

The Pedal Pusher

November 2001

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A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President

By Bob Swank

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These Past Two Years routes (with many alter- all the Board Meetings. Since this will be one of nates) for our Saturday The more folks feeding us my last Presidential mes- rides, and the starting at ideas the better and more sages I thought I'd turn this Zube Park is great due to well-rounded the club will into a two parter. First I'd the rest rooms, water foun- be. like to thank everyone tains, and adequate park- ing. who's helped out on all the

various positions. You all know who you are—so I'm NWCC has seen good not going to name names positive growth in our and possibly forget to men- membership. This is due tion someone. I've been in part to our continued blessed to have so many success with our two rides good people around to (The Bluebonnet Express coach me, prod me, & fill and The Katy Flatland), fulfilling each as the need me in on new ways to deal and our reputation for be- arises. I believe that this with old problems. Thank ing a club for all levels of will enable us to tap into a you all so very much. cyclists. I have to say that coaches strengths, and ar-

of all the things I'm most proud of with NWCC it's These past couple of years have been great for the adding of "new faces" NWCC. But with the ex- to our club and witnessing tions of our club has their progress. been some deep valleys.

Not to get maudlin here but I'm very happy at the slate the event that affected me of Officers for next year. the most was the accident Next year should see new with four of our members and innovative strategies two years ago in July. Our put in place, and as new club was forever changed. people get involved with space I have for this However from that tragedy the club we should see the month, so until next time came many, many good club stronger than ever. remember to and positive things. We Just a reminder that every "save some cook- now have new and safer club member is invited to ies for me."

Some items mentioned at last month's general meet- ing pertained to the addi- tion of a nutritionist to as- sist the general club mem- bers, and the possibility of listing each of the coaching functions to take bids on fulfilling each as the need will enable us to tap into a coaches strengths, and ar- eas of interests. We will also be able to work to- wards a final goal of pro- viding the latest and great- est for ALL disciplines be- they general fitness train- ing, riding and racing road or off-road and now nutri- tion.

Well, they say that's all the space I have for this month, so until next time remember to "save some cook- ies for me."





"Heard on the Ride" By Ron Ostrowski



1. 20 to 22+ Group? Is that distance?
2. What's a "Car Back"?
3. Can I ride on a flat if I don't go fast?
4. What kind of hand signal was that?
5. Go suck on your own wheel?
6. S..t! Here come four dogs!
7. Hole whe..... (crash!)
8. Can we stop so that I can drink from my Gatorade bottle?
9. When do we stop for a break? We don't!
10. I honestly didn't see the cinder block in the road.
11. You're supposed to unclip before you stop.
12. Watch-out for the squirrely guy in the blue jersey.
13. Last thing I remember was throwing the banana peel.
14. I got Dibs on his frame pump. It didn't get damaged in the crash.
15. Was that your wife's head you rode over?
16. Were we supposed to turn back there?
17. I know the route. Trust me.
18. My mother didn't rinse the soap out of my water bottles. (Barf!)
19. I'm dropping out. Four of these guys don't speak English.
20. How often do I need to change the air in my tires?
21. Help! I can't unclip my shoes.
22. We average 20 mph. ☺
23. That was a brand new \$350 tri-spoke wheel. (Ouch!)
24. You're pulling to fast. We dropped your husband. "So What!"
25. Something just fell off your bike.
26. Lookout for the Chickens!
27. Are you signaling or drying your nail polish?
28. That last bump ended my chances for fatherhood.
29. I must have something in my tire. This is my 4th flat.
30. My saddle fell-off when I stood-up on the hill and I can't find the bolt.
31. He hit the parking curb in the parking lot. Do we really want him in our paceline?
32. I can't believe he's riding wearing Levi's and sandals!
33. I forgot my water bottles but I can do this 40 mile ride without them.
34. Can we stop for a break? I can't ride and drink at the same time.
35. I guess the tire wasn't glued on properly.
36. I put my water bottles in the freezer last night and the damn things aren't thawed out yet.
37. The only dog you out rode today had only three legs.
38. Do you have any Grey Poupon?

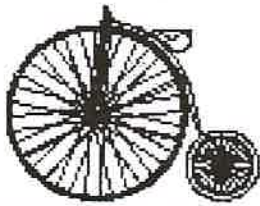


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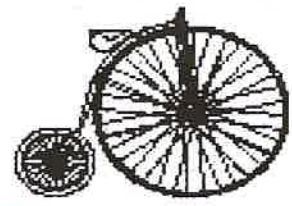
Affiliate Representatives:

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 Julie Van Zandt



LEAKEY - ROAD TRIP

DECEMBER 14, 15 & 16, 2001

A weekend of family fun and riding hills.

Friday -

Drive, drive and drive some more to Concan, Texas. Spend the night at cabins along the Frio River.



Saturday -

Morning ride

Rest and enjoy the river.

Evening community dinner

Sunday -

Morning ride.

Pack-up and leave in a hurry. Then drive, drive, drive.

Some people prefer to go to the local State Parks (Garner or Lost Maples) instead of ride.

If you are interested in a group cabin contact Scott Orgish e-mail SwissComHo@aol.com. Otherwise make your on reservations at River Oaks Resort www.frioriver.com Reservations: 1-800-800-5773

NOVEMBER 17th....A PARADE OF FUN FOR 2001 IS THE THEME.

Party and meet at my (Gail Hurley) house. Line up ... ride! It is a

family event and tradition with this being the third year we have entered, although last year was rained out. It is only about a mile and a half, if that. So...kids can ride, non riding spouses can watch or ride! This is a big parade! Thousands come to see it! Gail's house. 607 Mason street, Tomball. 281-255-9873. Starts at 10:00 am. come at nine at the latest as parking gets nuts! Donuts and juice, and coffee on Gail!

BICYCLING MAGAZINE NAMES HOUSTON WORST CITY

The November issue of Bicycling Magazine (p. 39) lists Houston as the worst cycling city in North America: WORST CYCLING CITIES HOUSTON took a big turn for the worse after being named a Bike Friendly Community by the League of American Bicyclists in 1996. The city rivals Los Angeles in pollution, urban sprawl and traffic congestion, and construction has been delayed indefinitely on many of the bike route systems its government promised. Really bad: The city recently removed ISTEAF-funded bike lanes along West Dallas Avenue and West 20th Street to make room for more cars. On average, roads are narrow and bike paths are poorly maintained, with potholes, misdirecting signs and no map system. Bike parking facilities and racks on busses are

scarce. Unlike in most other major cities, bicyclists might soon be prohibited from riding in dedicated bus lanes along the right side of major roads. Issues are so bad that the city is being sued for several of its anti-bike maneuvers. But all is not lost - officials recently hired a new bicycle coordinator.

NOVEMBER MEETING DOOR PRIZE

Don't miss the November Club meeting as there will be an exciting door prize for those in attendance. And I'm not talking about a new water bottle or pair of socks. Hint, Gail Hurley has 25 of these.

ELECTION TIME!

The nominations for our forthcoming November club elections are below. Please be sure to attend the November meeting and voice your preference.

President: Lori Walker

Vice President: Peri Mashburn

Treasurer: Tracy Meixensperger

Sandra Rice

Secretary: Leann Latham

Volunteer of the Year:

Ron Ostrowski

Gregg & Denise Germer

Julie Van Zandt

Kevin Hopper

Leann Latham



11/01



The Poop from the Paceline

By Esther Astabula



Welcome to **Gary and Diana Zbornik** to the club. I think they are new members, and they jumped in with both feet to help out at the Chappell Hill Race. They have this big yellow truck (looks like it was a Ryder truck in another life), and believe it or not even has a toilet in the back. Keep that in mind, because it seems that I never can find a potty when I really need one. We need more new members like these nice folks.

Also, thanks to **Gavin** (I am not even going to try and spell his last name) for being ride starter a few weeks ago. He even had some good tunes at the finish along with a great selection of cookies. Be sure and thank the ride starters. It's a very important contribution. It's great fun to stand around hearing how awesome our ride was and how **Jeff Dixon** (a.k. a. Pretty Boy a.k.a. Legs) was pulling at 25 mph into a ferocious headwind.

So **Bill Reilly** hasn't showed up in months for Saturday morning ride, but he showed up in September. Seems like he was looking for volunteers for the rescheduled Chappell Hill Race. I think he thought he would have more luck early in the morning - catch people before they are fully awake. I hope it worked.

Well I saw first hand how fast **Joy Ishigo** can go up a hill when the

conditions are just right. Those conditions are (1) she's cold and (2) she really needs a port-a-potty. I haven't found anything that lets me fly up a hill except for a big downhill or a helping hand thanks Gregg Germer). Joy and I rode with **Bethel Parker, Gregg Germer, Sr., Laura Santiago and her 9-year old son Stephen, Dawn Clark and Annie McCutcheon** at the Cy-Fair Li-

ons Club Ride in Montgomery. We had a great ride, mainly because Laura was on her tandem with Stephen. After all the hurting she has put us through, we all enjoyed returning the favor. Stephen would put on the turbo charger every time one of us tried to pass them on a hill. I think he is going to be a great addition to the junior team and I hear is one heck of a football player. Hats off to **Sandy and Chuck Martin** who organized the ride. I never saw Sandy the day of the ride. I did see Chuck sitting in his lawn chair at the finish line, cheering on each of the finishers.

My APB for **William Hayes** actually worked, so I am going to try another one. It was going to be for **Tirza Gilbert**, but I actually saw her at the Picnic Loop. So, I am asking if anyone has seen **Sherri Abbott** out on a bike lately. Craig told me back in July that they were going to start riding with us again, but I have not seen either of them.

Kathy Clark and Gail Hurley joined several employees from the Shop at Interbike in Las Vegas. Seems that those two started the party on the airplane and Kathy left the plane with 100 cookies. I understand these are not just little store-bought cookies like we have at our rides, but the large gourmet kind. You will have to ask Kathy for her secret.

If you have never done the **Piney-woods Purgatory**, then you have missed a really great ride. I saw quite a few Northwest jerseys out there and met a lot of new folks. You know me, I have never met a stranger on a bike, especially one that allows me a good draft. I drove to Lufkin on Friday evening, cruising at a good speed behind **Duane from Texarkana**. He was haulin' liquid chicken. I only know that because it was written on the back of his tanker. So, what the heck is liquid chicken? I have not found anyone that knows and it's keeping me awake at night. So, if you know, please let me know. My imagination is pretty vivid, so maybe that is what is keeping me awake.

It seems like a bunch of the racers from the road team ventured to the dark side, that is to say, they did a mountain bike race. Some even used other names so they wouldn't be found out. Steve Bollenbaugh rode under the alias **Steve Bollencracker**. I am just glad Craig Rennpage kept the rub-

NWCC Officers Rider Profile

Mr. President, Bob Swank

PRESIDENT: Bob Swank

Tenure highlights: Helping and seeing NWCC become financially independent. Quelling fears after member's death in July of 2000. Laying out the new routes for NWCC's Saturday morning rides. Holding true board meetings & forcing people on the board to think outside the box. Lastly—allowing every member an avenue to do & try new things within the club's framework.

Job description: Quite simple really---NWCC's ambassador and point of contact.

Personal Information:

1. Age: 50
2. Height: 5'-11"
3. Weight: 148
4. Birthplace: Longmont, Colorado
5. Occupation: Registered Architect
6. As president, how many hours per week did you end up working on club matters? 4+/-
7. Hobbies (other than cycling): Building large scale model airplanes, and designing stain glass windows
8. Bikes owned: "boy's" J.C. Higgins, Schwinn Racer (3 speed), 10 speed Ganna, and three Cannondales
9. Dream Bike: I own my



Bob having a cookie.

- dream bike—I'm now into dream components
10. Joined NWCC when and why: A friend told me about this bike club called NWCC. It was affiliated with a Schwinn Shop. Schwinn's were notorious for being a heavy bike. I resisted until I visited the shop, and three months later I joined and bought my first of three Cannondales.
 11. Started cycling when and why: Forever-but seriously in 1993. I was feeling out of sorts after Christmas of 1992, pulled down my old 10 speed, and I've been riding ever since.
 12. Miles per week: 80 normally, 45 lately.
 13. What was your favorite ride/race experience: Rid-

ing—many, many club rides—Riding through Stagecoach comes to mind.

14. Worst: July of 2000, when we had a club member hit and killed, and 3 others very badly injured.
15. Favorite local training ride route: Two actually. One is from my house roughly 30 miles long, and second would be riding the old hill 40 route.
16. Cycling goals for 2002: Get back into the shape I was in 1999.
17. Most admired cyclist: Again two—First is Bethel Parker. He's truly amazing. Second would be Lance Armstrong. He's overcome so much.
18. Most admired person: An Architect by the name of LeCorbusier (Charles Edouard Jennerette) a turn of the century French Architect, and Artist.
19. Biggest cycling achievements: Riding 100 miles after not having been on my bike for 13 years—then riding 100 miles in 5:20 the next year. Also being allowed to be the President of NWCC twice!

Chappell Hill Disaster (AKA Dave and Tom's Bogus Journey)

Editor's Note: The following story takes place during the author's trip to the original ill-fated date set for this year's NWCC sponsored Chappell Hill Road Race of September 9th. That race was rained (flooded) out and was later rescheduled for October 7th, which, it turned out, was a perfect day for racing.

I should have known when Darren, our club president (aka the "cheez"), commented that we were going to be riding in the only dry part of the state today, that something was going to go horribly, horribly wrong! It was a journey that started off on an inauspicious manner, with no warning of the disaster to come. I arrived at Tom's house to pick him up at a little after 6 pm on Saturday night, and everything seemed pretty normal at the time - too normal, in fact. I should have known right then that a strange chain of events was about to take place. We departed on our journey to Chappell Hill, and about 10 minutes down the highway, Tom realized that he had forgotten his jersey. We returned to retrieve it,

not realizing that this was a sign, a sign that we wouldn't need it anyway.

The next two hours were fairly uneventful. When we arrived in Waco, the driving directions from Yahoo! maps was not particularly clear. We headed down Texas highway 6 South. After a while, we came to the realization that we were, indeed, on the wrong path. After consulting the map, we found FM 147 which would take

us through Marlin, TX. It wound around for a little while, then made a 90 degree left and another to the right, and dead ended into another road, which had no sign to indicate in which direction we should turn. We used our powers of scientific reasoning (i.e. "let's try left") and drove smack into the middle of Marlin. The drug bust happening at the local gas station was our first sign that we were in the wrong part of town to be driving with multiple thousands of dollars worth of cycling equipment on the back of a sports car. We went a little further and came to a major road Texas 6 South. Funny, it looked very familiar. In

the meantime off to the north and west we could see the lightning of the approaching storms, but we had been assured - by no other than the "cheez" himself, that we would be riding in the only 'dry' part of the state. We found our way to Highway 77 finally, and the weather had cooled off some. We put the top down and enjoyed the drive to Brenham, to the Days Inn, and the rest of the evenings trip was uneventful.

Sunday morning, we awoke and went outside. There was, as yet, no rain, but black, ominous clouds with large flashes of lightning were basically surrounding us in three directions, north, east, and west, but not directly above. We pondered, and decided to get some breakfast and go to the race. I loaded up Tom's bike, and got cut by a frayed brake cable. I went back into the room to clean the cut, and forgot to secure the strap on his rear wheel. We left the hotel, and went to McDonalds, the only place we thought we'd be able to get some breakfast. We were told they open at 7 am!

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ber side down unlike what happened to him the previous weekend in the state road race. I heard that **Lisa Gibson** was attacked by a unicycle that week, but it didn't slow her down. I hear that she has contacted an attorney about a

possible lawsuit against its owner, I have to go now. The substitute **Jerry Gruss**. If you haven't seen this guy on a unicycle, then you wouldn't believe it. He rides the trails on it. I'm talking Ho Chi Minh, Ant Hills, Cypresswood and even Warda. Pretty amazing.

Esther Astabulla



Coach's Corner

By NWCC Coach Joë Noack



Now that a full season is finished and the cooler weather is settling in, I thought I would mention a few things about cool weather riding that is important to consider.

What is "cold" to a cyclist anyway? Some riders consider anything below 65 degrees warranting the wearing of "winter gear". Others may wait to don additional clothing until the temperature dips to around 50 degrees. Many Houston riders simply stay wrapped up in a cozy blanket at home and laugh at all the silly riders attempting to stay in shape during the winter! No matter what route you choose, NWCC supports you! Hopefully though, this article will help to prepare you for the colder weather should you choose to venture out.

After many years of listening to cyclists in the cold, one realization was clear; everyone is different when it comes to what part of the body suffers from cold the most! For some it is their ears, others cannot seem to keep their noses warm, still other riders suffer from numbness in their fingers and toes. Despite layering clothes, buying expensive cold weather gear, or using the old "newspaper in the shoe" tricks, there seems to be a measure of "grin and bear it" when it comes to riding a bicycle in the cold. This is what I call the body awareness principle. Listen to

what your body is telling you. What part of your body usually gets cold when you are not on the bicycle? This is probably the area you will have the most difficulty keeping warm on the bicycle as well. Make sure you try to keep that part as warm as can be first!

There is a certain amount of common sense needed when riding a bicycle during the winter months. If you do not have any, then reading further would probably not do you any good. For those of you with even a little common sense (how many helmets have you replaced lately?) read on. The body's anatomy mandates that the parts furthest away from the heart will get cold first. The parts of the body that do not have good blood flow will get cold early. It

is a well known fact too that the head loses a lot of heat and will cause the body temperature to drop if one is not careful in keeping his or her head covered. Now that a few basic anatomy principles have been mentioned the question as to what to cover first should make more sense. The whole idea is to maintain the body's core temperature and to trap the heat in your body, allowing the body's natural cooling system to work as well. All too often we cyclists tend to trap too much heat in and become overheated while riding. After taking off a few layers, the body's temperature regulates and we are

more comfortable. If I had to choose the most important body part to keep warm, though, it would have to be my head. Keep in mind that to a point, if you only protected your head, your body would remain "warm" during a ride in 60 + degree weather. It would be possible to ride in your jersey and shorts without layers if you had a head covering on! Keep in mind that people are different and will have to allow room for experimenting to find their just right warmth level. Your hands, feet and face will fall in order depending on your preference. Arms and legs come next, while adding layers to your torso will come as a combined effort when the temperature dictates it.

With that said, then, I think it is possible to create a temperature checklist for your riding pleasure. Working from the most distal points, it would look something like this:

65 – 70 degrees
Consider wearing a head covering
60 – 65 degrees
You may want to add gloves
55 – 60 degrees
Shoe covers or toes warmers are a great addition
50 – 55 degrees
Wearing arm warmers and leg warmers will help a great deal
45 – 50 degrees
Protect your face and ears with a full face warmer and wear

The Pedal Pusher

(Continued from page 6)

What's up with that??? So we go back to the hotel, eat the wonderfully fresh danishes and donuts (NOT!) and then head for the race. We were cruising east on 290 at around 70, and we noticed a strange scraping sound coming from behind the car. Tom looks back and says "Oh, ****, my bike's being dragged behind the car!" My hat is off to Tom for maintaining his composure - he showed incredible control of his emotions here. We pulled over to find that his bike was just fine, except for the saddle, which was ground down to the rails. The bike had been hanging off the rack by the dropouts for at least a mile or more. We secure the bike and continue. We arrived at the registration area. Still no rain, but lightning and more dark clouds. We were waffling on what to do. Register, or call it a day. We were waiting in line, and I said, I tell you what, if it starts raining before we register, we call it a day, if not, we race. We gave our \$21, started walking back to the car, and it promptly started to rain - not even 10 seconds after writing the check! We drove down to the starting area, there were some riders already on their bikes, looking miserable, soaking wet, muddy, on unpaved road. It was now eight o'clock, and no races had been started. We sat in the car, idling, waiting to see if they would start the races. We finally decided to call it a day, and on the way up the road, saw a 4 wheel drive Subur-

ban stuck in the mud at the side of the road, and the beginnings of flooding. We got up to 290, made the right turn to head back towards Brenham, and suddenly the power steering and brakes in my car went out, and the battery light came on. We went about 100 yards up the road, made a u-turn, and pulled into an Exxon station at the corner and shut the car off. At that moment, a bolt of lightning struck a utility pole about 30 feet away, and killed all the power in the service station - not to mention it scared the poopoo out of us! We went inside the store, half expecting a tornado, and waited for the rain to die down a little.

I called Ford Roadside Assistance. They said they could have my vehicle towed to the nearest dealership and they could look at it tomorrow. Obviously, this was not an acceptable solution. I had already popped the hood and determined that the belt had come off of the accessory drives of the engine at this point. The logical conclusion at this point was to find a new belt at an auto parts store and replace it. Another hats off to a fellow racer here. Brian Neuhoff (Brian, I hope I spelled this right, and thanks!) of Matrix, generously offered to drive us to the AutoZone in Brenham to pick up the belt - (he also followed us once we were underway to make sure we made it back to Brenham OK at least). Problem is, the car is a 2001 model, and there was no listing for the part. I called Ford back

and asked them if the belt was the same for a '99 as for an '01, they did not know, and there was no one there who could tell me. It occurred to us that maybe we could find the belt and they might be able to cross match it to find a replacement. I crossed the street and there, in perfect condition on the pavement, was the belt. New problem - my 3/8" drive ratchet just happened to be in my toolbox - at HOME.

An older gentleman who was a customer at the gas station went to a restaurant that was next door, and managed to come up with a 3/8" drive ratchet so that we could pry back the belt tensioner and reinstall the belt, which we did, and we were on our way. Everyone who we came across tried to help us - and if any of those people happen to read this - you have my gratitude. We stopped in Brenham, filled up with gas, and decided that with our luck this weekend, it was a sound idea to spend \$1 each on a lottery ticket, and did so. About 45 minutes up the road, the clouds parted, the top went down, and the ride home was perfectly enjoyable, but we were still waiting to see what would go wrong next. Nothing did. So here I sit, \$50 in gas and \$50 in lodging later, no race, the weekend gone, but happy to be alive and in one piece. But, hey, we got our T-shirts.

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layered clothing ie—T-shirt under jersey and a vest on over that

40 – 45 degrees

Full winter gear is needed including glasses to protect your eyes from the cold.

35 – 40 degrees

Hard to wear anything while you sip hot chocolate by the fireplace!

For those that have to be on their bicycles, this is the time to wear whatever you can to keep you warm and use lotion to prevent skin dryness.

Again, these are suggestion taken from my experience in cycling and from talking to many of you during cold weather rides. One thing to note is the wearing arm warmers and leg warmers will allow you to become more comfortable during the ride if you get too warm along the way. The will fit nicely into your jersey pocket if you need to take them off. It is hard to put away the parka if you get too hot during a ride. Another little trick to the trade is to wrap

your feet in layers. Put on a pair of cotton socks. Wrap your feet in a layer of cellophane and then put on a thinner pair of cycling socks. When placed in your loosened shoe that has a winter shoe cover on it, you will find that riding in below 40 degree weather is tolerable!

Good luck on your cold weather rides and watch out for the ice patches!



NOVEMBER SCHWINN SALE

== Great Deals From Houston's Cycling Super Store ==



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Reg. \$1399

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ON SALE

1099⁰⁰

SCHWINN MESA GSX

ATB Shimano

Reg. \$549.95

Deore Components

ON SALE

469⁹⁵

SCHWINN Super Sport

Full Shimano Sora group

Reg. \$599.95

XL Green - L Black

ON SALE

499⁹⁵

SCHWINN Fastback

Medium size Red

Reg. \$1399.95

Full 105 equipment group

ON SALE

1099⁹⁵



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ON SALE

189⁹⁵

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See the new GIANT bikes
and meet the rep at the
November 6th club meeting.

OFFERS VALID WITH COUPONS ONLY!
OFFERS GOOD THROUGH DECEMBER 1, 2001

November 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Club Ride Rocky Hill 24 Hour MTN Bike race 
4 Training Camp Crit, 8am 	5	6 ELECTIONS Club Meeting 7:30 pm Race Team 6:45 pm	7	8	9	10 Club Ride
11 Training Camp Hill Climb 8am	12	13	14	15	16	17 Club Ride
18 Training Camp Circuit Course 8am	19	20	21	22 	23	24 Club Ride
25	26	27 Club Board Meeting 7 pm	28	29	30	

Calendar Key

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

Mountain Bike Rides. These rides are Wednesday (6pm) at Cypresswood. Contact Gail Hurley; see page two for contact information.

Training Camp

November 4th Criterium will meet at the 290 Park and Ride. Located on Highway 290 and West Little York. Hill Climb on the 11th meets in Sealy. Take the Sealy exit off I-10. Look for the large city park. Circuit course on the 18th at Katy Mills. Pin Oak Road exit off I-10. Turn left and go to the second traffic light, about 1/2 mile. One your right there will be a small shopping center.

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.

UPCOMING RIDES THIS NOVEMBER

NovemberFest November 3, 2001. 9am. San Felipe at Willow River Farms. 10, 27, 44, 62 miles

Tour de Gruen November 3, 2001. 8 am. Gruene. 26, 36 miles. November 4th is a time trial. November 5th is the race.

MAY BE HOT, MAY BE NOT Bike-a-thon November 10, 2001. Aransas Pass 12, 25, 50, 62 miles

Turkey Roll Ride November, 2001 Denton. 23, 35, 62 miles

Mountain Bike Race Results

Huntsville September 30th

Morris Taymon	4th
Beginner 40-44	
Robert Kaechler	23rd
Beginner 40-44	
Joe Noack	9th
Beginner 30-34	
Tony Deore	14th
Beginner 30-34	
John Zgourides	6th
Beginner 35-39	
Lisa Gibson	4th
Sport 30-39	
Sandra Rice	5th
Sport 40-99	
Jerry Morrison	4th
Sport 40-44	
Chris Kusenberger	14th
Sport 45-49	
Tracy Meixensperger	10th
Beginner 19-29	
Monica Gill	5th
Beginner 30-39	
Julie Tamborello	20th
Beginner 30-39	
Mary Taymon	26th
Beginner 30-39	
Leann Latham	29th
Beginner 30-39	

Melanie Lacy	4th
Beginner 40-99	
Nancy Kaechler	5th
Beginner 40-99	

Club member results:

Mary Hodge	1st
Expert 40-99	

Lake Bryan October 14th

John Zgourides	8th
Beginner Master 35-39	
Sandra Rice	4th
Sport Master 40-99	
Tracy Meixensperger	6th
Beginner 19-29	
Julie Tamborello	8th
Beginner 30-39	

Also out there kicking up some dirt were Mauricio Espineola, Tony Deore and Thomas Einarsson.



Road Race Results By Craig Rennpage



Here are the results from the last three TXBRA series races for 2001, as well as the final Metro Cup standings for 2001, for the NWCC Road Warriors, er, road race team:

State Road Race (Sept 22 & 23)

Cat III		
Eric Warnsman	8th	
Cat V		
Jeff Stones	7th	
Masters 60+		
Jim Wallace	1st	
Women Cat IV		
Lauren Mahony	5th	
Nancy Dodd	8th	
Renate Junold	12th	

GCCA crit (Oct 6th)

Cat V		
Jeff Stones	1st	
Richard Lizama	8th	
Pat Dunton	9th	
Women CAT IV		
Renate Junold	1st	
Nancy Dodd	2nd	
Lauren Mahony	3rd	

Chappell Hill Classic (Oct 7th)

Cat V		
Neil Holder	2nd	
Jeff Stones	4th	
Richard Lizama	8th	
Masters 35+		
Bill Duckworth	11th	
David Bumbaugh	12th	
Cat III		
Eric Warnsman	8th	
Cat IV		
Pete Cariveau	10th	
Craig Rennpage	12th	
Greg Smith	16th	
Juniors		
Mark Dearing	1st	
Women Cat IV		
Lauren Mahony	2nd	

Renate Junold	3rd
Nancy Dodd	5th
Master 45+	
Jim Wallace	7th

Final 2001 Metro Cup Standings

Cat III		
Eric Warnsman	20th	
Cat IV		
Craig Rennpage	10 th	
Dana Chamness	15 th	
Cat V		
Jeff Stones	1 st	
Richard Lizama	19 th	
Women Cat IV		
Lauren Mahony	1 st	
Nancy Dodd	3 rd	
Renate Junold	5 th	
Julie Van Zandt	14 th	
Kathy Clark	16 th	
Masters 35+		
Jerry Morrison	6 th	
Scot Orgish	8 th	
David Bumbaugh	9 th	

Top 30 Txbra Results for NWCC Road Race Team

Juniors		
Mark Dearing	1st	
Masters 35+		
Jerry Morrison	6 th	
Scot Orgish	19 th	
David Bumbaugh	30 th	
Cat III		
Eric Warnsman	19 th	
Cat V		
Jeff Stones	2nd	
Craig Rennpage	3rd	
Frank Gonzales	19 th	
Neil Holder	23 rd	

Women Cat IV

Renate Junold	3rd
Lauren Mahony	4 th
Nancy Dodd	11 th

Other NWCC members who raced for other teams included:

Masters 35+		
Paul Chandler	2 nd	
Cat Pro I, II		
Paul Chandler	19 th	
Women Cat IV		
Cheryl Fulton	13 th	
Cat V		
David Hatcher	9 th	
Mike Wells	19 th	
Women Cat I II III		
Charlotte Miller	23 rd	
Mary Hodge	17 th	

Texas State Senior Olympic Championships

Congrats to Sandy Martin and Bethel Parker. Sandy scored 4 golds and Bethel scored one silver and one bronze. Think twice before trying to drop these two on a Saturday ride!!



October Time Trail Results

By Dana Chamness



The last club time trial was held on Tuesday, October 9th. There is usually a light turnout in October as many of the racers are winding down from a long racing season, plus there was some rain in many parts of town.

Many thanks again to Dana Chamness and his wife Melanie for organizing and conducting this widely popular event throughout the year (it always seems to attract many who are not even our club).

The next club time trial will be held on the second Tuesday of April 2002. Dana is already looking around for a new site to hold this event where traffic will be much less of a concern.

	Time	MPH		Time	MPH
Troy Dunton	15:11	24.5	Andy Chandler	18:56	19.6
Tom Reed	15:26	24.1	Wes Morrow	19:19	19.3
Kerry Emmott	15:37	23.8	Cristin Walker	20:00	18.6
Garth Whittington	15:53	23.4			
Pat Dunton	16:03	23.2			
Mark Dearing	16:06	23.1			
Charlotte Miller	17:09	21.7			
Cory Pelletier	17:18	21.5			
Kevin Stokes	17:58	20.7			

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**

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:

Hunstville Race Report

By Kathy Clark

Hi All!! Well, Gail and I are on our way to Las Vegas for some great fun after working our tails off this past weekend. I did a 100-mile road ride on Saturday in the hills of Waco at the Waco Wild West and drove straight down to Huntsville to camp to do my first mountain bike race at Huntsville. I knew I would be toast.

I was amazed at how many WOMEN were on my team!! Out of 28 riders in my category, 8 of them were Northwest members!! Woo hoo! Gail is doing a great job of recruiting more! I overheard her asking other women, "are you on a team?" Well, by the time our division got off to a great "start" she had recruited two more members!

Okay, here is what I remember....

Jerry Morrison without any pre-riding of the course and not racing mountain bikes in five some years, finished with a 4th place.

Craig Rennpage (Gail's student) finished the course on a flat tire for the last three miles (and didn't really even know it until almost the finish line) finished with a podium place of 3rd. "Way to go Craig," that's the stuff men are made of!

Joe Noack placed 9th in his second race. I think Joe has a new calling in life! Mountain biking instead of road racing. And to top it off, Joe's category was HUGE!!!!!!!!!!!!

Amy VanZandt-Hodge (first time racer) finished in her category with a smile on her face and willingness to try again and beat the pants off of her new adversaries!

Me - Kathy Clark - well my first mountain bike race, I just pushed and grunted my way through. Gee, what a solitary sport and I love it!! Nothing like road racing. But I got robbed of a 10th place trophy by 13 seconds!! Just think if I had not fallen down, I would have beat her! I finished 11 out of 28th.

Jessica Chance (Mark Chance's daughter) - first time race - finished first!! Although she was the only one in her category, she pushed hard and worked the trails!! It was cute seeing her go off the finish line and push like she had competitor's trail-ing behind her!!!! That's the spirit Jessica!!!!

Melanie Lacy had a fourth place finish! She looked strong out there.

Leann Latham finished and lived to tell about it!

Tracy Meixensperger took top ten with a strong finish.

Sandra Rice took fifth!!! yahoo.

Julie Tamborello finished well in her category and says she is going to train so the her 24 hour race team will win!

Camilla Gonzales whooped some butt as her hubby and children cheered. We can't wait till he is back racing with us! But we need to get Camillia a small jersey, she wore a yellow jersey and purple short to Gail!

Mary Tamon and Nancy Kaechler were there, racing and wearing the jersey! As were their husbands. Way to go!

Tony (shimano) Deore raced and was waaaay too much fun!

John Zgourides was having way too much fun out there!!

Eddie McLean was like a stealth bomber! We saw him show up with a jersey on but slipped out without racing.

Pete Cariveau - Gee, he finished the race after flatting on the last two miles with the new and improved tubeless tires. Hey, Pete, didn't you hear about the Titanic? He managed to fix it and finish!!!

I hope I haven't left ANYONE off the list, but there was such a HUGE showing of members we've been trying to go down the list of all who we saw!

Gail could not race due to her fractured wrist but she was out there cheering EVERYONE on!! I can't tell you what I told her as I was nearing the finish line as she cheered me on, because the verbal police would catch me!

A final footnote, Gail Hurley recruited a new racer at Hunstville who raced for Northwest at Lake Bryan and took first place!! Way to go Gail!

Cheap Tricks for the Beginner Cyclist

By Bobby Span

Tonnage Rules:

People will spend hundreds on a lightweight bike, then carry twenty pounds of stuff in their seat bag! To negate this imbalance, study the examples below.

Wrong:

\$2.35 in change = 2.4 oz.
Set of 5 keys on a ring = 1.8 oz.
3 steel tire irons = 3.2 oz.
One 6" crescent wrench = 3.9 oz.
A regular screwdriver = 2.5 oz.
A bottle of suntan oil = 4.0 oz.
Add a 5.8 oz. spare tube, some band aids, and you are now packing around 1 lb. 10 oz!

Right:

\$2.00 bills, 2 quarters = .5 oz.
One car or house key = .3 oz.
3 alloy tire irons = .9 oz.
Multi-tool (alloy) = .8 oz.
Travel suntan oil = 1.2 oz.
With the same tube, first aid stuff and all, you're now down to only 10.9 oz.! Cheap way to lose a pound!

Cool Socks:

THE oldest trick in the book is to wrap your water bottle with a (clean) damp sock. It will keep your juice cold for a long time, especially if you freeze half the mixture the night before. Honest!

Is That A Seatpost In Your Pocket?

Unless you are a growing kid, your seat height shouldn't change more than a half inch one way or the other, once you get it set. Mark the post where it goes into the frame, then pull it out and measure 3" down from that line (slightly more on

mountain bikes with lots of post showing). Anything more is just something you are toting around for fun! Hacksaw Baby! Here's a good one for you; a KAlloy seatpost (around \$12.) is lighter than all but the most expensive brands! And did you know by swapping out a quick release seat binder with a plain bolt saves 2.5 oz?

Pedal To the Metal:

Still using flat pedals? Well, department store ones usually weigh in (without toe clips) at a little over a pound. Get the same thing in black plastic, and compare at 10.6 oz.! Huge difference!

Wide Load:

How many people buy a set of mountain bars or hybrid flats and just bolt 'em on? Lots probably, but here again you can save some weight and get a better fit if you measure just what you need (bars should = shoulder width) and cut off the rest. Good for about 3 or 4 oz.! By the way, if you tried all the tips above, you are over 2 pounds lighter now!

Zip Tie Dye:

When mounting that new computer on your steed, nothing looks worse than tie wraps that clash with your bike's color. If you can't find a color to compliment your shiny finish, you can dye some clear nylon zip ties yourself using "Rit Dye" in boiling water. There are many colors to choose from, and it gives your bike that professional look...

Pump It Up:

Some mini-pumps (Trek makes one) fit nicely in a large mouth 27 oz. water bottle. Stuff in some patches & glue, and you now have a handy tire-repair kit and pump all at your fingertips!

Trick Hybrid of the Month:

I built my wife this hybrid bike, starting with a Schwinn World Sport I found at a garage sale for \$15.00. I went with 27 X 1 1/8" tires and lightweight tubes on the alloy rims. An alloy stem holds 2" rise "downhill" bars, with light aluminum brake levers off an old 3-speed that pull on alloy sidepull brake calipers. A Club cycle computer keeps track of the miles, while the single index thumb shifter selects gears out back from a 6-speed freewheel. At the other end of the Sedis chain a GT BMX alloy crankset holds one alloy 38T front sprocket, and black plastic pedals. The front derailleur assembly was replaced by a home-made "chain guide" to keep first gear from winding off the chainring. A KAlloy seatpost holds a cushy Avenoir seat, and an extra water bottle cage was pop riveted to the downtube with no problems. Finally, a front alloy quick release was used to cut a little more weight.

This bike performs well around town, as well as on the open road. Since it is my wife's only bike, it sees a fair amount of both pavement and dirt roads. It is ideal for someone who likes to ride but isn't interested in shifting 21 gears, or "getting aero!" I removed all the reflectors except on the pedals, so Cateye halogen headlight and

(Continued on page 17)

The Pedal Pusher

(Continued from page 16)

Vistalite Cuelight are used for night riding.

Grapejuice the Hard Way:

Try frozen grapes instead of ice cubes to keep your water cold on a ride. Freeze enough grapes to fill a bottle half way, then add ice water. When you empty the bottle, you then have cool grapes to munch on at the rest stop! Works pretty good!

Seatpost Crud:

When swapping out or cleaning your seatpost, turn the bike upside down first. That way any dirt or metal shavings won't fall down into the bottom bracket, and possibly get into the bearings down there.

By the Way:

Be careful where you store your bike - electric motors put out ozone, which harms rubber stuff like tires and seats... and NEVER store anything in the same room with pool chemicals, even if they are in a

closed container!

More Grease Please:

Most bikes (especially department store ones) only come with enough grease so that the bearings won't rust. Might be a good idea to check and repack the wheel & crank bearings before you put a lot of miles on your new bicycle, especially if you've gone through some heavy rain.

Pump It Up II:

If you have a floor pump like Zefal that 'clamps' on the threads of your Shrader tubes, it takes 3 hands to hold it on! Take a thick rubber band and hook it to the thumb clamp, then wrap it around the tire and hook it again. The tension should hold the pump head on the valve without blowing off or leaking...

Just Go Nuts:

A water bottle cage bolt may be used for many things. Loose one of your jockey pulleys, and

you can replace it with one of the handy bolts. And if you break a rear derailleur cable, set the gear you want by hand, then wrap the end of the cable around a water bottle bolt and clamp it down. These ideas may just get you home!

Speaking of Water:

If you have 2 bottle cages on your bike, or use a Camelback, you can use one of your water bottles for 'secret' storage. Cut the top ¾ of the way off a plastic bottle, and you can stuff it with first aid materials, or perhaps a spare inner tube. Better yet, pack it with foam and carry your cell phone with you in case of emergency!

Printed with permission from Bobby Spann and the Baton Rouge Cycling Web Page.

(Continued from page 20)

something to cross the finish line at a race with a crowd of excited onlookers waiting there urging you to "pour it on" to the finish.

With so many participants, the off-road racing categories are able to be split up by relative skill level (i.e., beginner, sport and expert), and then . . . get this . . . by age! Unlike road racing where I (at the ripe old age of 52) can choose my poison of racing against much younger opponents in the standard experience based categories, or racing against much more experienced opponents (Cat 2s and 3s) in one of two age categories (35+ or 45+). Off-road racing allows you to race against opponents who are both matched to your age and experience level.

Another aspect of off-road racing that surprised me is that before, during and after your race, the camaraderie of the NWCC race team members was truly amazing. Encouraging each other on before and during the race, telling each other stories about their adventures on the racing trail, the champagne ritual after you cross the finish line, and sticking around to cheer each member as they receive their award, exhibited a degree of togetherness that the road team could well afford to emulate.

Oh, and did I mention awards? It is apparent that the off-road racing community has got it right when it comes to an appropriate award. As with road racing there are monetary awards, but such awards are left strictly to the expert class of racers who go toe to toe with the professionals. However, the beginner and

sport classes race for trophies (and nice ones at that) which will endure as a pleasant memory many years after that \$50 or \$100 check would have otherwise been spent.

Well, I'm still a roadie at heart and probably always will be. I have my doubts that I'll ever have the patience or time to learn the bike handling skills necessary to become a truly successful mountain biker. However, I've found that there is indeed another world of cycling out there to explore, experience and enjoy, and you can bet you'll be seeing me doing just that from time to time.

NWCC CLASSIFIEDS

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

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 blanbuck@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. Great starter bike for road racer. 51 cm (19 in) custom built frame by Andy Gilmour from Tucson, Arizona. Old suntour superby pro 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.

For Sale - 1995 Cannondale R900. White 56cm frame with carbon fork. Shimano 600 STI 8-speed components. Bottle Cages, Seat Bag, and Cinelli bar clip-ons. Clean bike - low, low, low mileage. Asking only \$700. Contact David King at 832-236-4471.

For Sale - 1999 Schwinn Grape Krate. (It's PURPLE, Man!) Collector's Item - Only 1999 of them were made. Chrome springer fork, awesome banana seat with shock post sissy bar for that "oh so comfortable" ride, Super Cool ape hanger handle bars with flowing streamers. It's a steal at \$400. Call David King at 832-

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 Alfana, 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

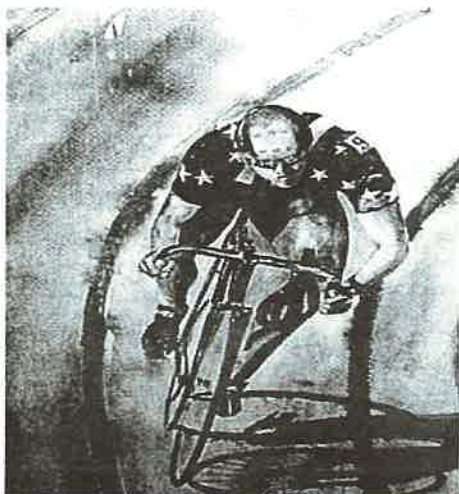
For Sale. Specialized FSR COMP - Full Susp. Mtn. Bike. 1998 model. Size is Large. XT/LX components, Judy T2 Rock Shox fork. Has been ridden less than 50 miles (no kidding)! Just never used it. Cool Bike!! \$850.

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 cviviano@houstoncapital.com.

FS 1995 Cannondale F-500 Mtb. Medium size (~17.5"), Black and Silver, Suspension Seatpost, Headshock Front Suspension, Shimano Alivio Crank and R Derailier, Shimano Acera F Derailier and Hubs, Sun Rims, Great shape. \$300. Call Craig Rennpage at 281-583-1075 or email rennpage@yahoo.com.

For Sale. FS, 2001 Gary Fisher Sugar 1 Mtb. Large size. Completely stock except pedals upgraded to Time ATAC Carbon. \$2,400. Contact Barh Mahoney 713-953-1532 or email lmahony@houston.rr.com

For Sale. Cannondale F700, off-road bike. Trek 1420 road bike. \$800 each (firm) Additional accessories available Contact Doug Lehmann 281-469-9131



16 x 20 limited edition (650) print of a racing track cyclist by artist Steve Volski is being offered for donations of \$25. The Alkek Velodrome Park Advisory Council voted that all proceeds from the sale of the print will be donated to the relief efforts in New York. All prints are signed by the artist. You can view and buy the print via Ebay at <http://cgi.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=1008262942>; or <http://silverfoxstudio.com>; or send a check made out to AVPAC and mail it to the Alkek Velodrome office at 18203 Groeschke, Houston, TX 77084. Steve Volski

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
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Houston, Texas 77040

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The Pedal Pusher

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The Editor's Half Page by Craig Rennpage

A Roadie's First Hand Look at Mountain Bike Racing

Me, a dyed in the wool roadie turning to the "dark side" and becoming a mountain bike racer? Come on, you have got to be kidding! Did you ever see those guys after a race? Now why would I want to get THAT dirty, and have all those kicks, scratches and bruises all over my body and bike? Besides, I've heard that you can't really go that fast off-road anyway so why bother?

Well, after racing road now for almost 2 years, as well as triathlons for another 5 before that, that about summed up my attitude toward mountain biking. I'm won-

dering now why it took me so long to get over my preconceived notions and finally partake of the delights of an off-road race.

Actually, my attitude never would have changed had it not been for the encouragement and pointers from a couple of "crossover" bikers who have raced both persuasions (i.e., Gail Hurley and Melanie Lacy) who knew exactly how to gently wean me away from the skinny tire. Eventually, after only few hours of off-road riding & training with these gals they got me ready for my first big off-road test . . . the Huntsville Classic.

The race itself, turned out to be

one of the most exciting races I've ever participated in. It reminded me of a time trial on dirt, with a lot of obstacles thrown in.

Although my top speed probably only hit 16-18 mph I really didn't what go any faster anyway . . . 16-18 mph was scary enough, thank you very much. However, what impressed me the most about the race were the more peripheral aspects of the event.

Take for example the crowd . . . probably 700 racers appeared for the event that day, (have you ever been to a local road race with anything approaching that number?) as well as probably a similar number of cheering fans. It's really

(Continued on page 17)