'll go home and ride my trainer." - the NWCC race team.

2) "The thing about the cold is that you can never tell exactly how cold it is from looking out a kitchen window. You have to dress up, get out training and when you come back, then you know how cold it was." - Sean Kelly in his biography by David Walsh.

3) "The woods are lovely, dark and deep
But I have promises to keep
And miles to go before I sleep
And miles to go before I sleep" - Robert Frost in his poem Stopping by Woods on a Snowy Evening.

Renate Junold Cycling Bio:

Age: 28

Height: 5ft. 6"

Weight: 145 lbs

Birthplace: Hanau, Germany - though grew up in Ireland

Occupation: Software developer

Hobbies (other than cycling): mmmh mountain biking, spinning, swimming, snow boarding (in the right places), hiking (ditto)...

cooking, sleeping (you have no idea about the effort required for me to get to the early morning rides!)

Joined NWCC when: January 2001

Bikes owned: Raleigh Aluminum road bike. I bought it second hand, but it's black and matches my car! Dawes road bike, this is my spare for the trainer, thinking of going single speed/no freewheel on it. Cannondale F600 - superb mtb with fatty suspension, love it to bits.

Dream bike: Anything fast, light and expensive with lots of shiny bits - anything else is a mere detail

Starting cycling (when? why?): Always used it for commuting to school/college back in the green



place, thought about racing during last year's MS150 when I found it really easy, this was after about a year of spinning. Started serious road riding last fall.

(Continued on page 14)

(Continued from page 4)
Close To Us All

was doing all the right things: riding on the shoulder, rear taillights flashing, good, strong headlights aglow, and sporting more reflectors than I had on my bike when I was a kid. I remember a strange "feeling" just prior to impact that told me that without a doubt I was going to get hit. Before I could react, the side mirror slapped me, my head snapped, banging the truck bed as it passed. I went sprawling. Sure I got some road rash and tore my good jacket, but I was lucky. I still wear that jacket today and think of that incident every time I put it on. No, the driver didn't stop and I never found out who it was that did this to me. Ironically, I was on my way to meet a friend at the mall to ride some laps before it opened "because it was safer."

Since July 14th, when a rider's life was stopped and 3 other lives were forever altered, Mike Brady was killed during the 500 mile Bike Across Missouri race. He too was doing all the right things. Nicole Reinhart also was killed near the end of a pro road race, as was Saul Morales earlier this season. Nicole hit a pothole and careened head first into a tree. Just three months earlier, I was lucky enough to watch her win the BMC Software Road Race here in Houston.

Even the most innocent and most experienced are in harm's way.

I've been close a couple of times now, but I know a few things for sure. I will definitely ride with more care and awareness. And there's no way that I'll wait till the end of a ride to say "Hi" to my companions. The most important thing, though, is that I will never let the act of one careless person keep me from doing something I love. I'm digging my heels in on that and I won't relent. I have worked -- we all have worked -- too hard, and we enjoy this sport too much, to quit or be scared off our passions and our goals. I am a different rider now.

When something like this happens so close to us, life issues are put into a different perspective... priorities change... outlooks alter... attitudes adjust... respect grows... humility happens.

Editor's Note: This article is reprinted from Ultra Cycling magazine with permission by the UMCA (Ultra Marathon Cycling Association). To learn more about the UMCA, go to [WWW.Ultracycling.com](http://www.Ultracycling.com). Ed Fleming is an Ultra Marathon cyclist who has set several Ultra cycling records. He's a member of the NWCC. He's also the founder of the Longview Bicycle club, The Rubicon Bicycle tour and the Freeze Your Fanny tour. Thanks Ed Fleming.

(Continued from page 9)
Strength Training

Week 7: Re-evaluate your 1 RM and repeat the program using the new value for 1 RM.

As an example, Sam evaluates his inclined leg press for 1 RM to be 250 lbs. He would find 70% of that value which is 175. For his first 3 weeks of training he would work out with 45lbs (25%); 90lbs (50%); 130 lbs (75%) and 175lbs (100%). He would perform each for 12 repetitions and do 3 sets. The second 3 weeks his values would be as follows: 50lbs (25%); 100lbs (50%); 150lbs (75%) and 200lbs (100%). Each progression should occur only if the previous week has been mastered. It is entirely acceptable for an individual to "plateau" for a week or two especially if weight training is not on the same days each week, or a session or two is missed in a training cycle.

Weight training should occur 2 - 3 times during a week with 2 days for lower body and 1 day for upper body workouts. There should be at least a day between each lower body weight lifting day for leg recovery. Try and avoid lifting weights for the legs and then doing a bike strength training session without an easier day between for recovery. I encourage you to use a weight-training log to track your progress. Ask me and I will share the one that I have in MS Excel format. Any cyclist following this type of program for strength development will need to keep in mind that low weight and high repetitions more closely mimic what is needed for increased performance on the bike. If too much weight is lifted, the cyclist will tend to develop more bulk in the muscle and little carryover of strength to cycling. We are not trying to become power lifters with this program—the goal is to systematically develop strength in the cycling muscles and their stabilizing counterparts. We will use this strength later to develop our hill climbing abilities and sprint/speed work on the bike.

Good luck with this program. If you need help during this training phase, please contact me and I will consult with you. If not, enjoy and become strong!



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What's with this weather?

By Gail P. Harley

Okay, enough already! I keep trying to get this club active in family rides, and mother nature is messing with my attempts! Got us all signed up to do the Holiday parade last November in Tomball, registered, paid and ready to go...got our number and sent out the invitations...and, it poured down buckets, and...had the nerve to be cold too!

I sat eating the dozens of donuts that I got for everyone that morning,

thinking to myself that I would get fat unless this weather would cooperate! Not to worry, we had the Christmas lights ride in Dec! Yes!!! that would make up for the lack of riding in the parade. This is great, the kidnicks can ride with us, the spouses that never ride... even they can do a lights ride through Prestonwood!

What fun! What family time. what a good club activity! But. no! It got cold, and it got wet. What to do with all that

darn hot chocolate? Yep, I drank it....me getting fat again! How about the New Years day ride? Was that rain again? Oh Yeah! ...so, I stayed in and ate breakfast! Rain, rain and more rain. Food, food and more food! egads! What's a cyclist to do? So next time you see me and you think I might have put on a few pounds, just remember....It is the fault of the weather!

Happy cycling! Gail

NWCC Saturday club ride, 8:00a.m. at Zube Park, 1 mile east of US 290 and Roberts Road. Several distances and speeds to choose from.

Wednesday club ride, 5:30 PM to dark at Bear Creek Park. Come anytime. Join the pack as they circle the 6 mile loop.

Mountain bike rides at the Cypresswood Trails — 5:30pm each third Tuesday of the month.

Interested in a Sunday ride? NWCC makes sure that there are some of those also. Ride starts vary each week so check with a club officer or call Northwest Cyclery for additional info.

(Continued from page 11)
NWCC Member Profile



Favorite local training route: Anywhere with hills - hmmm, not local then.

Training philosophy: Eat right, bike hard, enjoy the fresh air - it's all in the mind.

Miles/week: Supposed to be 100 miles - just got a trainer so winter mileage shouldn't be so elusive

Pre-ride eating: Cliff bar

Post-ride eating: Jog Mate Vanilla Protein - this is actually why I ride so fast, to get back to my fix!

Most admired person: Anyone who overcomes obstacles to achieve their dream

Most admired cyclist: Lance Armstrong - who else?



Photos by Dana Chamness

NWCC Classifieds

Highwheeler Bicycle: Anyone interested in buying or riding a highwheeler bicycle can get in touch with Gail Hurley at BikinGail@aol.com or call 281-255-9873 for further info." I am not selling mine, but trying to entice others into the wonderful sport of high-wheeling! Will help you to learn how to ride one!

Assorted sizes and materials available through Rideable Bicycle Replicas, I am a dealer for them.

Bob Yak trailer for sale: It retails 250.00, Performance has it for \$230.00....I will let it go for \$215.00. It comes with the weather-proof bag. Call Gail at 281-255-9873. Still in Box minus the Christmas wrap! I have two of them and I need to sell one!

(Continued from page 16)
The Editors Half Page

to come together. Consider this: In 1995 a Ms. Madalyn Murray O'Hair was reported missing shortly after a night bicycle ride in a nearby Austin wooded area. Ms. Hurley was spotted riding her bike in the same vicinity at approximately the same time. In 1976 a Mr. D.B. Cooper was last seen in an Oregon forest riding a mountain bike at night, while that same evening, Ms. Hurley and bike were reported parachuting over that same area. In 1975 a Mr. James (Jimmy) Hoffa was last seen riding on the handlebars of a mountain bike heading into a Michigan forest in the dead of night. A woman closely fitting the description of Ms. Hurley was doing the pedaling. In 1937, a Ms. Amelia Earhart was last reported doing some off road biking at night in the jungles of a South Pacific island and Ms. Hurley was . . . "

DID YOU KNOW?

Bulk mail does not get forwarded by the Post Office. If you move, please remember to give NWCC your new address. Otherwise your newsletter is just getting thrown in the trash by those postal workers!

Membership Application



RELEASE:

In signing this release for myself or for the named applicant, I agree to absolve all of the sponsors, organizers, and associated entities, be they individuals or organizations, singly or collectively, of any injury or misadventure suffered as a result of taking part in any activities associated with or related to the **Northwest Cycling Club, or Northwest Cycleries, Inc.**

Mail to:
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Check One: () **New Member** () **Renewal**

Name

Family Membership - additional names:

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3) _____ 4) _____

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Signature

Date:

Method of Payment:

☐ Cash
☐ Check

Dues are \$20.00 per year for single members and \$30.00 per year for families. All renewals are due in March for the full-year rate. **New member**, please refer to the table on the right for the amount due with your application.

Thank you for joining Northwest Cycling Club.

Amount Paid

\$ _____

Month	Single	Family
JAN	\$20.00	\$30.00
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MAR	\$20.00	\$30.00
APR	\$20.00	\$30.00
MAY	\$15.00	\$25.00
JUN	\$15.00	\$25.00
JUL	\$15.00	\$25.00
AUG	\$15.00	\$25.00
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The Pedal Pusher

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The Pedal Pusher

The Editor's Half Page By Craig Rennpage

Setting : Warda Police Station

Date/Time: About noon, sometime in early February 2001

Characters: Sergeant T.G.I. Friday (Warda Police Department) and Special Agent Frank Lee Nosy (FBI)

Friday: "Good morning agent Nosy, what brings you to our fair town?"

Nosy: "I'm here to follow up on a lead the FBI has been working for years."

Friday: "How can I help you?"

Nosy: "There was an incident reported in your jurisdiction recently that sounded very similar to others we have been investigating. I understand that after being reported missing for some time, you discovered, let's see . . . a Mr. Craig Rennpage lying by the side of the road in a semi comatose state near Bluff Creek Ranch."

Friday: "Yes, that's so. When we found him he was lying in a ditch beside the road with a glassy eyed stare mumbling incoherently about 'roots,'

'rocks,' 'drop off,' and some other expletives I'd prefer not to mention. He was holding the handlebars of a bicycle in a death grip, and curiously, we never found the rest of the bicycle. It took almost two days before the doctors managed to pry his fingers off those handlebars."

Nosy: "Were you able to determine what he was doing prior to winding up in that ditch?"

Friday: "Yes. It appears he was participating in a nighttime offroad bicycling excursion in the woods near Bluff Creek Ranch with several others from NWCC."

Nosy: "Good God man, offroad riding at night? These people are either certifiably insane, or there's a clever criminal mind at work here. Sergeant, do you know who organized this ride?"

Friday: "Yes. It was a Ms. Gail Hurley."

Nosy: "Gail Hurley? Could that be Ms. Gail P. Hurley of Tomball?"

Friday: "Why yes, do you know her?"

Nosy: "Not really, it is just that we have been trying to track her down as she is wanted for questioning in the disappearance of several people. It seems others have disappeared under similar circumstances, suspiciously when Ms. Hurley was also sighted near the scene. For instance, there were several NWCC racers, let's see, including a Mr. Russell D., a Mr. Rubin S., and a Mr. Bill E., who mysteriously disappeared shortly after last being spotted going out on a nighttime off road ride with Ms. Hurley. It was originally reported that they simply joined another local racing team, however, nobody has seen them on a Saturday NWCC ride since and we strongly suspect some foul play here."

Friday: "Were there any others you know of who also disappeared?"

Nosy: "Yes, indeed. I believe that the pieces of this puzzle are now starting

(Continued on page 14)