

The Pedal Pusher

June 2001

Vol XV, Issue 6

An almost monthly
publication
promoting
the spirit of Northwest
Cycling Club

Message from the President

By Bob Swank

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THE CLUB'S IN FULL BLOOM

Well, once again we had our monthly time trials. And, once again I've failed to break seventeen minutes. But I had the best time with both old and new members of NWCC, and lots of new guests. It is wonderful to get to brag/boast, or verbally rationalize your lack of results. I usually end up doing both. It's all in fun and I'm sure everyone would like to thank Dana Chamness for putting them on. Time trials are strange. You stand at the start line saying "why am I doing this?", and after it's over saying "I can't wait for next month!" We did have some car traffic, but like last month it didn't bother me at all. I know others felt the same way.

If you missed last month's meeting you missed a great "slide" show. Approximately fifteen minutes of photographs from past NWCC events, and other cycling events all set to music. Very nice! While we are on the subject of club meetings, it has come to my attention that Bob Kirkpatrick will no longer be our volunteer coordinator. If any of you would like to step forward and finish out his term please contact any board member. It's a great position if you enjoy twisting other member's arms. But seriously, we do have the Katy Flatland Century coming up and a call for volunteers and a coordinator will be vital to it's success.

The Katy Flatland's meetings are due to begin this May 15th, June 19th, and July 11th. More information is printed in this newsletter.

Both Lori Walker and I have been getting calls from local schools about the scholarship funds. We as a Board decided to take a new direction this year and last year with the excess funds reinvested in the club, and a sizable donation given to the Velodrome. I've chatted with all the Board members about the direction that NWCC should take next year. We have had many valuable comments. If I could jump back one moment here—we've spent our money on ourselves this past year, and that's good. We have fixed up and replaced many basic items needed to run a club as big as ours. Our club is in the enviable position of having another good year behind us already. It is indeed a happy problem dealing with the ways to spend the money the IRS makes us spend.

At next month's board meeting (May) I'll ask permission to order new I.D. cards. These handy little cards take about 3 weeks to print, and Steve Murphy will pass them out at the General Meeting. These new cards will reflect the new starting location, and of course the start times throughout the year.

Several people (well really more than just several) have asked about the club printing

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Mountain Bike Racing at Rocky Hill and Warda

By Mark Dearing

I recently raced in the Rocky Hill mountain bike race and it was a blast. It was the first race of the season, and it got me in gear to get back on the bike. I placed first in the race but it would not have happened without my teammates there to cheer me on. When I crossed the finish line all of my teammates were there yelling for me. After the race was over I discovered that the rest of the Northwest members placed rather well also. I hope that the rest of the races that I do this year will be as great of an experience as this one was. Races like this make me glad to be a Northwest member. So often I saw other kids cross the line and they had nobody to cheer them on, which made me happy that I had teammates. Mountain biking is a lot of fun and I encourage club members to get out there and race or just cheer on their teammates.

The third race of the season (Warda) was just great. I got there and I met a

new member of my team and got to know my teammates better before I started the race. After I started the race, I took off to an early lead and pretty much held it the whole race. I have to say I have never ridden a course that was that muddy and I hope to never do that again. Every creek crossing was filled to the brim and every place that a puddle should have been, there was a lake. I think the team should give credit to every member who went out there. After the race was over I decided to get to know the people that I was racing against a little better, so I sat with them and had sodas. They were really nice kids and it makes me want to race mountain bikes when I am racing with friends. And talk about teammates. Sandra Rice is one of the nicest people I have ever met. She found out after the race that my tires were rather bald and she did the unbelievable and gave me a pair of new tires. Thank you Mrs. Rice and Northwest.

(Continued from page 1)
Message from the President

up another bunch of club T-shirts. I will bring this up at the Board Meeting and ask for a vote. I think we need them for those of you who like to volunteer for rides, and races, but don't want to wear the jersey. The club T-shirt is perfect for this.

Waller ISD will be constructing two new schools. The first is a middle school. The site for this school is Stokes Road, and this is not a problem for our Saturday rides. The sec-

ond is an elementary school to be built on the Northeast corner of Fields Store and 1488—still not a big problem as it's on the other side of the road, but it is on our 51 mile route. Construction on both schools will start later this year, probably in the Fall.

Our club century is in the planning stage and dates have been set. We are going to "tag" our ride with the Lions Club. It's going to work out great! Any NWCC club member

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Club Officers

President	Bob Swank RJSarch@earthlink.net	281-463-6279
Vice President	Lori Walker lwalker@ev1.net	281-370-3591
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Katy Flatland Director	David Collins david.collins@halliburton.com	713-688-7201
Bluebonnet Director	Gail Hurley bikingail@aol.com	281-255-9873
Rider Safety Chairperson	Eric Warnsman erwarnsman@yahoo.com	281-497-6746
Race Team Director	Bill Reilly breilly@coral-energy.com	281-752-4298
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MtnBike Race Team Cptn	Don Johnson don.johnson@valic.com	713-863-9645
Club Coach	Joe Noack jnoack@ibm.net	713-426-3109
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

By Gail Hurley and Craig Rennpage



Senator Wentworth Surrenders!

This from Austin Express-News:
A proposal by Sen. Jeff Wentworth to restrict bicycling on rural roads appears to be out of gas, although Wentworth and another senator are disputing why. Wentworth, R.-San Antonio, drew hundreds of letters, mostly in opposition, to SB 238, which would have barred bicyclists from riding two abreast on rural roads with unimproved shoulders if there is traffic within sight or behind the bicyclists. Wentworth revised his proposal to entrust county commissioner courts with barring bicyclists from specific roads. But his changes did not lead to more support. "It's probably bye-bye," Wentworth said of his measure. Wentworth pointed out that Sen. Florence Shapiro, chairwoman of the committee handling the measure, is not a supporter. Shapiro, R.-Plano, confirmed she sees no need for the legislation. But she said she has not been asked by Wentworth to have a committee vote on the proposal.

Club Member Injuries

We have had some injuries in the club lately, with Joe Noack being the main one. He was injured in a bad crash at the Cinco de Mayo Road Race in early May. An email or a letter/phone call to Joe might be just the trick! He is our club coach, and needs to be made aware that we all care about him. He has a broken clavicle, and broken ribs, and needs some surgery to pin that collarbone.

Please, feel free to email Joe and wish him speedy recovery! His email address is jnoack@ibm.net

Also, Nancy Dodd also had a bad crash, along with 14 other Cat 4 women in the recent Fiesta Grande criterium in San Antonio, and she could use a little stroking too. Cheryl Fulton, Nancy Smalley and Lauren Mahony were also in that crash but they all came out pretty much intact. Nancy Dodd's email address is doddnancy@yahoo.com.

Katy Flatland

Don't forget to offer help to David Collins for the Katy Flatland in July. His email address is . . . dacollin@gateway.net

NWCC Ladies Night Out

Our ladies offroad team is hoping for some lights from the club members so they can race offroad in Warda from 6 in the evening, till 6 in the morning....yeah, they ARE nuts! We also have a sister team, as well as some two person teams and solo racers. June 2-3 is the date on that. Contact Gail Hurley if you have lights that we can borrow as well as batteries. They promise to take great care of them!

Club Time Trials

Thanks to Dana and Melanie Charness for putting this monthly event on for us all! Come on out and park at Zube Park on the second Tuesday of each month (between April and

October) and join us. It will be just you against the road. We race a couple of miles North-West of Zube Park on Warren Ranch Road.

Cypresswood Offroad

Wednesday night rides at Cypresswood are going strong. Although the rain will always be a factor, and if it is muddy, we will not ride on the entire course as we believe in preserving the trails. If it is much too muddy, the group always has the option of working out at the local Mexican restaurant instead!

For information on our Friday night Cypresswood rides with lights contact our illustrious leader, Kevin Hopper, and he will let you know when he is there. khopper@sprintmail.com



"W.W.F." By Ron Ostrowski

World Wrestling Federation??? What does that have to do with cycling? Nothing! **W.W.F.** is very important to you, the average cyclist. It stands for "**Wind-Weight-Friction**", your three worst enemies. You can do some very simple common sense things to improve your cycling performance without putting in 200 miles per week or buying a \$10,000 bike.

WIND:

-Use the lower portion of your handlebars called the drops to bring your body into an aerodynamic position reducing wind resistance. Flatten your back and bend your elbows.



-Use aero bars on long distance rides, i.e. MS150 or when you are alone. **NEVER** use them in a paceline.

-Ditch the nylon windbreaker jacket. It blows-up like a drag-chute and performs the exact same function. It slows you down. The same goes for a flopping T-shirt. Purchase a NWCC Jersey.

-If you are riding a Mountain Bike on the road, add handlebar extensions to lower your profile.

-Draft on others, preferably some-

one big as me.

-Take short pulls at front of pacelines. 100 strokes are good. Conserve your energy. We'll understand.

-Spend a few bucks on aero wheels and spokes if you can.

WEIGHT:

-Loose ten pounds of body fat. Your health will benefit from this, your performance will improve and you'll look better in spandex.

-Carry only a minimal repair kit and air pump. Suggestions are a spoke wrench, tire levers, two tubes and \$.50 to call home. Get rid of those saddlebags.

-Use a Camelback or two bottles on the Saturday ride, **not both**. It is only a two-hour trip. You will survive the ride. Trust me. In my ten years of riding with NWCC I've never seen a bike lying on the side of the road with a pile of bones next to it.

-Purchase carbon fiber shoes and pedals to reduce spinning weight. Remember that you are lifting both shoes and pedals 90 times a minute. You do the math for a two-hour ride.

2# x 2 feet x 90 rpm x 120 min = **43,200 pounds**. Duh!

FRICION:

Everything that turns creates friction, which eats up your energy and performance.

-Max out your tire pressure to reduce rolling friction.

-Check your brakes. If a brake pad touches the rim it will create a lot of drag.

-Listen to your bike. Noise could indicate a friction point needing lubrication, adjustment or replacement.

-Get a major tune-up with all new wheel bearings. Then, spin each wheel by hand a few times and record the time it takes to stop. In a few months, do the same thing. If the spinning time is reduced significantly its time to redo your bearings.

-Clean and lube your chain and pulleys before or after every ride. Watch for sticking links in your chain.

-Check your wheel alignment frequently. A wobbling wheel increases rolling friction.

-Purchase road slicks for your mountain bike if you are doing a lot of road riding.

-Steer a straight-line. Moving left and right could add up to 12% to your distance and contribute to rolling friction. **REALLY!** Have you ever seen a sailboat tack against the wind? That is what you're doing if you don't keep your front wheel on a straight-line.

Remember, keep the rubber on the road. See you Saturday.

Some Road Racing Terminology

By Oscar Celis

Blocking

Long before football and ice hockey the term blocking was used in cycling as long ago as the mid 1800's. In cycling, blocking refers to slowing down the progress of another rider. In other words, it refers to a way of legally impeding the progress of riders in the pack to allow teammates in a break a better chance of success. There are two types of blocking: active and passive.

Active blocking refers to when one physically interferes with the effort of others, but be careful here as the USCF rule book is sufficiently vague as to make you wonder if any purposeful attempt to impede another rider is legal.

In order to control the peleton with active blocking, the blocking team must control the first 10

riders. The first 10 riders are the ones who control the speed of the peleton. The best place to block the peleton is in the hills, the corners and near the end of the race where everyone is trying to reel in the break, or at the very end during a sprint finish. Another method of active blocking is to attack the peleton fast enough to make them chase you down, but slow enough let the break follow its progress. This way the paceline or the chasers focus their attention on the attacker and not on the break. It's important to keep in mind that in cycling a winning break of 30 to 40 seconds ahead of the peleton is considered a good size gap. If the peleton averages 25 miles per hour, and a break travels at 25.20 miles per hour for an hour, the break would be 28.8 seconds ahead of the peleton.

Passive blocking refers to one who simply will not help chase down a break, and sometimes passive blocking is enough to effectively assist the break.

Spinning

In cycling terms spinning refers to a cadence above the 80 revolutions per minute (rpm). A lower cadence will probably encourage pushing gears that are too big. Some of the advantages of spinning include helping one develop a more fluid pedal stroke, an increase in endurance, and to help maintain a steady pace and save energy.

Spinning has a scientific explanation according to kinesiology. If muscle cells are not coordinated to perform a task (like full 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)

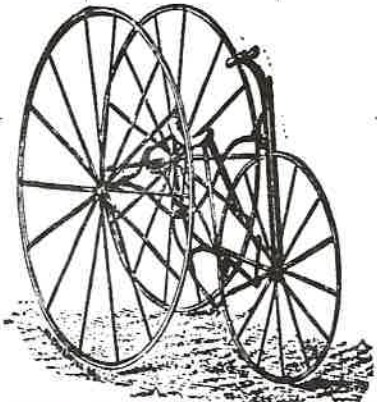
Race Team Meeting at 6:45 pm

General Club Meeting at 7:30 pm



June 2001



Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 <i>Club Ride</i> <i>Zube Park</i> 7 am <i>Tour de Braz</i>
3 <i>Texas Crit</i> <i>Championships</i>	4	5 <i>Club Meeting</i> 6:45 pm Race <i>Team</i> 7:30 pm	6 			9 <i>Club Ride</i> <i>Zube Park</i> 7 am
10 <i>Collin Classic</i> <i>Crit</i>	11	12 <i>Club Time</i> <i>Trial Zube</i> <i>Park 6 pm</i>	13	14	15	16 <i>Club Ride</i> <i>Zube Park</i> 7 am <i>Badlands</i> <i>Classic RR</i>
17 <i>Cowtown Crit</i>	18	19	20 	21	22	23 <i>Club Ride</i> <i>Zube Park</i> 7 am <i>Texas TT</i> <i>Championships</i>
24 <i>Texas TT</i> <i>Championships</i>	25	26 <i>Club Board</i> <i>Meeting at</i> <i>Northwest</i> <i>Cyclery 7 pm</i>	27			30 <i>Club Ride</i> <i>Zube Park</i> 7 am <i>Grand Sport</i> <i>Speedway Crit</i>

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: _____

International Traveling With Your Bike

By Colin Winsor

International traveling with your bike should be no problem at all if you take a few precautions. My Trek 7000 mountain bike has 'done' four continents and 'seen' the Himalayas, the Alps, the Halaj, the Rockies and the Andes. Here is my brain-dump on what to expect if you do want to embark on international travel with your bike.



Packing it up

A cardboard box is the best option. It can flat pack at your destination and hotels and guides are much more willing to store a flat package for a few weeks than a giant suitcase.... The boxes are light, and designed for the job and readily available at your local friendly bike store. I'd recommend the Cannondale box as the best as it's sturdy and its overall dimensions are less. For some of us our bike is our pride and joy, and maybe you'll want to add some additional protection: try foam pipe insulation (its so cheap its disposable!) and perhaps your thermal foam sleeping mat.

To prepare the bike for the box: drop the tire pressures and remove wheels, quick-release rods, rear derailleur, pedals, handlebar, and delicatates like cycle computer; then reset the brake cable so that the arms will

not stick out and be vulnerable. I'd recommend removing the handlebar and taping it to the frame so that the forks can have a 'bit' placed across their ends and allow them to sit square on the base of the box. Also, having had high stress with a stuck pedal the night before a departure, I'd strongly recommend doing a trial removal well before your departure! Opportune theft is a real problem in airports and your box has a good chance of being opened along the way (at the very least by customs officers for inspection) so have nothing loose in the box, and carry spare tape with you to re-seal.

Dealing with the Airline

Don't select a flight itinerary that has tight connections – the bike box does not fit on the airport conveyer belt system and will have to be manually transferred so extra time is required. The box will be over-sized. Thus you may/will have a surcharge to pay. Organized trips will normally arrange in advance with the airline to wave these fees, but if you're traveling independently then try to get the airline to at least reference a bike in their computer system.

Luggage in the U.S. is done on a 'number of pieces' basis – the rest of the world, however, is on weight. Keep your box light; that way when at check-in they demand \$200 for oversize you can point out it's only 15 kgs – this, together with stating you've already approved it, is the best way to avoid paying the surcharge, in my experience. Thus you'll have your tool kit, bike parts, spare batteries etc in your hand lug-

gage – expect to be searched, as a pedal spanner will look like an offensive weapon in the x-ray machine!

The People in Uniform

I've had to take my bike apart to fit it through a x-ray machine. I've been sent away to wash it. I've had it soaked in disinfectant. And all these requests were by customs officials.

Customs may demand reassurance of re-export of the bike, at worst they'll want money. The Netherlands has a 40% duty on new bike imports (so make it look old, use a box from a different manufacturer, and carry your receipt of purchase), and Peru has a c.\$100 deposit to be paid (that the Rough-Guide states is near impossible to recover). But typically you'll have no problem if you have a return air ticket and then you might just get a stamp in your passport stating you've a 'valuable' you must leave with. In fact you'll be more likely to have customs stop you to check your bike's cleanliness. You must clean all dirt from bike and tires –I've had my bike sprayed several times with disinfectant for disease control - customs are often worried about disease. Now, who mentioned that Englishmen carry foot-and-mouth disease?



Northwest Cyclery's JUNE MEMBERS-ONLY SALE

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

10% Off
All
Road Bikes
(in Stock Only)

\$25 Reg \$49.99
Mid-Season
Tune Up

20% Off
All Hydration
Packs In Stock

\$9.99 NWCC Club
Socks
Buy 2 Get 1 *FREE*

These Specials good for June 23rd through
the 30th
Not Good with Any Other Offers.

Why do I Ride? By Dana Chamness

What is the purpose of life? To me one of the reasons for living is to EXPERIENCE. Cycling affords me many opportunities for experiences.

I have seen parts of the country (mostly Texas), that I would not have seen otherwise. Why else would anyone go to Witchita Falls, but to do the Hotter-N-Hell. I've also been to San Angelo, Beaumont and all around the Texas Hill Country, Leahey, Bandera, and Fredericks-

burg. I have the desire to see other states and even other countries from a bicycle. I can imagine no better way to EXPERIENCE the world.

I have met a variety of people. Some on a ride for just a few minutes, others that I have known for years, but all have enriched me.

I have ridden in the rain, the heat, the wind and the cold. I have experienced exertion and exhilaration, de-

feat and victory. I have been a student and an instructor.

In a desire to ride better, I have learned about the human body, the muscles, the bones and many of its' systems. This in turn has encouraged me to look into alternative medicine, Yoga, acupuncture and Feldenkrais.

So why do I ride? Because it's fun.

TIBET: A Land of Extremes

By Colin Winsor

Have you ever had cold mushroom soup with a congealed layer of fat on top .. *and* enjoyed it. Yak butter has a strange taste, but it's full of nutrients I repeatedly told myself, as I chewed on yet another lump. Anyway, the guide assured us that what we left would not go to waste: it was good for making candles, or greasing our chain....

I was in a group of ten mountain bikers cycling the 1000 miles along the main road from Lhasa, the capital of Tibet, back into Nepal through the Himalayas. I say the main road; but better put would be the *only* road: the ten trucks a day on the dirt road made it the equivalent of the Interstate for the locals! Each day we traveled about 50 miles, normally starting the day with a 5000m pass (16500ft) in the still icy morning, and dropping down to our camp site in the valley, hoping to complete the journey before the afternoon wind kicked up the sand.

Our rewards for enduring the hardships? We experienced a near-untouched land.

Tibet is breathtaking in so many ways. As we left the town behind, the moonscape enveloped us. It was arid, yet there was subsistence. The light blanching yet the people had colour. Indeed, it was the people that

I'll remember most fondly: the Yak herder that was fascinated by our big alien heads (yes of course we wore our helmets); the Chinese village shop owners that sold us the under-the-counter chocolate; and the monks that avoided the surveillance to whisper about oppression. And the highpoint of the trip? I guess it was cycling into Everest base camp and getting to 5500m (18500ft), or was the two-day freewheel on the 4500m (15000ft) decent that followed.....

I traveled in an organized group. The company was KE Adventure and they did everything for us. Right from sorting out the visas, to supplying the little luxuries that distracted us from the hardships.



They were well equipped too with spares, food, and medical facilities including a pressurized tent. Their team outnumbered the

mountain bikers – the three guides rode with us: one American leader, one factotum, and one Nepalese mountain bike champion that rode with us mentoring the scenery watchers yet sprinting to the front to spur the peleton and still have enough energy to degrease, regrease and maintain a dozen mountain bikes each evening (Bill you've got competition!) Then there was the chef and his helper that fed us imported food, the drivers of the two all-wheel drive trucks for our gear that rendezvoused with us each evening. We also had four government-supplied 'guides' that 'helped' chaperon us.

Ever thought about an adventure? Something to treasure for decades to come as the memories percolate through your brain giving you another angle on life? Well you can. We're spoiled today by air travel and energetic guides that can be contacted through adventure companies and their Internet sites. Two weeks vacation is enough to change your perspective on adventure...

Try these internet links to a few of these companies, even if it's just to order their brochure see the panorama pictures and dream...

<http://www.keadventure.com>
<http://www.highplaces.co.uk>

Cycle-Aerobics 101 (Part 2)

By Ron Ostrowski

Well, I'm back as promised. Today I'll walk you through some "On-The-Bike" exercises that should prevent muscle cramping, stiffness and numb hands; and also improve your cycling performance.

The following exercises are designed to be performed while riding so try them out sometime when you are riding alone, or when you are at the back of a paceline, so as not to confuse the riders around you.

Arms & Hands:

1. Hold your Right Arm down to your side. Make a tight fist with your Right Hand. Hold for 10 seconds. Then open your hand; stiffen your fingers and hyper-flex them. Hold for 10 seconds. Shake out your hand. Repeat for Left Hand. Perform this exercise twice. This should reduce cramping and numbness in your hands.
2. Stretch your Right Arm out like you are reaching for something beyond your front wheel. Make a tight fist, palm down. You should feel the stretch into your shoulder muscles. Hold for 10 seconds. Relax. Repeat for Left Hand and Arm. Perform this exercise twice.

3. Put your Right Hand on your hip with the fingers pointed upward. Slowly straighten your arm until a stretch is felt in your hand and inner forearm. Hold for 10 seconds. Repeat for Left Hand. Perform this exercise twice. This is a good exercise if you suffer from Carpal Tunnel Syndrome.



4. Hold onto handle bar top with Left Hand. Right Arm reaches across the front of your body and put your hand over your Left shoulder, reaching as far as comfortable. Repeat for Left Arm. Perform this exercise twice. Your shoulder will benefit from this exercise.
5. Perform curls with your Right Arm. Fist formed, but not tight, arm straight down. Now curl arm until Right Hand Palm is facing your shoulder. Do several times. Repeat for Left Arm. Stiff-

ness in your arm should be relieved.

6. Reach Right Arm and Hand behind your back like someone is giving you an arm lock. Reach as far up your back with your hand as possible. Hold a few seconds. Repeat for Left Arm and Hand. The shoulder and upper arm should feel some relief.

See you next time with some more On-The-Bike Aerobics for your other various body parts.

Keep the rubber side down and save me some cookies for a change (chocolate chip).

*(Continued from page 2)
Message from the President*

interested in riding will simply sign-up and ride. No fees. The club will pay the tab.

One last item about the MS 150. I heard nothing but good and great comments. Unfortunately there was one gentleman who had a rather severe fall requiring a hospital stay, but mostly aside from a few bumps and bruises all went well. Mark Neagli and all his staff are to be congratulated.

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."

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



Club Time Trial April Results



This monthly event is held on the second Tuesday of each month, while there is daylight savings time (i.e., April through October). Park at Zube Park. The Time Trials are held on Warren Ranch Road. There is more traffic than we would like but the road is open and you can be seen for a long way. For your own safety

STAY TO THE RIGHT SIDE OF YOUR LANE. At the start we are allowed to use the driveway. Please do not stand in the road. Standing in the road distracts the drivers and makes a dangerous situation for people finishing their time trial.

The club's first monthly 2001

time trial was held on April 10, 2001 at Warren Ranch Road. In spite of gale force winds (25 mph +) several brave souls dared to challenge the time trial gods and themselves. Thank you Dana and Melanie Chamness and Morris Taymon for organizing and conducting this event.

Time Trial Results:

<u>Name</u>	<u>Time</u>	<u>MPH</u>
Tom Reed	0:15:59	23.3
Troy Dunton	0:16:01	23.2
Bill Reilly	0:16:43	22.3
David Hatcher	0:17:01	21.9
Damon VanZandt	0:17:06	21.8
Lisa Reed	0:17:26	21.3
Bill Edwards	0:17:41	21.0
Mike Wells	0:17:58	20.7
Alan Bazard	0:18:01	20.6
Chris Albarran	0:18:26	20.2
Pat Dunton	0:18:33	20.1
Russel Lovelace	0:18:57	19.6
Kevin Given	0:19:08	19.4
Lauren Mahony	0:19:10	19.4
Sam Armstrong	0:19:20	19.2
Kevin Hopper	0:19:42	18.9
Julie Mashburn	0:19:59	18.6
Sandy Martin	0:20:15	18.4
Paula De Monte	0:20:29	18.2
Bob Swank	0:21:10	17.6
Wes Morrow	0:21:11	17.6
Kathy Clark	0:21:31	17.3
Laurie Hopper	0:21:38	17.2
Cristin Walker	0:23:08	16.1
Ed Walker	0:24:18	15.3
Sandra Rice	0:24:18	15.3
Lori Armstrong	0:25:23	14.7

Coldspring Road Race Results

By Bill Reilly

Here are the results of some Northwest Club riders at the Coldspring Road Race (Cinco de Mayo RR) on Sunday, the 6th of May. As a team, Northwest did quite well. We had good representation in most categories and had people with top placings in most of those.

Women's cat 4:

- * Lauren Mahony - 1st Place
- * Renate Junold - 2nd Place

Women's cat 1-2-3:

- * Lisa Reed - 6th Place

Juniors:

- * Mark Dearing - 2nd Place

Men's Cat 3:

- * Eric Warnsman - 3rd Place

Men's Cat 5:

- * Neil Holder - 4th Place (in his first race for NWCC)

- * Craig Rennpage - 10th Place

Master's 35+:

- * David Bumbaugh - 4th Place
- * Scot Orgish - 11th Place

Congratulations to all these NWCC racers!



Club Time Trial May Results



The club's second monthly time trial was held on May, 8, 2001 at Warren Ranch Road. Several old and familiar, as well as several new, faces were to be seen that day. Speaking unofficially, a club time trial course record time (13:04) may have been set that day. Thanks once again goes to Dana and Melanie Chamness.

Time Trial Results:

<u>Name</u>	<u>Time</u>	<u>MPH</u>	<u>Name</u>	<u>Time</u>	<u>MPH</u>
Kenny York	0:13:04	28.5	Lisa Reed	0:16:54	22.0
Ruben Solis	0:14:15	26.1	Jerry Walter	0:16:57	21.9
Jerry Morrison	0:14:39	25.4	Steve Comings	0:17:00	21.9
Troy Dunton	0:14:47	25.2	Joe Wimmer	0:17:08	21.7
Craig Rennpage	0:14:48	25.1	Lauren Mahony	0:17:30	21.3
Jim Southerland	0:14:52	25.0	Russel Lovelace	0:17:39	21.1
Eric Warnsman	0:14:52	25.0	Chris Albarran	0:17:42	21.0
Mark Dearing	0:15:19	24.3	Julie Mashburn	0:17:44	21.0
John Woods	0:15:22	24.2	Bob Swank	0:18:11	20.5
Frank Gonzales	0:15:25	24.1	Tom Holland	0:18:23	20.2
Bill Reilly	0:15:33	23.9	Wes Morrow	0:18:28	20.1
David Lynch	0:15:45	23.6	Gail Hurley	0:18:30	20.1
Tommy Cauthen	0:16:05	23.1	Kathy Clark	0:18:31	20.1
Paul Holsinger	0:16:05	23.1	Nancy Smalley	0:18:35	20.0
Pat Dunton	0:16:12	23.0	Sandy Martin	0:18:36	20.0
David Hatcher	0:16:14	22.9	Butch Cross	0:18:37	20.0
Charlotte Miller	0:16:26	22.6	Tracy Meixensperger	0:19:10	19.4
Mike Wells	0:16:31	22.5	Alane Ballweg	0:19:13	19.4
Ron Grabur	0:16:32	22.5	Joe Henninger	0:19:46	18.8
Kerry Emmott	0:16:43	22.3	Ed Walker	0:20:23	18.3
			Daniel Walker	0:20:34	18.1

Waco Mountain Bike Results

Saturday April 21st

Congratulations to everyone who raced that day.

- Colin Winsor - Sport - Men 35-39 - 17th place
- Jim Mackey - Sport - Men 40-45 - 13th place
- Renate Junold - Sport - Women 19-29 - 2nd place
- Mark Dearing - Junior Open 15 -16 1st place

-Tracy Meixensperger - Beginner - Women 19-29 - 8th place

-Paula De Monte - Beginner - Women 40+ - 3rd place



NWCC Rider Profile of Scot Orgish

Editors Note: I first met Scot in late 1999 when I attempted to jump into a Saturday race team training ride pace line. I found myself immediately behind Scot and soon discovered what a precarious position that can be. Drafting behind all 123 pounds of stealthy Scot reminded me of the draft Wiley E. Coyote must have felt whenever he attempted to chase down the Road Runner. Draft? What Draft? And when "Mr. Superior Power to Weight Ratio" hits those hills, lookout guys, get ready for some serious pain. Add to this the fact that 90% of Scot's riding time will come only on weekends (he is a full time dad, with a full time job after all), he doesn't know what a recovery ride is. So be forewarned, if you ever find yourself in Scot's paceline, it's going to be "hammer city."

Scot has been with NWCC now for over ten years, and in that time he has collected a very impressive list of racing accomplishments, among them:

1996

1st place - M35+ Whitehall RR of the Houston Metrocup Series
6th place - M35+ TX State RR Championship in San Antonio
3rd place final GC - M35+ 3s Regional Masters Championship Stage Race
(2nd place RR, 7th place TT, 5th place CR)

1997

3rd place overall - Houston Metrocup Series M35+
2nd place - Coldspring RR
2nd place - Team Time Trial
4th place - Northwest Transit Center Park n Ride Criterium
6th place - Bear Creek Criterium
62nd place - Cat. 3 Tour of the Gila (not a top 10, but it is an accomplishment to finish this race coming from sea level)

1998

1st place - M35+ Houston Metrocup TTT
7th place - M35+ Chappellhill RR

1999

82nd place - Cat. 3 Tour of the Gila (I broke my finger in an incident on the "Death Ride" 10 days before this race. I had trained for 6 months to go to Gila, so I decided to go any way. Probably not the best decision, but I was determined to go. Upon my return Houston I required surgery to reset the finger with pins and some rehabilitation to get it working again, so I really did not race too much for the remainder of the season.

2000

14th place overall GC - M35+ 123s in Natchez, MS. I started out in about 25 place after the 1st stage TT but moved up after every stage. Not top 10, but still in the prize money.
7th place - Cat. 3s Montgomery, TX RR (part of the Houston Metrocup series). The conditions were cold, wet, and miserable. I couldn't even feel my legs going up the hills, but my lungs were telling me I was going very hard. My fingers were so cold I could barely shift the gears. Great course, miserable conditions.

2001

10th place - M35+ Lago Vista RR
15th place - Cat 3s Lago Vista RR
13th place - Cat 3s Pace Bend RR
14th place - M35+ Fayetteville SR
11th place - M35+ Coldspring RR



(Continued on page 16)

(Continued from page 15)
NWCC Member Profile

Rider Profile of Scot Orgish:

Age: 42

Height/Weight: 5'8" / 123lbs

City, State, and Country of Birth: Denver, CO, USA

Racing Category for 2001: Cat 3 & Masters 35+

NWCC member: 10 years

Occupation: International Trade Consultant

Hobbies (other than cycling): Snow skiing, salt-water aquariums, golf, hunting, fishing.

Bikes Owned: Litespeed Catalyst

Dream bike: Litespeed Vortex

Cycling related goals for 2001: Win one race this year. Also, develop the M35+ team into a cohesive racing unit that gets consistent good team results in races.

Started Cycling (when? why?): 1988. I just moved back to Dallas after being abroad for 6 years. I bought a bike to ride the 23 mile bike trail from LBJ Fwy at Hillcrest to and around White Rock Lake to check out all the pretty girls along the way. (Some people prefer blue bonnets for scenery. I prefer pretty girls).

Started Racing: 1991. I met a former cat 2 racer in the MBA program at UT Dallas who wanted to get back into racing and he convinced me to be his training partner. Upon graduation, I moved to Houston, but decided to stick with the plan to race.

Favorite Local Training Route: Old NWCC club ride course which included the Stage Coach area.

Training philosophy: Maximize training time,

minimize commuting time

Average number of miles you ride each week:
165 Summer, 100 Winter

Pre-ride eating: 16 oz. Ultra Fuel + bagel + banana

Post-ride eating: Big plate of pasta

Most admired cyclist: Andrei Tchmil. That guy is almost 40 and he is still winning World Cup Races.

(Continued from page 20)
Editor's Half Page

surging, maneuvering, and surrounded by opponents riding literally inches from you, is much more stimulating and interesting than any triathlon I have ever participated in. Certainly the potential for an accident is relatively higher for the road racer in the middle of a pack moving at 28+ mph, than it is for the individual rider in a triathlon. However, I am convinced that the potential severity to the individual(s) involved in an accident in any of these sports is fairly equal. So why the relatively low turnout at road races? Based upon my own experiences of when I first got into this sport, as well as hearing various stories from other newbees, my guess is that the legendary roadie snob factor probably plays a big role in discouraging new racers to enter this sport. Most road racers on training rides seem to expect everyone they ride with to know how to ride in an echelon, or in a single, double or revolving pace line. They expect that you will spin smoothly, hold your line, never swerve, point out every hazard, and pull off gracefully into the wind . . . and if you don't you will be verbally blasted for the lame excuse of a rider that you are. I'll bet most of you who have ridden in such a pace line know what I'm referring to. My request to all the NWCC road racers then is this; when on a training ride with a new, or even a not so new rider who might make a bonehead move, take the time to pull off to the back with the guy or gal and just have a few calm, friendly, and helpful words with them, pointing out what they did wrong and how to correct it, just like I see Dana Chamness do with new riders all the time. I guarantee that rather than fixating on the emotional residue from a verbal lashing, the newbie will remember the riding lesson and appreciate it long after the training ride is over. They might even stay with the sport and start racing for NWCC.

An Open Letter to Jeff Wentworth

The Honorable Jeff Wentworth
P.O. Box 12068
Capitol Station
Austin, Texas 78711

Re: Support of Senate Bill 238

Dear Senator:

I have heard nasty rumors lately about the demise of your Senate Bill 238, which would have protected our motorists from those deviant cyclists. Please reconsider reintroducing this bill again next year. The legislation you introduced this year would have been a good start, but it didn't go far enough. We all know that thousands of drivers are killed every year by reckless bicyclists. I'm not so worried about the 16 to 17 pound bikes, but the 18 to 20 pounders are killers. The bicycles are dangerous, but the operators are even worse. Many of these "fitness freaks" leave work early to ride. I know several who won't even eat chicken fried steak with extra gravy. They refuse to smoke cigarettes, which hurts our tax base and is bad for economy. Some refuse to discard their empties on the side of the road. And they're always carrying on about recycling, mass transit and other socialist plots. Others don't

even own a Suburban or Explorer, because they eat too much gas and pollute. Worse yet, there's a deviant subgroup of male cyclists who actually shave their legs -- which could lead to dirty dancing and paganism. So let's finish the job. Why not ban these no-good-nicks from the roads outright? They set a terrible



example for our youth -- they don't pollute their fair share, they're not obese, they don't watch enough television, and they don't buy things they don't need at prices they can't afford on credit down at the shopping mall. What you ought to be doing is giving us drivers an incentive to help persuade cyclists to get out of the road, like in that movie Death Race where the drivers get points for obliterating

a pedestrian. The red triangle your law would mandate would certainly help us zero in our targets. Eradicate the cyclists and replace them with more god-fearing truck drivers. In fact you should be using your power to mandate that all good Texans use more gas, eat more cheeseburgers, build more strip shopping centers, and spend more time in bumper to bumper traffic. And don't forget to ban the use of push brooms and rakes and offer tax rebates on gasoline powered leaf blowers. In closing, your bill is a good start, but Texas won't be safe until we eradicate these two-wheeled menaces forever. One more thing, I hear there are children out in Abilene and Odessa who still don't have industrial asthma.

It's high time you got busy and double decked our freeways and erected a new power plant behind every grade school.

Sincerely,

Big Bubba

Editor's note: This letter was taken from a January 2000 post on Txbra by Roger O. Worthington (and manipulated just a little by the editor).

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)
Some Road Racing Terminology*

traction while doing weight lifting) or if every contraction is violent, muscle cells could tear tendons from the bones with every attempt to move. Additionally, uncoordinated movements, or jerky movements waste energy and can quickly fatigue the muscle. There is a motor skills development theory that states increasing the coordination of the body helps to increase speed, strength, endurance and energy and thus decreases the potential of injury.

Another advantage for spinning is that it lessens the workload applied to the legs while you pedal. For example, it is easier carry a load of bricks over a given distance if that task is divided up into several trips, rather than attempting to carry all the bricks in one trip. To maximize the speed, strength, energy use, coordination, and endurance riders should spin between 80 and 120 rpms.



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

For Sale—\$275 OBO 1991 Specialized Steel Road Bike. Excellent condition. 52 cm, Rx 100 group. Contact John Del Toro. Day 713-241-3111 Evening 281-469-7149 bullshot@netropolis.net

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 ()

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

Well, that time has finally come when I can bid adieu to the editor position for the club newsletter. Although it has usually been a fun and rewarding exercise, there has always been that deadline looming in the background of my mind, threatening me with another lost day of training, homework, or chores around the house. Holding down a full-time job, trying to properly train for bicycle racing, and editing the club's newsletter are not exactly time compatible endeavors. At my relatively ripe old age I know that I have a good deal more potential years left in me to do future newsletters, but not that many years left to race competitively. As such, and for the time being, I've chosen to use my spare time for training and racing, as I

can always go back to the newsletter editor business when I'm old and gray (oops, too late), or too brittle to take any more chances trying to get the jump on Eddie, Dana, Greg, or Morris to that bridge just outside of Richards.

A very special "thanks a million" goes to Lauren Mahony for all the help she provided proofing almost every article that went into these last six newsletters. (Note: It's really quite easy to spot the ones she didn't proof, they are the ones that use "your" as the conjunction for "you are.") With Julie Mashburn assuming the editor duties starting with the July issue, and with Lauren staying on to assist with the proofing duties, you can be sure that the newsletter will be

in very good hands.

As this is my last editorial, I'd like to change direction and make a request to all of the club's road racers. As a former age-group triathlete I had grown accustomed to races with turnouts of 500 to 800 participants. Although I have never participated in one, I understand mountain bike races often command a similar turnout of racers. In my brief exposure to road racing, however, it seems that any race that can command 300 or so participants is usually deemed a very successful race, even though, as I understand it, USCF licensees outnumber NORBA licensees in this state. This sport of road racing, with all its' blocking, attacking,

(Continued on page 16)