

The Pedal Pusher

September 2003

Vol XVII, Issue 9

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President by Lori Walker

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If you missed the last NWCC scholarship for the fall of 2003. Troy was chosen because of his dedication in giving back to the cycling community and his academic achievement. Troy is one of our juniors who started with the club a few years ago. Troy has been very helpful with the other juniors at the track and on the road. Congratulations to Troy, we wish him luck in the new semester and in his cycling.

Don't forget that if you are interested in running for President, Vice President, Treasurer or Secretary please let us know. All nominees will be announced at the October meeting and the vote will take place at the November meeting.

I would also like to wish good luck to all the NWCC off-road racers participating in the upcoming races. The off road season will start in September. The track will open at the end of August with Friday night races every Friday till mid-October. The road racers will have a

very busy September finishing up their season on October 5th. The recreational riders will also have a busy September with the Ride for the Roses, Ride to the Lake. The Lions Club ride and the Madd ride. See what I mean about too many activities to have a club meeting on a Saturday!! Don't forget there will be a picnic on the last Wednesday in August at the Memorial Crit race. Food will be served.

Just a friendly reminder, if you use one of the club's canopies or any of the club's equipment please return the stuff back to the storage shed, not the shop.

I am very pleased to announce that Troy Dunton was awarded the

ROUND THE CORNER

NWCC 10% Discount, Road ID, September 1-October 15

Club Century, Cy Fair Lions Club Biking for Sight, Sept 28

Huntsville State Park Ride and Campout, Nov 1-2

Club Christmas Party, St. Arnold's Brewery, Dec 5

Leakey Volunteer Weekend (Tentative), Dec 13-14

New Year's Day Ride, Jan 1, 2004!

TMBRA 2003 Subaru Fall Cup Dates

Sept 13-14 X BAR Shoot Out, Eldorado, Tx
 Sept 27-28 Huntsville Classic, Huntsville State Park
 Oct 4-5 Bryan TU Power Pedal MBR, Lake Bryan
 Oct 25-26 Houston Big Ring Challenge, Double Lake
 Nov 8-9 Piney Hills Fall Classic, AMBC Finals, Ruston

TMBRA 2003 Subaru Spring Championship Series Dates (Tentative)

Feb 15 Rocky Hill
 Feb 29 Comfort
 Mar 14 Austin Race
 Mar 29 Warda
 Apr 18 Cameron Park
 May 2 Bar-H
 May 16 Tyler
 May 30 Broken Oak

TXBRA Texas Cup Calendar for 2003

Sept 6-7 DQ Tour of Columbus, Columbus, Tx
 Sept 13-14 Anderson Stage Race, Anderson, Tx
 Oct 4-5 Power Pedal 2003 State Road Race Championships, Bryan, 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@natoil.com

Vice President **Peri Mashburn** 713-880-9559
 mashpe@aol.com

Secretary **LeAnn Latham** 281-469-1626
 leanndl@msn.com

Treasurer **Tracy Meixensperger**
 t3mx5@hotmail.net

Membership Chairperson **Juan Barboza** 713-799-1016
 Juan.A.Barboza@uth.tmc.edu

Volunteer Chairpersons **Zeke and Diana Zbornak**
 gzbornak@ev1.net 281-259-9764

New Rider Leader **Bill Mitchell** 281+255-3408
 mitchellbf@msn.com

Katy Flatland Director **Chuck Martin** 281-550-2798
 cbmartin@ev1.net

Bluebonnet Director **Monica Gill** 713-522-0934
 monica_gill@gensler.com

Rider Safety Chairperson **Alan Bazard** 713-937-4497
 Abaezner@tadoline.com

Race Team Director **Russell Lovelace** 832-562-4057
 Rlovelace1@scgo.com

MtnBike Team Director **Steffi Penco** 832-368-8802
 stef_babe1@yahoo.com

Mtn Bike Chairperson **Melanie Lacy** 281-356 1346
 mlacy24@aol.com

Newsletter Editor **Wes Morrow** 713-856-4982
 wes.morrow@natoil.com

Primary Sponsor **Cathie Neagli** 713-466-1240
 cneagli@aol.com

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

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Bicycle Safety

by Alan Bazard, Chairman-Safety Committee

Greetings from the NWCC Safety Committee! Safe Bicycling is always a priority, not just for NWCC Club rides, but for any ride, even around the neighborhood block. Accidents are never planned and can happen at any instant.

I have been working on two areas to improve Safety for NWCC rides and members. First, I've created a "NWCC BIKE SAFETY INCIDENT REPORT." This is a form that will be available in our newsletter, on the club website, and in the box on Saturday rides. The purpose of this form to collect information on incidents that have caused, or may cause, an accident while cycling on Club rides. The idea is to understand what happens, and what are the contributing factors that result in an accident or unsafe incident. Anyone can complete and submit the form, whether actually involved in the incident or a

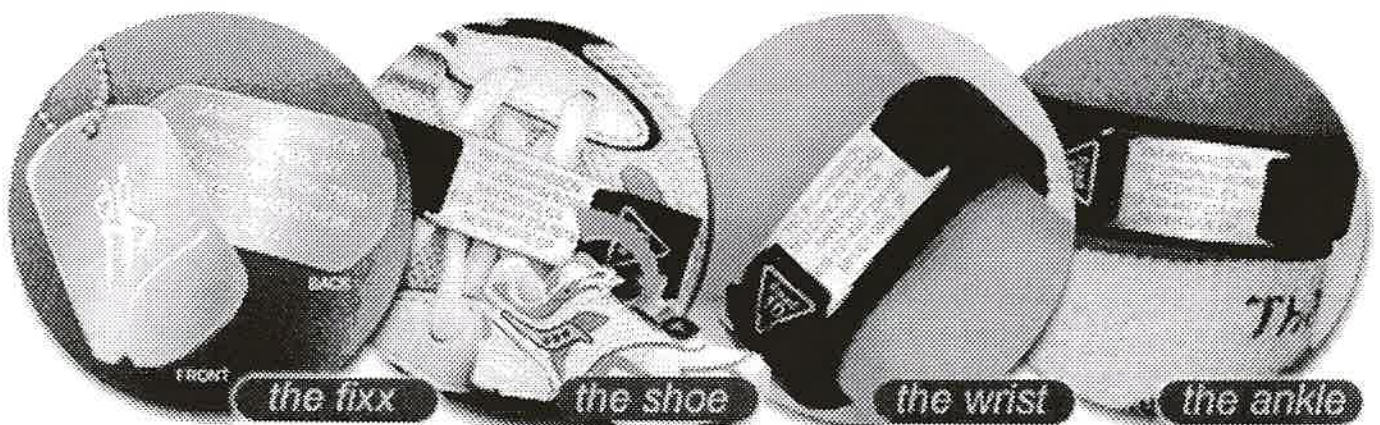
knowledgeable witness ("in the pack"). The form can be submitted anonymously if desired. The information in the form will remain private with the Safety Committee and Board, unless permission is granted to share with others. Again, the intent is to learn from these incidents and create training or other improvements to make our Club rides safer for everyone.

Second, in unfortunate occasions when an accident does occur, it's important to have medical and emergency contact information readily available. I have made arrangements with a company that produces quality ID tags, called "Road ID," to offer a discount for NWCC members. This company makes a metal engraved tag with up to 6 lines of text. This is a very cool, nice looking and professional way to ensure information is available if you are unable to communicate in an emergency. Check out

their website at www.roadid.com. The tag can be easily attached to a bike shoe, neck chain, or bracelet. We are working with Road ID at press time to make available the neck chain, called the FIXX, with the NWCC logo on the back side if desired. Check the NWCC web page for more details.

Road ID has offered NWCC members a 10% discount on any order for any number of any of the tag styles. When you place your own order on their website just enter the DISCOUNT CODE: PC46346. This is a limited time offer good from now through October 15. Take advantage of this offer. It may help others help you in an emergency.

Please feel free to notify me with any Safety Concerns or Ideas for Safe Cycling at NWCC. Contact me via e-mail at abazard@txucom.net or phone at 281-693-3152.



All Guts, No Glory

by Jean-Luc Friang and Pete Link

HOT, HOT and HOT!!!! That is what I won't ever forget about my first 400k from Houston on August 2, 2003. I made it back in one piece but had a hard time riding mid-afternoon in that Gulf coast heat. The heat index was around 105!

There were 6 riders total at the 4AM start from downtown Houston. I've never seen so many cops on duty anywhere before. We had to be careful about running red lights or stop signs; we did not want to get a ticket! We were lucky enough to have 3 support vehicles for just the 6 of us. The organizer of the "All Guts, No Glory" 400k ride led us out of Houston, which was very handy because of all the turns we had to take. No need to read our cue-sheet (called turn sheet in Houston).

I spent most of the day riding with my friend Pete Link from west Houston. We managed to keep a good average speed, but unfortunately by mid-afternoon I started to suffer in that heat. I had to take little breaks every 10-15 miles or so. Around noon, my feet were getting hot so I stopped somewhere along the Gulf of Mexico to soak my feet in the water. That felt **SO GOOD!!!!** Then we got a 20 min ferry ride to Galveston. That was very nice as well. We had a nice lunch break on that ferry,

plenty of wind, seagulls and BIG mosquitoes along the coast, about twice as big as in Austin.

Later on, I had to stop again to get out of the hot sun at a fishing/bait store. I found a garden hose there and soaked myself for a few minutes, which was a very nice way to cool down.

There was very little shade on that 400k. It started cooling down after 6:30 pm, which allowed us to increase our average speed almost all the way back to downtown Houston. We made it back around 10:45pm on Saturday. The first and last 10 miles of that ride were not much fun because of the terrible shape of Houston roads and the way people drive over there. I felt so much safer when our support vehicle was driving just behind us to shield us. Some Houston drivers had the nerve to honk at us because we were using "their" roads and being in the way. It looked like it was too much trouble for them to pass us. What a bunch of idiots!!!

Even though I suffered for a few hours in the August heat, I am so glad I went down there because now I know what it is like to do a 400k in August from Houston. I just have to try it again next year. Hopefully, I will do better in that heat.

Only Pete Link and I made it all the way. It was not always easy but we were persistent enough to make it home together. It was definitely a challenging ride. I tolerated the heat just fine; however, I was a bit sore the next day. Pete and I are looking forward to the next one, but I may have to wear an air-conditioned suit next year. I will look into that next spring. Anyone interested in next year's ride should contact the event organizer Geoffrey Pierce at <http://geoffreypierce.tripod.com/>

Just a few more stats on the ride

- Started 4am
- Finished 10:50pm
- Totaled 245 miles
- Averaged 18.05 mph
- Spent about 5 hrs off the bike

Pete Link

Houston, TX

Weight: 145 lbs

Height: 5'7"

Occupation: Network Engineer

Weirdness: Commute 20 miles (RT) from home to work (to Downtown Houston)

USCF: CAT4, Track-CAT4

Jean-luc Friang

Austin, TX

Weight: 150 lbs

Height: 6ft

Occupation: General Contractor

Greatest Achievement: 16,000 miles around the perimeter of the US.

ALL GUTS, NO GLORY Gulf Coast Double Century Plus

"This one's the real deal, and the 5th annual. Saturday, August 2, about 240 miles, beginning and ending in downtown Houston, hot and hard. If you do this one, you the pip."

<http://geoffreypierce.tripod.com/>



4AM and Ready to Ride: Jean-Luc Friang, on bike, and Pete Link, third from the right, pose at start of the All Guts, No Glory 400 K one day bike Houston ride on August 2. Jean-Luc and Pete rode the whole distance, averaging 18+

mph. This annual ride is organized by Geoffrey Pierce, third from the left, who is recovering from a broken shoulder and could not ride this year. Chris Pratt, far left, and Brannon Oates, second from the left, rode 200+ miles.

NWCC MEETING LOCATION!

Come join Northwest Cycling Club at one of our 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

September 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 Club Meeting 6:45PM Race Team & 7:30PM General Memharchin @ 	3	4	5 Track Racing 7:00PM @ Alkek Velodrome	6 CLUB RIDE Zube Park 7:30AM TXBRA DQ Tour of Columbus, Tx
7 TXBRA DQ Tour of Columbus, Tx	8	9	10	11	12 Track Racing 7:00PM @ Alkek Velodrome	13 CLUB RIDE Zube Park 7:30AM Anderson, Tx TXBRA Stage Race TMBRA XBAR Eldorado, Tx
14 Anderson, Tx TXBRA Stage Race TMBRA XBAR Eldorado, Tx	15	16	17	18	19 Track Racing 7:00PM @ Alkek Velodrome	20 CLUB RIDE Zube Park 7:30AM
21	22	23	24	25	26 Track Racing 7:00PM @ Alkek Velodrome	27 CLUB RIDE Zube Park 7:30AM 8:00 AM TMBRA Hunts- ville
28 Cy Fair Lions Club Biking for Sight NWCC Century Montgomery, Tx 8:00 AM TMBRA Hunts- ville	29 Board Meeting 7pm @ 	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.

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.

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SEPTEMBER RIDES

Texas Gatorfest Bike Tour
Sept 13 Anahuac, Tx <http://www.texasgatorfest.com/events/biketour/biketour.html>

Bike to the Lake Sept 20-21
Brookshire, Tx <http://www.texaslung.org/specialevents/biketothelake/houstonbiketothelake.htm>

HBC Crossroads Classic XIII
Sept 27, Sealy, Tx <http://www.hbc.stevens.com/events.html>

Cy-Fair Lions Biking for Sight Sept 28 Montgomery, Tx <http://www.geocities.com/cyfairlionchuck/>

OCTOBER RIDES

Pineywoods Purgatory October 4
Luftkin, Tx <http://www.pineywoods-purgatory.com/>

Autumn in Bonham October 4
Bonham, Tx <http://www.bonhamchamber.com/autumn.htm>

MADD Country Roads Classic
October 11 Montgomery, Tx http://www.woodlandscyclingclub.org/sponsor Ride/madd_index.html

Midnight Moonlight Ramble
October 12, Houston, Tx <http://austin.ezoshosting.com/~bikehouston.org/index.php?moule=ContentExpress&func=display&ccid=3&mid=8>

Paws and Puddles Bike Ride
October 19 Texas City, Tx http://www.active.com/event_detail.cfm?event_id=1067212

NWCC CLASSIFIED

For Sale: Burley "Bosa Nova" Tandem: Front 54cm, rear 45cm. 172.5 cranks, 21 gear, new tires and tubes, chains and cables, bar-end shifters. Pedals optional - came with toe-clip pedals. \$700.00/ obo

58cm Cannondale and 58cm Centurion "Ironman", plus two-bike Yakama roof rack for a vehicle with gutters, locks included. Call for details.

Bob Cresswell H-281-890-7952 4:30PM-9PM. W-713-467-0825 7AM-4PM Robert.Cresswell@PZLQS.com

Notice: NWCC Pedal Pusher is delivered to Members. The mailing label on your copy indicates the expiration date of your membership. Be sure to check your mailing label to see if it is time to renew your membership. If your copy has no label, or has someone else's name on it, fill out the application on page 19 and mail it in or bring it by North West Cyclery at Jones Road and SH 290.

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

For Sale: 1981 54cm Bianchi with sew-ups \$150.00

198? 54cm Grandis with Campy Wheels \$225.00

1983 54cm hand built Italian bike with new paint \$275.00, all Campy equipped.

1997 54-55cm Raliegth aluminum road bike with Spinergy wheel set, all ultegra, 39 & 42 chainwheel, LOOK Pedals, Selle Flite - Excellent Condition. Asking \$1300

Roland Tandem. Great Shape ...\$650.00

Boy's 24" Gary Fisher Full Suspension Mtn. Bike (less than 100 miles!) - \$275.00

All prices negotiable! Any offer considered. Contact Ed Mancuso at 281-373-5960 or at penandink@ev1.net

For Sale: 47cm Trek 1420. Aluminum frame, custom drop bars and stem, Terry saddle, Campy Record Ergopower equipment, Continental touring tires, Onza pedals, Vetta odometer with heart monitor, Zefal frame pump, saddle bag: \$550. This is a great road bike in excellent condition. Contact Lorraine at 713-868-4714 or yogababe@ev1.net.

Wanted: Used small frame road bike. We want to get a used beginner road bike so that our 12 year old daughter can start riding with us. Preferably a 44 inch frame or smaller.

Used "Freeloader" or Tag-along. We are looking for a used "Freeloader" third wheel so that we can bring our youngest daughter along with the family on road rides. We are looking for a third wheel with gears like the Gary Fisher Freeloader 247 or the Trek Mt. Train 247.

My wife and I are NWCC members. Please contact Art or Linda Saxby 281-376-7213 or LowFlyers@earthlink.net

For Sale: Cannondale R600, 54cm, Black, Shimano 105, Thompson seat post, New Mavic rims, Look pedals. Low hours. \$600 obo. Contact: t3mx5@hotmail.com or 281-304-5352



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.

NWCC Team Race Results

TXBRA	06/28/2003 - Mineral Wells RR	13 Jeff Stones
06/14/2003 - Badlands RR	36 Juan Barboza	Men 5
Men Pro 1-2	Women 3	7 Gavin Kaszynski
8 Troy Dunton	2 Steffi Penco	Women 3
06/15/2003 - Victory Circle RR	Masters 35+	1 Steffi Penco
Men Pro 1-2	5 David Bumbaugh	5 Nancy Dodd
5 Troy Dunton	21 Scot Orgish	08/03/2003 - Bear Creek Crit
Men 5	Masters 45+	Men 4
15 Daniel Walker	2 Dana Chamness	1 Jeff Stones
Women 4	06/29/2003 - TBi - Alvarado TT	20 Luis Torres
4 Claire Brown	Men 4	Men 5
5 Cristin Walker	4 Juan Barboza	4 Gavin Kaszynski
15 Peri Mashburn	7 David Lynch	Women 3
Junior(open)	Masters 45+	3 Nancy Dodd
1 Troy Dunton	5 Dana Chamness	4 Steffi Penco
06/21/2003 - New Hope RR	07/13/2003 - Bicycle Heaven Crit	Women 4
Women 3	Women 3	6 Cristin Walker
3 Steffi Penco	2 Nancy Dodd	Masters 35+
Masters 45+	Women 4	6 David Bumbaugh
9 Bill Reilly	10 Peri Mashburn	8 Tom Reed
06/22/2003 - Matrix Challenge	07/20/2003 - Top Gun Crit	10 Scot Orgish
Men 5	Women 3	14 Gary Rennie
5 Gavin Kaszynski	3 Steffi Penco	Masters 45+
Women 3	08/02/2003 - Southern Elite Crit	6 Bill Reilly
2 Steffi Penco	Men 3	Youth(10-14)
Masters 45+	11 Scot Orgish	3 Daniel Walker
6 Dana Chamness	12 Tom Reed	As of August 15, 2003
13 Bill Reilly	Men 4	7 Northwest Cycling Club 1673.0

TIME TRIAL RESULTS - AUGUST 12TH, 2003				ORDER	NAME	TIME	MPH
10 k+ (6.2 miles) approximately				10	Jack Talton	0:16:05	23.1
ORDER	NAME	TIME	MPH	11	Jim Rodgers	0:16:14	22.9
1	Cat 5 Team	0:14:46	25.2	12	Gordon Perry	0:16:26	22.6
2	Dana Chamness	0:14:58	24.9	13	Ciarran Crozier	0:16:51	22.1
3	Keith Ford	0:15:15	24.4	14	Matt Hester	0:17:15	21.6
4	Michael Shepherd	0:15:20	24.3	15	Frank Thayer	0:17:58	20.7
5	David VanNewkirk	0:15:25	24.1	16	Mike Andries	0:18:16	20.4
6	Martin Hukle	0:15:30	24.0	17	Lawson Craddock	0:18:43	19.9
7	Damen Sistrunk	0:15:36	23.8	18	Bill Mitchell	0:19:13	19.4
8	Gavin Kaszynski	0:15:48	23.5	19	Wes Morrow	0:19:33	19.0
9	David Lynch	0:16:05	23.1	20	Bryan Levack	0:20:33	18.1
				21	Parker Craddock	0:21:47	17.1

SEPTEMBER

Great Deals from Houston's Cycling Super Store

**Hwy 290 @
Jones Rd.**



713-466-1240

M-F 10-7 • Sat 10-5 • Sun 12-4

Repair Class Schedule

DATE	DAY OF WEEK	TIME
September 25, 2003	Thursday	7-9 PM
October 23, 2003	Thursday	7-9 PM
November 20, 2003	Thursday	7-9 PM

(Please Call to Enroll)

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Riders Write

Gail Spann writes. If anyone has done the Autumn in Bonham ride before, you know how much fun this ride is! Here is the info it is Saturday, Oct 4th. You (nwcc club members) are welcome to our home the night before if you wish to do this.

Bill Mitchell writes. Saturday August 2 there were almost 20 riders in the New Rider Group at Zube park. This was great: we had some regulars to help with keeping every one together, some seasoned beginners who don't need as much help and some who are doing only their 3rd or 4th ride in their life.

It was good to have the help of those who are willing to ride with the new rider group and help keep things together. I enjoyed leading the group, and was glad the group was willing to ride together. At least people stayed together until the final stretch on 290. Then it changed from a ride to a dash for the cookies.

During the ride we had two flats that were fixed without problems. Someone commented they had never seen the buffalo so we were able to point them out. Everyone seemed relaxed and enjoyed the ride. The weather was hot and caught some off guard.

Melanie Lacy writes: September

14th is the second race at X-Bar Ranch. This is a great course and fun place to go, it's just a long drive. We have 3 cabins reserved at the start finish line. I'm not sure how many they sleep, but if you're interested Jim Macky is taking care of the reservations. A lot of us are taking Friday off work and driving up to pre ride on Saturday and then will head back Sunday after the race.

Bill Duckworth writes. I am an active, avid cyclist from Houston, TX. I am a full-time commuter - that means I don't own a car. I ride to work -- on the street. I ride to the gym -- on the street. I ride to the training rides -- on the street. These rides leave from a local city park. The training rides are small groups of 20 to 30. We ride downtown, then loop through the community -- on the street. That's just me.

I am a member of a local cycling club, NorthWest Cycling Club, (200+ members). The club supports itself by hosting organized rides: the Bluebonnet Express, Metric Century and the Katy Flatland Century. The club is nearly 20 years old and uses the proceeds from these rides to help support local youth racing (at the Alkek Velodrome -- not in the street), donations to charities, and to reimburse eligible racers' expenses. The club also raises

awareness of safety issues and skills through clinics. Weekly rides leave from a county park and include varying distances and speeds to accommodate all riders. The volunteer ride starter groups riders in small packs (10+) according to speed and distance. All riders ride on the road!

Bikes belong on the street. They are vehicles powered by people. Bike riders must do their part on the road to protect themselves by riding according to the rules of the road. But, like any other vehicle, they need cooperation from all other vehicles on the road. The Texas Bicycle Coalition is one organization that promotes bikes on roads. The state legislation has passed laws to delineate the rights riders have on the road. Lanes 14' or wider should allow bikes and cars side by side. By statute if the lane is less than 14' the bike has the right to take the lane FOR SAFETY. If I feel threatened by traffic - I TAKE THE WHOLE LANE. If motorists could just understand that a bicycle does not have an engine (cannot get to speed as quickly as a car), maybe they would choose another lane instead of tailgating, where possible. If motorists can just understand that a bicycle does not have 2000 lb. of steel (protecting the occupant), maybe they wouldn't zip by at high

(See Rider's Write, Continued on page 13)

Monterrey Mexico Race Report II

by Jonathan Sinclair

My second race experience in Mexico was another circuit race in Monterrey on June 22nd. This time they closed down a section of a major street (three lanes in both direction divided by a median), creating a very strange course with only 2 – 180 degree turns. You never know what you're going to get course wise over there; I've never heard of anyone doing that before in the States. They had the grandstands, finishing archway, and podium set up again. The race was supposed to be about 50 miles again and I wasn't looking forward to all those sharp turns and inevitable accelerations.

Well, big surprise, the race started off fast again (the field was again 70+). Needless to say I sat in for the first 4 laps again warming up. During the opening laps I noticed that every time we hit a turnaround the leaders were taking the turn tight and slowing down too much. This was causing everyone to slam the breaks going in and come sprinting back out the other side to stay up. The rate of acceleration and deceleration began to take it's toll almost immediately as people started going off the back after the second lap.

The first preem was on the 5th lap. I decided to see if I could make something happen (I figured if at first you don't succeed

try again). I started moving up along the outside before the last turn and timed it pretty well, making it to the front just when everyone was slowing down to take the turn. Instead of slowing down all the way and following the leaders I went wide outside from the far right lane carrying as much speed as I could around the turn into the far right lane of the home stretch. I accelerated hard out of the turn and since the leaders were busy marking each other out and taking the turn tight nobody was able to catch my wheel. I went as hard as I could for the 300m to the line and was able to hold everyone off to win the preem. However, that may have been a mistake because I almost lost my breakfast during the following lap.

On the 8th lap I was still breathing heavily towards the back of the field when there was a bad crash a little ways up and towards the left side. From what I could see someone touched wheels and then bounced off the curb taking out about 8 guys. I immediately went wide right to stay out of trouble; the last time I heard a sound like that was when I broke my collarbone. It still brings chills; unfortunately if you crash in Mexico and get messed up there's no telling what kind of treatment you'll receive. The race speed was so fast at that point that there was little danger

of anyone getting off, so I decided not to chase any breaks.

The second preem was on the 10th lap. Since attacking worked the first time I decided to try the same thing. It would have worked again, but several guys attacked just before the final turn and gapped the field. I was able to break clear also, but failed to chase down the two leaders and finished 3rd. After almost puking again on the following lap I sat in for the next few laps to recover.

On the 14th lap the officials started trying to separate out the categories so that the masters could finish (the 2 categories had combined). Just when they were slowing us down to let the masters finish ahead a group of 4 from my field attacked and got away. For some reason the officials didn't pull them back. I guess they didn't care as long as they got everyone else separated; it was pretty crazy. As a result there was a heated debate between some of the racers and the officials driving motorcycles involving a lot of swearing in Spanish and many interesting hand gestures. Anyway, since we had to slow down while separating, the breakaway got a nice gap that we would not be able to bring back.

On the 15th lap one guy crashed

(See "Race Report," Continued on page 13)

(*"Race Report," Continued from page 12*)

into the spectators lining the course after hitting a pothole; his bike somehow flew right out from under him. At that point we weren't slowing down as much and guys were clipping pedals trying to accelerate more quickly out of the turns to get their speed up. Fortunately Speedplays work well under those circumstances.

There were some strong attacks in the final few laps, but on the 18th and final lap (I was fairly certain it had to be the final lap this time) there were still about 20 guys left in the bunch. Since the money only went 3 deep and the breakaway had the top 4 spots locked up the only thing left was points for 5th place, so I decided it was 5th or bust. Since I knew I couldn't win a straight up sprint I decided to stick with attacking

early while everyone else was busy marking each other out for the sprint. I was able to get away with a slight gap coming out of the last turn, but the third time was definitely not the charm. They reacted more quickly than the previous two times and 6 guys passed me as I ran out of gas about 50m before the line.

I think the fans enjoyed the excitement; people were lining the whole course by the time we finished. One guy was even cheering for me, so I guess I'm not known as the skinny white boy who sprints one lap too early any more. After realizing I had finished 11th overall I was kind of disappointed, but winning a preem (by attacking on the correct lap) definitely made up for it. I got to have my picture taken on the podium which was pretty

cool.

Walking back to the truck I saw one of the bikes involved in the crash; it was a new Lightspeed aluminum. The frame was bent and the fork had been sheared off halfway between the dropouts and the crown. They had taken the guy who hit the curb to the hospital with a possible neck injury. Average speed of the race was about 25 mph which is amazing considering the two 180 degree turns each lap.

Racing in another country where another language is spoken has forced me to concentrate more on reading body language and to be more attentive to detail. No wonder so many European Pros speak multiple languages; it really helps when you can understand what everyone is saying during a race.

(*Rider's Write, Continued from page 11*)

speed. If a cyclist needs to suddenly swerve to avoid a hazard and a motorist is too close there could be a dead cyclist on the road. If two cars are headed at each other on a two lane road, the motorist behind the bike should wait until they can SAFELY pass the bicycle. Any other action endangers the life of the cyclist.

Cycling is a popular recreational activity, but cyclists do not always ride for entertainment. Committed athletes need to train on the bike for hours almost daily. Bike paths are not designed for fast moving cyclists; they are for recreational riders.

Commuters, who not always have the convenience of a bike path, often ride on the road. Yes, it is dangerous to ride on the road. Without the cooperation of motorists it would be impossible for cyclists to use the road. Please understand that riding a bicycle takes practice, preparation, and dedication at the athletic levels of the sport. Motorists who understand that bikes are vehicles and are given rights by the state can prepare themselves to safely use the roads for which we all pay. FAILURE TO RECOGNIZE THAT BIKES BELONG ON THE ROAD IS NO LONGER ACCEPTABLE. THE MOTORIST IS PUTTING THE

LIFE OF THE CYCLIST IN JEOPARDY - slow down or yield - WHATEVER IT TAKES. IT IS NOT WORTH THE LOSS OF A LIFE.

Bill Duckworth
Expert Mt Bike racer
Cat IV Road racer
Cat IV track racer
Professional bike mechanic

Hypertension Rate for Americans is on the Climb

by Catherine Kruppa, MS, RD, LD

The data published in the Journal of the American Medical Association in July 2003 shows that the percentage of Americans suffering from hypertension has increased to nearly 29 percent after staying at or below 25 percent for the last 30 years. The conclusions are based on data collected from the 1999-2000 National Health and Nutrition Examination Survey, which is taken every few years to check on America's health.

This means that nearly one-third of the U.S. adult population -- about 58 million people, researchers said -- have high blood pressure, a major risk factor in heart attack, stroke and cardiovascular disease. Experts believe that Americans' sedentary lifestyle and expanding waistlines are to blame.

High blood pressure is known as the "silent killer" and is a major risk factor in heart attack, stroke and cardiovascular disease. Elevated blood pressure stresses the heart, blood vessels and other organs because the body has to work harder to pump blood. Often people feel no symptoms, but doctors say, the longer hypertension goes untreated, the greater the damage and chances of death.

Everyone, regardless of race, age, sex or heredity, can help lower his or her chance of developing high blood pressure. The National Institute of Health recommends the following:

- 1) Maintain a healthy weight; lose weight if you are overweight.
- 2) Be more physically active,
- 3) Choose foods lower in salt and sodium,
- 4) If you drink alcoholic beverages, do so in moderation (1 drink per day for women, 2 drinks per day for men).

These recommendations also apply to treating high blood pressure. Recent research has found that a

particular eating plan can lower elevated blood pressure. The DASH (Dietary Approaches to Stop Hypertension) Diet is rich in magnesium, potassium, and calcium as well as protein and fiber. Here is how to do it.

Food Group	Daily Servings	Serving Sizes
Vegetables	4-5	1 cup raw leafy vegetables 1/2 cup cooked vegetables
Fruits	4-5	6 oz fruit juice 1 medium fruit (tennis ball size) 1/4 cup dried fruit 1/2 cup of fresh, frozen or canned fruit
Low fat dairy	2-3	8 oz milk (1% or skim) 1 cup of yogurt 1 1/2 oz cheese

Here are some tips for "DASHing" your diet. One easy way to increase your servings of fruits and vegetables is to double your servings of fruit and/or vegetables at each meal. To increase your dairy, try to eat one dairy product at breakfast and one as snack or dessert. Feed your cravings for sweets with fresh or frozen fruit. Use fresh, frozen, canned or dried fruits for convenience as well as fresh, frozen or no salt added canned vegetables.

Eating the DASH diet takes a little planning, but it is well worth it in the long run. The increase in fruits, vegetables and low fat dairy not only will reduce your risk for hypertension, but also can promote weight loss and reduce your risk of other diseases such as cancer, diabetes and osteoporosis.

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

Houston Cy-Fair and Bellaire Lions Clubs
presents the Fourth Annual Lions Biking for Sight Century Bike Ride.



Sunday September 28, 2003 8:00 AM
Montgomery High School, Montgomery, TX

Cycle through some of the most beautiful Texas landscape in Montgomery and Grimes Counties. The 24 mile route takes you past an exotic animal farm, while the 40, 62 and 100 miles routes take you through the Sam Houston National Forest. The 62 and 100 mile routes have hills, perfect training for the Bike to the Beach Bike Ride.

Directions From Houston, take I-45 North to Conroe. Go west on State Highway 105 across Lake Conroe. Two miles past the intersection of 105 and 149 in Montgomery, the High School sits on the left. Follow direction for parking at the rear of the school.

Registration and Package Pick-up
\$20 if postmarked before Sept. 1, 2003
\$25 after Sept. 1, 2003. Includes T-shirt
Northwest Cyclery
Jones Road at 290
Friday Sept. 26, 4PM-7PM
Saturday Sept. 27, noon-5PM

OR

Sunday Sept. 28 at the ride start beginning at
8:30 AM at Montgomery High School

Safety Rules: The use of an ANSI or Snell approved safety helmet is required for all participants regardless of age or route ridden. Helmets must be worn at all times while on the bicycle.

No head phones

All traffic rules must be obeyed. We ride on state highways, and must share the road with vehicular traffic. Ride on the shoulder if possible, and no more than two abreast at all times.

For more information, contact Chuck Martin at 281-550-2748

Houston Cy-Fair Lions Club, or visit our web site at

<http://www.geocities.com/cyfairlionchuck/>

Name _____
Address _____
City _____
State _____ Zip Code _____
Emergency Contact _____
Phone _____
Medical Conditions/Allergies _____
Employer _____
Ride Distance (Circle one) 25 40 62 100
T-shirt size (Circle one) S M L XL XXL XXXL

____ \$20 registration fee prior to Sept. 1, 2003
____ \$25 registration fee after Sept. 1, 2003
____ You can't make me ride, but enclosed is my donation for _____ for the Lions Club

Please make checks payable to Houston Cy-Fair Lions Club.

Mail registration form and payment to
Houston Cy-Fair Lions Club
8018 Bonnyview Drive
Houston, TX 77095

Waiver

I agree to fully waive and release any and all claims for myself and my heirs against the Houston Cy-Fair or Bellaire Lions Club and any and all sponsors that may directly or indirectly result from my participation in this bike ride. I represent that I am in proper physical condition to participate in this ride. For my safety, I also agree to wear a helmet. I grant full permission for the use of my photographs for any publicity and/or promotional purpose without obligation or liability to me. If entrant is under 18 years of age, parent or guardian must sign entry. Children under 12 must be accompanied by an adult at all times.

Rider Signature (Parent/Guardian if under 18) _____ Date _____

9/03

NWCC BIKE SAFETY INCIDENT REPORT

This form is used to report Accidents, near misses, or other items of "Safe Bicycling" that occur during NWCC rides. The purpose of the form is to collect information on the causes of Cycling incidents. Then, by analyzing this information, create Safety Awareness and Training for all our Club Members. This information will remain private within the NWCC Safety Committee, and will not be shared or used without permission.

This form may be submitted by anyone involved in a NWCC Club ride. Either an individual actually involved in the incident, or another rider that was with the affected group may submit this form.

**SEND COMPLETED FORM TO:
NWCC SAFETY COMMITTEE
PO BOX 1494
CYPRESS, TX 77410**

SECTION A: BASIC INFORMATION

Date and time of incident: _____ Name: _____
Contact Phone # _____

Location of Incident : (street address, intersection, city, town) _____

Type of Ride: Sat. NWCC Club Ride Sun. NWCC Club Ride Other _____

Type of Incident: Unavoidable Accident Avoidable Accident Near Miss
 Unsafe Conditions Unsafe Rider(s)

Injuries: No Yes

List names of injured persons and describe injuries: _____

Nature of Injury (open wound, bruise, bite / sting, burn, skeletal, respiratory, internal, hearing, sight, muscular (sprain), other, or unknown): _____

Were Emergency Services Contacted (EMS, Police, 911, etc): No Yes

Which agency(s) was contacted and responded? _____

Was anyone transported via Ambulance? No Yes

List names of persons transported and where: _____

SECTION B: INCIDENT DETAILS

Description of incident (you may wish to attach diagrams for clarity):

Roadway conditions: (dry, wet, muddy, snowy, icy, slushy, other, or unknown)

Weather conditions: (clear, cloudy, rainy, fog, sleet, other, or unknown)

Lighting conditions: (daylight, dawn, dusk, dark – street lights, dark – no street lights, other, or unknown)

Location: (highway, county road, roadway, roadway curve, parking lot, service station, driveway, other, or unknown)

Type of incident (select one of the following: collision, side collision, wheel touching, stopping, unclipping, road hazard / obstacle, loss of control, equipment failure, other, or unknown)

Activity at time of incident: (moving, turning, changing lanes, passing, entering/leaving traffic, slowing, stopped, arcobars, or other)

Source of the incident: (involved rider, other rider, motor vehicle, roadway surface, objects/obstructions, animals, humans, weather/environment, other)

Cause of the incident: (unsafe speed, lane change, turning, passing, following too closely, action by other rider, action by car driver, failure to signal or warn, failure to observe or yield, other)

Witness Information: List the name, address, phone numbers of all witnesses (impartial witnesses are the most important):

If Motor Vehicle involved: Police Report filed YES: NO: Citation issued: YES:

NO:

Action items to prevent this type of incident from reoccurring:

This is the order form for a second clothing order. All prices are estimates.

If the minimum quantity for an item is not met, that item will not be ordered.

All moneys are due prior to the order being placed (that information will be given at a later date.)

Order forms are due by the October club meeting (Tuesday, Oct. 7th)

Contact Jeff Dixon at snine5@yahoo.com with any questions.

Name: _____

Email Address: _____

Phone Number: _____

Description	Size	Quantity	Price per Item	Total
Short Sleeve Jersey	XS		\$56.00	
- Pro Fit	S		\$56.00	
- 15" Hidden Zipper	M		\$56.00	
	L		\$56.00	
	XL		\$56.00	
	XXL		\$56.00	
	XXXL		\$56.00	
Short Sleeve Jersey	XS		\$56.00	
- Club Fit	S		\$56.00	
- 15" Hidden Zipper	M		\$56.00	
	L		\$56.00	
	XL		\$56.00	
	XXL		\$56.00	
	XXXL		\$56.00	
Shorts - Mens	XS		\$48.50	
- Men's Cut	S		\$48.50	
- Men's Chamois	M		\$48.50	
	L		\$48.50	
	XL		\$48.50	
	XXL		\$48.50	
Shorts - Womens	XS		\$48.50	
- Women's Cut	S		\$48.50	
- Women's Chamois	M		\$48.50	
	L		\$48.50	
	XL		\$48.50	
	XXL		\$48.50	

(See Clothing Order Form, Continued on Page 19)

The Pedal Pusher

(Clothing Order Form. Continued from page 18)

Enter the quantity you will commit to purchasing if the minimum quantity is met.			
If the minimum is not met this item might not be ordered.			
Long Sleeve Jersey	XS		\$71.00
- 15" Hidden Zipper	S		\$71.00
- Minimum quantity necessary = 16	M		\$71.00
	L		\$71.00
	XL		\$71.00
	XXL		\$71.00
	XXXL		\$71.00
Enter the quantity you will commit to purchasing if the minimum quantity is met.			
If the minimum is not met this item might not be ordered.			
Wind Vest	XS		\$56.00
- Minimum quantity necessary = 16	S		\$56.00
	M		\$56.00
	L		\$56.00
	XL		\$56.00
	XXL		\$56.00
Enter the quantity you will commit to purchasing if the minimum quantity is met.			
If the minimum is not met this item might not be ordered.			
Wind Jacket	XS		\$56.00
- Minimum quantity necessary = 16	S		\$56.00
	M		\$56.00
	L		\$56.00
	XL		\$56.00
	XXL		\$56.00
Total Due at time of order			



9/03

Setting up for Tight Corners

by Thomas Chapple

Whether on or off road you can gain time descending by setting up for tight corners. The idea is to carry more speed into, through, and out of the corner. The less you have to slow down, the less energy you lose bringing the bike back up to speed.

A few key points to work on

- **Keep your head up and look farther down the road.** This will give you more time to react and set up
- **Set up on the outside of the turn (far left if turning right).** This will make the

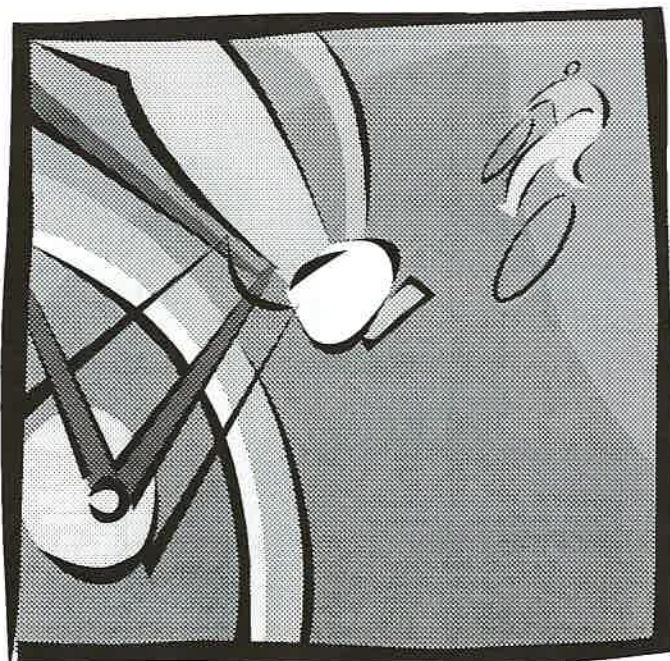
corner wider and allow you to carve a smooth, large radius so that you can carry more speed through the turn.

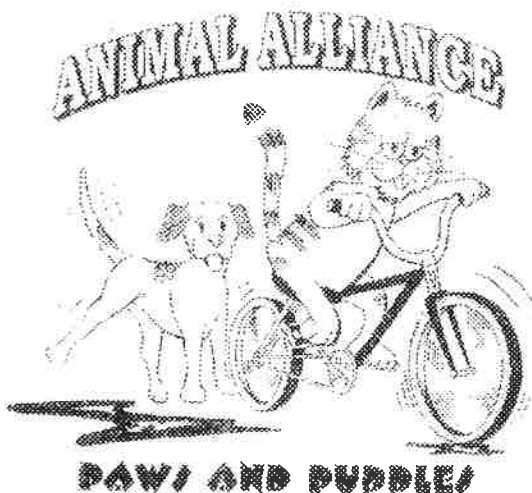
- **Complete all braking while traveling in a straight line.** You can brake more effectively when the bike is level and going straight. Tires have a limited amount of traction available. All the traction can be applied to braking when you're traveling in a straight line. Once you lean the bike over to turn, the tires will have to maintain traction for cornering and will have less available for braking.

- **Keep your weight back while braking.** When you apply the brakes it shifts the weight forward and puts a greater load on the front wheel while un-weighting the rear. This can cause the rear wheel to skid, and/or the rider to be abruptly launched over the handlebars. Try hanging your butt off the back of the saddle and lightly squeezing the saddle with your thighs

How well you set up for a corner will determine how fast you exit it

Thomas Chapple is a licensed Elite Level USA Cycling coach, certified USA Triathlon coach, and Ultrafit Associates coach. He coaches regional and nationally competitive athletes and has competed at the national level in downhill mountain-bike racing. Reprinted by permission from <http://www.ultrafit.com>





PAWS AND PUDDLES BIKE RIDE

PROCEEDS BENEFIT THE ANIMAL
ALLIANCE OF GALVESTON COUNTY

13, 40 and 60 Mile Rides

Sunday, October 19, 2003

8:00 a.m. Start

Register online at www.active.com

For information call (409) 370-0455

artwork by Richard Costello. Wildlife Illustrations

START LOCATION: Texas City Rotary Pavilion, 1801 - 9th Avenue North, Texas City, Texas

REGISTRATION: \$25.00 if postmarked by October 12, 2003. \$30.00 if postmarked October 13, 2003 or later, including the day of the ride. All preregistered riders, if registered by October 12, 2003, are guaranteed a T-Shirt.

PACKET PICKUP: October 16, 17 & 18 at Northwest Cyclery, 17458 N.W. Freeway, Houston, Texas 77040 (713) 466-1240 or Day of Ride at Texas City Rotary Pavilion. Lots of banana bread and goodies at all rest stops. At the end of the ride, relax and listen to a live band. Hot dogs, chips and a drink will be served to all registered riders. Refreshments for non-registered guests will be sold.

RANDOMLY SELECTED PACKETS WILL CONTAIN SPECIAL PRIZES!

Make checks payable to: Animal Alliance of Galveston County
Mail to: Animal Alliance, P.O. Box 0128, Texas City, TX 77592

PLEASE PRINT CLEARLY.

Last Name	First Name
-----------	------------

Address _____

City _____ State _____ Zip _____

Route 13 40 60 T-shirt M L XL XXL Telephone #

[illegible]

Signed _____ Date _____

Parent or Guardian if under 18

9/03

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 NWCC, PO BOX 1494, Cypress, TX 77410, to the attention of the NWCC's secretary. A decision will be made at the next board meeting on whether to contact the owners or the authorities.

DOG INCIDENT REPORT FORM

Your Name _____

Your Address _____

Date and Time of Incident _____

Location of Incident _____

Description of Dog or Dogs _____

Describe the Incident: _____

Mail form to: NWCC, PO BOX 1494, Cypress, TX 77410
attn: Club Secretary

NWCC Membership Application

CHECK ONE: **NEW MEMBER** _____ **RENEWAL** _____

Last Name: _____ First Name: _____

Family Membership Names: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

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

Primary Reason for Joining NWCC? _____

AREAS OF INTEREST *(check all that apply)*

- | | | |
|---|---|--|
| ☐ Road Riding | ☐ Volunteer Opportunities | Racing: <i>(team affiliation)</i> _____ |
| ☐ 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: _____ |
| ☐ Adventure Racing | ☐ Out of Town Rides/Tours | ☐ Track |
| ☐ Cycling Advocacy | ☐ Houston Area Group Rides | ☐ Cyclocross |

MEMBER DUES

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.

Signature: _____

Date: _____

Amount Paid: _____

(circle one) \$20.00 single \$30.00 Family Check Number _____ CASH Rec'd by _____

Make Checks payable to: NWCC

Mail to: NWCC Membership, PO Box 1494, Cypress, Texas 77410

The Pedal Pusher

Northwest Cycling Club
PO BOX 1494
CYPRESS, TX 77410

PRESORTED STANDARD
U.S. POSTAGE
PAID
KATY, TX
PERMIT NO. 93



Your membership expires on 3/1/2010
DAVID KING Family
5231 Alamosa Lane
Spring, TX 77379

The Pedal Pusher

...And Way in the Back... by Wes Morrow

Do you ride to Hempstead on our Saturday rides? If so, you might want to try something a little different next time. A group riding recently with Jenny was invited to try an alternate rest stop just short of the Exxon station in the edge of Hempstead. A co-worker of hers has moved to the LB Ranch on the right hand side of 1488, just before you get to the tree farm. It is a gray house with a white wooden fence. They have made it into a very inviting rest stop for cyclists. It has two picnic tables with benches outside in the shade, a large porch with another table, and the road is paved from the highway right up to the building. The building has

a free restroom, and there are the typical cycling supplies, including power bars, bottled water, etc.

Totally missing from this "bike stop" are Bubbas, pickup trucks and other traffic, pot holes, gasoline fumes, lotto tickets, and non cycling customers. Although it is not officially open yet, it will be open for at least the next few weeks for NWCC riders. Watch for the banners and signs on the gate, and stop by if the gate is open. Try it. We liked it, and we think you will, too.

Alan Bazard is working hard to emphasize ride safety. And, we recently had several riders injured

in two separate accidents. Be sure to watch for dogs, road hazards, and other riders. Although I've always had my doubts about defensive driving, defensive riding is a must. It's hard to say without using clichés, but we just can't be too careful, and the moment that you let your guard down is the moment that you are liable to go down! Please ride as safely as you possibly can. The road is not paved with roses, hitting it hurts, and these old bodies do not heal rapidly.

We have a fun fall and winter planned, so ride safely and hang in there so you will be able to enjoy them!