

The Pedal Pusher

September 2001

Vol XV, Issue 9

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President

By Bob Swank

LANCE ARMSTRONG & OTHER BIG NAMES IN CYCLING

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I guess that because I'm the president of this club everyone knows my name and while I've tried hard to learn as many names of fellow club members as possible I'm constantly coming up short. If I have to ask your name forgive me, I really do want to know everyone, it's just sometimes overwhelming.

While we are on the subject of names—I'd like to share with you some of the biggest names in cycling today. In the professional ranks I'd have to say Francesco Casagrande is the biggest with a whopping 19 letters. I guess next would have to be Frank Vandenbroucke, but his results in the peleton haven't been good lately due to everyone referring to him as VDB (you loose letters-you loose races). On the women's side of racing easily the biggest name in road racing is Zinaida Stahurskaia (whew!)

Well enough about those guys! We have our own big names right here in NWCC. The biggest name within our

club is Earnest Charlesworth M.D., and close behind is Tracey Meixensperger. And now for something completely different.

If you ever needed a reason to attend a monthly meeting your Board has voted to award three \$25.00 gift certificates for use at the shop. Yet to be determined is a Grand Prize that will be given away in November at the general meeting. Good luck to everyone.

This year's Katy Flatland Century was a great success. Many thanks to David Collins and all the crew who helped before, during, and after the event. David has been our KFC director for three years now, and is looking for a replacement. Contact David if you are interested. One item here about the volunteer dinner that is held every year prior to the week of the KFC. This year should be the last year that we will suffer through the heat of pavilion six. Next year we should be able to

book a room at the Bear Creek Agriculture Extension Building. This building is at the turn-around point on our Wednesday night rides (Bear Creek Drive and Patterson Drive.) Best of all it's air-conditioned. We might try having light snacks served to postpone serving the dinner so everyone can arrive from work and home. More about this later.

Coming up October 21st is the Club picnic at Zube Park. Lori Walker, and her son Daniel have been planning this for some time now and it should be great! The much anticipated Club Holiday Party will once again be held at St. Arnold's Brewery. The date is December 7th (Friday) from 6:00--9:00 p.m. Please bring a small humorous gift for our gift exchange, making sure that you don't take the good gift from the President of the Club!!!

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

Letters to the Editor



RAGBRAI REPORT

Just wanted to give the club an update on how recognizable our team jerseys are from my experiences on RAGBRAI - the great bike ride across Iowa.

The first day of the ride, I wore my Texas jersey with my Texas socks. Only one person asked me if I was from Texas, and that was because he saw the socks. He didn't recognize my jersey as being the Texas flag.

However, the day I wore my team jersey (although the sleeves are long gone!), many people said "Hello, Houston" recognizing the proud team jersey and its home in Houston!

Jo Linda Papadakas

For Sale. Yakima Bicycle Car Roof Rack, including: 2 - 58 inch rails (rain gutter attachment), locking; 2 - front fork attachments with full length wheel rests and rear wheel tie downs; 1 - Upright bike mount. 10 ft cable lock to fit rack. All for \$120
George Malone 713-932-8664.

For Sale. Bianchi Alfano, 58 cm frame, black. Prestige Ultralite Steel frame Shimano 105 components. Downtube shifters. 700 x 23C Araya rims, Continental tires. 52 and 39 tooth chainrings, 7 speed rear cluster Computer, miniframe pump, 2 water bottle cages. 8 years old, excellent condition. \$250.
George Malone 713-932-8664

NWCC Classifieds

For Sale. 1998 Specialized Stumpjumper Comp. for sale. 16.5", XT & XTR components, Titec Stem, Judy XC Fork, Mavic 217's, well taken care of. Purchased and maintained at NW Cyclery, \$500 obo. Call Ryan @ 713.446.6610

For Sale. Scott Waimea Team issue triathlon bike 56cm with Mavic CXP 14 rims, wellgo clipless pedals and extras. \$600 obo.
Contact Wes at blambuck@msn.com

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

For Sale. Specialized FSR COMP - Full Susp. Mtn. Bike. 1998 model. Size is Large. XT/LX components, Judy T2 Rock Shox fork. Has been ridden less than 50 miles (no kidding)! Just never used it. Cool Bike!! \$850.
For Sale. LeMond Buenos Aires Road Bike (57cm). 1997 model. Shimano 105 group and pedals. Nice saddle and computer. Only 2800 miles! Mint condition! \$800 Call Chris Viviano (713) 339-4463, or e-mail at viviano@houstoncapital.com.

For Sale. Great starter bike for road racer. 51 cm (19 in) custom built frame by Andy Gilmour from Tucson, Arizona. Old suntour components. Two sets of wheels, both are sew-ups. Red, white, and blue paint. Excellent condition, stored inside. Asking \$500 for all. Worth \$2500 new. Contact Wendy at 936-931-1259.

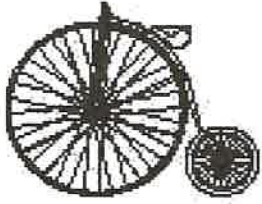
Wanted. Road bike between 54cm and 56cm. Looking to spend about \$500. Contact Gina Lucker via email at glucker@yahoo.com.

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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 Julie Van Zandt



Wednesday Night Mountain Bike Rides are on again! You can't keep a good gal down, and Gayle Hurley is back up and at'em hosting 6pm Wednesday mountain bike rides again at Cypresswood.

NWCC Chappell Hill Road Race. As many of you may be aware, NWCC is sponsoring a road race Sunday September 9th in Chappell Hill. **Bill Reilly** is heading up this hefty task and **HE**



NEEDS YOUR HELP!

- Four or five volunteers to setup and man the registration tables before the race. Since registration opens at 6:30am, we will need you at the race registration area by 6am to setup and receive instructions.
- Six volunteers to serve as corner marshals. Essentially, you will be stationed at a place on the race course where roads intersect and direct the racers to the correct direction of the course. You will need to arrive by 7am.
- Nine people that can drive fol-

low vehicles. These people you are out there doing a group will follow their designated ride, please keep the locals' requests in mind.

racers' spare wheels. These people will need to possess a pickup truck, SUV or van. You will also probably carry a referee as a passenger to monitor the racers. You need to arrive at the starting area by 7am.

• Nine volunteers to drive lead vehicles. These people will be ahead of the race group and be a guide for the racers to follow along the course.

Doesn't matter what type of automobile. You need to arrive at the starting area by 7am.

If you have not already signed up, please contact Bill Reilly at BREILLY@coral-energy.com or by phone h(281)752-4298, w(713) 230-3831. He also needs volunteer for the **BMC Tour of Houston September 16.**

Riding in Chappell Hill? Please remember that their Chamber of Commerce and residents asked that we park on side streets instead of Main Street. They want to keep Main Street parking available for customers on weekends. Residents have also complained of being awakened early on weekend mornings by riders talking in their front yards. So next time

And Yes, another Plea for Help. The Brazos Valley Mountain Biking Association is asking for trail help at Lake Bryan. There was bulldozer destruction of the levee trails on two loops at Lake Bryan. Trail cutting work days are Saturday September 8th at 9am and again on October 9th. See their website for more information. <http://bvmba.txcyber.com>

Enough Help Requests! Okay, I can think of other things to write. Like, anyone notice the door prizes at the August Club meeting? Maybe I'll substitute a door prize winners summary in place of the racing summaries in future Pedal Pusher editions.

RIDE TIME CHANGE TO 7:30. Remember, in September the Saturday morning ride time changes from 7am to 7:30am. I am sure it will be wonderfully cool again by then and thus able ride later.





The Poop from the Paceline

By Esther Astabula



It's hard to believe that another bums were a little sore on Monday. Katy Flatland has come and gone.

I heard lots of good reports and

saw lots of old friends on the ride.

Speaking of which...**Craig Abbott**

actually took the time to

have a chat with me. Seems like

the boys are keeping him and

Sherry busy, but they plan on

getting back to the club rides.

Sherry is a great rider, but she

ain't much to draft off. If you

know me, you know that I put a

high value on people that can hold

a lively conversation in the

paceline and give me a good draft

all at the same time!

I also got some really good personal

attention at Rest Stop 2

where **Mark and Rosemary**

Skeete were your greeters. Rose-

mary, thanks for holding my new

bike for me so I didn't have to put

it on the ground. By the way

Mark, it's a little hard to do the

club ride if you leave your bike at

home. I hear **Annie (aka Annie**

Fannie) McCutcheon had some

great snacks for her special

friends doing the 100 mile ride.

She could hardly get **Bob**

Kirkpatrick and Pat Perry back

on their bikes.

Thanks for the cool Popsicle at

the last rest stop, **Kathy Neagli**.

Having a great view of the road

from their high wheelers were

Charlie Strack and Gayle Hur-

ley, but I do understand there

I heard **Sonny Mims** was accom-

panied by **Sheri Carey** on his an-

nual bike ride after guarding the

railroad tracks. Seems like a few

people got upset that Sonny didn't

stop the train. Hey even the Tour

de France gets stopped by trains!

And a final big thanks to **David**

Collins, who pulled some major

favors to get us a tailwind all the

way down 529. I keep telling

everyone Dave has friends in high

places!

Congrats to **Sterling** (one of my

very favorite people in the whole

world) and **Maureen Pack** on 33

years of wedded bliss. They cele-

brated by working registration for

the KFC and then going to eat

lobsters. Thirty-three years sure

is a long time to listen to Ster-

ling's bad jokes, or does he just

save them all up for his riding

companions?

Is it true

that I heard

Ryan

Spates hurt

his pinky

playing ping

pong? I

keep telling everyone you can get

hurt in that sport. **Patrick Saun-**

ders also hurt himself. Seems as

though he tore his calf muscle

jumping over a sprinkler. (Hey I

don't make this stuff up, I prom-

ise.) What made it even worse is

the fact that he still got wet!

What is the deal with all the

mountain bikers having to put a

foot down in the turnaround of the

club time trial. Come on **Bill**

Duckworth, Kevin Hopper and

Sandra Rice, I thought you guys

could handle your bikes. I under-

stand that **Tracy Meixensperger**

did not slow down a bit in her

time trial to pass up a combine

tractor going up the corner-hill.

Boy was that farmer surprised!

If anyone ever gets the chance to

ride with **Roy Hawkins**, I suggest

you jump at it. Not only is he a

track coach and long-time rider

and racer with lots of stories to

tell, but he also really smells

good. (See I would know this be-

cause I ride BEHIND him!) An-

other fellow I have been riding

behind a lot these days is **Richard**

Weirich. (Do you see a pattern

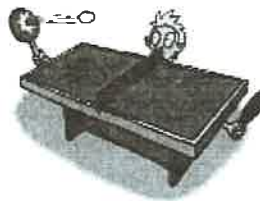
developing?)

THANKS TO ALL MY

SOURCES FOR THEIR INPUT.

Now I know how Maxine Mess-

inger must have felt!





A Coach for What?

By Joz Noack



After years of involvement in the cycling community here in Houston, I have come to realize that there are many misperceptions about the purpose of a cycling coach. It has become such an issue among the masses that I thought it warranted some effort on my part to help clarify the different roles a coach can play in different scenarios. Any individual cyclist, club or race team that hires a coach would be wise in knowing how they are actually going to use a coach and will develop clear expectations before even approaching a cycling coach. This step will alleviate any misconceptions as to the purpose of the coach. I will try to provide an overview and definitions of using a coach for personal fitness versus a coach for general club membership versus a coach for a racing team, as each position holds its own unique characteristics and responsibilities.

Individual or Personal Coach

Cyclists have individual needs. Some have been cycling for years and seem to have plateaued or ceased to make gains in their ability level. Others lack in a specific skill set involved in cycling like hill climbing, cornering or sprinting. Still others have particular problems with limited training times, injury recovery needs and nutrition education. These are all areas that a personal coach can effectively work with an athlete and provide one on one instruction and guidance. The program is customized for that individual and the results or outcomes are significant only for that athlete.

There are many benefits to having a personal coach. The most significant benefit is the flexibility in the relationship. Open communication is the key. There is a trust and rapport that is developed between the coach and athlete. It is not uncommon for a club member athlete to

call the coach and say something like, "Hey coach, my family is going on a weeks vacation next month and I will not be able to do much cycling. Can we look at my training program and adjust it so I will stay on target for my goals next month?" The coach then will adjust the program, and will be able to share some wisdom as to the possible effects on the overall program the break may have.

It is entirely acceptable to hire a personal coach for a particular event, or skill set that needs work. Let us say for example that an athlete wants to compete in a stage race and is not very strong in the time trial event. A personal coach may work with that athlete on all the skills needed to be competitive in the time trial including such things as positioning, starts, breathing, turn-a-rounds, equipment, and gearing. Maybe an athlete would like to accelerate his or her training to encompass a larger national event in mountain biking. Hiring a personal coach to assess some of the weaknesses in order to make a focused training program could be the difference in being competitive and just attending the event. A criterium racer may have as a goal to place in the top five finishers in the local race scene. A personal coach will again provide individualized services to assess the deficit areas and create an individualized program to strengthen the skills needed. These can include such things as cornering, prime hunting, sprinting, bumping, positioning, break a ways, etc. Along with this can be instruction in tactical moves and strategies for an individual both on a team and not on a team. These coaches may be considered as "consultants" or "specialists" in their respective areas.

The only major drawback of a personal coach is the expense involved. The more training, certifications and professional accreditations, and practical experience the coach has, the more he or she is

worth. Unless a special arrangement or trade for service is in place, it is usually expected that an individual coach will be paid by the hour. Fees will greatly depend on the amount of effort expected by the coach, the skill level of the athlete (Category and ranking) and the amount of personalized instruction provided.

With all things considered, a personal coach may be able to perform very targeted, goal directed programs for any athlete who feels that they lack in any particular area related to cycling.

Cycling Club Coach

The major purpose of a club coach is to provide a generic monthly training program for increased fitness and to act as a resource to the membership. Any cyclist who is a member of a local cycling club may benefit from a club coach. It should be emphasized that the training program is a generic one and is created for an average rider wanting average results. There are many advantages and some disadvantages for hiring a club coach for your program. We will address the disadvantages first in this case.

A club coach is usually contracted to provide a training program for the "average recreational rider" on a monthly basis. This will look like a very generic program and will have less specific training requirements. At the most, it may have a mileage or time on the bike expectation and a targeted heart rate zone for effectiveness. It is important to note that cyclists just beginning or competitive cyclists may not get the most benefit from this type of program because it does not address their range of skill needs. A beginning cyclist may only be able to train on the weekends and have a goal of being able to ride a metric century tour in two months, while

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the avid Cat III club member and racer wants to train 350 miles in a week and has a goal to break an hour in the 40K. With this kind of skill range, it would be difficult to create a program that would help every member of the club feel like they were benefiting from the coach's services.

Some of the benefits of having a club coach are fairly well known. To begin, a club coach is a resource to all its members. On a case by case basis a coach may be able to help provide advice to individuals, check a bike fit, conduct a club ride skills clinic and make himself/herself available for special contracted services which may vary depending on the club's needs. In doing so, a club will usually save money over hiring a club coach to conduct more personalized training type training programs. Another benefit is the training program is created using a sound theoretical training base ensuring progress to those who are consistent with it. This hopefully will guard against "thrown together" programs and over training recreational athletes with a "Lance did it this way" program. The program should be realistic for the majority of its members. An important benefit to having a club coach on the roster of membership is its ability to attract new members. It is a marketing tool. Clubs who recognize this fact are able to advertise on the internet and in their newsletters that they have a club coach available to its members. Finally, the benefit that may be most important is the sense of quality and value of belonging to a club that has a hired coach. It is up to each member, however to use the coach according to his or her contracted agreement with the club. Too many unrealistic expectations placed on the club coach may result in a board meeting to discuss the true needs of the club!

The emphasis of the club coach again is to provide a general training program and act as a club resource to its members. The purpose of the club coach and the amount of financial reimbursement should be clearly defined in the coach's contract before services are rendered. Financially, it is customary for the coach to figure the amount on an expected hourly commitment per month and then relate that figure to a "market value" given the coach's experience and credentials. A club would want to pay a coach more for his or her expertise if hiring an expert or elite level USCF coach rather than spending a few less dollars for someone without the experience or training specific to cycling. Needless to say, then, a larger club who wants a monthly training program and maybe some skilled training sessions for its members may benefit most from hiring a club coach.

Race Team Coach

A coach who is selected to guide a race team will hold various roles depending on the team and the needs of the athletes. A developmental race team will need a coach to work on handling skills, techniques for racing and teaching strategy and tactics. A higher level race team coach may be used for on site tactics and strategy planning, as well as team member coordination for executing the overall plan. This person would be expected to work closely with the team as a whole including the team director, mechanics and athletes. In this way, the direction of the team and the team results are truly the collaborative efforts of the team, not just the director, or just the athlete, or just the coach.

The race team director will coordinate

the marketing and targeted races according to the needs of the team sponsors. He or she will then pass on the expectations and yearly plan to the coach and athletes. The team coach will then be able to provide information to the athlete's individual coaches for training programs, or provide specific training programs for the team athletes depending on the organizational structure of the team, and the budget! The team coach will act as a motivator, counselor, parent and dictator at times depending on the situation. The single most distinguishing characteristic of a good team coach is openness in communication between all parties involved. In this way, the team takes credit for its effectiveness and blame for its failures; not just one person will take the blame, like the coach!

The team coach will be able to coordinate and focus the team's training programs depending on upcoming events in order to ensure that the athletes are developing specific skill areas needed in a particular race. This is a definite benefit as well when an athlete is recovering from an accident or illness. Care should be taken to ensure the safe return of any athlete that has had broken bones, torn muscles, or had an infection of any kind. Both the physical and mental aspects of an athlete's condition are considered. What is being described is basically the combination of a personal coach and club coach and taken to a higher level of performance. The benefits to the team are self-evident and can be measured by the team's success.

For those of you who are your own coach--fantastic! Try to stay open, however to the times where you may need an opinion, a new skill, advice, an observer, or an intense dictator to take you to the next level . . . hire a coach to help you.

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 and General Club Meeting at 7:30 pm



When Animals Attack!

By Ron Ostrowski



Our club rides take us through some beautiful countryside. With **Country** being the operative word here. During these rides I have experienced numerous animal and insect attacks over the years. I am sure that most cyclists have had run-ins with Mother Nature's children. When looking back at these incidents, although dangerous at the moment they occurred, they now provide me with some humorous memories. The following moments are from my personal experiences. **Please feel free to add yours to future issues of the NWCC newsletters.**

Mammal Attacks:

- **While** cruising through a local sub-division, a squirrel ran across the road and right into my son's front wheel and got stuck in the spokes. After several revolutions, centrifugal force did its job and threw the squirrel out, none the worse for wear. In fact, as he ran away, I thought I heard him chatter, "Wheee!"



- **The weekend after Christmas** several years ago, the club was riding out on Grant Road, when several deer, escapees from Santa's sleigh, leaped across the road immediately in front of the lead bike. It happened so fast, nobody even hit

their brakes. Craig Abbott should remember this event, as his was the lead bike. It's a good thing cycling shorts are black. Wetness doesn't show.

Turning the corner onto Bordreaux Road one evening at a high rate of speed, I almost ran into a huge Brahma Bull standing in the middle of the road. Evidently out for a nightly stroll. My presence didn't seem to phase him but it sure had a nerve-racking affect upon me as I sped past his nose ring. I hope I didn't offend him with my swearing. Oh yes, I also wear black cycling shorts. ☺

For a period of time, the Hill 40 route was detoured into new territory due to bridge rebuilding. A local Goat Herd, while you're out on your Saturday morning club rides, didn't know how to keep your eyes fixated on the judge our speed. Several ran across the road in the middle of the cycling pack. Luckily nobody of either species were injured. In my mind, I can still hear the squeal of Bethel Parker's brakes. ☺

One weekday evening, several cattle got loose and onto Huffmeister Road across from the HL & P facility. A local young lady on a horse happened to be out for a ride so she and I, on my trusty Trek, herded the cattle about 100

yards until we got them back into the open gate. Goes to show that a bicycle is a multi-use vehicle.

Some of you may remember that HUGE DOG just before Zube Park road. We called him "Wooly Bear". He wasn't dangerous from an attack standpoint, but he had this terrible habit of running up the middle of our double paceline. One Saturday, without looking, I reached down to shift gears and found my hand in his mouth. It's a good thing he didn't have a good gag reflex. My thumb went numb from hitting his canine front tooth. YUCK! :-P

I provide these memories for those cyclists new to the sport. While you're out on your Saturday morning club rides, don't keep your eyes fixated on the wheel in front of you. That may not be where the next hazard is coming from. Be aware that you are invading Mother Nature's territory and sometimes the local inhabitants take exception to your being there. They may make a sudden and dangerous appearance. So keep your head up and look around you. You may have an opportunity to make new furry friends.



Support and Gear

By Greg Smith



Support and Gear. That's what SAG stands for, and that's what Sag drivers do. Some people think we haul sagging riders into the finish area, and we do. That's only a small part of SAG operations.

Behind the scenes of the Katy Flatland a vast volunteer force works under the orchestration of **Dave Collins**. These volunteers make the Katy Flatland happen. A huge part is done before the start of the event, and it comes together magically as the riders stream out of the Rhodes Stadium, race down the road, and onto their respective routes. Every year it makes me smile, just to be part of this happening. Every year I think Dave, you did it again!

As the riders cycle onto the course the SAG drivers start their patrol. In a coordinated manner they sweep

back and forth across their assigned routes, watching the riders, looking for signs of heat stroke, and exhaustion. We hand out nine cases of bottled water, numerous wet, cold wash rags, change many, many flat tires, and repair bicycles. We also move riders up the course to the next rest stop, all in an effort to help the rider finish the course. Why, in this heat, on these long roads, an all day drive from seven in the morning to four in the evening, do we do it, year after year? Well I do it for that rider that gives me a big smile, or wave as I drive by. It makes my day.

My hat's off to **Mike Hardwick** in charge of communications. Mike not only supplies the SAG drivers with cell phones, and coordinates the HAM operators, but follows the riders progress around the various courses, making sure the last rider

gets in before he goes home.

My hat's off to **Mike Smith** of the Sick Puppies and all your wonderful people that truly save the day.

My hat's off to the Motorcycle Support. I tell them every year, "we can't do this with out you," and mean it. These people are so great to work with.

Finally my hat's off to the SAG drivers, and what a fine job you did!

SAG#2 **Chuck Martin**, SAG#3 **Lauren Mahony**, SAG#4 **Don Byrd**, SAG#5 **Renate Junold**, SAG#6 **Jeff Tanner**, SAG#7 **Bill Bettles**, and SAG#8 **Craig Rennpage**.

Thank you all!

SAG#1 **Greg Smith**, and my daughter, **Michelle Hudson**

Junior Track Championships

By Kathy Volski

I am very proud of our Memorial Hermann Junior Cycling Team. Eight juniors from the team participated at the junior national track championships. **Alane Ballweg** was there but was sideline with a broken collar bone.

The following riders brought home medals:

Joseph Tokarski 3rd, Jr. 10-12
Daniel Walker 5th, Jr. 10-12
Cristin Walker 4th, Jr. W 13-14.

Other rides of note:

Matt Cross, a first year racer, placed 7th overall in the Jr. 13-14

with a fantastic 5th place ride in the 500m TT, time: 39.434

Cory Pelliter, placed 9th in the 10km Points Race for Jr. 13-14

Mark Dearing was one of the most aggressive riders in the Jr. 15-16. Mark broke away and lapped the field by himself in one of the 5km heats. He took two seconds off of his personal best in the 500m TT with a 37.832

Tory Dunton placed 5th in the 5km scratch and 15km Points Race to give him 11th overall in a very competi-

tive field of 15-16 Jr.'s

Cristin Walker got on the podium with a 4th overall in the Jr. W 13-14 age group. Cristin and fellow Texan **Shannon Koch**, broke away with **Caitlin Gibbs** in the 5km scratch and lapped the field, much to the surprise of the T-town girls.

A total of nineteen juniors represented the State of Texas at the Junior Track Nationals.

Kathy Volski
Alkek Velodrome Manager



National Senior Olympics

By Sandy Martin



I was not sure what to expect at for start and finish areas, bad the National Senior Olympics, spots in the road, etc. held in Baton Rouge, Louisiana, July 14-28. I knew that only the top two finishers per age category in each state would be invited to participate in their sport in the Games. The thought of racing against 49 other women my age was a little overwhelming.

Chuck and I got to Baton Rouge on Thursday. After we checked in at the Pete Maravich Center and obtained my credentials for the games, we headed for the motel to change into our cycling clothes and check out the course. The Games were held on the campus of Louisiana State University, which seemed very well prepared for the onslaught of the over 50 crowd.

The course was on Old River Road, which runs along the levy by the mighty Mississippi River. Parking was plentiful at the LSU Veterinary School, and nearby lots. The course was just like Houston, flat, hot, and humid. Made me feel right at home. The levy seemed to provide some protection from the wind, which was at our backs heading to the finish line on our scouting ride. That night while we were eating dinner at a restaurant across the street from our motel, a storm front blew in, and the wind direction changed. We rode the course again on Friday morning, looking

According to some statistics from the Games program book, all 50 states were represented, plus entrants from Canada and the Bahamas. Men and women competed separately in age groups of five years, 50-54, 55-59, 60-64, etc. I was pleasantly surprised to find only 13 women in my age category for women 50-54. That fact let me sleep a little better the night before the first race, but anticipation was running high.

We were up at 4:30AM to be at the start to sign in and collect our race numbers and computer chips. These fit on the front fork of our bikes and electronically recorded our times as we crossed the start and finish lines. Cyclists were in line and waiting before the canopies were up and the volunteers ready.

The 40K road race was the first event, scheduled to start at 6:30 AM. We were started three miles down the road, to take advantage of a nice turn around area, with the finish line near the Vet School. It was really encouraging to see how many spouses and friends trekked the three miles to the start to watch us take off. A large group of men ages 50-60 were the first on the course. Ten minutes later, the women from ages 50-64 were to take off.

There must have been 30 women in my group. Once we were off, the pace was around 19-21 mph. We lost the slow women early on, then continued with about 16 women. We formed a double pace line, but about four women wanted to keep the lead and thus control the pace. I expected the pace to pick up after the turn around, but it continued as before. I felt like I was on my usual Saturday morning ride with Ron and group on our way to the buffalo! About a mile before the finish line the pace quickened, and we lost a few more women. Then about 500 meters the sprint started. I think I was 7th across the finish line, with a fourth place finish in my age group.

As soon as all the groups had completed the 40K road race, the 5K time trials were to start. My start time was 10:42:30. The time trial was a straight course, which we started three miles down the road. This time friends and family stayed at the finish line to cheer us on. I did some spinning warm ups on the ride to the start, and felt like I was ready to ride hard. And I did, the entire 5K, I gave it everything I had. I have my heart rate monitor set at 95 percent of my maximum heart rate as my panic value. Of the 9:40.6 that was my official time for the race, my heart rate was above the 165 value for over 9:30 minutes, and my average heart

September 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 CLUB RIDE 7am MTB: Kelly Creek Classic Kerrville
2 MTB: K. Creek Classic Kerrville ITT: S. Elite 20K Houston	3	4 Club Meeting 7:30pm Race team 6:45pm	5	6	7 Alkek Friday Night Track	8 CLUB RIDE 7am RR: Grand Sport Speedway Crit, Houston
9 RR: NWCC Chappell Hill	10	11 Club Time Trial 6:00pm	12	13	14 Alkek Friday Night Track	15 CLUB RIDE 7am MTB: Xbar, Eldorado
16 MTB: Xbar Shootout BMC Tour of Houston	17	18	19	20 Basic Bike Repair 7-9pm	21 Alkek Friday Night Track	22 CLUB RIDE 7am RR: TX RR Championships Anderson
23 RR: TX RR Championships Anderson	24	25 Advanced Bike Repair 7-9pm 	26 	27	28 Alkek Friday Night Track V: Masters Reg. Track Champs	29 CLUB RIDE 7am MTB: Huntsville V: Masters Track RR: Crabb Crit
30 MTB: Huntsville Classic Cy-Fair Lions Club Century 						

Calendar Key

Saturday Club Ride. Road bike ride. Meeting location is Zube Park, Roberts Road and Hwy 290.

Mountain Bike Rides. The Wednesday (6pm) at Cypresswood is back after a brief hiatus due to the floods. Contact Gail Hurley; see page two for contact information.

Tuesday Time Trial. Every second Tuesday of the month with riders meeting at Zube Park, Roberts Road and 290.

The Saturday 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

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.

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National Senior Olympics 2001

I rate was 168. I was totally exhausted when I crossed that finish line. My efforts netted me 5th place in my age group. I was so tired that I actually fell asleep in a lawn chair despite the cheering crowds near by.

The awards ceremony was exciting. Ribbons were awarded to the fourth through eighth place finishers while beautiful cross mats on the return, gold medals were awarded to the top three in each category for each race. We had to sign to receive our awards. age men, my group of the Girl Scouts escorted the winners to the tri-ple podium while the Olympic song was played on a tape player. I had tears in my eyes as fellow NWCC member and friend **Jan Cunningham** was awarded the Silver medal for the 40K in the 60-64 age group. (She later told me that her rides on Saturday mornings, where we made her go faster than she wanted to, helped her to get that medal.)

The next morning we were up at the same time and doing the same check in to receive a different race number and computer chip. The 20K road race was the first of my age race was the first of my age group. I was so tired the day. Because this had a turn around on the narrow two-lane road, groups were kept small, and the area of 100 meter before and after the turn was neutral, with no passing allowed. We were given instructions that we would cross two computer mats on the return, kept pedaling for all I was worth. Then the strangest thing happened, the two women in front of me stopped pedaling before they got to the actual finish line!!! We cruised along at the same pace as the road race the previous day, but when I realized I had won the Silver, my hand went up and I was shouting/crying/laughing!!! Poor Chuck, he was so expected the pace to pick up after the turn around, but it really dropped the camera didn't. We lost one to cheer and did not get a single picture of me finishing that race!!!

Saturday mornings, I saw a yellow helmet I got to gloat in my victory until the 10K view mirror. My first time trial. The official reaction was reversed the or-stop and help, (the

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Road & Track Race Results By Bill Reilly



Recent racing results of NWCC road team:

* Wed Night Crit (Aug 1st) - **Jeff Stones** 4th place; **Jason Lizama** 6th or 7th; **Bill Reilly** 7th or 8th. There were 60 riders in the Cat 4/5 race. Jeff and Jason are both cat 5s. Way to go guys!

* Wed Night Crit (Aug 8th) - **Bill Reilly** 5th place out of field of 45-50 riders.

* Superweek, Milwaukee Lake Front Course (July 28th) - **Eric Warnsman** 10th place

* Superweek, Kenosha (July 27th) - **Eric Warnsman** 15th place

* Superweek, Lyons Proving Grounds (July 17th) - **Eric Warnsman** 20th place

* Superweek, Alpine Valley (July 16th) - **Eric Warnsman** 11th place

* Superweek, Lyons Proving Grounds (July 17th) - **Bill Reilly** 11th place

* Junior Nationals TT, Florida (Aug 3rd?) - **Mark Dearing** 11th place. Congratulations Mark!

* Junior Nationals Road, Florida (Aug 4th) - **Mark Dearing** 51st place

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der of riders for this race, letting the oldest go first. My start time at 12:42 was plenty hot enough, since the cloud cover had vanished, and it was a very hot and humid day. The 10K was a straight race, with no turn around, so we had to bike to the start. I kept a reasonable speed, but was pretty tired from the previous days races, and my surprise finish in the prior race. I finished 5th in my age group. **Mike Wells**, whose only race was the 10K, did his personal best time, yet placed 10th in his age group out of 42 racers.

The awards ceremony was similar to the previous day. They awarded the Gold Medal to the oldest cyclist in the Games, Mr.

Harry Pepper of Houston, as he received several minutes of applause. Then it was on to the winners of the 20K. I must admit, the world looks pretty great standing on the second place podium with a Silver Medal being placed around your neck!! I was very surprised at the number of people who cheered and applauded for me.

We had little time to actually walk around the LSU campus and enjoy the area and the other games. It seemed like all our time was taken with cycling, eating, or sleeping. We did go out with other women cyclists whom

Jan Cunningham introduced us to, since she is a veteran of the Games. We had some great times at dinner laughing and talking

about our cycling experiences. Jan wound up with the Silver in the 40K, and 5th, 6th, and 7th in the other races.

I did miss **Bethel Parker** at the Games. He was sick the previous year and did not compete. People who heard I was from Houston asked about him. It seems he is a special icon in the cycling community.

From not knowing what to expect, to winning the Silver Medal, the National Senior Games were exciting from start to finish. I'm already sort of looking forward to the National Games in Hampton Roads, Virginia in 2003.

Bike on!!

NWCC Member Profile of Craig Rennpage

Bio: Craig was raised in Chicago and went to college at Eastern Michigan University (Ypsilanti, MI) where he joined that university's wrestling team. During a wrestling match there he badly tore his ACL. It never grew back right and was the cause of considerable difficulties later in life when he took up running, but which later became a primary motivation for him to take up cycling exclusively and join NWCC.

After college Craig went to work for a Canadian insurance company in Detroit, who shortly thereafter transferred him to their home office in Winnipeg, Canada where he spent the next five (cold) years of his life staying indoors with no physical activity (the temperatures can get into the minus thirties and forties in January, and there's still plenty of sub freezing temperatures to be had as late as May, or as early as September). During those years in Winnipeg, with collegiate wrestling behind him, no longer providing an inhibiting influence from enjoying life's "simple pleasures," Craig soon discovered the "delights" of food, beer, cigarettes, and very little exercise, and quickly succumbed to a life of complete debauchery. By the time Craig was 28, he was 220 pounds, smoking three packs of cigarettes, and drinking who knows how many Carling Black Labels, each day. Well, the fun times eventually came to an end when Craig found himself in hospital emergency ward thinking he was having a heart attack . . . at the ripe old age of 29. Although the diagnosis that day turned out to be a bad case of anxiety, Craig's doctor had a serious "heart to heart" with him about his chances of making it to the age of 40. With that, Craig got the message, and has since, with but only a few falls from the wagon, maintained a sane diet and exercise lifestyle.

Eventually Craig grew tired of living in a climate that required that one spend most

days indoors. He moved back to Chicago in 1978, and shortly thereafter in 1980 moved to Houston where he has made his home ever since.

Age: 51

Height: 5'8"

Weight: 151

Birthplace: Detroit, MI

Occupation: Employee Benefit Consultant (that's kind of a cross between an insurance broker and an actuary).

Racing Category: 5

Hobbies besides cycling: Backpacking/camping, sci-fi novels and movies, strategy-war games.

Bikes owned: Look KG 271 road bike, Cannondale Cad 4 road bike, Cannondale Aero Cad 4 time trial bike, Specialized Stump Jumper mountain bike.

Editor's inquiry: *Uh, would you mind finalizing the October newsletter, I leave for Europe September 29th (if no, no need to answer remaining profile questions)?* Okay Jules, I'll finish the damn October newsletter, now can I have my 15 minutes of fame unimpeded with more newsletter requests?

Dream bike: Look KG 281 w/Dura Ace road bike.

Joined NWCC when: June, 1999.

Joined NWCC why: A friend of mine (Dr. Aaron Boss) and I both suffered from bad knees and as a result we found ourselves cycling a lot together. Aaron eventually became bored with either me and/or our rides and talked us into joining a cycling club. As Northwest had a



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Saturday ride that was equidistant from our homes we decided to join.

Cycling related goals for 2001: Keep my participation in crits and crashes to a minimum, be competitive in the 2001 Metrocup in whatever category or race I find myself talked into, and compete in at least one mountain bike race this year.

Editor's inquiry: *Okay, fess up... are you deliberately choosing to remain a Cat 5?* No Bill Reilly keeps begging me to stay there, besides I'm afraid of racing against all those big bad Cat 4 guys. Actually, I'd like to at least have some success (read that as a top 3 finish) in a road race or crit in the 5's before moving on.

Started cycling when/why: I had been a competitive runner (5k and 10k races mostly) since 1988. However, many of my closer running buddies would usually kick my butt in most races and I was getting a little tired of that happening all the time. For grins one weekend I tried riding the 1994 MS 150 and found that I really liked cycling. I then eventually challenged my running buddies to a triathlon (of course, the event was rigged as I did a lot of swimming in one of my earlier lives) which they accepted, and in which I trounced them. Ah, what a nice

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Club Time Trial July Results By Dana Chamness



In August the number of riders was down, I think most racers were recovering from the stage race over the previous weekend. The next time trial will be September 11th. Special thanks to Morris Taymon this month for manning the turn-around.

Time Trial Results—August 14, 2001 10K (6.2 miles)

<u>Name</u>	<u>Time</u>	<u>MPH</u>	<u>Name</u>	<u>Time</u>	<u>MPH</u>
1 Damon VanZandt	0:14:53	25.0	13 Brad Klein	0:17:56	20.7
2 Tom Reed	0:15:04	24.7	14 Gary Zbornak	0:17:59	20.7
3 Jolius Stuart	0:15:31	24.0	15 Derek Adams	0:18:02	20.6
4 Kevin Ferdinand	0:15:34	23.9	16 Wes Morrow	0:18:13	20.4
5 Bill Duckworth	0:15:45	23.6	17 Tracy Meixensperger	0:18:52	19.7
6 Kerry Emmott	0:15:56	23.3	18 Chuck Bringman	0:18:52	19.7
7 Ron Bolen	0:16:36	22.4	19 Daniel Granadino	0:18:53	19.7
8 Richard McIntyre	0:16:50	22.1	20 Diana Zbornak	0:18:58	19.6
9 Joe Wimmer	0:16:54	22.0	21 Bob Swank	0:19:28	19.1
10 Julie Van Zandt	0:17:19	21.5	22 Sandra Rice	0:20:02	18.6
11 Stuart Creighton	0:17:35	21.2	23 David Granadino	0:20:44	17.9
12 Kevin Hopper	0:17:40	21.1			

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Rider Profile—Craig Rennpage

feeling that was to savor.

Started racing when/why: I got the triathlon bug pretty bad from 1994 through half of 1999, then my knees blew out and the doctors gave me the choice to either stop running, or get ready for some serious knee replacement surgery (and I would still have to stop running). As I wanted to keep some form of competition in my life, I decided to go from racing triathlons to racing "un-athlons" (a.k.a., cycling).

Favorite local training route: On Saturday's it's the Monaville 65 Miler. The hot spots make it very "race like." On Sunday's it's the Magnolia to Anderson hill ride, especially if Jerry Morrison shows up. Although most of us won't last the entire ride with him, but while you're in his pace line it's THE quintes-

sential hill training workout.

Training philosophy: Each week include three hard training days, two easy training days, and take two days off. Spread the hard days out over the week if possible, and include a couple of upper body workouts.

Miles per week: Around 200-220 during racing season.

Editor's Inquiry: *Do you smell smoke coming from your wheels when you time trial?* I smell smoke all right, but it's not coming from my wheels. I think it's that residual smell that clings to the clothing of our newsletter editor after she sneaks a quick smoke in her car right before her club time trial efforts.

Pre-ride eating: Oatmeal or Cliff Bar and Cappuccino (French Vanilla).

Ride drinking: Gatorade . . . straight . . . shaken not stirred.

Post-ride eating: Boost energy drink and a stop over at the local I-HOP for a three-egg omelet and coffee.

Most admired person: Carl Sagan (teacher, writer, scientist, and philosopher).

Most admired cyclist: My friend Jim Wallace. This guy is 62 years old and when he's training regularly he can still put the hurt on me in any +50 mile training ride . . . especially if we don't make a refueling stop . . . that guy can ride 60+ miles in the Houston heat with nothing more than one bottle of plain water.

Favorite quote: "Some guy hit my fender the other day, and I said unto him 'Be fruitful, and multiply.' But not in

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CHAPPELL HILL CLASSIC



& CHAPPELL HILL BANK PRESENTATION

Sunday, September 9, 2001

held under the rules and regulations of USCF

USCF permit pending

Location: Chappell Hill, TX. From downtown Houston, take Hwy 290 NW approx 60 miles to Chappell Hill. Right at traffic light on FM 1155 to town.

From Austin: take Hwy 290 east approx 95 miles. Take a left at traffic light on FM 1155.

Registration: Opens at 6:00 am; closes 15 minutes before the start of each race. Unlicensed racers will be required to pay a \$5, one-day USCF license. Neutral support. No wheels provided so please bring spare wheels.

Course: Course is 11 miles out-and-back with a twelve mile loop. Rolling hills. From downtown, the start/finish will be 2 miles north on FM 1155. There will be no parking available at the start/finish or along Main street. Feed Zone on the loop, along 2726.

Class	Start Time	Miles/Laps	Entry fee	Prizes/places
Women 1-2-3	7:30 AM	58/3	\$21	\$400/6
Women 4	7:35 AM	34/1	\$21	Trophies/3
Juniors	7:40 AM	34/1	\$11	Trophies/3
Masters 35+	7:55 AM	58/3	\$21	\$400/6
Mens 3	8:00 AM	70/4	\$21	\$500/10
Mens 4	8:05 AM	58/3	\$21	\$300/10
Pro-1-2	8:40 AM	94/6	\$26	\$1000/12
Masters 45+	9:20 AM	46/2	\$21	\$200/6
Mens 5	9:25 AM	46/2	\$21	Trophies/6

Accommodations: Best Western Inn of Brenham, 1503 Highway 290 East, Brenham, 979-251-7791; Days Inn of Brenham, 201 Highway 290 Loop East, Brenham, (800) 329 - 7466; Super 8, Hwy 290, Hempstead, (979) 826-4700;

also try local B&Bs at: http://www.go-native.com/Texas/TX.Chappell_Hill.shtml



For further information contact Bill Reilly @ 281-752-4298 or breilly192@cs.com

9/01

Paceline Skills & Etiquette

By Dana Chamness

Paceline Skills.

Drills when riding alone.

- Practice riding on the "Fog stripe" on the side of the road. Do this NOT by looking down, but by looking up the road. Just check your position every once in a while. If you look down too often you will over steer and can not stay on the line. This applies to riding behind someone. Don't look at their rear wheel all the time.
- Relax your upper body. A tense upper body transmits every movement of your legs to the handlebars.
- If you have rollers, use them they will force you to have a smoother riding style.
- Ride with no hands, then apply that feel of steering with your butt to all your riding. Be very careful !!!



when on the front of the paceline or on the back, but ask permission of the other riders first.

D. Call out cars, "CAR BACK", "CAR UP". The paceline is a large presence on the road that we are sharing with cars. The paceline must adjust for the traffic conditions. If you are aware a car is behind the group, this is not the time to pull off the front. A passing car most likely will not anticipate this move. If you see a car coming in the opposite lane, this is also a time for extreme caution, or the consequences could be deadly.

E. Do not make sudden moves to avoid obstacles. Always look out for road hazards and drift around them with plenty of time for the rider behind you to see it. If an obstacle surprises you often it is best just to run over it. This of course depends on the obstacle. Very skilled riders may bunny hop an object, but this should be an absolute last resort.

F. Don't Fall Down. Practice all of the above, pay attention and be aware at all times. The worst obstacle is a large mass of bikes and bodies. The second rider, the one who hits you after you fall is usually the one that is hurt the worst.

G. Signal when pulling off the front. Three methods are acceptable.

1. Call out "OFF RIGHT/LEFT".
2. Signal by extending your fingers on the side you expect the other riders to pull through on.
3. Signal by wiggling your elbow on the side you expect the other rider to pull through on. This is a typical signal in a race, but takes more practice because it can wiggle your handlebars.

ALWAYS CONTINUE TO PEDDLE after signaling. You must give the rider behind you time to adjust his position to come around you. Move over slowly after about 3 seconds.

move towards you, you must, of course, adjust.

4. You have an escape plan in case of an event (crash, braking etc). You don't have to think about it. You are going toward your 'offset' side. The people behind you know which way you will go, if they are paying attention. You are again predictable!!

5. Without a crosswind forcing an echelon, an experienced group of riders will each be offset on opposite sides. Left, right, left, right.

6. You should be offset to the side so when the rider in front of you pulls off he does not cross your line. The group, conditions dictate which side the lead rider will pull off, you must adjust accordingly. This may cause a ripple of adjustment though the pack, but usually the third rider just sucks it up. Hold changing sides you are offset to a minimum. This is part of being predictable.

7. THESE RULES APPLY IN CORNERING. A corner is just a straight road with an attitude.

When riding with a group.

A. The most important thing is to BE PREDICTABLE. That is what other riders are looking for. Think about how predictable each movement you make is perceived. "Holding your line" is really being in a predictable location.

B. When riding behind someone, look past their shoulder at the road and riders ahead of them. This is the most important concept and contains many aspects.

1. You can see what they may react to (road hazards, other riders etc.) This way you are not surprised by their sudden movement.

2. You are not looking at their rear wheel and over steering, but can hold a straight line. See riding the "Fog Stripe" above.

3. You will not be directly behind the rider in front of you, but 'offset' (either to the right or left) by four to eight inches. If they move or drift away from you, hold your line, they will most likely move back. You have not transmitted their weave through the pack. If they

Paceline Etiquette

- A. Always ask permission to join a pace line with riders whom don't know you.
- B. Call out and / or point out obstacles.
- C. Do not ride on aero bars in a paceline. It is sometimes acceptable



Katy Flatland Thanks

By David Collins



The 14th Katy Flatland Century is now history. We had 2380 riders. That is about 100 riders more than last year and if it is not a record for the ride it is very close. From the time the lights came on at Rhodes Stadium about 4:30 AM to the time the last two riders came in at 4:20 PM things ran pretty smoothly. The most excitement was a little after 11MA when a DPS officer relayed a message from rest stop 7 that he wanted to talk to the rider director and he was not coming to Rhodes Stadium. So for the first time in the last four years I left the stadium while riders were out on the course to meet the officer at rest stop nine. The officer was polite but was concerned about riders not staying toward the right side of the lane on FM 529. At least he conceded that there was little I could do other than have our rest stop volunteers remind everyone to keep away from the middle of the road. I found out later that one of the groups the officer had a problem with was a group of five riders riding in echelon in a crosswind. I guess single file is relative. The big benefit of going out to rest stop nine was that I got one of the Blue Bell Bullets.

The other big issue of the day was the tee shirts. We promised them to the first 2001 riders and ordered 2100. Several of the late registrants were not happy over not getting shirts but at least none of them threatened to sue over it. They did offer a variety of suggestions, we should:

1. Order more than the number of riders expected,
2. Order an additional run and dis-

tribute them somehow (after all they are paid for),

3. Offer a no tee shirt, lower price option, and
4. Lower the price once the tee shirts are gone.

In the past we have done #1 and only recently donated tee shirts from the 11th and 12th KFC's to a shelter. We did #4 at the 1998 Bluebonnet, the year the ride jumped from 1400 to 1800 riders. I helped handle the money at the registration on Sunday morning of that ride (imagine that) and can not recommend that we do that again. My personal recommendation is #5, pre-register if you want to be sure and get a tee shirt. Barely 50% (1215) of the 2380 riders had pre-registered by the Thursday before the ride. Almost 25% (about 570) registered on the morning of the ride. These percentages are not far off from what we see at the Katy and Bluebonnet each year, although the Bluebonnet tends to be even a little higher on the late registrations. Seriously, the only two ways to choose from, in my opinion, are to either set a number to guarantee or try to estimate the turnout and risk having a lot of leftover shirts. File that under advice for my successor, you know which way I went this time.

I do want to thank all of the volunteers who worked on the ride this year. This ride would not be possible without your efforts. I especially want to thank coordinators:

Greg Smith and Michelle Hudson – another outstanding job with the SAG drivers.

Shawn Wayne and David Lynch – an excellent job splitting

duties. Great photos from the Tour. And thanks for the water bottle, Shawn.

Gregg Germer – for handling everything around the start/finish area and for suggesting we involve another troop to handle this rest stop. Great idea.

Other special thanks go to **Kathy Clark** for doing the data input on the registrations and **Sandra Rice** for the Blue Bell Bullets and for handling all of the receipts. I know the latter is part of her elected duties as Treasurer but there is a lot that people do not tell you about when they talk you into running for an office. (Beware that applies when they talk you into taking a appointed position, Ride Director, as well.) One thing about Treasurer that they don't mention is what a hassle it is to make a cash deposit of over \$10,000.

I also want to thank **Cathie and Harry** and all of the others at the shop that help make this ride possible.

I have enjoyed my three years as ride director and am looking forward to helping my successor have another great ride next year. The big difference is I plan to ride it.

Thanks,

David Collins

KFC Ride Director 1999 - 2001 (Retired)

Rules of the Road, Part 2: Which Way Do I Go?

By Preston Tyree, Texas Bicycle Coalition

Many people have been taught to ride on the left, facing traffic. While that is a good rule for pedestrians, bicyclists are not pedestrians.

- Riding on the left side is a leading cause of car/bike collisions. At least half of the collisions at intersections involve a cyclist riding against traffic.
- Ride where motor-vehicle operators are looking for traffic, especially at intersections, driveways and cross-walks.
- If you ride facing 20 mph traffic and your speed is 10 mph, then the closing speed is 30 mph, and the probability of surviving a crash is about 50%.

Riding with 20 mph traffic at 10 mph reduces the effective speed to just 10 mph and your chance of survival goes up to over 80%.

- A head-on collision with another cyclist can be deadly. Swerving to avoid the collision may put you in conflict with the traffic pattern.
- Less than 4% of car/bike collisions in daylight are due to rear end collisions.
- Texas Law requires bicyclists to ride on the right. When a collision results from riding in

the wrong direction, you may be held liable.

Motorists can and do avoid colliding with large objects (like bicyclists) moving visibly, predictably and legally. They do not want to hurt you. They do not want to damage their car. They do not want a ticket.

Texas Law says you must ride as far to the right as "practicable," but it describes several situations in which you do not have to keep far to the right:

- when overtaking and passing another vehicle,
- when preparing for a left turn,
- when avoiding hazards, or
- when the lane is too narrow (less than 14 feet) for a bicycle and vehicle to travel safely side-by-side within the lane (a provision of the Matthew Brown Act.)

That last provision allows you to "take the lane", even if you delay traffic behind you. If you "take the lane," do it clearly and obviously. Hugging the edge of a narrow lane only encourages motorists to try to squeeze by.

Sharing a lane with overtaking motor traffic seems to be dangerous, so how about riding on the sidewalk? The Institute of Trans-

portation Engineers reported in 1994 that, for a wide variety of urban situations, sidewalk riding is about twice as dangerous as riding in the street. Why?

- Pedestrians are apt to change direction or stop without warning, increasing the likelihood of a collision. A bike/pedestrian collision could hurt both of you.
- At intersections and driveways, motorists are expecting pedestrians in or very near the intersection. Cyclists can move into an intersection sooner than motorists expect. The sidewalk cyclist must be prepared to yield at every intersection and driveway, in case a crossing motorist fails to notice.
- Sidewalk cycling outside of business districts is generally legal, and is safe enough if you are moving only at pedestrian speeds. You do not need to know where sidewalk cycling is prohibited if you always cycle on the right hand side of the street where you are safest, and take advantage of the extra speed your bike offers.

Next month: Do I have to stop?

(Continued from page 14)
Rider Profile—Craig Rennpage
those words." (Woody Allen)

Racing Highlights:

1999: 3rd place Houston Senior Olympics 20k RR; 1st place Houston Senior Olympics 10k TT; 3rd place State Senior Olympics 20k RR; 1st

place State Senior Olympics 10k TT

2000: 2nd place Houston Senior Olympics 5k TT; 2nd place Houston Senior Olympics 10k TT; 2nd place Houston Senior Olympics 20k RR; 2nd place Houston Senior Olympics 40k RR; 1st place Southern Elite TT (spring) Cat 5; 1st place Southern Elite TT (fall) Cat 5; 10th place Bear

Creek Crit Cat 5; 9th place Texas City Crit Cat 5; 4th place Montgomery County RR Cat 5; 3rd Place Overall Houston Metrocup Cat 5

2001: 6th place Fayetteville Stage Race Cat 5; 10th place Coldspring RR Cat 5; 7th place Inez RR Cat 5; 5th place State Individual TT Cat 5; 1st place State Team TT Cat 5; 5th

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

Northwest Cycling Club
17458 Northwest Freeway
Houston, Texas 77040



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The Pedal Pusher

The Editor's Half Page by Julie Van Zandt

Once again, I am abusing this editorship for personal gains. The rider profile is just such a good manipulation tool, I can not pass up the opportunity. And this month I'm casting the net for Craig Rennpage. Actually, he's a softie and as of this writing has already given in to my ploy/request. So next month he should be making a guest appearance as the NWCC editor for the month of October if all goes according to plan. Damon and I will be traveling in Europe on our delayed honeymoon. Oh wait, I just read Craig's responses to my profile questions. See what I get for making public his cycling prowess?! Ha, think I'll just put his article in small print and spread it over various pages.

There are several articles and mentions of the Katy Flatland, in this edition. Rightly so, it is one of our biggest events of the year. Okay David, the biggest. Nancy Dodd was kind enough to do the morning shift at rest stop number six so

Damon and I could bike in the morning and cover the afternoon slot. As I sat there sweating in my chair watching the festivities, I thought it felt pretty cool to be a part of such a well run operation staffed by an awesome group of folks. I think Greg Smith's article captures this quite well.

Speaking of the articles, Dana Chamness did an excellent sketch on some paceline rules. How are your riding skills? Next time you are out on a ride, try some of these exercises. I did after one particularly dismal ride at Magnolia where I was immediately puked out the back. I was FUMING, igniting a thundercloud that hovered over my head as I spun towards home. To make lemonade, figuratively speaking, I decided to redirect my energies and do the fog-stripe trick for the spin home. I never appreciated my depth of sight when on a bike until that exercise. It took all my concentration to keep my line of sight focus from revert-

ing to directly in front of my wheel. Staying with the pack is important but staying upright is more so.

Ron O. is thankfully a regular columnist and this month he deals with animal run-ins. I loved the squirrel in the spokes ditty. I would like to second Ron's call for similar stories. Do you have a funny one? Let's hear it. I'll put a list of them in the next newsletter. I have heard one as funny as Ron's... something about a chicken.

Please excuse the small print in this edition of the newsletter. I received stuff right up to the wire and am running to the printers. It didn't help that I went through three tubes and three patches on my ride this morning. Hmmm.... What is the highest number of flats a NWCC member has had during a single ride?