

The Pedal Pusher

December 2001

Vol XV, Issue 12

A monthly publication promoting the spirit of the Northwest Cycling Club

Message from the President

By Bob Swank

These Past Two Years Part II

We had a great turnout for last month's bike meeting. I'd like to think it's because you all like to hear me talk (fat chance) about current events within the club, or you were excited about voting for the new officers for next year. In actuality I think we all will have to admit you could of heard a pin drop when Melanie Chamness pulled the winning name for the bike give-away. A special congratulations goes to Kathy Clark—the winner of our first bike drawing give-away. Kathy had three bikes to choose from, a Giant road bike, a Giant hybrid, or a Giant mountain bike. Kathy has selected the Giant duel suspension mountain bike.

As I mentioned last month I'm very excited about the new officers elected to the Board.

Our new President Lori Walker was the Treasurer (2000), and this year was Vice President (2001). She has continually kept me challenged with new ideas, and has worked overtime to keep NWCC's affairs moving along. Things are going to be even better next year.

Peri Mashburn will be re-turning as Vice President after a two year hiatus. As a historical note - Peri was our vacuum gal when we used to meet at the recreation building. We will probably be meeting at the shop this coming year so I doubt if we'll get to see her wielding a vacuum this next year. With Peri being a lawyer she will be able to help the Club with any legal eagle questions.

Tracy Meixensperger will be our new Treasurer. Tracy is a Yankee transplant like me (I like that). She's been very active with the Club by helping out at

Last but not least is our new secretary LeAnn Latham. LeAnn has the patience of Job. She has taken out the new riders for many years now and never once have I heard her complain. She has been a tireless ambassador for the Club recruiting new members with every ride.

Now that LeAnn has taken on this new club responsibility some new person needs to "step up" and take over the new rider position. Let LeAnn or any NWCC Board member know if this would be of interest to you. One word of caution—you will get to meet a lot of very nice people.

NWCC's Volunteer of the Year went to my old friend

(Continued on page 2)

Inside this issue

Message from the President	1
Message cont. Contact Info.	2
NWCC Briefs	3
Poop from the Paeline	4
Rules of the Road Part III, TBC	5
Zube Park Evaluation	6
The Crossover	7
The Crossover continued	8
Northwest Cyclery Advertisement	9
November 2001 Calendar	10
Calendar Key	11
The Crossover continued	12
2001 Timetrial Results	13
Dog Incident Report Form	14
RHR 24 hour Niterider	15
NWCC Clothing Orders	16
Jersey Design 24 Hour cont.	17
NWCC Club Classifieds	18
Membership Application	19
Editor's Half Page	20



Registration has begun for the April 20-21, 2001 MS150. I believe some training rides may have even started! So it is time to turn our thoughts to this big event. A number of NWCC members are already active in helping out with the event. Gail Hurley is in charge of communications for the ride marshals. Kathy Clark and Ron Ostrowski are also serving as marshal committee chairs. The leader for the Conoco/Compaq team is sending out news about training rides. Also, the MS Society has a ride schedule hosted by the supporting bike shops.

(Continued from page 1)
Message from the President

Ron Ostrowski. Ron has been riding with the Club almost, if not longer than I have. Ron has over the years stepped up and volunteered his time on many fronts. Ron is one of the nicest guys you would ever want to know. When you attend a NWCC meeting, or event and someone says, "Ron's here", you know you're in for a good time. I'm very pleased so many of you felt the same way I do about Ron.

So- next year great things are going to happen. Many folks who have been NWCC board members, and committee chairpersons are stepping down.

That's a good thing. They have put in their time and now need to rest and recuperate. (And

maybe ride their bikes.) The new folks taking their place are ready, eager, and more than qualified to carry on. This past President, and all the NWCC folks thank those who came before us, and certainly want to thank those who have asked for the responsibility in running the Club next year. Good luck to all.

Well, they say that's all the space I have for this month and year. So until next time remember to "save some cookies for me."



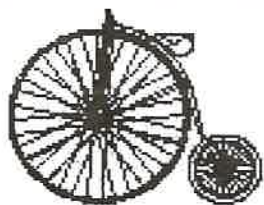
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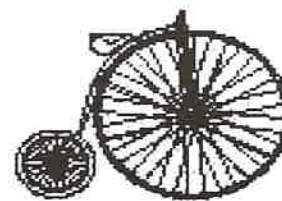
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League of American Bicyclists (LAB)
David King
International Mountain Bike Association (IMBA)
Kevin Hopper
Texas Mountain Bike Racing Assoc. (TMBRA)
Board Member Texas Bicycle Coalition
Gail Hurley



NWCC News Briefs

By Julie Van Zandt



New Rider Leader Vacant.

Now that LeAnn has assumed the office of Club Secretary, we need to fill her old position of New Rider Leader. I'm not sure what the position description is but I think it requires a whole lot of patience and sound herding skills. Or something along those lines. So if you are interested, please contact a NWCC board member.

Volunteer Chairperson Vacant.

Correction, it is no longer vacant, Russell Lovelace has stepped up to the plate. Ron Ostrowski's term ends this month as he has a six-month contract deal. Thank you Russell!!!!

Clothing.

One big agenda item at the November meeting was the selection of a new vendor and design for our club jerseys. Russell Lovelace is handling the orders. See page 16 for more information.



NWCC Christmas Party. St. Aronld's Brewery December 7th, be there or be real square.

Leakey Road Trip. December 14-16 at the Frio River Resort. Scot Orgish is coordinating cabins, so contact him if you have questions or call the resort directly. The agenda is arrival Friday evening, bike Saturday morn-

ing, bike Sunday morning (or hiking at Lost Maples Park) and drive back Sunday afternoon.

<http://www.frioriver.com>

New NWCC Route Map. Expected any day now is a new map that has ALL the Saturday ride routes. Yes, all the routes will now be easily viewed on one map. Thank you Ron Ostrowski!

New Officers.

Elections were held at the November club meeting:

Lori Walker, President
Peri Mashburn, Vice President
LeAnn Latham, Secretary
Tracy Mexiensperger, Treasurer
Ron Ostrowski, Volunteer of the Year

A special thanks goes out to Bob Swank for his past two years of service as NWCC president.

Club Stage Race.

This was one of the many topics at the last board meeting. Seems early spring is the tentative target for holding the stage race. This club event is key to introducing riders to racing.

Warda Update.

Warda trails are in good shape according to Kevin Hopper. Members are warned to take advantage of them now as the owners have put Warda up for sale.

Blue Santa.

The Club voted to again give money to the Blue Santa project this year. The \$1,000 amount is equivalent to 20 bikes for kids.

Upcoming Events.

January 8th is the next club meeting. December 14-16 is Leakey. Trainer classes begin December 5th, see the calendar for details.

Olympics.

Should Houston actually win its bid for hosting the Olympics, plans are underway for a new mountain bike trail. The mountain bike trail will be located in the south part of Houston.

Club Coach.

There was no vote on a Club coach at the November meeting. Why? Well the plan for 2002 is a little different than in the past. After much, and continuing brainstorming, the rough draft of the plan is comprised of several components. One being the trainer classes held on Wednesday nights at Northwest Cyclery. Another component is the Bear Creek clinics in the spring and fall. And last but not least, the race teams will have a pot of funds to hold skill clinics. I believe that there will also be various speakers at club meetings, for example a sports nutritionist. But the fine print is still being ironed out.



The Poop from the Paceline

By Esther Astabula



My helmet's off to those brave souls who did the Alamo Challenge. It has been a few years since I did it, and I just didn't remember it being so hard. Of course the pouring down rain Saturday morning did not help, nor did all the flat tires that my group got. It sure was nice to see some friendly faces driving those SAG wagons. Thanks to **Chuck Martin and Wes Morrow** for looking out for us and picking us up if we needed a ride. Seen in the packs - **Monica Gill, Kathy Clark, Steve Bollenbaugh, Maggie Kirkpatrick, Bob (not another flat) Kirkpatrick, Sandy Martin, Beverly Lewallen, (I'll pull to San Antonio), Patrick (I forgot my sandals) Saunders, Ken (Captain El Paso) Covington, Joy Ishigo, Paula (Does anyone have a spare 650 tire) De Monte, Michelle Ferrell and James (Is that Ben Gay that I smell) Ferrell.**



tom bracket. Most Spectacular Dismount from their bike was a hotly contested race between **Dana Chamness, Kevin Hopper and James Ferrell**, but **James Ferrell** also scored the only goal that counted so he's our winner. The most vocal player award goes to (no surprise to those that know him) **Eric Warnsman**. The Our Lady of Infinite Patient Award goes to **Tracey Meixensperger** who somehow was coerced into officiating this circus. Of course, she had her backup official there, **Bill Duckworth**, who was too busy getting out of everyone's way to help her.

I hear there are some club members who let **Gail Hurley** talk

can hop in a cab if you get tired.

Congratulations to **Cheryl Fulton** who just got engaged. Congrats also to this month's newlyweds **Kevin Given and Melinda Uygur**. Happy Birthday to **Bethel Parker** who is a spry 74. My 2002 cycling goal is to be able to drop Bethel, and then I will work on dropping someone in their 60's. I have heard it is very important to set goals for your training!

If you know anything about women's racing, you know that at times they are out there just going slow and chatting and then they go really fast and no more chatting. Ever wonder what they are discussing - the newest carbon fork, Lance's strategy for next year's tour, who is that cute guy in the Cat 4's, do these shorts make me look fat... No, I have a reliable source who told me he heard NWCC's **women Cat IVs** discussing breast-feeding during the Chappell Hill race. Not sure what that had to do with the race, but it gives a whole new meaning to the term feed zone.



Boy talk about excitement at the Club Picnic, that bike soccer match was something else. I have made up some awards for those that participated: The "Which way did they go" award to **Lori Hopper and Lori Walker**, who seemed to be going when everyone else was coming (or is it the other way around?). Toughest player award goes to the soccer ball that spent most of the match under **Damon Van Zandt's** bot-

tom into doing one of these mega-miles trail runs only to have her back out on them because of her fractured wrist. **Jenny Krase** and **Kelly Espindola** won't be falling for that trick again Gail, so you better think of some other way to get them to run 15 miles at the Rocky Raccoon Trail Run. Were their mountain bikes broken? Why would someone want to run that far? It's not like you

Don't forget St. Arnold's Christmas Party. **Bob Kirkpatrick** is looking for a DD (designated driver) and is willing to pay top dollar. I am sure that I will have plenty of dirt to dish, so you better behave or it will end up in the next newsletter (unless of course I joined you in misbehaving!)



Rules of the Road III

YES...of course you've got to stop at signs

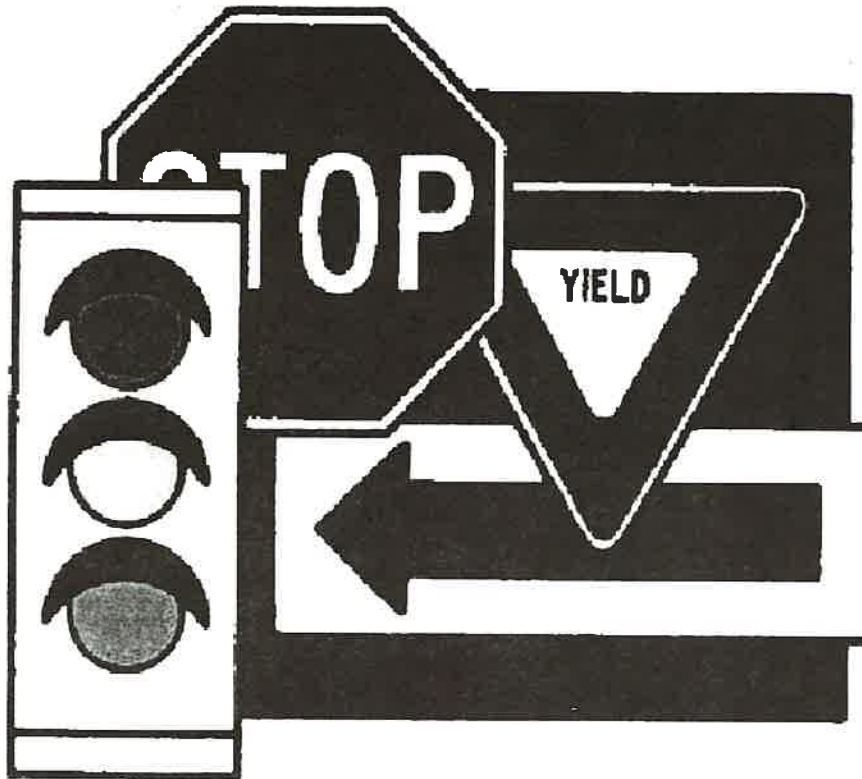
By PRESTON TYREE
TBC Education Director

Texas Transportation Code gives a bicycle operator the same "rights and duties" as a driver operating a vehicle. The short version of this law is that *as a cyclist you are required to follow the same laws as drivers of motor vehicles*. The League of American Bicyclists teaches "Cyclists fare best when they act and are treated like drivers of vehicles."

To answer the question in the title, **Yes! You have to stop at stop signs and red lights.** Only one state, Utah, in the continental 48 allows cyclists to treat a stop sign as a yield sign. We recently had a cyclist stop in the office who said, "I just got a ticket for running a stop sign, how do I beat it?" Our answer had to be, "Pay it." You will find numerous sites on the web that discuss this issue. If you choose to run stop signs when no cars are in sight that is an issue between you and law enforcement officers. If you choose to blatantly run stop signs or red lights when in traffic you are:

1. Breaking the law,
2. Taking a significant risk, and
3. Making it harder on other cyclists. When discussing cycling rights with non-cyclists, like state legislators, the most common complaint we hear is about red-light running.

One recent morning a young lady was riding on the left side of a one-way street during rush hour (legal). She was hugging the curb and encouraging cars to pass her in a too narrow lane (unsafe). At the first red light she cut across three lanes of traffic in front of the stopped automobiles (illegal) and proceeded to run the next three red lights while hugging the right side curb (illegal and unsafe). The worst part of this incident is that she was going at about the speed of traffic and gained nothing by her actions except to make those motorists unprepared to listen the next time someone tried to discuss cyclists' rights.



Other laws that cyclists need to obey include:

- ☐ Having brakes on at least one wheel that are capable of making the braked wheel skid.
- ☐ Having a head light and a red rear reflector or red tail light when riding at night.
- ☐ Use hand and arm signals when slowing, stopping or turning.
- ☐ Only one rider per saddle.
- ☐ Obeying all traffic control signs and signals.
- ☐ One of the most important laws that cyclists must obey is to ride on the right side of the road. An earlier edition of the TBC newsletter discussed this law at some length and if you are interested it can be found on the web site.

There are some parts of the transportation code that do not apply to cyclists. For instance, minimum speeds generally do not apply although most roads posted with minimum speeds are limited access

and normally do not allow bicycles or other non-motorized vehicles.

The actual code language for bicycle operations is on our own web site at www.biketexas.org/cycling_rules.html. Note that this code will change as of September 1, 2001 as a result of legislation passed this session. Two changes that were in the Matthew Brown Act (HB2204) sponsored by TBC were defining a lane that is too narrow to share as less than 14 feet and allowing the use of a red rear light in place of a red rear reflector.

§ 551.101. Rights and Duties

(a) A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle under this subtitle, unless:

- (1) a provision of this chapter alters a right or duty; or
- (2) a right or duty applicable to a driver operating a vehicle cannot by its nature apply to a person operating a bicycle.

(b) A parent of a child or a guardian of a ward may not knowingly permit the child or ward to violate this subtitle.

12/01

Zube Park Evaluation

By Ron Ostrowski

We have been starting our Saturday Morning Rides at Zube Park for about eight months. It is time to evaluate our move.

Did We Accomplish Our Objectives?

Safety of our club members was the primary driving force for the relocation of our ride start. Finding routes with Minimal Traffic was next consideration. Relocating to an area where our routes could be Stabilized for many years to come was also a concern. We didn't want to relocate and then do it again in two or three years.

All of the numerous routes we have developed have minimal traffic on them except for those sections of the route that take us onto Hwy 1488 and Hwy 2920. Other than those two short sections on the 51-Mile Route, almost all of the cycling is done on country roads with only local traffic to contend with. On many of the road sections, there is absolutely NO traffic on some Saturday mornings. So we have resolved the Safety and Minimal Traffic issues.

The original 51-Mile Route went

over a huge salt-dome area that can not be urbanized with subdivisions. But most of the cyclists avoid the road sections south of Hwy 290 as they are awfully rough and narrow. The question then is "are the numerous alternate routes north of Hwy 290 permanent for the near future?" I believe so. Most of the roads travel through active farmland or cattle grazing fields. Development of new houses does not appear imminent. I believe we have met the test for Stabilized routes for many years to come.

It appears that the NWCC has met the objectives of the relocation from Cy-Fair High School to Zube Park. But was the move **SUCCESSFUL???**

Evaluating Successfulness of Zube Park

An indicator of success would be attendance. From day one of the move, we have had over 50+ riders in attendance. These last few summer months have seen 100+ cyclists coming out for the ride. I have asked many cyclists over these past few months if they like/enjoy the Zube Park starting point.

Response

has always been "Absolutely wonderful area to start our ride."

There are a few that initially disliked the additional driving time. And we have lost some of our club



members due to this added driving distance. But then again, I do see an awful lot of new faces each week that are becoming regulars on the Saturday morning ride.

Being the Ride Starter for a few Saturdays, I see all the riders come and go on Saturday morning. One thing I have noticed is that most people tend to linger and socialize after the ride. This never occurred at Cy-Fair parking lot. Everyone returned from the ride, got a bite to eat and loaded up their bike and drove away. I get the feeling that Zube Park is acting as a catalyst in creating a social group of our club members.

I think I speak for many of our club members when I say "thanks" to the NWCC leadership for having the vision, foresight and determination to make the move to Zube Park. NWCC has truly survived the move and is growing stronger because of it.





The Crossover

By Russell Lovelace



Lately there have been a lot of traditional road racers who have talked about their "crossover" from road racing into mountain bike racing. This got me reminiscing about my big "crossover", only it wasn't from road to mountain biking. I was thinking about the crossover I made last April from recreational riding to road racing. This came after three years of recreational weekend riding with some great NWCC members who have been with the club for longer than even they can remember.

My true love for cycling began when I was in junior high racing BMX around the Houston area. That love wavered over the next ten years. I cycled some in high school, raced mountain bikes in college and did the occasional Saturday morning stroll after college. Three years ago, after a four-year hiatus from the bike and the discovery of 40 additional pounds underneath the belt, some friends of mine persuaded me (well, in some court systems it was probably a legal threat) to ride in my first MS150. I agreed and started my MS150 training rides on my ancient Gary Fisher mountain bike. After about four rides, it was pretty obvious that I would never keep up with anybody on my mountain bike, so my brother (reluctantly) loaned me his even more ancient Cannondale. After a couple rides with

the tank (aka 1987 Cannondale, which weight-wise was technically not a tank, but sure rode like one), and a forming cycling habit, I broke down and bought myself a bike. I was now riding more often than ever. Friday nights I actually made it a point to go to bed early. Saturdays meant long rides and mid-afternoon dehydration headaches and sore legs which rendered me completely useless around the house on Saturday afternoons, and I loved every minute of it (particularly the part where I got out of household chores). In the last three years I've ridden every weekend possible. I met a ton of great NWCC members, and I even lost a portion of that 40 pounds that one apparently gets when he or she stares at a computer for ten hours a day and rarely turns down any happy hour opportunity.

Life was good, but I found that I had hit a rut. I was good enough to stay with some of the faster riders, but I was still limited in several areas. I couldn't climb to save my life (mt. St. Barker-Cypress was always my downfall on Saturdays, I could not beat anybody up that overpass), I couldn't sprint farther than about two bike lengths and I wasn't strong enough to pull for more than about three minutes without frying my legs. At one point after completing a good ride, I had a weak moment and decided that I

should try racing. The thought process going through my mind at the time went something like this: "let's see - I can't sprint, I can't climb, I can't pull, I only train one to two days a week, I consistently get my *ss kicked by the race team on the Saturday morning rides and I'm still 20 lbs overweight - oh yeah I'm ready to give road racing a try". Any logical person can see that it is pretty much a miracle that I made it through college with reasoning like that.

So off to the first NWCC race team meeting I go. It was..... well interesting to say the least. The meeting was intimidating because all of these experienced racers were talking about how the course was laid out, who was going to be the one to watch this year, how they were going to work together as a team, etc. It was also a tad bit lonely as everyone knew each other and nobody knew who I was. I left there wondering if I made the right decision. So again going through my logical reasoning that I was just as good as some of these guys (okay you can stop laughing, I now know it was not true). I brushed it off and continued my pursuit to race.

I registered for my first race, which happened to be the Fayetteville stage race. During check-in

(Continued on page 8)

The Pedal Pusher

(Continued from page 7)
The Crossover

on the day of the race, I began to notice my surroundings and my only thought was to sing a little diddy about how one of these things is not like the other. I was not talking about somebody that I saw either. I was the only hairy-legged person within a good ten mile radius and I pinned my number on my jersey like I was about to do a recreational tour. Ahh, the sign of a true rookie - a number pinned smack dab in the middle of the back with the numbers reading left to right, the sign of one who is unskilled at the art of pinning a number. I might as well have placed a neon sign over my head that read: WARNING: ROOKIE RACER - PLEASE LEAVE IN THE DUST. After several under-the-breath comments and a lot of help from the official, I was ready to go.

Fayetteville is a two day stage race with a road race and a time trial on Saturday and a second road race on Sunday. I was underway in the first part of three races. I completed the forty miles with little to no problems, finishing smack in the middle of the pack. "Cake!" - I thought to myself - "See that was nothing, I can keep up with these guys." Then came the time trial. The only advice that I got was - "keep your minute-man in sight and try and catch him" - "Uhhhh what? Didn't the minutemen go out with the civil war or something like that?" It only took me about ten minutes into my time trial before I understood what that meant. Of course

it wasn't because I caught the person who started one minute in front of me, it was because the person who started one minute (and two minutes and three minutes) behind me passed me. Of course, my rather rational thought logic again kicked in - "They have aero bars, and besides if I do well tomorrow in the road race I could still be in the top 10 or 15".

Sunday morning - I'm feeling good, my legs...well they had somehow miraculously grown 20 lbs of dead weight over night. I lined up at the start at the front and slowly pulled out of the starting area at the front. Within five minutes I found out why everybody took it easy the first day - because the pack took off faster than a bat out of Hades. I hung in the back for all of about 15 seconds and was subsequently dropped. My ego had been shattered and I found a new form of humility. I had never before been dropped so fast (and trust me I've been dropped plenty of times).

I marked that day as a day I did not wish to repeat, then came Coldspring. And I thought Mt. St. Barker-Cypress was difficult - this ride had actual hills. I managed somehow to stay with the pack for the first half a lap (no one need mention here that the first half of the lap is flat, let those who have never been there assume I actually made it through part of the hills with the group, thank you). Again I had been dropped.

Week after week, race after race I

found myself getting dropped, only I noticed that as each race progressed I was staying in a little longer before getting dropped. Then in Dallas, I broke my tradition and stayed with the pack the entire race. Well that was until my rookiness shone through again. I made my move to the front with over 200 yards to go. I was wwaayyyyy out in front of everyone (five seconds) hoping that one or two people would jump with me. Of course, these are people who can actually think during a race, unlike myself, and knew that I had jumped too early and would burn out - so they let me. I went from finishing top ten to finishing in the middle of the pack, but I finished with the pack for the first time. I was ecstatic. I had finally finished with the group and it felt great. All those disappointing races where I had been dropped, and wound up riding alone had somehow vanished from my memory. I was just happy to finally get a pack finish in a real race.

I continued racing over the summer training more and racing every chance I could. I even did the weekly crit races in Memorial park. Again, these were nothing but a learning experience. My first crit, I was lapped three times, my second crit two times and so it went week after week. It wasn't until one of the more experienced racers, Dana Chamness, asked me why I was getting dropped on the Wednesday night crits, but I could keep up on the Saturday rides. Again, my rookiness shone

(Continued on page 12)

WOMEN'S WEDNESDAY

**Every Wednesday is Women's Day
at Northwest Cyclery**

15% OFF EVERYTHING
except bikes, sale items or Oakley



COMING SOON!



Complete Women's Section

SheBeest Clothing · Pearl Izumi Clothing · Terry Womens Saddles
Specialized Womens Saddles and Shoes

Ask about our womens road and off-road race teams

Come join Northwest Cycling Club for our Saturday morning rides - 8AM from Zube Park



17456 NW Freeway (290 & Jones Road)
Houston, Texas 77040
(713) 466-1240 · (800) 986-2453
www.northwestcycle.com

Store Hours
Mon - Fri 10-7 · Sat 10-5 · Sun 12-4

Northwest Cyclery is a Woman-Owned business!
All salespeople are Women on Wednesday

12/01

December 2001

Sun Mon Tue Wed Thu Fri Sat



1
CLUB RIDE
Cyclo-X
Champs
Alkek Velo

2
Dirty
Duathlon
VC TT
Dirt Crit



3

4

5
Trainer Class
Northwest
Cyclery
6:30pm

6



7
NWCC
Party
St. Arnold's
Brewery 7pm

8

CLUB RIDE
Mission Ride
Tour d'Lights

9
VC Timetrial
Dirt Crit
Double Lake
trailwork&ride



11
Race Team
Meeting
6:45pm

12
Trainer Class
Northwest
Cyclery
6:30pm

13

14
15
CLUB RIDE
UYS cvcloX
LEAKEY Road Trip

16
VC Timetrial

Leakey

17

18

19
Trainer Class
Northwest
Cyclery
6:30pm

20

21

22
CLUB RIDE

23

24

25



26



27

28

29
CLUB RIDE

30

31
**A Happy
New
Year!**

Calendar Key

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

Mountain Bike Rides. Don't ask me. Now that it gets dark early, I have no clue. Just call Gail Hurley, Kevin Hopper or Sandra Rice. They seem to be organizing fairly regular weekend outings recently, like Warda, etc.

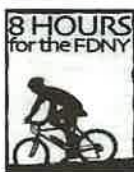
Trainer Class. Every Wednesday night, 6:30 pm at Northwest Cyclery. The winter session (December through February) will be taught by Charollette Miller. Bring your bike, a block for your front tire, sweat towel and water bottles.

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.

DECEMBER RIDE INFORMATION



Eight Hours for the FDNY

An Eight Hour Mountain Biking Event Benefiting the New York Firefighters 9-11 Disaster Relief Fund. All Proceeds go to the New York Firefighters 9-11 Disaster Relief Fund on Behalf of DORBA and the St. Joe Fire Department <http://daily.iaff.org/fund.htm>. Location: The Breaks at Bar H in St. Joe, Texas <http://www.barhbreaks.com/>. Eight-hour cross country mountain bike race and ride December 1st and Devil's Backbone timetrial December 2nd.



Mission to Mission "Wheels for Meals" December 8, 2001. 10 am. San Antonio. 12, 34 miles. \$20 before November 14, 2001 or \$25 after. 210-271-7000.

Tour d' Lights December 8, 2001. 7 pm. Pearland Independence Park (Southeast of Houston.) 5-6 miles. \$15, Additional Family Members \$5, \$15 with a T-shirt. 1-1/2 hour recreational ride to view the Christmas lights of Green Tee Subdivision & Sing Christmas Carols in the Park. Decorate your bikes and win a trophy, judging begins at 6:45 pm. 281-652-1659.

Dirty Duathlon December 2nd, Rocky Hill Ranch. This is a great event that grows each year. It is a blast to do, volunteer, or just watch. The run has usually been up Fat Chucks hills and the ride is the more open 14-16 mile loop. The run has usually been a 3-4 mile each time over the same hills. run/ bike / run 3.5 run/ 14 mile mtn bike/ 3.5 run.

info@austintricyclist.com or barry@uysinc.org

VC Decembu-r-r Time Trial Series - 12/2/2001, 12/9/2001, 12/16/2001 Cele. Ten-mile time trial around the Cele course. Registration opens at 10am. First rider off at 11am. Overall prizes based on total time of 3 races. \$8 per race or \$20 for whole series. Juniors fees are \$2 per race. vc_slim@hotmail.com

UYS Austin'cross, December 15th Austin, Texas.

The second annual cyclocross race series (11/10, 12/15 and 1/5) presented by UYS. Held at the Richard Moya Park.

Dirt Criterium Series December 2nd and 9th. RIO MX Cycle Park Houston.

Elbow to elbow racing on a dirt motocross track with climbs, descents, berms, and jumps. Motocross style action on our hardpacked track with Spectators cheering from the sidelines. Spectator-friendly action with bleachers and clean restrooms.

<http://www.ci.houston.tx.us/departments/parks/alkekvelodrome/>



(Continued from page 8)
The Crossover

through – “Uhhhh, I dunno, I get dropped every corner and can’t catch back up”. So with the outstanding wisdom that Dana expresses he asks – “Well, are you braking in the turns?” - which of course I was. He helped me with my cornering and the very next race I finished with the pack (too bad the series was two weeks away from being over). Again, still 15 lbs overweight, you’ll all those negative thoughts while getting lapped in the race, were erased from my memory. All I could think of was – I finally finished a crit with the group, it was quite an accomplishment for me.

As my first season comes to a close and my second season just around the corner, I look back on

what I learned and nothing stands out more than: Never quit. I think I did four or five road races before I ever finished with the pack and at least five crits before I ever finished with the pack. During every one of those races, the only thing my mind said was – “Why do you continue to do this? You can’t even keep up with the group. You can still only train three days a week and your are away from being over). Again, still 15 lbs overweight, you’ll never actually win anything”. Well for me it is never about winning as much as it is about accomplishing my goals, and the simple goal of finishing with the pack at the end of the season was all the reason in the world for me to keep going to race after race. It felt great accomplishing that goal, which made all the self-doubt, hu-

miliation and pain worth the while. So for those out there who are thinking of making a crossover from recreational rider to racer – I say go for it – you’ll surprise yourself how easy the crossover is and how much fun you will have racing. It might be lonely at first, but the more you get into it the more people you will meet and the more fun it becomes.



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**



2001 Time Trail Results

By Dana Chamness



NAME	Best Time	MPH	NAME	Best Time	MPH	NAME	Best Time	MPH
Julie Van Zandt	13:01	28.6	Bolen	16:36	22.4	Kevin Given	19:08	19.4
Kenny York	13:04	28.5	Brian Dupre	16:47	22.2	Alane Ballweg	19:13	19.4
Ruben Solis	14:15	26.1	Richard McIntyre	16:50	22.1	Joe Henninger	19:46	18.8
Craig Rennpage	14:31	25.6	Lisa Reed	16:54	22.0	Pat Perry	20:00	18.6
Jerry Morrison	14:39	25.4	Joe Wimmer	16:54	22.0	Cristin Walker	20:00	18.6
Tom Reed	14:39	25.4	Jerry Walter	16:57	21.9	Sandra Rice	20:02	18.6
Troy Dunton	14:47	25.2	Steve Comings	17:00	21.9	Lori Walker	20:11	18.4
Lane Rodgers	14:48	25.1	Morris Taymon	17:01	21.9	Ed Walker	20:23	18.3
Eric Warnsman	14:52	25.0	Nancy Dodd	17:12	21.6	Daniel Walker	20:23	18.3
Jim Southerland	14:52	25.0	Lauren Mahony	17:18	21.5	Paula De Monte	20:29	18.2
Damon VanZandt	14:53	25.0	Cory Pelletier	17:18	21.5	Chuck Akers	20:39	18.0
TEAM (Troy/Mark)	14:56	24.9	Julie Van Zandt	17:19	21.5	David Granadino	20:44	17.9
Dana Chamness	15:07	24.6	Renate Junold	17:20	21.5	Laurie Hopper	21:23	17.4
Larry Tharp	15:13	24.4	Struart Creighton	17:35	21.2	Delia Akers	21:26	17.4
Mark Dearing	15:19	24.3	Russel Lovelace	17:39	21.1	Kelly Espindola	21:50	17.0
John Woods	15:22	24.2	Kevin Hopper	17:40	21.1	Evan Haas	22:28	16.6
Frank Gonzales	15:25	24.1	Chris Albarran	17:42	21.0	Lori Armstrong	25:23	14.7
Jolius Stuart	15:31	24.0	Matt Cross	17:44	21.0			
Bill Reilly	15:33	23.9	Joseph Tokarski	17:44	21.0			
Pete Cariveau	15:33	23.9	Sam Armstrong	17:48	20.9			
Kevin Ferdinand	15:34	23.9	Brad Klein	17:56	20.7			
Ryan Spates	15:37	23.8	Kevin Stokes	17:58	20.7			
Kerry Emmott	15:37	23.8	Gary Zbornak	17:59	20.7			
David Lynch	15:45	23.6	Butch Cross	18:00	20.7			
Bill Duckworth	15:45	23.6	Alan Bazard	18:01	20.6			
TEAM (Tommy/Ryan)	15:48	23.5	Derek Adams	18:02	20.6			
Garth Whittington	15:53	23.4	Bob Swank	18:11	20.5			
Pat Dunton	16:03	23.2	Wes Morrow	18:13	20.4			
Tommy Cauthen	16:04	23.2	Shawn Wyane	18:15	20.4			
Paul Holsinger	16:05	23.1	Tom Holland	18:23	20.2			
Brent Millard	16:05	23.1	Gail Hurley	18:30	20.1			
Bill Edwards	16:08	23.1	Kathy Clark	18:31	20.1			
David Hatcher	16:11	23.0	Nancy Smalley	18:35	20.0			
Mike Wells	16:19	22.8	Sandy Martin	18:36	20.0			
Mario Lrema	16:20	22.8	Daniel Granadino	18:37	20.0			
Joe Imrie	16:25	22.7	Tracy Meixensperger	18:52	19.7			
Charlotte Miller	16:26	22.6	Chuck Bringman	18:52	19.7			
Ron Grabur	16:27	22.6	Andy Chandler	18:56	19.6			
Ryan Nelman	16:30	22.5	Diana Zbornak	18:58	19.6			
Martin Hukle	16:36	22.4	Mike Dearing	18:59	19.6			

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:

Rocky Hill Ranch~ 24 hour Niterider event

By Gail Hurlay

November 3rd and 4th was a great time for our club. We had three teams of five, plus a few extras riders we leant out. Namely, Renate Junold, Charles McClean and Lisa Gibson, all of whom raced well, even though it was for other teams! (We still love you!)

Three NWCC five-person teams were entered in the open category. "Lifeworks~Dirty Does It" was one team with Joe Noack, John Zgourides, Tracy Meixensperger, Bill Duckworth and Monica Gill. "Gail Force Three~The Continuing Saga" was another with Tony Deore, Kevin Ferdinand, Eddie McClean, Frank and Camila Gonzales. Last but not least, "Trail Trash" with myself, Craig Rennpage, Dana Chamness, Julie Tamborello, and Melanie "Legs" Lacy. All three teams had NWCC attached to



Team Trail Trash

their names.

The race began with a Lemond style start. This required a run to your bike. Well, this was too fun to watch. All those racers running in bike shoes! The race started at noon on Saturday and ended at noon on Sunday. The teams' support groups timed the laps and caught the bikes, while the riders dismounted and ran to the officials table to log out. Bikes were also held for those logging in and going next. With over 118 teams and 22 solo racers, there was quite a crowd!

We had the primo camp site, right next to the start/finish area. Our Northwest banners and canopies were highly noticeable, as well as our jerseys being everywhere.

wrench for us, and everyone else it seemed...but we had priority status. Northwest Cyclery sent him and all the supplies along, and this is what having a sponsoring bike shop is all about! (A big thanks to Harry and Cathie!)

Our cooks were Marie McClean, and Dean Shaw. Sandra Rice was called to work at the last minute, so a big thanks to her for doing the shopping. Marie and Dean were making bananas flambe' in the middle of the night, and we had plenty of hot soup and hot chocolate to keep us warm. I cannot say thank you enough to these two!

Peri Mashburn came for her late night traditional stint, and made life a lot easier for all of us with her battery charging duties. Thank you Peri!

James Ferrell and a friend of his came to make life easy by climbing the infamous "WALL" and calling our arrival in to the base camp with some fancy walkie talkies.

Mike Fayard helped with scoring, and then pampered us when he could. The queen of pampering is of course Melanie Chamness. Thank you Melanie.

The Hoppers, Kevin and Laurie,

Harry Twidwell was there to

(Continued on page 17)



Gail Force

NWCC Clothing Orders

What?

1. Short Sleeve Jersey, Raglan sleeve with a hidden zipper and four colors (yellow, purple, black and blue). This jersey will serve for both road and mountain.
2. Biking Short—a purple short with yellow panels running down the sides of each hip.
3. Skin suit—from the waist up it has the same design as the jersey, the bottom is solid black.
4. Golf Shirt—a plain golf shirt in deep purple with Northwest Cycling Club embroidered in yellow across the heart.

Some people are placing orders for long sleeve jerseys and jackets.

Who?

To place an order contact Russell Lovelace. His e-mail address is Russell.lovelace@scco.com. Sample sizes of each item will be available to try on.

When?

The order will be placed January 9th. Please get your orders in by the January 8th club meeting.

How?

So how did this order come about? Well, three vendors were recommended to us by Paul and Cathie at the shop after culling through a larger number of vendors based on pricing, quality, de-



See the next page for the 1st rough draft of the NWCC jersey design

pendability. The top three were Voler, Sugoi and Verge. There were several criteria against which the top three were viewed.

- **A vendor we could stay with for several years:** Verge does only custom team jersey, shorts etc. Sugoi and Voler do both custom work as well as retail. Verge and Voler are both in the United States. Sugoi is located in Canada

- **Quality of the product:** All three vendors sounded good. Verge and Sugoi offered fabrics that work well in the Houston heat.

- **Sizing:** Verge has seventeen different sizes to choose from. Sugoi assured us that they were US sizes.

- **Pricing:** Short sleeve jersey with a raglan sleeve, hidden zipper, using four colors:

Quantity	(6-50)	(51-100)
Verge	\$70.00	\$61.75
Sugoi	78.00	66.75
Voler	74.75	57.75

- **Delivery time:** Assuming an order placed by the second

week in January

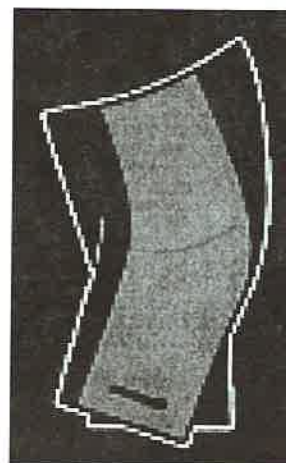
1. Verge four to five weeks
2. Voler second week in June
3. Sugoi six to seven weeks

Taking into consideration all of the above, the board selected Verge as the vendor at the November board meeting.

Another topic regarding clothing was that off-road and road teams are using two different jerseys. It was recommended that everyone used the same design. Benefits of using the same jersey are: more quantities thus a lower price; all members of the race teams will be wearing the same jersey; many people race both road and off-road.

New Design!

At the November club meeting, Gail Hurley presented a new jersey design. Monica Gill presented a new look for the shorts. Both were approved by members.





(Continued from page 15)



Leg Art

Greg and Shari, as they are in the rules!

friends from San Antonio that race for another team, I am proud of all that came to but brought their RV to our help, all that raced, and all that site and worked with our sent lights and batteries to aid us. teams to help! (They are My goal is for five teams of five Bike Mojo...a sister team of next year, and maybe a solo racer ours.) or two? Who can I sucker....errrrr, talk into it? Let me know!

Also, a recognition to team Bikelane for being a sister team. They took first in the five person open. We scored less impressive, but not less enthusiastic with Gail Force 16th, Dirty Does It 17th, and Trail Trash 25th.

leant lights, rubbed shoulders and made things fun for us. Jim Mackey showed to offer support.

Nancy and Robert Kaechler, Mary, Morris and SavannahTaymon were out on the trails yelling encouragement to us!

A special thanks to The Atwells, little of your skin, it seems to be

We also hosted a Japanese solo racer named Kentaro. He did nine laps, and was sick the entire time!

Craig Rennpage broke a rib. We all had bruises, cuts and smiles on our faces! Hey, you are supposed to offer the trail a



Comfy Dana?

NWCC CLASSIFIEDS

Wanted. Road bike between 54cm and 56cm. Looking to spend about \$500. 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. \$500 obo. Call Ryan @ 713.446.6610

For Sale. Scott Waimea Team issue triathlon bike 56cm with Mavic CXP 14 rims, wellgo clip-less pedals and extras. \$600 obo. Email Wes 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. 51 cm (19 in) custom built frame by Andy Gilmour from Tucson, Arizona. Old sun-tour superbly pro components. Two sets of wheels both are sew-ups. Red, white, and blue paint. Excellent condition, stored inside. Asking \$500 for all. Contact Wendy at 936-931-1259.

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

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, available until January 1st. George Malone 713-932-8664.

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 lma-hony@houston.rr.com

For Sale. 2000 Cannondale R1000, 54cm, Yellow and Black color, all Ultegra gearing, in excellent condition. Asking \$900. Contact: Mario Flores (713)988-5641

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. 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 rennpaage@yahoo.com.

For Sale Triathlon Bikes
FELT Ultra-light Carbon Fiber frame—54cm, Ultegra, Shamano, EMS Carbon Fork, Scott Bars, Look clip-on, more... Excellent condition. Set up perfectly for racing and training, two sets of wheels, racing and training. \$1600. Please call (281) 251-9239 email bwishart@houston.rr.com

Bianchi - 45cm Jr. Triathlete Racing Bike. Shamano components, two sets of wheels for racing and training. Aero clip on bars, platform peddles, speedometer, Excellent condition. Great for a junior or small person. \$400. Please call (281) 251-9239 or email bwishart@houston.rr.com

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

PRESORTED STANDARD
U.S. POSTAGE
PAID
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DAVID KING
PO Box 671013
HOUSTON, TX 77267

3/1/02

The Pedal Pusher

The Editor's Half Page by Julie Van Zandt

Mountain Biking 101. This is a plea for a mountain biking 101 article. Remember the instructional article Dana Chamness did on paceline etiquette? Something like that, just the basics. The January newsletter issue (and me) eagerly await such an article. Or, am I the only one-footed mountain biker out there?

Stance. My stance on the Ho Chi Minh trail is left foot clipped-in, right foot free at all times. My right foot, a rudder-like navigational tool, skips along the ground as my left leg pedals. Surely this is not the proper stance on a mountain bike.

But my one-legged stance is not the only cause for my plea. The week before Halloween, Damon and I were staying at his family's ranch in Mobeetie, Texas. FYI, Mobeetie means

horse... crap in the Sioux language. We decided to take our mountain bikes as our mode of exercise while in Mobeetie.

Sand-Ho. Setting off on our first ride, I thought we were not in for much of a challenge as we took off on a dirt road that winds through the ranch. Well, not five minutes into the ride the two-track dirt road became a two-track SAND road. I quickly learned that there are tricks (that I didn't have) to navigating in sand. Going a whopping three miles an hour, if that, I promptly fell over onto my left side [mobeetie].

[mobeetie]. Unfortunately, the two-track sand road (trap) was bordered by zillions of sticker burrs and, what Damon called, goat heads. As I lay there flailing like a gut-shot deer, I

accumulated half-a-gazillion stickers and goat heads in my arse, leg warmer, arm warmer, jersey and gloves. They were even in my hair. Worse, I was still unable to get up. After much trashing, I finally did get vertical again, once the bike was removed from atop of me. Then Damon had to pluck the burrs off my body. This took about an hour and only served to transfer the burrs from my butt to his gloves.

Maintenance. Oddly enough, I later enjoyed tweezering all the goat heads and thorns from my flat tires and tubes. That took an hour per tire.

SOS. So please, Kevin Hopper, James Ferrell, somebody... send in an article on mountain biking basics.