

The Pedal Pusher

May 2001

Vol XV, Issue 5

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

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Message from the President

By Bob Swank

THE MAKING OF A MONSTER

Our newsletter editor Craig Rennpage seems like quite a nice guy-- BUT-- watch out! He has created a time trialing monster. Last week I was riding at Bear Creek Park and low and behold here comes Craig with Lauren Mahony. He was teaching her to ride in aero-bars. It all seemed pretty innocent at the time, however that next Tuesday evening Lauren showed up for the club's monthly Time Trial. Still pretty innocent. I'm checking the web page a day later and guess what? She beat me at the time trial. Now I have one more person who can whip my butt, just what I need. Oh well, what can you do except train harder and pray for some additional strength and stamina to come from somewhere.

By the way, while I'm on this subject, we had our first of several time trials last Tuesday. The new course on Warren Ranch Road is out in the open, and is a north-south course. Everyone's time was a tad longer than normal. This was due to a typhoon that came through the area. For some strange reason it wasn't reported on the evening news, but believe me it was strong. Being the tough cyclists that we are we all laughed it off and I genuinely think everyone had a great time. I know I did. Dana and Morris were concerned about the new route-- due to the number of cars on the road. The cars didn't bother me, but I'm thankful that Dana and Morris are looking out for everyone's safety. Thank you Dana, Melanie, and Morris.

The Club is progressing nicely towards the next big event--The Katy Flatland Century. Please feel free to contact any Board member, Bob Kirkpatrick, or David Collins about signing up for that special volunteering job. This year's

KFC is going to be great! At our next General meeting on May first the special speaker will be Mark Neagli. Now, you're probably saying "Hey, he speaks at almost every meeting". You would be right. But this next meeting he's going to talk about the history of the Club. I think it will be not only informative, but entertaining, and I'm looking forward to it.

Last month's board meeting and general meeting were hosted by Lori Walker. She did a great job. Thanks Lori.

Lastly: This is very important! We've had two separate reports of women on our rides that have been "flashed" by two separate males. In chatting with both gals the one thing that they both said was "I wished I'd gotten the license plate number to be able to report this". I know this is going to sound trite, banal, and over simplified-- but if this ever happens to you try to keep your cool and remember every thing you can about the car, the license plate number, where this happened, etc. Then report it to the police. If you have a cell phone, use it!

Next I need to have the guys read this, and re-read this: If you are out on a NWCC ride and you see a gal get dropped, YOUR RIDE IS OVER! Drop back and make a friend. Even if she insists you go on ahead, tell her it's for her own safety. Tell her you're tired, I don't care what excuse you use, but the reason is safety. Always ride your bike like your mother is right behind you!

That is about it for this writer, and I'll leave you alone until next month. But until then remember to "save some cookies for me".

Supplement Warning

About six month's ago I read an article in one of my wife's women's health magazines. The article was about nutrition and what you should or should not eat. It stressed several times the importance of whole grains. So, about four month's ago I finally found a supplement drink where I could easily ingest all these "whole grains". It contains barley, hops, yeast, water and some proprietary ingredients. The thing is since I started drinking it I have gained about 20 pounds and have only gotten slower. Also, I swerve more during races when I am using this "supplemental product". I have tried one called

Colt 45 because I assumed by the name it would make my legs more powerful. The stuff taste's terrible, but then again I do hear a lot of you guys complaining about the taste of some of these supplements too. So I think I will try another brand. I have been thinking about this one, which has been on the market a while, that is called Schlitz. But man that name scares me, take out the L and what do you have?

Editors Note: The preceding was a public service announcement recently posted by "Homer" on the Txbra Forum.

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Editor's Half Page

sport over the years, and the cash may be a part of it. This sport used to be primarily a social activity, but now it seems it's very much a commercial centered activity."

Although I would agree that an attempt to try to lure as many racers to an event is a sensible objective, but what small percentage of those who sign up to race really think they will probably end up in "the money" anyway? Besides, I'd bet that bad weather or conflicting races are probably bigger deterrents to a large turnout than any guaranteed cash award.

Speaking as a Cat 5 with an eye towards moving up to the 4's soon, a major reservation of mine is knowing that I will no longer be racing for

"memorabilia" (read that as medals/trophies) in that category. Somehow I just can't believe a crisp, new fifty dollar bill sitting on my mantel 20 years from now will carry with it the same memories and emotional impact as a fifteen dollar trophy.

What if someone put on a race and eliminated the cash prize list for all but the Pro 1,2 category, and substituted that cash with trophies/medals? I'd bet that if the race was sanctioned by TXBRA there would still be a considerable racer turnout. What if the money saved on cash prizes was enough to significantly lessen the risk to promoters, and more races were held? What if entrance fees were reduced, and all amateur road racers raced for the love of the sport? Oh hell, I guess I'd better stop here, my imagination is starting to really run away with me.

Club Officers

President	Bob Swank	281-463-6279 RJSarch@earthlink.net
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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)
Board Member Texas Bicycle Coalition
Gail Hurley



NWCC News Briefs



Limar Helmet Replacement Notice

Cathie Neagli wants us to know that crash replacements for Limar helmets should be accomplished directly through the U.S. distributor. If you are involved in a crash and would like to get a new helmet, send your broken helmet and a copy of the original warranty card (all your pertinent information if you don't have the card) and a check for \$35 (made out to Trialtir USA) to: Trialtir USA 5800 Windfern Houston, TX 77041. Helmets may not be dropped off in person.

The Bad Bike Bill Update

Senator Jeff Wentworth has a new version of SB 238 that he's trying to pass off as a compromise, but if this is a compromise, we're not sure who with, because it's even worse than before!

This new version would give every county in Texas the right to arbitrarily decide to ban bikes from any road they choose! This so-called compromise is unacceptable, probably unconstitutional, and we totally oppose it.

We strongly urge you to contact Senator Wentworth <http://www.senate.state.tx.us/75r/senate/members/dist25/dist25.htm> and the State Affairs Committee http://www.biketexas.org/state_affairs.html immediately and tell them you oppose this modification of SB238 - even more than the last version.

Channel 2 in Houston said, " This

bill [SB238] needs to be scrapped. Channel 2 urges legislators to support safe cycling by passing the Matthew Brown Act."

YES! there is a GOOD bike bill in the legislature, and we helped write it, it's called the Matthew Brown Act, and it's the most comprehensive bike safety bill ever attempted in the entire country. We urge you to support it. Let's be clear, the Matthew Brown Act is totally separate from SB238 and it's a GOOD bill for bicyclists.



Here's how you can help pass it. <http://www.biketexas.org> has lists of the committees that are deciding on the Matthew Brown Act. Write and let them know that instead of banning bikes from our roads, they can support real bicycle safety that will make the streets safer for kids like Matthew and for us too!

Katy Flatland T-Shirt Designs Needed

David Collins is asking all interested parties to please bring their 2001 Katy Flatland Century T shirt designs to the June 5th club meeting. Please note that "the director" prefers that the buzzard be included in the design.

Congratulations to Gail Hurley!

We proudly announce that Gail has been voted to the Texas Bicycle Coalition Board. It would be hard to find a more involved and interested cycling advocate than Gail. She is asking for as much input as possible from all of us concerning cycling issues that affect our hobby and sport in Texas. Please feel free to email her at BikinGail@aol.com, or call 281-255-9873.

Congratulations to Julie Mashburn and Damon Van Zandt.

These two NWCC members will be married on June 23, 2001. If you would like additional details concerning their marriage plans you will need to squeeze it out of Julie's sister Peri, since Julie says she isn't about to give this editor any more information at this time.

In a related note, be sure to check out the special announcement on page 9 of this issue.

Shorn !

By Jon Anderson

Bicycle racers ride in a pack, forming a group with a very distinct style and unmistakable presence. Fit, muscular, tan, marbled legs, and skin-tight lycra crying out in color combinations that make you want to run for cover. Neon-yellow, powder blue, florescent-pink, purple-fade-to-red, and everything in between; all at once. The rule is, "No rules." Racers wear gray helmets, pink and green sunglasses, fire-engine-red jerseys sprayed with canary-yellow logos, black shorts that shriek the sponsor's name in brilliant white lettering, leopard-striped socks, and shoes that casually combine white, blue, red, and lime-green. They sit on top of bicycles colored the same orange that invariably assaults us during road construction season. Each team has a mind of its own--calling it a mind is a bit of a stretch, or maybe dramatic license. It's more like unfocused chaos. When teams combine in a racing pack, the result is a gruesome, high-tech, multicolored, rolling nightmare. This horde of hard core "riding is better than sex" bicycle racers, proudly flaunt their psychedelic independence. Their deceitful display of individuality is only a facade. A common bond sneaks in, slithers about, and slyly rears its scaly head. Each and every rider has hairless legs! I've often wondered, "Why don't bike racers

have hair on their legs? Is it Mother Nature?" Not hardly, try "Mother BIC"--these guys shave their legs. What in the world could possibly possess a grown man to shave his legs? Well, I think I can shed a little first hand light on this question. I've spent the last couple of years maturing as a bike racer. I measure my



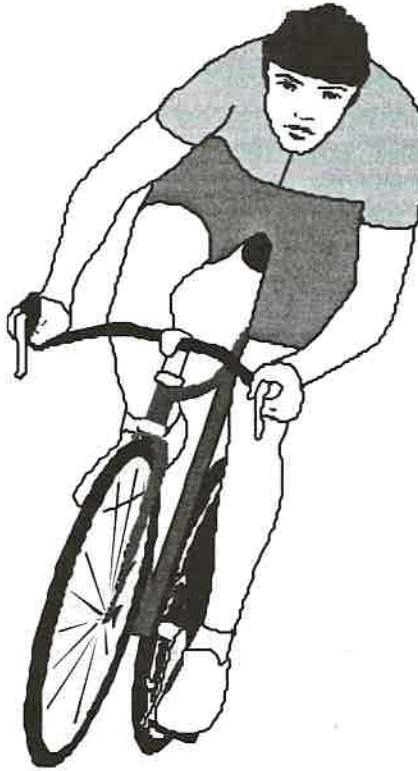
development in three stages; these stages correspond closely to my thoughts about leg hair. When I first started racing, I realized bicycle racers shave their legs. In my head I heard, "No hair! What the #####. Shave my legs? Never! Not in this lifetime." As these "hairless wonders" regularly rode my tail into the asphalt and thrashed me at the races, my perspective shifted. I started thinking, "Maybe cutting off the leg hair cuts down on wind resistance, makes you lighter, or improves aerodynamics. It somehow

makes these guys go faster. Shave my legs? Well, probably not." Eventually, I was strong enough to ride as an equal. My tune changed, "Shave my legs? Seems reasonable. But, how do I explain it to my friends, the kind that don't race bicycles?" Shaved legs are a symbol of the bicycle-racing cult. We come up with all kinds of ways to rationalize it. "Saves three seconds in a forty kilometer time trial," and "Makes road-rash easy to clean when you crash." Like three seconds matter when you're beaten by ten minutes, or planning ahead for road-rash (lost skin) and broken bones is a sign of intelligence. In reality, racers shave their legs as a badge of courage, a rite of passage, and membership in an elite club. Also, there are a couple of ladies out there who find it sexy. The fateful day arrives; I was totally, fully, completely, almost committed to shaving my legs. I enlist the help of a trusted sidekick, my wife Jackie. Over the years, hair has seized a large portion of my body. At least I don't have hair on my teeth--yet! The soft, black, tangled, hair wildly circles up my legs like vines smothering the branches of a stately, hundred-year-old, Louisiana, pecan tree. Jackie fires up the electric shears, then strips the first layer of hair off my legs. I feel a gentle tugging on my skin as the hair fights to

(Continued from page 4)
Shorn

stay rooted. The shears expose bright tracks of skin that contrast absolutely with the surrounding fields of brown. The shrill buzz of the clippers vibrates and echoes through our minds, like a crazed swarm of bees bouncing around inside our heads. I think ahead to Monday (at work) and my peers innocently asking "Whadya do over the weekend?" And my response "Oh, went to a movie, did a little training, worked some in the yard, spent time with the kids. Oh yea, one other thing, me and the wife got out the old razor and whacked all the hair right off a my legs. Had a hell of a time." I force the knot in my throat back to my stomach and tell that inner voice to "Shut up." The buzzing persists until that last hair topples. Then, we stand in utter silence and peruse the damage: piles of dark curly hair lay at my feet like lifeless leaves severed from a limb in late October. Next, Jackie lathers my long legs starting at my bent,

crooked toes and works her way up to mid thigh (covering about four feet of legs with half a can of shaving cream). Despite the lather's piercing, poignant, menthol aroma, our long-slow-deep



breaths embrace the invading scent. We decide the razor should rest in the hands of experience--

hers. The remaining stubble is no match for her, laughing and giggling, she cuts it away with long, smooth, sure, razor strokes. Jackie instructs me on the ins and outs of shaving, with comments like, "Be careful shaving round those ankle bones and behind the knee, cut one of those veins or tendons, you'll end up bleedin to death" and, "You have such pretty legs, you should wear a dress." Such useful information, maybe I can discuss leg-shaving techniques with my boss at work--that golf ball in my throat instantly reappears. Afterward, shaving complete, we admire our handiwork. My hard, glassy, sleek, polished legs shimmer in the light; the hair banished from the throne it held for decades. Prickles, tickles, shivers, quivers, and tingles scamper wildly across my newly shorn skin. Buried sensation's emerge and invigorate my restless legs; they tremble within. Rite of passage complete, I join that elite group of bike racers with smooth, hairless legs.

(Continued on page 18)

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.

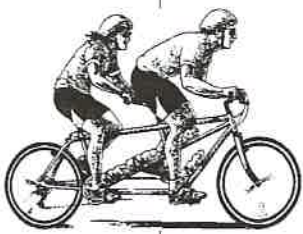
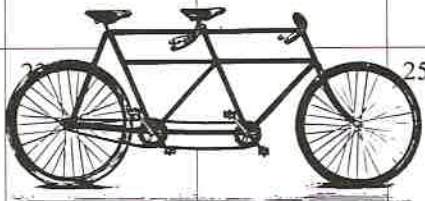
Meeting dates and times are:

First Tuesday of the month (except December)

Race Team Meeting at 6:45 pm

General Club Meeting at 7:30 pm

May 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Club Meeting 6:45 pm RaceTeam 7:30 pm General Members	2	3	4	5 CLUB RIDE Zube Park Roberts Rd and 290 7:30 am TIMBRA #7 St Jo
6 Cinco de Mayo RR TIMBRA #7 St Jo	7	8 Club Time Trial (Zube Park) 6:00 pm	9	10 		12 CLUB RIDE Zube Park Roberts Rd and 290 7:30 am
13	14	15	16	17	18	19 CLUB RIDE Zube Park 7:30 am Inez RR TIMBRA #8 Tyler
20 TIMBRA #8 Tyler	21	22			25	26 CLUB RIDE Zube Park Roberts Rd and 290 7:30 am
27	28	29 Club Board Meeting 7:00 pm	30	31 		

Northwest Cycling Club presents

The
**KATY
FLATLAND**
Century



Sunday July 22 at 7:00AM Rhodes Stadium – Katy, Texas

Registration:

\$20.00 if postmarked by July 1, 2001 \$ _____

\$25.00 after July 1, 2001 and day of event \$ _____

Total \$ _____

Directions to the Start:

Take Interstate 10 to Katy, Texas. Exit Katy-Ft.Bend Road (Exit 742). Proceed north. Follow the signs to Rhodes Stadium. You will enter the stadium parking area from the East side.

On line Registration is available at additional cost. See our web site at Northwestcycle.com.

The starting area, registration and packet pickup are in the West side of the stadium.

Packet Pickup:

At Northwest Cyclery (US 290 @ Jones Rd.)

Friday, July 20 from 12:00 Noon to 7:00 PM

Saturday, July 21 from 12:00 Noon to 5:00 PM

At Start

Sunday, July 22 from 5:30 AM to 8:00 AM

The first 2,001 riders registered are guaranteed an event T-shirt and water bottle.

For information call 713.466.1240

Helmets are required. Radios and Headphones are prohibited on the ride.

Start time:

7:00 AM 100 mile and tandem start, followed by 62, 50 and 30 mile groups. Be aware that riders will be started in groups of approximately 200 to 300 to accommodate your safety.

Make checks payable to NWCC
Mail to: Katy Flatland Century
17458 Northwest Freeway
Houston, TX 77040

Please Print Clearly

Last Name: _____

First
Name: _____

Address: _____

City: _____ State _____ Zip: _____

T-Shirt Size: M L XL XXL

Route: 30 50 62 100

I fully realize the dangers of participating in a bicycle ride and fully assume the risk associated with such participation, including by way of example, and not limitation, the following: the danger of collision with pedestrians, vehicles, other riders and fixed or moving objects; the danger arising from surface hazards, equipment failure, inadequate safety equipment, and weather conditions; and the possibility of serious physical and/or mental trauma or injury associated with athletic cycling participation. I hereby waive, release and discharge for myself, my heirs, executors, administrators, legal representatives, signers, successors in interest and all rights and claims which I have or which may hereafter accrue to me against, the sponsors of this event, the organizers and any promoting organizations, property owners, law enforcement agencies, all public entities, and special districts, through or by which the event will be held for any and all damages which may be sustained by me directly or indirectly in connection with the event, or travel to or return from the event. I agree it is my sole responsibility to be familiar with the ride course and special regulations for the event. I understand and agree that situations may arise during the ride, which may be beyond the immediate control of the ride officials or organizers, and I must continually ride so as to neither endanger others or myself. I accept responsibility for the condition and adequacy of my equipment. I will wear and ANSI approved helmet at all times while riding my bicycle. I have no physical or mental condition which, to my knowledge, would endanger others or myself if I participate in this event, or would interfere with my ability to participate in this event.

Signed: _____ Date: _____

Parent or Guardian if under 18: _____

Bluebonnet 2001

By Gail Hurley

Don't rain, please don't rain! I am rubbing little boy's freshly shaven heads and making a wish for no rain for the Bluebonnet Express Metric Century!

The weather forecast was slowly getting better, 80%, 60%, 20%! Finally, it was a case of possible afternoon showers, around three o'clock, about the time the last riders should be coming in!

We are off and running! The registration the morning of was a powerful and sobering thing! Those that wished to be weather weenies came to sign up in hordes on Sunday morning! What a crowd, over 1900 strong!

We started the tandems at 7:55, and the masses at 8:00, and I am proud to say we did it right on time! Now, to wait until the last rider gets in...time to think about how this all came together! Volunteers, lots of them! Our club, NWCC, is by far the most incredible group of dedicated cyclists I have ever met! I was overwhelmed with requests to help, and found so many last minute jobs for many.

Our packet stuffing party was a blast, with lots of laughter. The registration volunteers were very helpful, the SAG, rest stop people, and parking people were incredible! My right hand woman,

Julie Tamborello, and my left hand woman, Tracy Meixenberger, were there to gopher for me. (thanks!). The HAM radio people...well...what a bunch of nice guys! The motorcycle support, Bill Wilson deserves a big sloppy kiss...anyone interested? These people are all volunteers! Charlotte Miller, parking "nazi" we call her, big hugs to you too.

The hours that go into putting on a ride like this are phenomenal, and this club is up to the challenge with the Bluebonnet and the



Katy Flatland yearly. I am so proud of all that helped, and cannot list the names without turning this issue into a massive booklet!

Here are some key volunteers: Bob Swank, TxDot liason/ packet stuffing pizza guy!

Anne Whitehouse, rest stop coordinator. (WOW!) Eric Warnsman, SAG coordinator. Lori Walker, David Collins, registration coordinators. James

Ferrell, start/finish coordinator. (Greg Germer Sr. too!) Charlotte Miller, parking *nazi*. Tee shirt design, The Hurley Chicks! Erin-Margaret did the main art! Cathie Neagli, all sorts of stuff! (you are incredible!) Mike Gerety, boy scouts Mike Hardwick, HAMS. Bill Wilson, motorcycles. Mark Neagli, for guidance! Harry.... well, we ALL know Harry and the mechanical support team! Marvin VanTrek the hammer man!

Our friendly sponsoring bike shop, Northwest Cyclery, and the other shops that pitched in their time, Southwest Schwinn, West U. Schwinn.

If I left any major person out, I am sorry! I hope to thank all of you in person as time goes on. I am ever grateful to all of you for helping me to make this ride safe, and well organized! Thank you!

By the way, did any of you notice that we misspelled Bluebonnet on the number tags? We used two TT's and it is the second year in a row, without anyone saying anything about it! I am retiring as director, and will be active next year, but am going to ride it! Maybe on my boneshaker, hi-wheel, widowmaker, penny farthing, ordinary! You are all awesome! Gail Hurley, director 2000, 2001.

Northwest Cyclery's NWCC Members Only Monthly Special

Houston's Hub for Cycling Activities

- Weekly Rides
- Maintenance Clinics
- Ride Clinics



The Cycling Superstore Cathie Neagli

17458 NW Fwy (290 @ Jones Rd.)
Houston, TX 77040
(713)466-1240 / (800) 986-2453
Store Hours
Mon-Fri 10-7 - Sat 10-5 - Sun 12-4
www.northwestcycle.com
Email: cneagli@aol.com

20% Off

BMX Bikes
(in Stock Only)

25% Off

All Winter
Clothing
(in Stock Only)

New
Smart Fuel

25% Off

Service Special

1/2 Off
Head Set Overhaul

These Specials good for May 21st through the
31st

Not Good with Any Other Offers.

Special Announcement

Following the successful completion of the 2000 MS 150 ride to Austin, and due to the encouragement that I received from a close family member, I decided to give the sport of bicycle racing a try. Being a personal trainer (at that time) I knew that it would greatly benefit me to find a cycling coach. Little did I know I would find much more. After a couple of

phone calls I finally found the coach I was looking for. That was several months ago, now I've successfully completed my first half



season of racing. So by now you're wondering why I'm writing this for the NWCC newsletter. Well I'm very happy to say that I find myself very happily engaged to my current coach and future husband, and your past Club President (1997 & 1998) Kevin Given. Melinda Uygur (Soon to be Melinda Given).

NWCC Member Profile Of Charlotte Miller

Some of you may know, or have seen Charlotte Miller before. Her past efforts at keeping the parking situation at the Bluebonnett Express under control have earned her a special nickname from her cycling pals . . . I won't repeat it here, but let's just say in that roll she's famous for her "Machiavellian efficiency."

Charlotte has been a member of NWCC, and a Houston resident now since August 1988. Originally hailing from Virginia she moved to Houston when her husband's job necessitated a transfer. Charlotte currently works at the Alkek Velodrome (Houston Parks & Recreation Department) as the Recreational Supervisor. She is also the Memorial Hermann Junior Cycling Team Coach.

By the way, the Junior cycling program at the Velodrome has grown two-fold over the past year. Recently a juniors-only event was held there. They had 50 junior track cyclists from all over the country. Charlotte says it brought tears to her eyes to see a dream/goal Kathy Volski had three years ago come to realization. Next year this junior event promises to be even bigger. Nowhere else in the country has there been an event for juniors this big and this early in the season. Alkek Velodrome is beginning to make a mark in the world of junior track racing and Charlotte says she's glad to be a part of the initial effort to do so.

Charlotte is hardly a stranger to cycling, be it track, road or mountain. In fact, when I read over her cycling resume for the first time that old say-

ing about knowing someone "who probably has forgotten more than most of us we'll ever know" immediately came to mind. For instance, consider this abbreviated list of her cycling related activities:

Current

Member, NWCC, Houston, Texas

Member, Champions Racing Team, Houston, Texas

Coach, Alkek Velodrome Junior Cycling Team, Houston, Texas

Member, National Off-Road Bicycle Association

Current NORBA Racing classification - Expert

Member, United States Cycling Federation

Current Coaching Certification - Expert level

Current USCF Racing Classification - Category 2, Road and Track

May 1999 - Present

Position - Recreational Assistant, then later Recreational Supervisor, Houston Parks and Recreation, Alkek Velodrome

August 1990 - Present Cycling Coach: Write individual training programs for cyclists, bicycle fit advising, lead workout rides, teach road, mountain and track cycling skills, instruct wintertime indoor training workouts, field testing for fitness.

November 1992 - 1998 Club Level Cycling Coach for the Tidewater Bicycle Association and James River Velo Sport

And Charlotte's racing achievements are equally, if not more, impressive:

2000

National Master Women 45+ 500 Meter Time Trial, Bronze Medal
National Master Women 40+ Match Sprints, Bronze Medal
Houston Metro Cup Women's 1-2-3, First Place
Houston Metro Cup Senior Women Sprints, Second Place
Alkek Velodrome Master Women 35+, Rider of the Year
Alkek Velodrome Senior Women Keirin Cup, Gold Medal

1999

National Master Women 45+ 500 Meter Time Trial, Bronze Medal
National Master Women 45+ 2000 Meter Time Trial, Bronze Medal
National Master Women 40+ Match Sprints, Bronze Medal

1997

National Senior Women Tandem Time Trial, Silver Medal

1996

National Senior Women Tandem time trial Champion
National Senior Women 90+ Tandem Time Trial Champion
National Senior Women 90+ Tandem Road Race Champion
Broke the National Senior Women 90+ Tandem Time Trial record September 1, 1996

1995

National Senior Women 90+ Tandem Time Trial Champion

(Continued on page 16)

Club Stage Race 2000

By Lori Walker

Editor's Note: Although Lori submitted this article for publication last summer, it never quite made it to print until this month. As the 2001 club stage race is in it's early planning stages, this article can give the neophyte or experienced racer a good idea of what to expect this year at our annual intramural event.

The Club's Annual Stage Race was held on June 2nd and 3rd. This year's race was an international event consisting of Irish, English and of course American team mates. The team captains and teams were: Steve Murphy and his team of Morris Taymon, David Collins, David Herzog, Andy Chandler, Mike Braden and Greg Smith. Craig Rennpage with Brad Letney, Warren Bobyk, Mark Skeete, John Clements, Tom Reed, Scott Orgish and George McKenna. David Hatcher with Bruce Gilbert, Bob Sarin, Lauren Mahony, Eddie McLean, Joe Noack and Lisa Reed. And last but not least the team of Alan Bazard with Dana Chamness, Tirza Gilbert, Dr. Don Baxter, Roger Wilson and Martin Hunkle. Not every member could attend every race so we made sure that each team had five members for each race. Participation points were not given.

This stage race was three races, a team time trial, a criterium and a road race. Our club races are also instructional and are for anyone, including those who may be interested in racing but have not participated in such an event. All races are handicapped.

The Team Time Trial race was held in the same location as the monthly time trial. Each team for the time trial was made up of two groups, the first group of each team consisted of two members who would ride as hard as they could for ten miles with a second group going six miles. The shorter distance group had a member who was the "star" rider. Yes, you get to be a star for a day in the life of a team time trial member. It was the responsibility of the other members of the six mile group to make sure their "star" member got across the finish line as quickly as possible. The purpose was to improve the star member's time. To determine the points for each team the star member's improvement time was subtracted from the longer distance members time.

The star rider for Steve's team was David Herzog. David's individual time is around 15 mph or 24:35 and he was able to improve his time to 19:31 or around 19 mph with the assistance of team members David Collins and Andy Bator, one of only four women doing the stage race this year. Well done David! The big guys, Steve and Morris were the longer distance team with a quick pace of 23:34.



Craig's longer distance team consisted of himself and Warren Bobyk and their time was a whopping 23:19. This was the fastest time for the day, congratulations guys! Their star rider was Mark. Now this was odd. Mr. Skeete, I believe, said he was riding slower these days and that his average speed was around 16 mph (*Editor's note, maybe he meant 16 minutes was his time?*). I wish I could ride so slow because his time that day turned out to be 15:32 for an average of around 24 mph! Perhaps helped by a slight misunderstanding of Marks slower pace, Craig's team won first place in the team time trial.

David Hatcher, the man always with a big smile, and Bruce Gilbert were the **really** long distance riders. They wanted to show everyone just how fast they were so they extended their route by an additional five miles. They came in at 27:40 which is a good time for 15 miles (*Editor's note: Good? That's incredible! Lance better watch out for these guys!*). Their star rider was Lauren Mahony. Lauren's average speed was around 17 mph and she with her team mates, Irish Eddie McLean and the one and only Bob Sarin was able to improve her time to 20:40.

Alan Bazard and his team mate, the club's secretary, Dana Chamness came across the finish line in a cool 24:34 time. The team's star rider was Dr. Don Baxter. Dr. Don, with the help of the young and promising Tirzia Gilbert and the English Roger Wilson, came across the finish line at 16:3 improving Dr. Don's time by 4 mph.

Dog Incident Report Form

Cyclists must contend with dogs from time to time. Dr. Tom Vining states that dogs are either playful, protecting their territory or they simply want your leg. Below is a form that we ask to be filled out in the event of an unpleasant encounter with a dog. Mail the completed form to 17458 Northwest Frwy., Houston, TX 77040 to the attention of the NWCC's secretary. A decision will be made at the next board meeting on whether to contact the owners or the authorities.

DOG INCIDENT REPORT FORM

Your Name _____

Your Address _____

Date and Time of Incident _____

Location of Incident _____

Description of Dog or Dogs _____

Describe the incident:

Mail form to: NWCC, 17458 Northwest Frwy., Houston, TX 77040, attn: Club Secretary

(Continued from page 11)
Club Stage Race 2000

Teams were positioned with Craig 1st with 16 points, Steve 2nd with 12 points, Allen 3rd with 8 points and David 4th with 4 points.

Many thanks to Mary and Savannah Taymon and Nancy Smalley for all of their help.

The next event was the criterium. The criterium was held in Memorial Park. It would have been a perfect race if the organizer (that's me) had arrived on time and contacted the police to close down the road. The first criterium was a 40 minute race in a loop with turns. The second criterium is the same loop racing for 20 minutes. A criterium requires cornering and positioning skills.

The teams chose who would ride for 40 minutes and who would ride for 20 minutes. Primes offered by Northwest Cyclery, were given out on certain laps. Many thanks to Northwest Cyclery for the primes and support and to Bob Kirkpatrick for his assistance and his very strong prime voice.

In the 40 minute criterium, Steve Murphy and Scot Orgish broke away from the pack pretty early on in the race. They battled it out switching places from lap to lap with the end result of Steve finishing in first with Scot second. The remaining pack stayed and worked together. I did notice that Lisa Reed the one and only female in the pack, was pulling most of the time. In fact, Lisa won two primes that were given out. Congratulations Lisa, but next time, make those boys pull. The end result was Morris Taymon 3rd, Joe Noack 4th, Martin Hunkle

5th, Tom Reed 6th, Craig Rennpage 7th, Lisa Reed 8th and Dana Chamness 9th.

In the 20 minute criterium there was one amazing early jump. The Irishman, Eddie McLean, held the lead throughout the entire race all by himself. Good show, Eddie, we enjoyed watching you race. The rest of the pack worked together exchanging positions throughout the race. Joe Noack raced with the pack to give coaching instructions during the race. The end result was Eddie McLean 1st, David Hatcher 2nd, John Clements 3rd, Brad Letney 4th, Alan Bazard 5th, Roger Wilson 6th, Mike Brader 7th, Lauren Mahony 8th, Andy Bantor 9th, David Collins 10th and Dr. Don Baxtor 11th.

In both races the point system was as follows: If there were 11 members racing the person coming in first place would receive 11 points, the second person to cross the finish line would receive 10 points and on down. Every racer received points for their team.

The criterium final points were Craig in 1st position with 34 points, David in 2nd position with 32 points, Steve in 3rd position with 29 points and Allen in 4th position with 23 points. The team standings after criterium were Craig 1st, Steve 2nd, David 3rd and Allen 4th.

The last event was the road race. The road race was held in Bellville on a 25 mile course with rough roads, tight corners and hills. The race was designed so that some members did one lap and some did two laps. The purpose of the race was to finish together and work as a team. The organizer decided who the star riders were on each team.

The teams had two star riders, one for the shorter distance and one for the longer distance. I did not inform the teams who the star riders were until the end of race. Each team had to work together as a team to make sure their unknown star rider made it across the finish line.

The star riders for Steve Murphy's team was Andy for the short distance and Morris for the longer distance, Allen Bazard's team star rider was Tirza for shorter distance and Martin for the longer distance. David Hatcher's team star rider was Bob Sarin for the shorter distance and Lisa Reed for the longer distance and Craig Rennpage's team was Craig for the longer distance and George McKenna for the shorter distance.

First position for the final was still up for grabs. In the longer distance Morris was 1st with 16 points, Martin 2nd with 12 points and Lisa 3rd with 8 points. Unfortunately Craig was the star rider for his team and according to Craig "I was battling leg cramps when the devil in the black truck made me sag in." (Editor's note: Craig has since learned about pretzels and Gatorade to avoid leg cramps). Greg Smith was kind enough to be the driver of the black truck. Greg drove the follow vehicle for the second lap racers. Many thanks to Greg Germer who volunteered to be the follow vehicle on the first lap and for assisting the riders.

The one lap star riders were George McKenna in 1st place with 16 points (he was on Craig's team), Andy Chandler raced to 2nd with 12 points for her team, Bob Sarin in 3rd place receiving 8 points for his team and Tirza Gilbert raced in 4th place with

(Continued on page 18)

The 2001 Fayetteville Stage Race

An Eyewitness Account by Jerry Morrison

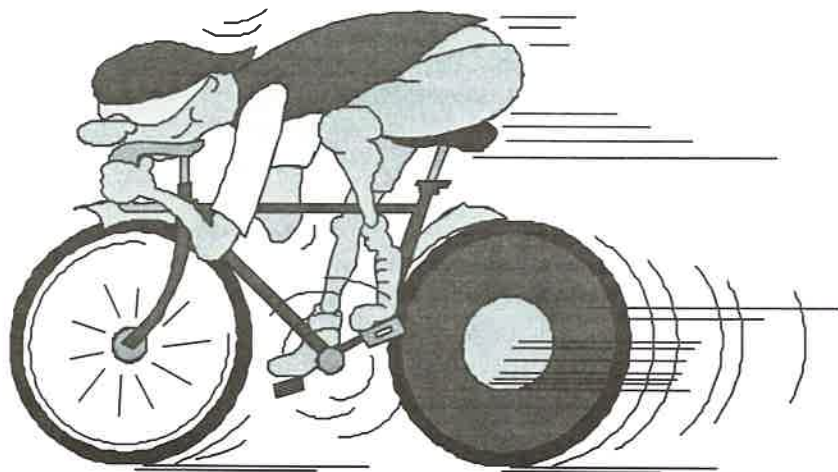
Editor's note: Jerry Morrison moved to Houston from Louisiana last October, and is now one of NWCC's newest additions to its road race team. Jerry is a Cat 3 who is currently racing in the Masters 35+ division for this year's Txbra road competition. The following article was originally an email composed and sent by Jerry to one of his old racing buddies in Louisiana concerning some of his recent racing experiences, particularly the Fayetteville Stage Race, here in Texas.

Between the lack of training and the fact that there are a lot of VERY strong riders here in Texas I have been getting my butt kicked on a regular basis. Not to knock anyone but the Masters fields here are much tougher than back home. The majority of the guys racing in masters are Cat 2's with a spattering of 1's and 3's. While my initial complaints about Houston being flat as a board and too congested to ride in are still very true, a 90 minute drive North, West or in-between produces some very hilly riding. Two and a half hours gets you to Austin which is hillier yet. The two races prior to this weekend were around Lake Travis in Austin. I finished around 12th in one and 15th in the other. During the second race a large deer (a buck with a large rack of antlers) bolted into the second pack that had dropped

from us. Of course this was at the bottom of a 45+ mph downhill. Two guys broadsided the deer flipping it into the air and over the median knocking off both racks of antlers which were laying face up in the street as others tried to avoid being impaled. As we came around the loop again, you could see blood everywhere, the deer laying on one side of the road, the paramedics doing CPR on one of the cyclists, bikes everywhere and people in various states of misery. Call me a whimper but it kind of took the wind out of my sails.

Now on to this week at Fayetteville. The first day was a 40-mile road race or should I say drag race. After several hard attacks early on in the race, the peleton slowed up a little (23 mph as opposed to 28 mph). I inconspicuously rolled off the front and suddenly found myself out of sight of

the group. With 30 miles still left I realized that it was probably not going to last but you never know. With around 20 miles to go a group of 4 riders bridged up to me led by a guy named Alex Williamson. Alex is a world ranked duathlete and trains in Boulder with the U.S. team. He just started road racing this year for a little cross training and has won every race he has entered by riding away from the field (including the two races in Austin). For the next 20 miles we kept it between 28 and 32 mph. Alex did 60 percent of the work, myself maybe 30 with the other guys quickly pulling though. We ended up with a 27.2 mph average on a very hilly and windy course. At the end I finished third behind Alex and one of the guys who was too tired to ever do any work but not too tired to sprint at the end. We had 5 minutes 40 seconds on the field



(Continued on page 15)

(Continued from page 14)
The 2001 Fayetteville Stage Race

and our lap splits were faster than the Pro 1, 2 group. I went back to my van and took a serious nap before the afternoon time trial.

The 6.5 mile TT was very hilly and windy but I pushed it really hard (maybe too hard) and had a pretty good time moving into first overall. My teammates forgot to mention where they were staying and I ended up having to drive back to Houston that night only to get back up the next morning and drive back to Fayetteville. If only the race could have ended there.

The next day's road race was 63 miles and the attacks started early. Between Alex who wanted to regain the lead, and Jeff Austin who until this year has been the guy who rides away from the field, there must have been 25 to 30 hard attacks trying to break up the field and more importantly drop me. Thank God (and I truly mean that) I had two teammates in the race, Scot Orgish and David Bumbaugh, both of whom helped me chase down several of the brakes. We would be going painfully slow 18 - 20 mph then suddenly 36 - 40 mph. With my legs completely toasted from the day before, I was cramping by mile 30. Trying to protect my position, I stayed in the very front of the pack all day for fear of not being able to respond. It was like making a daily visit to the Proctologist for a month. I knew what was coming and couldn't do anything about it. We shed about 2/3 of the pack by the end and with

about 2.5 miles to go they made their final attack. I chased at around 32 mph for close to a mile dragging what was left of the field with me. As soon as I caught back on to the lead group I blew like the Hindenburg. The group of 15 or so was pulling away and my legs were freezing up with about a mile and a half to the finish. I couldn't help but replay the entire race in my head. Was I wrong for covering every attack? Is this what I get for vegging out all winter? Is it time to take up mountain biking, knitting maybe even GOLF !!!

Then like an angel from above, David Bumbaugh appeared, gave this heroic last effort and got me back up to speed before he blew. As I crested the second to last hill, I could see the lead group starting to go up the final 3/4 mile climb to the finish. I knew I had lost 1st place and was hoping that I could hold on to second or third but I would have to finish in less than 50 seconds for 2nd and 90 seconds for 3rd. I buried my head gave it everything I had left and started counting in my head as they crossed the finish line. I estimated that I crossed about 60 seconds later. As it turned out, my state of total oxygen deprivation had severely altered my vision and I really crossed the line only 12 seconds out of 1st place! I split the measly prize money with my teammates who probably should have gotten all of it.

Recent NWCC Race Team Results By Bill Reilly

In the past few weeks, NWCC riders have been doing well in Texas races, both on the road and off. Here are the finishes of those that I know of that were in the top placings in their respective categories.

At the Fayetteville Stage Race (March 24-25):

Renate Junold - 1st in stage 1 RR; 3rd in stage 2 TT; 4th in stage 3 RR; 2nd overall in Women's Cat 4
Nancy Dodd - 9th overall in Women's Cat 4
Jerry Morrison - 3rd in stage 1 RR; 1st in stage 2 TT; 2nd overall in Masters 35+ category
Mark Dearing - 4th in stage 2 TT; 3rd in stage 3 RR; 5th overall in Juniors category
Craig Rennpage - 4th in stage 2 TT; 6th overall in Men's Cat 5
David Bumbaugh - 12th overall in Masters 35+
Scot Orgish - 14th overall in Masters 35+
Eddie McLean - 3rd in stage 3 RR in Men's Cat 4

At the Flat Creek MTB race (March 17-18):

Renate Junold - 1st in Women's Sport Senior 25-29 category
Cheryl Fulton - 1st in Women's Sport Master 30-39 category
Bill Duckworth - 2nd in Men's Sport Master 35-39 category
Jim Mackey - 9th in Men's Sport Master 40-44 category
Jack Talton - 14th in Men's Expert Master 30-39 category

Congratulations to these teammates for their outstanding performances!

(Continued from page 10)
NWCC Member Profile

National Senior Women 90+ Tandem Road Race Champion
National Masters Women 40+ Criterium, Silver Medal
National Masters Women 40+ 3000 Meter Time Trial Bronze Medal
Virginia State Senior Women Cyclocross Champion
Virginia State Master Women 40+ Criterium Champion
Virginia State Senior Women Criterium Bronze Medal

1994

Virginia State Off-Road Bicycle Champion

1993

Masters World Cup 40-49 Women Criterium, Silver Medal
Masters Eastern Sectional 40+ Women Road Race Champion
Masters Eastern Sectional 35+ Women Track Omnium Champion
Masters Eastern Sectional 35+ Women Track Omnium Champion

1991

National Masters Women 35-39 Criterium, Bronze Medal
National Masters Women 35-39 Road Race, Bronze Medal

1990

Virginia/DC District Senior Women Road Race Champion
Virginia/DC District Master Women 35+ Road Race Champion

Charlotte Miller Cycling Profile

Racing Age 49

Height/Weight 5'5"/137 lbs.

Birthplace Canton, Ohio, USA

Hobbies Watercolor painting, pen & ink sketching, & color pencil rendering of wildflowers (The 2000 Bluebonnet Metric Century T-shirt design was from a color pencil drawing I

did of a bluebonnet.)

Bikes owned Concord, Peugeot, Gios, Trek-2500 PRO & 5500, Specialized-M4, Bianchi, track bikes have included a Britten, Gitane and currently a Somic. The tandem I Captian is a Santana. Let's not forget about my MT bikes. They are Specialized-Hardrock, Trek-530 & 7000, Schwinn-Homegrown. Just for fun I have a unicycle and a heavy-duty off-road tricycle that I ride for grins.

Dream bike Custom TT bike

2001 Goals Short-term: Ride as well as I can in each workout. Learn to track stand on the track banking. Practice riding no-hand through the turns on the track.

Intermediate Goals: Ride to work two days per week during the fall & winter months. Win a State Track Championship. Improve 500 meter & 2 kilometer times. Advance to the Elite Coach level.

Long Range Goals: Break one hour for a 40-kilometer time trial. Win a Master's Track Championship. Go to Master's Worlds in 2002 (I'll be 50).

Started cycling Cycling has always been a part of my life. It's an easy way to get around as transportation and I enjoy meeting the different riders/racers at events. The main reason I cycle is the satisfaction of making something mechanical move under my own power. I did my first bike race on July 4, 1981 and won! On July 4, 2001 I'm celebrating the 20th anniversary of that race.

Favorite Local Training Ride The rides I do with Lisa Reed and Gail Hurley are my favorite. I had many

favorite training rides in Virginia. There were a wide variety of organized workouts, specific to the day of the week and the yearly training phase. My favorite was interval training on Thursday's. We started in Yorktown and rode along the Colonial Parkway. The Parkway is marked off in kilometers. After the warm-up we did kilometer on/ kilometer off intervals to Williamsburg. Just before Williamsburg we regrouped for a sprint. Rolled through Williamsburg and picked up the Parkway on the other side and headed to Jamestown. On the way to Jamestown are five rolling hills, we would jam on each. After the jam on the hills we would roll the flat for a short recover, U-turn and head back to Williamsburg. Jamming the hills again. Regrouping in Williamsburg we headed back to Yorktown. The ride back to Yorktown was an easy spin, racing pace line formation, with shoulder and elbow bumping. We also had two restricted gear sprints on the way back. At three miles to go we started the cool down, during this time we talked about the upcoming weekend events. Does a training ride like this exist in Houston? These days I get my need for training rides met at the Velodrome. No one is ever dropped and they regroup frequently in the infield.

Training Philosophy Plan the work, then work the plan.

Average miles 150 - 200 miles per week, it depends on where I'm at in my load/recovery phase.

Pre-ride eating Oatmeal, juice, coffee & Pop Tart

Post-ride eating Almonds & dried cranberries

(Continued on page 17)

2001 Houston Senior Games

By

Northwest Cycling Club was very well represented at the Sr. Games held in Bear Creek on Tuesday March 27, 2001. Chuck and I counted about 10 from NWCC, including Bethel Parker, winner of 3 gold medals in the 5K time trial, the 10K time trial, and the 20K road race, and George McKenna, winner of two golds in the two races he did, the 5K and 20K. The weather was not very cooperative, with cold temperatures in the upper 40's to start, and then heavy rains and thunderstorms with lightening causing the last race, the 40K road race, to be cancelled.

We stood around in warm up pants and jackets, stripping down to just cycling clothes prior to having to jump on the bike for the start of each race. Greg Smith, Mike Wells, Luther Odem, Bill Edwards, Bob Sarin, Bruce Gilbert, Chuck Martin, and I participated, plus a Mr. David Hatcher, incognito, i.e.. in street clothes . . . something about kissing the pavement the

previous weekend with his chin and knee and couldn't ride. If I have left anyone out, I apologize. NWCC members must have picked up over a dozen medals for our efforts, with at least 9 of those Gold. Congratulations to all who competed and won! Be sure to ask George, Mike, et. al about their wonderful sprint to the finish line in the 20K race.....on the NEXT TO THE LAST LAP!!

Competition proved to be tough in many of the races. Some of us who had no one in our age group last year, found 4 others vying for the same medals. Again, it is truly inspiring to see those in their golden years out on bicycles and being competitive! The oldest rider was 91!! Heck, I hope I can still swing my leg over the top tube when I'm Bethel Parker's age, and still HOPE to be walking by 91!!! Thanks to all who participated, and to those who came out to cheer us on. Remember, you are never too old to compete! Bike on!

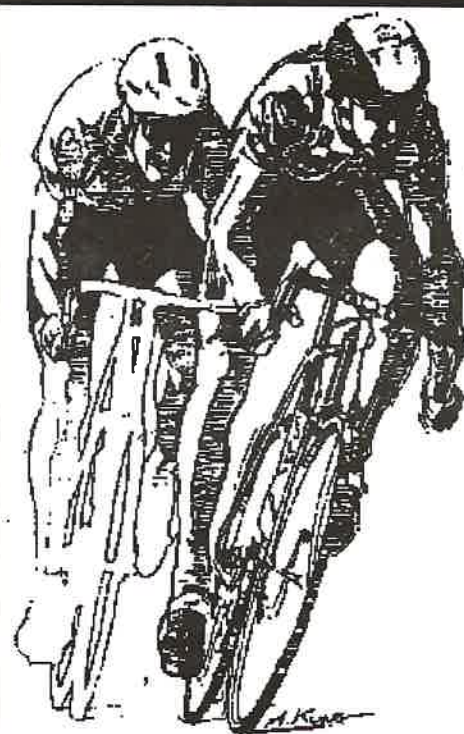
(Continued from page 16)
NWCC Member Profile

Most admired person Vivaldi

Most admired cyclist Audrey McElmury In 1966 she won the National Pursuit Championship and the first National Road Race Championship. She was the first American to win a World Road Champi-

onship in 1969.

Favorite Quote "Once you get a handle on the infinite cycle of the restless existence of all things, do you despair or do you willingly take your place in the circle? Does enlightenment lead to sorrowful disengagement or willing participation." - Robert Fulghum, *Uh-Oh..*



Ride Starter Qualifications

by Ron Ostrowki

1. Owns an alarm clock.
2. Can find Zube Park.
3. Has enough cash to purchase bananas and cookies, and enough sense to save some for Bob S.
4. Able to lift a gallon of water.
5. Speaks English.
6. Ability to stand in front of a group (leaning on bike is acceptable).
7. Has enough sense to stand aside when yelling "Take Off".
8. Doesn't mind being ignored while giving a speech.

NWCC Saturday club ride, at Zube Park (1 mile east of US290 and Roberts Road Road). Several distances and speeds to choose from. The rides start per the following schedule:

- Jan thru Mar 8:00AM
- Apr and May 7:30AM
- Jun thru Aug 7:00AM
- Sep 7:30AM
- Oct thru Dec 8:00AM

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 5)
Shorn

The racing season winds down, the year ends, the hair grows back, I sit quietly, and ponder. Shaving my legs is a complete and total act of non-conformity; however, I did it to gain acceptance. Non-conforming deeds in order to conform. "Go figure." I often do things just to be different, so yielding to an unwritten law of bicycle racing is a bit out of character and slightly absurd. Nevertheless, if you see me next summer, you will find me wearing outlandish, multicolored lycra; pedaling with shaved, silky, smooth legs; and sporting a smile. Why? We only get to make one trip through life, so we might as well enjoy anything that curls our mouths into sly, impish, little grins. It just plain feels good!

Reprinted with permission from Jon Anderson, whose very interesting cycling related website can be found at www.batonrougecycling.com.

(Continued from page 13)
Club Stage Race 2000

4 points for her team. The finals for the Club Stage Race for 2000 was Steve's team in 1st place with 69 points, Craig's team in 2nd place with 66 points, David's team in 3rd place with 52 points and Alan's team in 4th place with 47 points. Every team member worked hard for their team and I think after our event series we should have a rematch!! What do you think? Are you up for another stage race in 2001?

NWCC Classifieds

Hey! Want to ride an "Ordinary?" Some call them Penny Farthings, boneshakers, widowmakers, and highwheelers. I also can order you one if you want, they come in various sizes, in various metals. Contact Gail Hurley for further information. 281-255-9873 hm. 281-255-2029 wk.

For Sale: For sale one pair of almost new SIDI genius 3 shoes, size 43.5. Need to sell because I ordered the wrong size! I've worn them 5, or 6 times. Asking \$75.00, comes complete with new Look red arc cleats. Contact Bob Swank at 713-467-6279, or E-mail me at rjsarch@earthlink.net.

For Sale-\$1,000.00 OBO 1991 Cannondale Road Tandem-20" X 18"-Red- STI shifters-8 Speed rear Cassette-V brakes-Rear rack-Stokers suspension seat post- Does not come with pedals. Contact Robert Kaechler Day 713-625-4933 Evening 281-897-8273 kaechler@swbell.net

Wanted: Road bike between 54cm - 56 cm Looking to spend about \$500 Contact Gina Lucker - email: glucker24@yahoo.com

For Sale: Diamondback Wildwood Deluxe Bike— Schimano 24 speed, RST front fork suspension, hybrid tires. \$195 Contact Sam at 713/266-0795 or email sgiancarlo@yahoo.com.

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:
NWCC
17458 NW Fwy
Houston, TX 77040

PLEASE PRINT CLEARLY

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

Name

Family Membership - additional names:

1)

2)

3)

4)

Address

City

State

Zip

Home Phone

Work Phone

E-mail address

Birth Date

Medical Condition

Emergency Contact/Phone

Occupation ()willing to volunteer skills

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
FEB	\$20.00	\$30.00
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
SEP	\$10.00	\$15.00
OCT	\$10.00	\$15.00
NOV	\$10.00	\$15.00
DEC	\$10.00	\$15.00

The Pedal Pusher

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The Pedal Pusher

The Editor's Half Page by Craig Rennpage

Money Vs Medals

A few of you out there already know how I feel about this topic, but for the remainder of you get ready for some good old-fashioned soapbox pontificating about an issue that has been bothering me since I was first introduced to the sport of road racing . . . race award money.

At the conclusion of my first USCF road race I was surprised to see money, not trophies or medals, being awarded to the top finishers in all the categories except the Women's Cat 4 and Men's Cat 5. Even after experiencing this phenomena several times over the last year, I'm still asking myself "why on earth are amateurs in this sport

compensated with prize money instead of the more traditional (from an amateur perspective) medals and/or trophies?" Mind you I have no beef with the issue of monetary awards going to the professionals (or even the Cat 1 and 2 racers, or Expert level mountain bike racers who compete with those professionals), but prize money for the Cat 3, 4 and masters divisions? Give me a break guys, we are amateurs. Please name for me any other sport that compensates it's amateur athletes in such a manner as cycling's road racing. Certainly road racing is not cheap to enter and stay with, but neither is triathlon, snow skiing, or golf. How often does one see cash awards provided to the amateurs in those sports? Why is amateur road racing

different, and does the practice have any negative impact on the sport?

I asked Kathy Volski her opinion on this topic and she provided several interesting insights that she has observed throughout her extensive racing experience with the sport. On the plus side, she thought that cash awards may provide the lure to attract more racers from greater distances, presumably to help offset the cost of travel and accommodations. However, on the negative side she wondered "how many races are never planned or held because a promoter gets stretched too thin financially to guarantee a certain amount of award money? I've seen a lot of the fun go out of this

(Continued on page 2)