

The Pedal Pusher

April 2003

Vol XVII, Issue 4

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President by Lori Walker

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During the March meeting on the 4th the budget was approved for the 2003 year. We also learned the jerseys are still on the drawing board. Please watch the web page for information of when the committee will be introducing the designs to the club.

We had a wonderful time with Catherine Baumbaugh. We learned important information on what stretches we can do to stay away from the "Depends" aisle. Catherine was very humorous with her one liners that kept us all laughing! Thank you, Catherine.

By the time you re-

ceive this newsletter the BBX will be over. Monica, David Lynch, Jim Bridges and all the other BBX volunteers will be resting a little easier knowing that they hosted and supported a great event. More details regarding the BBX will be coming in the May issue but to all of you ahead

of time, Thank you.

Junior Nationals is coming right along. I want to extend my greatest appreciation to the members of this club. In one month's time of asking for donations to support Jr. Nationals we have been able to raise over \$4100.00. Thank you so much to all the people who have contrib-

uted. We still need to raise much more and Russell Lovelace is working very hard on contacting businesses both in town and in College Station plus planning other activities to help raise the funds. If you have any ideas or suggestions please contact Russell.

There is a party in the works. The date being tossed around is Saturday, May 3rd. Please watch the web page and Topica for details. Some information regarding the party is it will be a fund raiser for Jr. Nationals, there will be food, and an auction. The location and time is still a mystery.

ROUND THE CORNER

Club time trials, 2nd Tuesday, April through October, 6:00 PM, are held at Sharpe Road and Katy Hockley.

Saturday Rides at Zube Park begin at 7:30 PM starting this month.

Jr. Nationals are scheduled for July 3-6.

KFC, July 20 (see add, Page 9).

TMBRA 2003 Spring Championship Series Dates

Apr 12, 13	Cameron Park, Waco, Tx
Apr 26, 27	Flat Creek Crossing Ranch, Johnson City, Tx
May 10, 11	Swan Cycle Park, Tyler, Tx
May 24, 25	Broken Oak Ranch, Valley Mills, Tx

TXBRA Texas Cup Calendar for 2003

April 5	Waco Heritage Bike Race, Waco, Tx
April 6	Copperas Cove Road Race, Copperas Cove, Tx
April 26, 27	Ft Davis Hammerfest, Fort Davis, Tx
May 3	San Felipe Road Race, San Felipe, Tx
May 4	Cinco de Mayo Road Race, Cold Spring, Tx
May 17	Inez Road Race, Inez (Victoria), Tx
May 24	Texas State Crit Championship, Mesquite, Tx
May 25	New Hope Classic Road Race, New Hope, Tx
May 26	Cowtown Classic Criterium, Fort Worth, Tx

PEDAL PUSHER DEADLINES

Monday following the club meeting.

The newsletter is published monthly. Have an article for the newsletter? Please submit it by the Monday following the NWCC club meeting, or the 15th of the month, whichever comes first. Submissions should be sent to wes.morrow@natoil.com

Club Officers

President	Lori Walker	281-370-3591
	lwalker@ev1.net	
Vice President	Peri Mashburn	713-880-9559
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Chairperson	lisa.gibson@earthlink.net	

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Director	Rlovelace1@scgo.com	

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NWCC website:

www.northwestcyclingclub.com

NWCC Affiliations:

United States Cycling Federation (USCF)

National Off Road Bicycle Association (NORBA)

League of American Bicyclists (LAB)

International Mountain Bike Association (IMBA)

Texas Mountain Bike Racing Assoc. (TMBRA)

Board Member Texas Bicycle Coalition

Ride Starter by Chuck Martin

What does it take to be a "ride starter" for a Saturday morning club ride? **A VOLUNTEER!!**

The first time Sandy volunteered us to be a ride starter, I didn't have the foggiest clue what to do. Fortunately, Sandy told me to look at the NWCC web site. Everything I needed to know will be there. Sure enough, it was. It told me how many bananas to buy, the amount of cookies and ice to purchase. It even told me where the coolers should be found (in the back room of the shop). If you remember what that room looked like, you felt lucky to find your way back out.

What the web site didn't tell me was I (not Sandy) had to go to the food store. Now that was an adventure. For those who don't really know me, I would rather go to the dentist than go shopping. Kroger's was very kind to me. They had bananas of all different colors (green, yellow, brown). I tried to estimate the number of riders that would be there on "my" Saturday. I must have looked pretty silly carrying

all of those bananas and cookies to the checkout.

Saturday morning arrived. It was one of those days we started at 7 AM. I was told to arrive at 6:30 AM and be ready to go at 6:45 AM. Easy enough in theory. Getting it accomplished took a small act of Congress. First, Sandy had to work in Galveston that day (very convenient). Then I realized that we didn't have anything long enough to stir the All Sport once it was full of water and ice. A challenge to overcome. But everything worked out OK. I was set up in time for riders to fill their bottles before they left for their ride. Making the announcements was the easy part. Breaking the riders into small (10 to 20 riders) groups was a little more challenging. The one major thing I did learn that morning was your don't buy any type of cookie that will melt when the temperature gets above 80. Chocolate sure is messy after it melts.

Take down and clean up was easy. Getting reimbursed for my

expenses was real easy. I saved all my receipts for our Treasurer.

After the first time, it became easier. Therefore, if I can do it, so can you. If you feel that the coolers are too heavy to get into your car after filling with water, put them in empty and fill them in the car. There will always be someone at the start who will be willing to help you unload the heavy coolers from your car. If you feel uncomfortable about making announcements in front of your fellow riders, there are always those of us who are not shy about speaking in public.

Do you realize that if the old rule on 80% of the work is done by 20 % of the people, you would only have to do ride starter once every 60 or so weeks (I could probably handle going shopping once every 60 or so weeks). So please step up and volunteer. It's not difficult to do. Zek and Diana will be calling you if you don't volunteer. Believe me, there aren't too many of us who can outstride Diana.



Valentine's Present by Ron Ostrowski

Most of you that know me have probably already heard about my "Mini-Heart Attack" the morning after Valentine's Day. Thanks for all your many emails and well wishes. Your comments helped to cheer me up during my recovery at home.

The cardiologists said I should be able to return to cycling at previous effort levels in a few weeks. In the mean time, all of you will have to find somebody else to draft on.

The ER Doctor and two Cardiologists made a very memorable statement to me. Every Saturday morning that we get out there and push ourselves cycling the 40

mile route, it is like taking a two hour Stress Test.

Testing showed that my heart muscle is in great shape and the major arteries are clear. Thanks to ten years of cycling and seven years of karate. And also thanks to the delicious and healthy meals my beautiful wife has made for the past 35 years. I have blockage in two small pesky arteries that supply blood to the heart muscle itself.

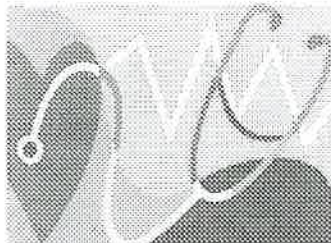
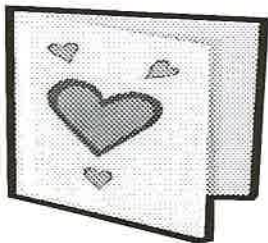
Now, through the wonders of modern pharmaceuticals I can continue on with my life. Oh yeah! You may notice that I now have a metal pill container hanging around my neck. It contains

Nitroglycerine pills, which the Dr. states I may never ever need. I understand they dilate blood vessels to increase the flow of blood throughout the heart and body. Hhhhhhhmmmmmm? I wonder if they could be mixed with Cytomax and drank during sprints up the hills. Sort of like having a turbo-charger on my bike. ☺

See you all on the road in the near future. Save a place for me in the paceline. Thanks again for your kind thoughts and prayers.

Sincerely;

Ron Ostrowski



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

NWCC Team Race Results

from TXBRA and TMBRA
Lisa Gibson, Tracy Meixensperger, et al

TMBRA Smithville 2/15, 16/03

Expert Master Men 30-39

Jack Talton - 17th

Bill Duckworth - 30th

Sport Master Men 30-34

Tony DeOre - 16th

Sport Master Men 40-44

Lee Troy - 1st

Kevin Hopper - 26th

Sport Master Men 45-49

David James - 1st

Jeff Elliot - 11th

Sport Master Women 30-39

Elena Capsuto DNF

Beginner Senior Women 19-29

Beth Schlotterbeck

TMBRA St. Jo (3/1, 2/03)

Expert Master Men 30-39

Bill Duckworth - 13th

Expert Master Men 40-49

David James - 12th

Sport Master Men 40-44

Lee Troy - 7th

Sport Master Men 45-49

Jeff Elliott - DNF

TXBRA Walburg (2/22/2003)

Pro 1/2

Jonathan Sinclair - 36th

Cat 5

Pat Dunton - 16th

Doug Hadley - 31st

Juniors

Troy Dunton - 4th

Masters 45+

Dana Chamness - 6th

Bill Reilly - 15th

TXBRA Pace Bend (2/24/2003)

Pro 1/2

Troy Dunton - 33rd

Eric Warnsman - 45th

Cat 3

Chris Grusendorf - 17th

Cat 5

David VanNewkirk - 17th

Juan Barboza - 28th

Women 3

Steffi Penco - 4th

Women 4

Claire Brown - 5th

Masters 35+

Tom Reed - 13th

Scot Orgish - 21st

Bill Duckworth - 33rd

Masters 45+

Dana Chamness - 5th

Bill Reilly - DNF

Masters 55+

Greg Smith - 5th

Juniors

Troy Dunton - 6th

TXBRA Lago Vista (3/8/2003)

Pro 1/2

Troy Dunton - 49th

Eric Warnsman - 64th

Jonathan Sinclair - 65th

Cat 3

Scot Orgish - 20th

Chris Grusendorf - 32nd

David Bumbaugh - 36th

Women 1 2 3 4

Claire Brown - 13th

Masters 45+

Bill Reilly - 6th

Dana Chamness - 15th

Lago Vista 2 (3/9/2003)

Pro 1/2

Mike Nelson - 43rd

Cat 3

Chris Grusendorf - 25th

Women P 1/2

Steffi Penco - 13th

Women 4

Claire Brown - 3rd

Masters 45+

Dana Chamness - 4th



April 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Club Meeting 6:45 Race Team 7:30 General Members @ 	2	3	4 Track Racing 7:00PM @ Alkek Velodrome	5 CLUB RIDE 7:30AM Zube Park TXBRA Waco Heritage Road Bike Race, Waco, Tx
6 Magnolia 7:30 AM TXBRA Copperas Cove Road Race, Copperas Cove, Tx	7	8 Club Time Trial 6:00 PM @ Sharp Road and Katy Hockley	9	10	11	12 CLUB RIDE 7:30AM Zube Park TMBRA Cameron Park MTB Race, Waco, Tx BP MS-150
13 Pattison 7:30 AM TMBRA Cameron Park MTB Race, Waco, Tx BP MS-150	14	15	16	17	18 Track Racing 7:00PM @ Alkek Velodrome	19 CLUB RIDE 7:30AM Zube Park
20 Magnolia 7:30 AM Easter 	21	22	23	24 Bicycle Repair Class 7:00PM @ 	25	26 7:30AM Zube Park TXBRA Hammer- fest Road Race, Ft Davis, Tx & TMB- RA Flat Creek RR, Johnson City, Tx
27 Coldspring 7:30AM TXBRA Hammer- fest Road Race, Ft Davis, Tx & TMB- RA Flat Creek RR, Johnson City, Tx	28 Board Meeting 7pm @ 	29	30			

Calendar Key

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

Mountain Bike Rides. Once or twice a month "Fat Tire Sunday". Generally meets at the NW Cycle Shop and caravan out to one of the several trails within a two-hour drive. After work Cypresswood ride during the late light months Wednesday and Fridays.

Winter Trainer Classes. Wednesdays 6:30 pm (at Northwest Cyclery. Bring bike, front tire block, towel and water bottles. Late autumn and winter months only.

Bear Creek Coached Rides. Wednesdays 6:30pm at Bear Creek. Held only in late April and May months.

Informal Sunday Road Rides. Ride starts are the same time as Saturday's. Magnolia meets at Magnolia junior high on 1774, 60 and 80 mile routes. Pattison ride meets at Royal Jr. high school on Dirkin road. Chappell Hill turn right off Hwy 290 onto FM1155. West Oaks meets on the west side of the West Oaks Mall parking lot, hwy 6 and Westheimer. *If the predicted low temperature is 40 degrees or less, a mountain bike ride at Double Lake or Huntsville is assumed with camping the Saturday evening. The Sunday rides are more informal than Saturday, so check before with a NWCC member, especially during MTN and road race weekends.*

Race Team Saturday Routes. The race team will vary its Saturday routes with the destinations noted on the calendar: Whitehall (75 miles), Bellville (80), Monaville (65) and Kirkwood. *Kirkwood ride meets at Kirkwood. Park on the southwestern corner of the intersection of I-10 and Kirkwood.*

The Saturday rides start per the following schedule:

- Jan thru Mar 8:00AM
- Apr thru Sep 7:30AM
- Oct thru Dec 8:00AM

Interested in a Sunday ride? NWCC makes sure that there are some of those also. See the new schedule above for Sunday rides.

These rides are more informal than Saturday's big club ride, so check with a club officer or call Northwest Cyclery for additional info on these rides.

APRIL RIDES

Hill Country Pedal Power Wildflower Ride April 5
Stonewall (LBJ Park), Tx
www.hccac.org/2003ride.htm

19th Annual BP MS150
April 12-13 Houston to Austin
www.ms150.org

Easter Hill Country Tour
April 18-20 Kerrville, Tx
www.hbc.stevens.com/ehct/

Beauty and the Beast
April 26 Tyler, Tx
www.tylerbicycleclub.com/EventBeautyBeast.html

Muenster Germanfest
April 26, Muenster, Tx.
www.nortexinfo.net/gfest/bike.htm

Wildflower Cycling Tour & Steeplechase, Apr 26, Cuero, Texas, www.cuero.org/april2003.shtml

MAY RIDES

Steeple Chase 100K May 3,
Schulenburg, Tx
www.schulenburgchamber.org/metadot_portal1/index.pl

Rolling Hills Challenge
May 10, Columbus, Tx
dodie@wcnet.net

Shiner Bash May 17
Houston, Austin, San Antonio, Tx
www.shinerbash.com/

NWCC CLASSIFIED

Wanted to Buy: Used road bike for daughter, nothing fancy. She rides 4 months out of the year to train and ride MS-150. She is 5'-2", so small to medium range. Contact Dee Akers. delia.-@mortgagesdirect.com

Wanted: FREE used bicycle, road or mountain. I'm interested in getting into cycling for the exercise but don't want to lay out a lot of dollars until I'm sure this is what I want to do. So. If you have a usable bike stashed in your garage gathering dust and you'd like to donate it to a potential future cyclist, please consider my needs. I need a bike that could be fitted to a 6 foot person. Please contact Joe Griffin at 713-744-9865.

For Sale: 2000 Trek 7500 FX, model, 15" hybrid.

2001 Trek 2200 WSD, 47 cm frame with original 650 cc Rolf Vector Wheels, or with 650 cc Bontrager Race X Light Wheels (upgraded)

Contact Susan Nalley at 800-241-8191 or babyeagle@sbcglobal.net

For Sale: 1994 Trek 2300, 60 cm carbon frame, ultegra components, computer, aero bars, look pedals, repair stand. \$800. **SOLD** Contact Rick Williams at 832-684-5702

For Sale: 1996 Trek 5200, 58 cm. Asking \$1,300.00. Contact Terry Huntzicker at 281-468-8796 or Huntzic@aol.com

For Sale: 2000 Schwinn 24" BMX Cruiser racing bike. Many upgraded parts including handlebars, grips, brakes, pedals, chainring, chain, free-wheel, rims. Bike is in good mechanical condition. Some scratches. Bike is solid. Great for racing, dirt jumping and fun. Bike purchased for \$400. Over \$800 invested. Will sacrifice for \$300 or trade.

Also have an Ironman Centurion road bike. Condition is just OK. Old and needs to be re-conditioned. Bike is complete and has Shimano 105 components. I believe the frame size is 54cm. Will consider any offer or trade.

Contact Greg Durbala at 713-675-7587 ext 2803 gdurbala@containercare.com

Wanted: T-shirt design for 2003 Katy Flatland. Submit design to Chuck Martin, cbmartin@evl.net by May 15, 2003.

For Sale: Specialized M2XX Metal Matrix – red hard tail, 1998 medium frame totally rebuilt, 24 speed with Shimano XTR brakes/levers and derailleurs plus XT rapid shifters and cranks, Richie Force Lite bar with ends, upgraded Specialized threadless head set, dual sided SPD pedals, Boomer Marzocchi suspension fork, Cateye computer, Tamer suspension seat post with Trek saddle plus 2nd saddle and post, two sets of wheels including special built heavy duty off road set with red Rhyno Lite titanium rims, DT spokes, Shimano Hyper Glide cassette, XT hubs and skewers, IRC Mythos tires (near new), plus 2nd road wheel set newly built (1 year) with Shimano hubs, cassette and road tires (very easy to switch wheel sets; used only 3 or 4 times) and will include 5 in the box tubes. Bike is well maintained and in excellent condition ready to ride. Contact Sam Giancarlo at 713-851-7368 or sgiancarlo@yahoo.com asking \$825.00.

Have an advertisement or announcement for the Pedal Pusher's classified section? Send submissions to wes.morrow@natoil.com. Please notify us once the ad should be discontinued. Adds are due by the second Tuesday of the month. For best results, include size, age, condition, etc. of all items.

Northwest Cycling Club presents



Registration:

\$20.00 if postmarked by July 1, 2003 \$ _____
\$25.00 after July 2, 2003 and day of event \$ _____
Total \$ _____

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

Packet Pickup:

At Northwest Cyclery (US 290 @ Jones Rd.)
Friday, July 18 from 12:00 Noon to 7:00 PM
Saturday, July 19 from 12:00 Noon to 5:00 PM

At Start, Sunday, July 20 from 5:30 AM to 8:00 AM

The first 2,200 riders registered are guaranteed an event T-shirt and water bottle.

For information call 713-466-1240

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

Make checks payable to NWCC

Mail to: Katy Flatland Century
PO Box 1494
Cypress, Tx. 77410

Please Print Clearly

Last Name: _____

First Name: _____

Address: _____

City: _____ State _____ Zip: _____

T-Shirt Size: M L XL XXL

Route: 30 50 62 100

Sunday, July 20 at 7:00AM

Rhodes Stadium—Katy, Texas

Directions to the Start:

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

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

Start time:

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

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

Signed: _____ Date: _____

Parent or Guardian if under 18: _____

Emergency Phone # _____

Emergency Contact _____

APRIL CLUB SPECIALS

Great Deals from Houston's Cycling Super Store

Hwy 290 @
Jones Rd.



713-466-1240

www.northwestcycle.com
M-F 10-7 • Sat 10-5 • Sun 12-4

Repair Class Schedule (Please Call to Enroll)

DATE	DAY OF WEEK	TIME
April 24, 2003	Thursday	7-9PM
May 29, 2003	Thursday	7-9PM

DRIVE TRAIN
CLEANING

REG \$25.00

NOW \$15.00

MINI TUNE-UP
\$29.99
ADJUST GEARS,
BRAKES, LUBE CHAIN

FREE LABOR
ON
HANDLEBAR
TAPE WITH
PURCHASE OF
TAPE

NWCC News

Alkek Velodrome Update

by Chris Grusendorf

Mark Dearing and Cristin Walker were recognized at the Houston Parks and Recreation Department's Annual Awards banquet on March 8th for their outstanding athletic achievement's in the sport of cycling for the year 2002. Mark and Cristin are members of the Memorial Hermann

Junior Cycling Team at the Alkek Velodrome.

Mark Dearing, who began in the Alkek Velodrome Youth Cycling program four years ago, took a 5th place medal at last year's Junior National Track Championship in the Kilometer Time Trial. Cris-

tin Walker began her racing career in the Pee Wee program at the Alkek Velodrome in 1996. She won a third place medal at last year's Junior National Track Championship in the Jr. Women 13-14 Omnium. Cristin was also Alkek Velodrome Youth Rider of the Year last season.

Picked Up Pedaling By

by Sam Wright

Things are still changing. The correct zip code for the club's new post office box is 77410, not 77010 as previously reported. Zeke and Diana Zbornak have been busy filling volunteer positions for BBX workers of every kind, as well as for ride starters for the Saturday rides. They are now looking for a New Rider Leader. Sam Giancarlo, who has been doing an excellent job, has let work interfere with cycling and has taken a part time Saturday job. The new rider's groups have been large recently, and several club members are required each week to help the new rider leader take this group out.

Club meetings were well attended again this month. After hearing reports concerning new jerseys, BBX progress, upcoming races, and junior nats, members at the March race team meeting

broke into groups to discuss training to race as a team and planning races to increase attendance for racers and supporters.

At the March membership meeting, Lori announced that a possible change to an earlier meeting time was being discussed, with a vote to take place at a future meeting. If changed, the Race team would start at 6:15 or 6:30, and the membership meeting would start at 7:00. Some of the club members recently surveyed suggested an earlier meeting start might be one way to increase attendance. The annual budget was voted on and passed. Also passed were the special expenditures for new canopies, a new bridge at Huntsville State Park, and a club donation to the upcoming Junior Nationals.

Katherine Bumbaugh presented a

program on stretching and other cycling activities from a Yoga perspective. Volunteers from the audience assisted her presentation, demonstrating several positions. Although Katherine had to help one person with what she called a professional pillow insertion during the squats, everything else went smoothly. But her sound bites were the best. Some examples: "You are not what you eat, but rather what you don't eliminate." "You need to stretch so you can stay out of the Depends isle." "You know that you are keeping your body square if your nipples are in horizontal alignment." "Rather than letting your organs go piecemeal, keep everything healthy so that they all go at once." Even though Katherine had warned us to breathe in and out through our nose, most exhaling was done through the mouth in the form of laughter.

Fueling Up for Spring Racing

by Catherine Kruppa, MS, RD, LD

In Houston, Spring brings numerous races. Most cyclists do not realize the enormous impact that good nutrition can have on athletic training and performance. Complex carbohydrates are fuel for your muscles as well as your brain. Your body stores carbohydrates as glycogen to burn for energy during hard exercise. When your body is depleted of glycogen you feel tired and sore. Whether you are a weight lifter or a endurance cyclist you need carbohydrates for energy.

Athletes who train approximately one hour per day require 6-7 grams of carbohydrate per kilogram of body weight through out the day. On days when athletes are exercising 2-3 hours per day 8 grams of carbohydrate per kilogram (kg) of body weight are required. Many athletes don't know when to consume these carbohydrates in relationship to their workout. The following are carbohydrate recommendations for pre-exercise, during exercise and post-exercise:

Pre-Exercise: The purpose of the pre-exercise meal is to replenish liver glycogen, which can be depleted overnight, and to increase the blood sugar to prevent hypoglycemia. Athletes should consume 1-4 grams of carbohydrate per kg of body weight 1-4

hours prior to exercise. For example, one hour before a workout a 60 kg woman should consume 60 grams of carbohydrate such as a bagel and 8 ounces of orange juice or a Powerbar and an apple. Four hours before exercise she needs to consume a larger meal containing 240 grams of carbohydrate. One example is 2 cups of Raisin Bran, 1 cup of skim milk, 2 pieces of whole-wheat toast with 2 tablespoons of jelly and 2 ½ cups of orange juice. It is important to choose foods that are high in starch and low in fat such as bread, English muffins, bagels, crackers, pasta, rice etc. Avoid foods that are high in fat because they slow down digestion and can contribute to sluggishness.

During Exercise: Carbohydrates during exercise help to prevent low blood sugar and delay fatigue. After 1 to 3 hours of continuous exercise, an athlete tires due to carbohydrate depletion. When the liver glycogen is depleted, blood glucose drops. This can cause low blood sugar symptoms such as dizziness, nausea or muscle fatigue. Cyclists should consume 30-60 grams of carbohydrate per hour in 15-30 minute intervals after 1 hour of cycling. For instance, a cyclist could consume 1 carbohydrate gel at 1 hour of cycling and then consume 16 oz of a sports drink at 1½ hours

of exercise. Whether you consume a solid or liquid form of carbohydrate is up to personal preference. Carbohydrates during exercise can delay the onset of fatigue from 30 minutes to an hour. Remember dehydration is a much greater problem than hypoglycemia or glycogen depletion so it is important to stay well hydrated. It is recommended to drink at least 10 ounces of water or sports drink with carbohydrate gels or energy gels.

Post-Exercise: It takes approximately 24 hours to replenish muscle glycogen stores after depleting them during exercise. The rate of glycogen synthesis is fastest with in 30 minutes post-exercise due to the increased blood flow to the muscles. Ingest 1-1½ grams of carbohydrate per kilogram of body weight within 30 minutes of a high intensity workout and again 2-3 hours post-exercise. A 60 kg athlete could consume 2 cups of cranberry juice or 8 ounce fruit yogurt + ¾ cup of cereal. High-carbohydrate sports drinks can also refuel your muscles. These drinks often lack vitamins and minerals and are more diluted than juice, therefore you have to drink a lot more.

Examples of foods which contain

(See Fueling Up., Continued on page 13)

For further questions, feel free to contact Catherine at 713-316-2707/ ckruppa@houstonian.com/ www.advice4eating.com

(Fueling Up, Continued from page 12)

50-60 grams of carbohydrate:

2 cups of fruit juice = 60 g
4 oz. bagel = 60 g
1 large baked potato = 60 g
1 cup of baked beans = 50 g
1 cup of rice = 50 g
1 ½ cup of Raisin Bran = 60 g
1 large bran muffin = 50 g
2 cups of pasta = 60 g
2 large bananas = 60 g
½ cup of raisins = 60 g
1 cup fruit yogurt = 50 g

Remember that there is no on

magic food or meal that will ensure top performance. Choices of what to eat before, during and after exercise vary from athlete to athlete. The best way to determine what works best is by trial and error during training. Avoid trying any new foods prior to competition. New foods could cause intestinal discomfort.

Keep these tips in mind as you hit the road this fall. Carbohydrates will keep you chugging!



Road Racing: Time Trial Warm-up

by Dirk Friel

Warming up for time trials is a very individual ritual that needs to be developed and perfected to ensure the best possible time trial possible. I suggest trying your own warm-up routine before race day ever comes.

One good strategy I have incorporated recently into my training is practicing my warm-up on days that I do time-trial-specific training. This allows me to adapt new ideas into my warm-up so that on race day everything is second nature. Although practicing your race day warm-up on an indoor trainer on a nice day may not be the most pleasant undertaking, it pays off in the long run.

Suggested Warm-up Routine

Try to have your warm-up be at least 45 minutes long. The longer the race the shorter the warm-up can be. However, if there is a major obstacle such as a hill or headwind within the beginning of a long time trial a relatively long warm-up is necessary.

Consider having the warm-up structured so that you start by simply loosening up your legs with low intensity spinning. One good strategy, if you have an afternoon or evening time trial, is to spin easy in the morning for 30-60 minutes. This can make the warm-up for the afternoon event even more effective as your

legs will be loose and supple from the morning spin.

During the pre-race warm-up slowly increase your intensity and lactate levels throughout your routine and end within 10 minutes of your start time. Also be sure, before your warm-up ever begins, to set your watch to the official start time so you don't miss the race start.

Here is an example 40 to 45 minute routine. Feel free to experiment with your own modifications. Make refinements and practice it until it becomes second nature on race day.

(See "Warm-up", Continued on page 14)

Dirk Friel has raced as a professional cyclist on the roads of Europe, Asia, and the Americas for eight years. He is also an USA Cycling certified coach. He may be reached by email at dfriel@ultrafit.com. Reprinted by permission from <http://www.ultrafit.com/>

("Warm-up", Continued from page 13)

- 15 minutes spinning high rpm, 100+
- 12 minutes of tempo efforts - 2 x 6 minutes at tempo effort (CP90 pace/Zone 3 heart rate) with 3 minutes rest between each effort
- 12 minutes of anaerobic endurance efforts - 3 x 3 minutes at Zone 4/CP6 pace with 3 minutes rest between each effort
- Complete a one-minute all-out effort to bring up lactate levels just before start.
- Be sure to end the warm-up near the staging area about 10 minutes before the start and do light stretching to stay loose.

Trainer or No Trainer?

Ideally it is best to use a trainer so you can warm up exactly as you want. There is no wind, cars or people to mess up your routine. Being close to your belongings is also of huge benefit on hot or cold days, so you can keep yourself cool or warm as the conditions demand. Have a towel close at hand so you can show up to the start with dry clothes.

If you do not have the benefit of a trainer, scout-out a good place to warm up the day before the event or as you drive in. Be sure to have an extra set of wheels available just in case you puncture. One good tip is to warm up on your training set of wheels and change to your race set just before the start.

Good luck and keep your head up!



NWCC Time Trials

by Sam Wright

Sixty plus people rode NWCC time trials last year on Sharp Road in Northwest Harris County. The route was an out and back, flat, with minimum traffic and intersections, and two turns each way. The rides varied in size, from thirty riders in April to four in October, which had rain threatening from all directions and flooding in the area. Dana Chamness, time trial director, has the results for the last three years posted on our web page.

Since NWCC time trials are run

on the second Tuesday of every month that has daylight savings time, they have been dormant since October and will re-appear starting this month. This is a club event for all members. Sure, the race team usually participates, but so do other riders. Riders are on the course riding against the clock. Each rider is started in one minute intervals. Club members usually serve as corner marshals. Safety is a priority, and the course is fun to ride. Some younger riders have been known to ride it twice in one night, although I have heard that if you

can run a time trial a second time, you did not run it right the first time.

We will be using the same course this year. We meet at 6:00 PM on the second Tuesday of months with daylight savings time. We use the parking lot at a park located at Katy Hockley Cut-off and Sharp Road. Please join us this month, and see whether your winter training program really worked.

Reading Around

by Wes Morrow

Our bikes have many parts, and they are all important. Perhaps the component most basic to any bicycle, though, is the wheel. And nowadays there are a lot of different wheel configurations, styles, and designs. Do you really want to know and understand your wheels? Or do you think you have a pretty good knowledge of the subject? If so, I challenge you to read The Bicycle Wheel by Jobst Brandt, published by Avocet of Palo Alto, California.

This book is small, well illustrated, and very informative. The author, an engineer and cyclist, is obviously an authority on the subject of bicycle wheels. He starts the book by debunking some common theories about the way wheels support load. Next, he explains in detail the various loads on a wheel and the various actions and reactions of the wheel to these loads. Then the author dissects the wheel into components, with a chapter on each. Yes, that means even the lowly nipple has its own chapter, albeit a one page one. Section one then concludes by discussing wheel

design, including various lacing patterns, spoke tensions and assembly methods.

Section two has extremely practical instructions on building and repairing wheels, with detailed drawings of each step. This section is the one that convinced me to purchase the book. No matter what level of competence in wheel building you possess, you will find this section interesting and informative. And, it is an excellent text for teaching others the skill.

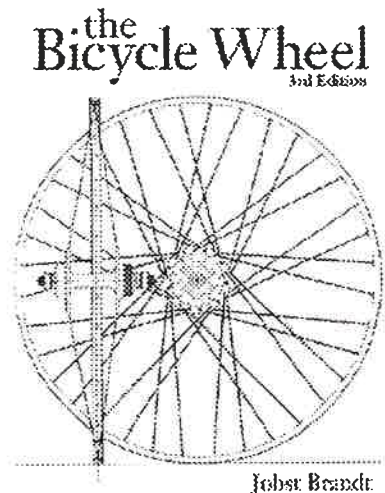
Section three is the engineering section, full of equations, tables, and computer analysis results. What more can I say?

Ah, but then comes the glossary. Want to know what a butted spoke is, what windup means, what the various modes of vibration of spokes are, or even what galling is? This is the place to look.

Did you ever wonder why most bike mechanics insist on replacing all of the spokes with new ones when rebuilding a wheel?

Or, did you know that nipple sockets should be lubricated? Did you or your bike mechanic stress relieve the spokes in your last new or re-built wheel? Brandt covers all of this and much more.

Sure, you can ignore your bicycle wheels, or let someone else take care of them. But, if you are ever going to need to know your wheel, this book is a good way to start!



Kenya, Ya Ken? by Charlotte Miller

Nestled in a heap on the garage floor were a green canvas tool bag, a black Shimano courier bag and a new plastic Specialized bag. I had checked everything in those bags twice. They were ready to be stowed in a box I was taking on my trip to Kenya. The packing list for my personal items was detailed down to how many pairs of socks to pack.

Before I write another word let me back up to 2001. Thanksgiving in Williamsburg, Virginia. Many of you know me as a master competitor and junior cycling coach, but few know about my volunteer work, in this case my involvement with the Maasai American Organization (MAO). The Kenya trip was taking shape because of the efforts of my former training and racing partner Dr. Camilla Buchanan whom I was visiting in Williamsburg. For several years she had been traveling to third world countries and was instrumental in developing the MAO as a non-government organization (NGO). The goals of the MAO are to support education of women and girls, improve community health and empower women economically in the village of Megwarra. Megwarra is located in the Siana Group Ranch directly adjacent to the famed Masai Mara Game Reserve in Southwest Kenya.

My role with the MAO has been to help recondition donated bikes that are being taken to Megwarra. The Megwarra Community Clinic and Siana Boarding School use the bikes as transportation. Thanksgiving 2001 I spent my vacation getting the

first bike and tools ready. January 2002 the MAO took the first two bikes and this past summer another two were taken over. The trip I was on had another two bikes, and I was asked to service the previously sent bikes because they were beginning to break down (actually, that was just a hook to get me to go). Most of the bikes we have taken over are low-end name-brand mountain bikes; Schwinn, Trek, Specialized and a cheap department store brand. All are equipped with cheap plastic platform pedals and seats of various sizes and shapes, not the sleek styles I'm use too. The team's main task was to drill a well for water and in my *spare time* work on repairing bikes and teaching a couple of the villagers how to make simple adjustments and repairs.

From the day I arrived in Megwarra to the day I left, I was either working on bikes or helping at the drill site, weekends included. The workday began at sun up and ended just before sunset. The first day part of the team set up the drilling equipment, while the rest went out mapping. I was excused from these tasks in order to reassemble the latest shipment of bikes. During the afternoon I collected the bikes that were already in use to assess the needed repairs. I concluded the more working parts on a bike, the more opportunities for things to break or fail. Only one bike was in good working order aside from a slight shifting problem due to the build up of grease and dirt on the drive chain. Two bikes were completely destroyed and the last bike I found both wheels were bent.

I left the dismal scene and went to our primitive camp in search of the box that had my tool bags. The box was empty. Asking the team if they knew the whereabouts of such bags netted me blank stares and shrugged shoulders. I surmised from the looks of the box when we arrived in Nairobi they may have fallen out along the way. *Improvise*. So, going back to my make shift bike stand, I went to work miracles on dead bikes.

My bike stand was simple. Made from hard plastic strapping tape. The tape was linked together to form a long rope. The rope was then tossed over a beam on the clinic porch or a limb in a tree. Where I set up was dependent upon the shade. Then the rope was looped over bike seat to hold the rear wheel slightly off the ground.

As I set up shop, my audience grew and the repair class began. The first chore was removing all the tires and checking for thorns. I showed the group of wanna-be-mechanics the process. They were amazed at the number of thorns in each tire. I was amazed at how well Mister Tuffy and thorn resistant tubes work. One tire had a one-inch thorn that poked all the way through and was stuck in the tube. One of my trainees needed the pliers to get it out. After patching the tube we broke for lunch. When I returned my crew had shrunk. With the tires off their rims I showed Harun, the clinic health technician, the art of truing wheels. He picked up the idea quickly and

(See Kenya, Continued on page 17)

(Kenya, Continued from page 16)

by the end of the day we had finished that work.

The next day I worked at the drill site. Our drill team was all female. Cathy Fitzgerald, our team leader, said we were the first all-female team ever. Anyway, my job on the drill team was overseeing the operation of the mud pump and drill motor, checking the oil levels and keeping them filled with gas. The fun began when we had to add more drill pipe. My job in this regard was to adjust the drill motor so it would idle, help break the pipe loose, advance the speed of the motor, guide the new pipe into place, and have the sledgehammer in hand if anything got hung up. Every now and then the pipe would get hung up on the slip and I'd get to use the sledgehammer and knock it loose.

Drilling is a noisy process so conversation was limited to yelling short sentences. Between pipe changes I sat sketching the landscape. The second day into drilling we hit a clay formation. Because clay is so dense the drilling was slow and adding pipe was not as quick as the day before. This allowed me more time to work on bikes. I moved my bike repair to the drill site. Now I could multi-task. Drill, sketch and repair bikes.

Each time I would finish overhauling a bike I took great pleasure in taking it for a test ride around the village. After my test ride I would ride it down to our camp. Our cook Timothy would grin from ear to ear when he saw me. He knew when I showed up on a bike it was his chance to take a spin. He loved to ride.

After a week of drilling it was obvi-

ous we were not going to get enough yield to set a pump. We all agreed to move to another possible drill site. The next day the rig was dismantled and moved three kilometers down the road. I asked to be excused from moving equipment so Timothy and our interpreter Laporí could take me on a mountain bike safari.

My adventure began at 10:30 AM. It was a clear sunny day. Megwarra sits one degree south of the equator. The climate is arid and the temperature was hovering around 100 degrees. I filled my backpack with survival food and extra water. For sentimental reasons I chose to ride the Specialized Hardrock, you know the aqua one with the coral colored decals. Well, the seat had been changed to this wider-than-my-hinny-could-fit-on thing. I tried to switch it out with another seat but could not find one that would fit. It had different size seat post than the other bikes and the seat bolt was something I had never seen. Anyway, time was wasting away and the guys wanted to get going.

As we dropped into the valley the gazelles ran along with us. Then the impalas bounded across our path. The dirt road out of Megwarra was severely rutted. Eventually the road became a dirt path. At times we just rode through fields as we focused on a distant village. Along the way we stopped for zebras to cross our path. Of all the animals I saw in Kenya the zebra is my favorite. They are especially cute when they stand side-by-side facing opposite directions resting with their head on each other's rump. This is actually a survival tactic used to confuse predatory animals.

As we approached a remote village a

woman holding a small child called out. She wanted us to stop. Laporí told me she wanted me to hold the child because he had never seen a white woman. Many of the young children would run away when they saw me because I was so different. "They think you're a ghost," Laporí would say. Some didn't like my sunglasses and they thought it was odd for a woman to wear a ball cap and trousers. I would take my sunglasses and hat off when meeting people. That seemed to help when meeting the children.

The three of us would pedal slowly up the hills and coast down the other side. I taught the guys how to level their pedals when coasting. Laporí picked it up very quickly while Timothy had several mishaps before realizing the benefit of keeping ones balanced through the sand traps and rocky obstacles. During our little skills class Timothy showed off how he could stand on the top tube. Not wanting to be outdone I had to show him how I could coast standing up on level pedals with no hands. Then Laporí joined in to demonstrate coasting sidesaddle.

The safari ride went into the Masai Mara Game Reserve. Now we were on the look out for big game: lion, elephant, leopard, giraffe, and wildebeest, anything bigger than me. There were a lot of safari vans and land rovers running around there but not one big game to be seen. I did see lots of birds: Tawny Eagle, Marabu Stork, White Crested Turoca, Barefaced Go Away, Superb Starling, Swallows, Orioles, Swifts, East African Crowned Crane, Guinea Fowl and best of all Masai Ostrich.

The shadows started to grow longer
(See, Kenya, Continued on page 18)

(Kenya, Continued from page 17)

and my left knee was getting sore from my position on the bike. Finally, I started seeing things I recognized. We were coming into Oololamuta. A few days earlier I had taken a shake down ride for our safari ride to Oololamuta. There is a bike shop there and I had met Julius, the bike mechanic. He wanted to learn how to adjust and repair multi-speed bikes. Home was only five kilometers and I knew the way. I zoomed off toward Megwarra leaving Timothy and Laporu in my dust.

The bikes Julius sells and works on at his shop are made in India. They are single speed with hand brakes, chain guards and fenders. The rake on the fork is very long. They offered a comfortable ride, but the turning radius was wide. Some of the models I saw near large market areas had a cushioned rear rack for passengers. I saw these bikes everywhere we traveled in Kenya.

My last full day in Megwarra was spent finishing up the bikes. Julius was able to come join the class. The class was how to turn a multi-speed bike into a single speed. Harun's bike fell victim to a bad crash that broke the rear shift lever. (Anyone out there hoarding an old set of Grip shift levers? Would you like to donate them?) I also showed the group how to clean and maintain the chains. They had been using the bearing grease. Now they know the proper and approved USA Cycling

method. I hope they remember to do it once before I return.

We did not succeed in bringing ground water to Megwarra. The MAO will return to do a hydrological survey in June. They will also explore other possible solutions for bringing villages clean water. Eighty percent of the world lives without clean water. The MOA is just one organization attempting to bring a better quality of life to a small area of the world.

To get anywhere in Kenya you must plan at least a whole day for traveling. That was true for getting to the Luo village of Rabondo just east of Lake Victoria. The second two weeks of my trip were spent working with a Christian NGO in the highlands of western Kenya. I would be helping Lifewater International teach a group of Luo villagers how to drill for water. Lifewater International is based in Ventura, California. Their mission is: "To provide water resource development information, training, equipment, and technical support to the rural poor. To teach the development and maintenance of safe drinking water supplies, sanitation facilities, drip irrigation systems, cottage industries, and to become themselves a resource to others."

The poverty in Rabondo was no worse than what I was exposed to in Megwarra. But the difference between the two tribes was this; the

Maasai tribe feels as though their culture is under threat. They are trying hard to hold onto their nomadic pastoralism and warlike aggression. They still send the Moran (young warriors) out to become men. Some of the Morans go about robbing neighboring tribes for livestock. The Luo tribe has settled into a more sedentary life. They are community minded, working to develop their land for agriculture and Lake Victoria for a growing fish industry. They raise livestock not as a sign of individual wealth but for the benefit of the whole community.

I'll end my story here. I will go back to Kenya. While in Rabondo I made several friends and want to go back to help them make connections here in the US. During my stay in Rabondo I did get to ride one of those Indian made bikes. It was fun, but when I return I'm taking a multi-speed. They say I can get a job running a taxi service to and from the market. A ride down to the market is 80 Kenya Shillings. The return trip is 160 Kenya Shillings (One US dollar = 75 Kenya Shillings). Do that all winter for training. I would be great shape when I got back. By the way Rabondo is at 6700 feet. Would be good for altitude training also.

Oh, I found my tool bags on the floor of my garage, right where I left them.

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IT'S TIME TO JOIN! FILL OUT THE APPLICATION ON PAGE 19 AND MAIL IT IN
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Medical Condition: _____

Birth Date(s): _____

Emergency Contact: _____ Phone: _____

E-mail Address: _____

Occupation: _____ Willing to Volunteer Skills? _____

Permission to publish contact information (phone numbers & e-mail address) in password protected online Member Directory? (Circle One) YES NO

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AREAS OF INTEREST (check all that apply)

- | | | |
|---|---|--|
| ☐ Road Riding | ☐ Volunteer Opportunities | Racing: (team affiliation _____) |
| ☐ Mountain Biking | ☐ Fitness Education/Nutrition | ☐ not yet, but interested |
| ☐ Bike Commuter | ☐ Cycling Education, Skills & Safety | ☐ Off-Road, cat |
| ☐ Tri-Athlete | ☐ Bike Maintenance Education | ☐ Road, cat |
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Dues are \$20.00 per year for single membership and \$30.00 per year for family membership. Your membership will expire 12 months from the date you join. Your expiration date will be printed on your newsletter label. One newsletter will be mailed for each single or family membership.

Thank you for joining Northwest Cycling Club!

****IF THIS RELEASE IS NOT SIGNED, YOUR APPLICATION WILL BE RETURNED TO YOU****

In signing this release for myself or for the above named applicant(s), 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 CYCLERY, INC.

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The Pedal Pusher

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The Pedal Pusher

...And Way in the Back...

by Wes Morrow

"Picked Up Pedaling By" is the banner of veteran cyclist and club member Sam Wright. This column is found each month in the club news section, and is usually a hodge-podge of club news and activity up dates. But, have you ever literally picked up anything while pedaling by? You know, like when you are pedaling along, and you pass something that you think you should really stop and pick up?

A couple of years ago I was riding with a group one Sunday out of Tomball when we passed a large wallet. One of the other riders went back for it, and gave it to me to carry, since I was the

only rider with extra room in my hydration pack. The wallet had a driver's license and some other identification in it, so I turned it in at the Magnolia police station on our way back to Tomball.

One rider I met said that he had picked up various tools during his cycling career, including a ten foot long tow chain on one occasion, and a small sledge hammer on another. Another rider reported that she had picked up several things, but her favorite was her collection of rubber straps with which truck drivers tie their tarpaulins down. And I, too, have on occasion stopped and picked up various socket

wrenches, vice grips, and other tools to add to my collection.

On Friday, February 28, I was cycling home from work and had to dodge a cell phone lying in the bike lane. It was in three pieces, and I stopped and gathered it up. Once properly assembled, it worked, after a fashion. The next day I happened by a Cingular store and turned it in. The clerk at first assumed it had been deliberately thrown away, but her records indicated it was less than two months old. The owner was a contractor who had dropped it off the bed of his pickup truck and was very glad to get it back.