

The Pedal Pusher

November 2003

Vol XVII, Issue 11

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President

by Lori Walker

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This is my last article; my term of President will end at the November meeting. When Peri, Tracy, LeAnn and I were elected as the first all female board there were rumors we would not succeed. Just the opposite happened; we all worked together, we respected each other's opinion and we listened to all opinions as a team (not just the elected members but all the board members). The club is like a grand old Live Oak. The original members of the club planted the tree by writing the constitution and the by-laws. With each new year the club evolves and the tree continues to grow, getting bigger and better. This has been proven by the continued success of our rides and the races NWCC promotes.

Northwest Cycling Club is a very special club. It is made up of volunteers, volunteers who are willing to give up their time to give back to the cycling community. And because everyone was willing to contribute, my job of President was made so easy. Thank you! I enjoyed every moment.

The nominations for the 2004 board members are: David Collins for President, Melanie Lacy for Vice President, Chuck Martin or Ron Ostrowski for Treasurer, Michael Muirhead for Secretary. The nominations for the 2003 Volunteer of the Year Award are: Zeke and Diana Zbornak, Peri Mashburn, Pat Dunton, Wes Morrow, Russell Lovelace, Lori Walker. Elections will take place at the November membership meeting.

ROUND THE CORNER

Huntsville State Park Ride and Campout, Nov 1-2

Officer Elections, November Club Meeting, Nov 4

Safety Clinic, November, November 9, 9:00-11:00 AM, Farm and Ranch Club Parking Lot, Bear Creek Park

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

Leakey Volunteer Weekend, Dec 13-14

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

TMBRA 2003 Subaru Fall Cup Dates

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 2004

Nov 1	WurstCross	New Brausfels, Tx
Nov 2	Fuji Austin Cross	Austin, Tx
Nov 15	AVPAC Cyclocross	Alkek Velodrome, Houston, Tx
Nov 22	Moritz Cyclocross	Fort Worth, Tx
Nov 23	Moritz Cyclocross	Fort Worth, Tx
Nov 30	UYS Houston Cyclocross	Houston, 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

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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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Veracruz-Alvarado-Veracruz Road Race 2003

by Johathan Sinclair

Trip Planning

A friend of mine from South Texas told me about a big race in Veracruz, Mexico on Sunday, August 31st. It sounded like a good way to end the summer. The plan was for us to leave early on Friday morning, drive all day, and get to Veracruz some time in the afternoon. He told me it should only take about 12 hours. We were taking his Volkswagen Beetle (they still make the 60's style model in Mexico - with no emissions control of course). He had an old luggage rack clamped on top of his car with two bike tights screwed onto the top. That should have been my first clue that it would be a trip to remember. He told me plans had changed a bit at the last minute and it was then I found out that it would not just be the two of us going to race, but 7 other people and another car as well. Things were crowded with 9 people, their luggage, the bikes, and our race gear to fit in and on top of two cars.

The Trip Down

We got up around 5:00 a.m. on Friday morning and headed out for Reynosa on the Mexican side. After packing more luggage than I thought possible into the two cars we finally left around 7:00 a.m. I figured we would still get to Veracruz around 7:00 p.m. and

still have plenty of time to check in to our hotel and have dinner somewhere. For the most part there were no freeways or interstates unless they were toll roads. The non-toll roads were poorly maintained, so most of the time we ended up driving on bad (compared to the U.S.) single lane roads with lots of other traffic. Because of the extensive drug traffic of various kinds going through Mexico on its way to the U.S. the Mexican Army has random checkpoints set up on many of the most traveled roads. This requires stopping, showing passports and travel papers, and answering some questions as to where you're going, etc... Unfortunately the VW didn't have air conditioning and it got pretty hot.

Around 11:30 a.m. the Beetle broke down and it took over 4 hours to get it fixed as we were out in the middle of nowhere. We finally arrived in Veracruz around 5:00 a.m. Saturday morning. We had to roll up the windows because it was raining so hard and the windows started fogging up really bad. We had done well the whole trip spotting the numerous speed bumps they have to slow traffic going through the towns, but because it was so hard to see we hit one going about 40 km/h and went slightly airborne for a second.

When we touched down the shocks bottomed out and the luggage rack came loose and slid forward about three feet. Seeing \$5000.00 worth of bikes slide off the front of the car was not a happy sight. Fortunately the bikes were not damaged and all we had to do was reattach the rack. Unfortunately the other car (which had all the tools for some reason) had gone ahead to the hotel and none of us had a cell phone or the number for the hotel for that matter. We found a taxi driver who had some tools and we were able to attach the rack back on properly. In the process of getting the rack back on we all got soaked to the bone. Some of the streets flood fairly badly because of poor drainage and our hotel happened to be adjacent to such a street. We went driving back and forth looking for our hotel for about an hour with the water rising all the while. It was about 7:00 a.m. by the time we found our hotel.

We went to a nice restaurant on the beach for lunch Saturday. Everything was exactly like you see in the travel brochures for tropical paradise vacation spots. The sand was clean and white and there were coconut and other types of palms lining the beach. The food was excellent; you can order almost any kind of seafood

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The Pedal Pusher

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in Veracruz for under \$10.

After lunch we went downtown to go register for the race; it was on the Mexican national race calendar so it was a pretty big deal there. They told us that each team could have a follow vehicle to give feeds during the race and since I was the only one racing the Elite category and we had two cars I got my own follow vehicle. They had a lottery to determine follow vehicle order and fortunately my follow got number 4 in line so it wouldn't be too hard for me to get feeds during the race. The race was just an excuse for everyone else to go on vacation, so they were out making the most of it and having fun. Veracruz is famous for its dances downtown.

Race Day

My race started first at 8:00 a.m. so I got ready while everyone else packed up the cars. They were running late and I wanted to get in a decent warm up so they motorpaced me about 10 km. from our hotel to the staging area. The roads were still very wet. My race was 140 km. with a 10 km. neutral roll out from the large aquarium in Veracruz (it's supposedly the largest in South America). At the start I looked around and determined that there were over 80 in my field. I was the only gringo and being taller than everyone else stuck out like a sore thumb. Since Veracruz is less than 3 hours from Mexico City, a few pro teams drove over and there were quite a few

Mexican pros in attendance overall. I noticed 3 or 4 guys with full-on time trial bikes. Apparently they let some pro triathletes into the race which I didn't appreciate because riding around on aero bars generally makes it much more dangerous in a road race, especially with the poor road conditions we would be faced with. I also noticed a guy on a mountain bike??? I'm not sure how he got himself into the race, but he didn't look intimidated by any of the rest of us.

They told us at the start that we would be racing through a rough section of road part way through. The race went from Veracruz to Alvarado and then back to finish along the coast in Veracruz. I couldn't understand exactly where they said the finish would be, but that's one problem with not speaking fluent Spanish and racing in Mexico.

Race Start

Right when they started us off someone ramped up the pace to about 45 km/h. To keep anyone from drafting them the lead vehicle kept speeding up and we did the fastest neutral roll out I've ever heard of. I'm not sure when the neutral zone ended and when the race actually started because the pace didn't slow much during the first hour. The road leading out of Veracruz was pretty good, but the further we got away from town road conditions worsened. There were quite a few pot holes and over there they don't mark anything so

you have to watch out to keep from getting a pinch flat or waffling a wheel and going down. Since I was considerably taller than everyone else in the race I could see straight to the front if I sat up all the way. This was good because I could see ahead of time if there was a pothole or some other obstacle in the road. I saw the guy on the mountain bike pop and go off the back after about 25 km. He was very strong to have held on that long.

We went through a little town after about 30 km. of racing and I saw guys jumping their bikes over something up front. It took me a little while to figure out what it was. Speed bumps! They're bad enough when you're driving a car, but at ~45 km/h on the bike they're even worse. There happened to be four in a row going through the town we passed and fortunately I was able to bunny hop them all. I heard several guys hit them pretty hard and dink their rims getting flats as a result.

At about 40 km. into the race the road had so many pot holes in it I figured we were going through the section they said was the bad part. That is until we reached a section that was composed entirely of gravel. The rain during the night had soaked everything and there were muddy puddles in between the slick, loose gravel. I've never raced on anything like that so I tried to follow the same line most of the

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other guys were following. Several guys close to me flattened and I'm sure there were more because of the course conditions. It felt like racing Paris Roubaix or something; I had mud splattered all over my jersey and face from trying to follow the wheels. I found out after the race that one guy went down in that section and shattered his right cheek bone. The gravel lasted for about a mile and then ended as abruptly as it had started. After that I was glad to have blacktop with potholes again. I saw the last remaining triathlete double flat on a particularly bad pothole while riding his aero bars in the middle of the field. The field at that point had dwindled down to about 60 or so and a 5 man break had gone clear somewhere in the middle of the bad section.

We went through another town with about 4 speed bumps about 60 km. into the race and the last one I hit with my rear wheel causing my only full bottle to launch out of its cage. Fortunately we were close to the turn around at that point. We saw the breakaway come by us

with about a 1 km. lead and it looked like they were riding very strong.

Moving Feed

I badly needed a feed and fortunately they let the cars start moving up to give feeds right after we made the turnaround. I rolled off the back of the field to get a feed and immediately realized that it would be a little more complicated than I had originally thought. I ended up just trying not to get run over by the other team vehicles for a while. They had completely ignored the order they were supposed to be in and were passing us on both sides of the road. The police follow was trying to regulate the process, but there were too many cars. When the police blocked the left side they would come around the right and when they went back and blocked the right side they came around the other way. Because of this I had to drift fairly far from the field to get my feeds. I took two bottles and then rode back up between the cars to the field. Before the first set of speed bumps on the way back I put my bottles in the back of my

jersey to keep them from flying out, but somehow I still lost one as I bunny hopped the third one of four.

End Game

The field shrank a bit due to several more flats. Everyone looked to be dealing with the heat fairly well, but I was feeling the effects so I sat in doing little work at all. I drifted back for another feed and regained the field just before we went back through the "bad" section. The field split in half partway through and unfortunately I was in the trailing half. In the disorganization coming out of the gravel the lead group got about 500 meters on us. My group was composed of about 20 so I decided to sit in and let everyone else close down the gap. My strategy worked pretty well...(to be continued next month)

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 Rd.

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

November 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 CLUB RIDE 8:00AM Zube Park Huntsville State Park Ride and Campout
2 Huntsville State Park Ride and Campout	3	4 Club Mtg 6:45 Race Team & 7:30 	5 Women's Sympos- ium 7:00 PM @ 	6	7	8 CLUB RIDE 8:00AM Zube Park
9 Safety Clinic 9:00AM Farm and Ranch Club Park- ing Lot, Bear Creek Park	10	11	12	13	14	15 CLUB RIDE 8:00AM Zube Park AVPAC Cyclocross, Alkek Velodrome
16	17	18	19	20 Bicycle Repair Class 7:00PM @ 	21 Track Racing 7:00PM @ Alkek Velodrome	22 CLUB RIDE 8:00AM Zube Park
23	24	25	26	27 	28	29 CLUB RIDE 8:00AM Zube Park
30	31 Board Meeting 7pm @ 					

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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NOVEMBER RIDES

Novemberfest Metric Century
November 8, San Felipe, Tx
<http://www.novemberfestmetriccentury.org/>

Maybe Hot, Maybe Not
November 15, Aransas Pass, Tx
http://www.aransaspass.org/maybehot_bike Ride.htm

Pecan Fest Bike Tour
November 15 Seguin, Tx <http://www.visitseguin.com>

DECEMBER RIDES

Mission to Mission "Wheels for Meals"
December 6 San Antonio, Tx <http://www.teamcure.org/missiontomission.htm>

Tour d' Lights
December 13 Pearland, Tx

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 23 and mail it with your check to the address on the bottom, or bring it by North West Cyclery at Jones Road and SH 290.

NWCC CLASSIFIED

For Sale: Burley "Bosa Nova" Tandem: Front 54cm, rear 45m, 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

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.

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: 2002 Trek 4500, 19.5-inch frame (almost every component has been replaced): 2003 Avid Single Digit 7 brakes with new Cool Stop brake pads, 2002 Shimano XT shifter/brake lever pods, 2002 Shimano XT rear derailleur, 2002 Rock Shox Duke SL fork (80 mm travel), Sram 7.0 rear cassette (9 speed), Sram PC-99 chain with Power Link, 2002 Race Face Prodigy XC crankset with SRX bottom bracket, Rock Shox suspension seat post, Oury grips, Race Face Prodigy XC stem (8 degree rise, 110 mm long). All other components (front derailleur, riser bar, headset, and wheelset) are original components. I did a complete overhaul of both hubs last month... replaced bearings, cleaned hubs, and repacked them with waterproof Teflon grease.

I clean and lube the entire drive train after every 3rd ride. The frame has a couple of small scratches on it. Contact Cody Mikeska @halliburton.com

For Sale: One set of Mavic open pro silver rims, 32 hole. 14 months old with worn out dura ace hubs. \$50.00 .

Contact Bob Swank at 713-467-6279, or 281-435-9773, or RJSARCH@earthlink.net



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

TMBRA 2003 Subaru Texas Fall Cup Overall Results Through Bryan

Name	Category	Gender	Class	Kerrville	X-Bar	Huntsville	Bryan
Bill Duckworth	Expert	M	30-39	.	.	25	24
Jack Talton	Expert	M	30-39	.	.	14	9
David James	Expert	M	40-49	.	.	17	.
Steffi Penco	Expert	F	30-39	DNS	.	3	.
Tony Deore	Sport	M	30-34	.	DNF	20	.
Colin Winsor	Sport	M	35-39	.	.	DNF	11
Doug Lamond	Sport	M	40-44	.	DNF	.	.
Morris Taymon	Sport	M	40-44	.	.	22	.
James Mackey	Sport	M	45-49	.	DNF	.	.
Elena Capsuto	Sport	F	30-39	.	DNF	.	.
Melanie Lacy	Sport	F	40+	.	.	4	.
Mike Frye	Beginner	M	30-34	.	.	25	.
John Deckert	Beginner	M	40-44	.	.	15	.
Doug Lamond	Beginner	M	40-44	6	.	.	.
George McKenna	Beginner	M	50-99	.	.	3	.
Angela M. Kirke	Beginner	F	19-29	2	.	.	.
Beth Schlotterbeck	Beginner	F	19-29	3	DNF	1	1
Doug Lamond	Single Speed	open	open	.	.	10	.

(Continued on page 11)

NOVEMBER

Great Deals from Houston's Cycling Super Store



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Hwy 290 @ Jones Rd.

M-F 10-7 • Sat 10-5 • Sun 12-4

Repair Class Schedule

DATE	DAY OF WEEK	TIME
November 20, 2003	Thursday	7-9 PM
December	NO REPAIR CLASS	"HAPPY HOLIDAYS"
November 5, 2003	Women's Symposium Wednesday	7-9 PM

(Please Call to Enroll)

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Team Work by Lawson Craddock

Bam! That was the sound of the guy next to me clipping someone's wheel and falling on me at the final race of the Anderson Stage Race. We both went down as the pack went riding away. The person I crashed with got up and caught the pack immediately. As I got up, pain shot through my hip, elbow and knee. I got back on my bike when I saw Troy Dunton and Ryan Nelman coming back from the pack to help me. When they reached me, Ryan told me to get in between him and Troy. As I did, Ryan placed his hand on my back and started to push me up to the pack. Kurt Weisinger was still in the pack making sure nobody jumped.

When Ryan and Troy brought me up to the pack, I started thanking them for helping me catch back

up to the pack and not leaving me. After about another two miles, someone jumped and dropped me, dropped the kid who crashed on me and maybe dropped Daniel Walker or Daniel just dropped back to help me. I was able to pass the kid who crashed with me and catch up with Daniel. Daniel let me stay on his wheel and took me up to the pack without letting me take a pull. What an awesome teammate.

What I learned from this experience is that even if you are competing for 1st place, sportsmanship and teamwork still lives. What it meant to me was that people were willing to risk their placing just to help me.

Parent commentary: As a later

witness to this whole racing experience, we saw a lesson learned far more valuable than that of a trophy or a medal. Lawson was able to experience a life lesson by the example of our older junior riders and teammates and as a result witness firsthand that sometimes winning really is not every thing. As a parent, it is not easy sending your 11 year old child out on a 26 mile stretch of open highway with a group of varying ages and skills but after this experience the example and standard set by this group of young men assuage those inherent parental concerns. Our thanks and gratitude to these riders for their help, for their concern and for the aid rendered to a fellow rider.

(Continued from page 9)

TXBRA Texas Cup Results

09/13/2003 - Anderson Stage Race

Men Pro 1-2

8 Michael Nelson

21 Jonathan Sinclair

Men 4

20 Juan Barboza

37 Damen Sistrunk

43 Luis Torres

Men 5

5 Ed Scardaville

Women 3

1 Steffi Penco

Masters 35+

9 David Bumbaugh

13 Scot Orgish

15 Martin Hukle

Masters 45+

8 Dana Chamness

21 Bill Reilly

Youth(10-14)

4 Daniel Walker

5 Gregory (Lawson) Craddock

Junior(open)

1 Troy Dunton

10/04/2003 - Power Pedal State RR

Men 3

21 Gary Rennie

25 Scot Orgish

Men 4

42 Luis Torres

44 Jeff Stones

46 Damen Sistrunk

Men 5

6 Ed Scardaville

25 Gavin Kaszynski

Women 3

3 Steffi Penco

18 Scot Orgish

30 Billy Talton

Masters 45+

1 Thomas Craddock

12 Bill Reilly

13 Timothy Arnold

30 Dana Chamness

Youth(10-14)

1 Gregory (Lawson) Craddock

8 Daniel Walker

10 Parker Craddock

Junior(open)

1 Cristin Walker

7 Troy Dunton

10 Stephen Garon

2003 Overall Road Results

Men Pro 1-2

22 Michael Nelson

40 Troy Dunton

Men 3

33 William Morrison

74 Scot Orgish

79 Gary Rennie

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A New Word on Safe Bike Riding

by Alan Bazard, Safety Chairman

My continuing analysis of recent bike accidents (crashes, falls, collisions,) shows a common thread of "Momentary loss of Focus." Riders of all levels, novice to pro, have experienced this phenomenon. It can happen at all points during a ride, at the end of rides when fatigue sets in, at the beginning because of overconfidence, and in the middle for seemingly no reason. Once this occurs, many bad things can happen, including wheel touches, hitting an obstacle / road hazard, running off the road, colliding with another bike, person, or worse, vehicle. These bad things happen with lightning fast speed, and we mortals cannot correct the balance fast enough.

So, in order to help riders maintain concentration on **safe riding**, I have made up a new word: It's called **FOFR (pronounced Foe-Fer)**. It stands for "**FOCUS ON THE FULL RIDE!!**" Meaning **stay focused on safe riding** from the ride start to ride finish, **ALL THE WAY**. Interestingly, this is one of those words that can be used in almost any situation. For example:

- When riding in a double pace line, look over at the person riding next to you and say "Do you have your **FOFR** on today?" or "Don't forget to **FOFR** as you move up to the front

of the pack."

- Guys might say "Did you see the good looking **FOFR** on that Girl?"
- Girls might ask "Did you see the size of the **FOFR** on that Guy?"

Don't get these mixed up or it could lead to a different kind of accident, or being dropped!

- When a breakaway starts, yell "Attack and **FOFR** on the left!"
- Sometimes when no cars are in sight, a person at the back of the pace line should call out "**FOFR UP!**" (or "**FOFR Back**," it doesn't really matter). This would get passed up the line, just like the phrase "Car Up."
- On a clear straight section of road, with no intersections in sight, a rider in the front of the line could hold their right arm out, and yell "**FOFR Right**." This would serve to warn other riders that a **FOFR** is approaching from the right.
- Make up your own phrase! I'm always interested in hearing good funny uses of the word **FOFR**, especially while cycling with NWCC riders.

While these are intended to be Humorous, the point is to bring

SAFETY, and the concentration on Safety to the front of the mind during rides. I know we have Safety talks at the Ride starts, but these words tend to be forgotten as soon as the rider makes the first left turn onto Roberts Road (from the parking lot start). Especially after heavily imbibing of alcoholic spirits the night before a Club ride. The mind gets a little fuzzy and Safety gets lost in the cobwebs and Hair of the Dog. Reminding others to **FOFR** (Focus on the Full Ride) is *a friendly* way to show caring and look out for your fellow riders. It may even be you that needs to be reminded to **FOFR**.

So, Be sure to **FOFR loudly and often during rides**. Have a contest to see who can make up the best use of the word **FOFR**. **Stay Safe, and Focus on the FULL RIDE!!** Oh yeah, Have Fun Too!

NWCC/Alkek Partnership

by Lori Walker

I am very pleased to announce that Northwest Cycling Club and the Alkek Jr. Racing Team will form a partnership for 2004. The present Alkek team will join NWCC's race team on the track and the road. The team will be called the Northwest Cycling Club/ Alkek Velodrome or "NWCC/Alkek" for short.

Kathy Volski, the manager of the Alkek, develop free developmental classes for juniors during the summer. From these classes the juniors who show an interest in continuing racing formed the Alkek Jr. Racing team. The juniors were great on the track but needed to expand to the road. On the other hand NWCC wanted to expand our junior team and try to encourage more NWCC racers to the track.

NWCC tried to develop a junior team back in 2002 but without much luck. Because of the free program offered by the Alkek and the City of Houston's resources to advertise the programs there are an estimated 100 youths going through Alkek's program per year. Out of the 100 youths only a hand full will continue racing.

Kathy Volski has hired Carl Jones as the new Recreation Supervisor. Carl will be conducting the classes and coaching the NWCC/Alkek team at the track. On the road side, NWCC's Tom Craddock will be coaching the juniors with Butch Cross. Butch has been assisting the Alkek team for the last year. Butch and Nancy's children Matt, Megan and Mark who are members of the team are now also members

of NWCC.

Some of the present Alkek juniors ride for another team on the road just like my children, Cristin and Daniel, ride for Alkek on the track and NWCC on the road. These juniors, who have already made a commitment for 2004 will be allowed, for 2004 only, to ride for NWCC on the track and the other team on the road. All members of the Alkek team will ride for NWCC on both road and track by 2005.

I am very excited about the juniors joining NWCC and can see only good things for our future. During Jr. Road Nationals NWCC had six juniors, (Troy Dunton and Mark Dearing are now Espoirs or over 18) after the partnership our junior team has now grown to 12 members.

(Continued from page 11)

80 David Bumbaugh
134 Thomas Craddock

Men 4

51 Damen Sistrunk
53 Gary Rennie
66 Jeff Stones
95 Juan Barboza

Men 5

17 Gavin Kaszynski
19 Ed Scardaville
53 Timothy Arnold
78 Billy Talton
79 David VanNewkirk
115 Juan Barboza
126 Damen Sistrunk

Women Pro 1-2

17 Steffi Penco

Women 3

1 Steffi Penco
21 Nancy Dodd
28 Lauren Mahoney
31 Renate Junold

Women 4

12 Claire Brown
28 Cristin Walker
46 Kristin Friedman
56 Diana Zbornak
69 Peri Mashburn

Masters 35+

12 David Bumbaugh
23 William Morrison
33 Tom Reed
35 Scot Orgish
66 Nancy Dodd
74 Billy Talton

90 Gary Rennie
123 Oscar Celis
139 Martin Hukle

Masters 45+

3 Dana Chamness
18 Bill Reilly
25 Thomas Craddock
76 Craig Rennpage

Masters 55+

10 Greg Smith
13 Luther Odom

Youth(10-14)

6 Daniel Walker

Junior(open)

2 Troy Dunton
10 Cristin Walker

Developing Proper Cycling Posture

by Charlotte Miller, USA Cycling Elite Coach

Each time you ride your bike, do you ask yourself how your posture is? I've been riding bikes and racing

for over 40 years. Each time I mount my bike, I ask myself if I'm using good posture. I use a personal checklist to help focus on areas of posture that need attention. The method I use to help correct a posture problem is bio-feedback. Before you get on your bike for that next ride, create a checklist to help your posture. Then use bio-feedback. You will feel stronger and more relaxed during your ride.

Good cycling posture begins with a bike that fits. Many of the bike shops around your town have knowledgeable professionals who can help you find the bike that is the right size; they'll also make the necessary adjustments to fit your body geometry.

Once you are on a bike that fits, evaluate your posture—beginning with your head. Do you keep your chin up? I hope you do. Here are several reasons you should keep that chin up. It helps you see off in the distance. When you are looking ahead you'll be able to make corrections to your line of travel sooner and avoid sudden, erratic movements. In addition, a dropped head creates tension in the back, shoulders and neck. This tension works against the flow of oxygen through your body. Limiting the

flow of oxygen to the lungs affects brain functions. This is the main cause of the "Brain Dead Cyclist" syndrome. If keeping your chin up is a problem area in your cycling posture, try focusing on a point off in the distance or at least 30 – 40 meters ahead. When you find it hard to keep your chin up, it's time to take a break.

What are your shoulders doing? Are they hugging your ears? If your shoulders are raised they are holding tension. This tension may cause mid to upper back, shoulder and neck pain. To find the cause of this poor posture check the position of your hands, wrists and elbows. Are you keeping your wrists level? The backs of your hands should be in line with your forearms. Pushing the palms of your hands down below the handlebar may cause your elbows to lock; this wrist position will also increase the pressure on the carpal tunnel nerve. When the elbows are in a locked position, your shoulders rise up to hug your ears. This causes you to lose the shock absorption that flexed elbows provide while riding. After checking the posture of your hands, wrists and elbows, try retracting your shoulders and exaggerating that movement. Notice how your shoulders drop down and back from your ears. This movement will also help you hold your chin up.

As you practice retracting your shoulders, notice that your back, hips and pelvis change position. Your back flattens and puts your spine into a neutral position; your hips and pelvis roll forward. The forward roll of the hips and pelvis will engage your hip flexors. When the hip flexors are engaged you'll feel more power being applied to the pedals. This position makes it easier to lift your knee and foot during the upward swing of your pedal stroke.

Next take a look at your knees. Are they moving up and down in parallel planes? Good knee posture is to keep them in or close to the top tube of your bike. Don't angle them out to avoid hitting your belly. When your knees swing out, it creates excessive pressure on your joints and ligaments.

The last bit of posture to look at is your feet. If you wear sneakers, consider getting cycling shoes and clipless pedals. The clip-in style cycling shoe and pedal combination improves pedaling efficiency. If you already have a pair, then here are some tips. Make sure the cleat places your foot in a natural position for your own pronation or supination. The ball of your foot should be over the axle of the pedal. With your crank arms in a horizontal position, the forward knee

(Continued on page 15)

Don't Become a Holiday Statistic

by Catherine Kruppa, MS, RD, LD

The holidays are quickly approaching. With this time of year come company parties, holiday goodies as well as the traditional family feast. When January 1st rolls around we often find ourselves with a few unwanted post-holiday pounds. Research has shown that the average person gains nearly 7 pounds between Halloween and New Year's Day.

Not only does overindulgence add extra pounds, but also recent research suggests that it can trigger heart attacks in people with cardiovascular disease. A report from the American Heart Association shows that the risk of having a heart attack is four times greater after eating a large meal that is high in fat and calories. Unfortunately, this happens all too often during the holiday season. Here are some tactics to keep you from being a statistic!

- Don't go into a party or holiday meal starving. Eat a snack before you go and make sure it contains some protein: 1/2 a turkey sandwich, yogurt and piece of fruit or a can of water packed tuna.
- At a buffet, fill up on healthier foods such as turkey, lean cuts of beef, vegetables and

fruit. And only go through the buffet line once!

- Ask the host or hostess if you can bring a dish or dessert. Then, bring one that is healthy.
- Instead of eating everything at Thanksgiving, choose the foods that are special to that holiday. For instance, eat some dressing, but pass on the mashed potatoes and rolls, which you can have anytime of year.
- Don't be overly concerned about losing weight during the holidays, if you can maintain, you will be ahead of the game.
- Plan some healthy family activities, such as a game of touch football, ice-skating or an evening walk.
- At parties, mingle and converse, rather than sticking by the food table.
- Wait for 20 minutes after a meal before deciding to eat dessert.
- Don't neglect your regular healthy routines, such as going to the gym.

Happy Holidays!

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

(Continued from page 14)

should be over or slightly behind the axle of the pedal. If this is not the case, change the fore and aft position of your saddle.

As you go out on your bike ride today and every day, take time to evaluate your posture. Create a personal checklist. Use bio-feedback to correct those areas of your posture that need attention.

Developing proper cycling posture will allow you to ride your bike longer and will get you to the end of your ride faster.

Northwest Cycling Club Collegiate Scholarship Application

Northwest Cycling Club is one of the premier cycling clubs in the state of Texas. The club hosts two top-quality, successful rides each year that draw close-to, or over, 2000 riders to each event, along with hosting an USCF-sanctioned road race. The club has a weekly scheduled ride that typically has 100+ riders in attendance. On top of this, the club has several other events that are put on by the club members whose activities add benefit to the cycling community.

Northwest realizes it owes the club's success to its active members who volunteer to assist at club functions as well as other activities and projects to improve the sport of cycling. Thus, providing collegiate scholarships is viewed as another way that Northwest can give back to the cycling community. By financially assisting cyclists that are attending college the club feels that young cyclists will continue in the sport after they have gone off to achieve their academic foundations and also invite others in the collegiate cycling community to join and become more actively involved with furthering the sport.

The Northwest Cycling Club scholarships are awarded to college students who: are active members of NWCC, are active cyclists even during their school terms, show evidence of extraordinary constructive involvement in the cycling community and strive for excellence in their academics. For Spring 2004, and future semesters, there will be up to three scholarships awarded in the amount of \$500 each.

Eligibility: Must be a currently enrolled student for the school session in which the applicant is applying at a 2 or 4-year collegiate institution or graduate school. The applicant must be an active member of NWCC and have demonstrated involvement by participating in and supporting the club's activities. Those with grades of 3.0, or higher, during the previous semester, preferred.

How to apply: Please fill out the following application completely, and mail to the address below. All applications for the Spring 2004 semester must be received by December 31, 2003. After review of applications by the club's board, the scholarship recipients will be announced at the February club meeting.

Important: Please provide the following in support of your application:

- Official record of your grades for the previous semester
- Confirmation of status during the current/upcoming semester.

You may include any copies of awards received, letters of recommendations, and other appropriate documentation, which may supplement your application.

Remit to:
NWCC
Attn: Club President
P.O. Box 1494
Cypress, TX 77410

(Continued on page 17)

(Continued from page 16)

Name: _____

Mailing Address: _____

Phone: (home) _____ (work) _____

Permanent Address _____

E-mail: _____

College or University currently attending: _____

Major: _____

Current Academic Status:

High School Senior _____

College Freshman _____

College Sophomore _____

College Junior _____

College Senior _____

Graduate Student _____

GPA for last semester: _____

Please list all academic honors or awards:

(Continued on page 18)

The Pedal Pusher

(Continued from page 17)

Are you an active cyclist? _____

Are you currently a member of a cycling club? _____

If so, what club? _____

What cycling club activities have you participated in within the last twelve months?

In what manner, other than club activities, have you made a contribution to the sport of cycling? (you may use additional paper if needed)

What contributions do you plan to make in the future to the sport of cycling?

Viva Las Vegas, Viva El Ciclismo

by Ron Ostrowski

My wife and I spent the Labor Day Weekend in hot, but dry, Las Vegas. How hot was it? You could pour water from an Ozarka bottle and before it hit the sidewalk it evaporated. I swear it. This past weekend was the first time **off** the bike that my kidneys dried up. Usually on the Katy Flatland I make can cycle to the 80 mile mark before my body dries out. In Las Vegas it does the same thing to you by 2:00 p.m., no matter how much water you drink.

Enough about bodily malfunctions and dry versus humid heat. If you have never been to Vegas I'll try to give you a brief description. Picture Disney World's Main Street, but created for adults, three miles long. That's the "Strip" with all the major casinos and hotels in Las Vegas. The architects of these hotels were given carte blanche to design whatever they wanted to, without the inhibition of money constraints. The more excess they could put into the design the higher the commission they were paid. Example, Caesar's Palace Resort has about 3000 rooms and requires 8000 employees to keep it functioning. 125 are assigned just to maintain the floral gardens in and around the resort.

Most tourists visiting Las Vegas spend about 10 hours per day just walking the sidewalks and visit-

ing the resorts. This sometimes creates human gridlock on the sidewalks connecting the resorts. One evening it took us almost 30 minutes to shuffle 100 yards. The automobiles on the streets weren't traveling much faster than the pedestrians.

Bicycles to the rescue.....



Pedi-cabs are available on the strip, for a small fee of course. At one time I could see a dozen pedi-cabs hauling people both on the sidewalks and into the streets. The cyclists are very aggressive. They don't ring bells or horns or say "Excuse Me". They just barge through the pedestrians yelling "Bike Coming Through". I think the brake pads on these bikes last for years because I never saw one Pedi-Cab stop for pedestrians. I guess if I was hauling three adults on a cart behind my bike, I'd hesitate before touching my brakes.

The men and women that drive these pedi-cabs do this as a full-time profession. These are not college students working their way through college. The gentleman I interviewed was in his 60's (see picture). And I saw a

woman in her 30's pulling three people. She had upper leg muscles like a professional football lineman. These cyclists are sometimes in the saddle 12 hours per day, in 100+ temperatures, day after day. There is one group wearing stars-n-strips jerseys and shorts that work as a team. They stake out one corner near the New York New York Resort and let each other know where pedestrians are located that are looking to ride a pedi-cab. Of all the pedi-cabs I saw in the four days I was in Las Vegas, it saddens me to say that not one of them wore a helmet. Also on this "strip" are a group of cyclists wearing bright yellow jerseys which have "SECURITY" blazoned across the front and back. These men do wear helmets; carry walkie-talkies, handcuffs and mace. I wasn't sure if they are local policemen on bikes or a private security company. They did not carry guns or badges. They could be seen everywhere on the main street and also behind the hotels around the hotel entrances, registration areas and parking structures. I think it is interesting that as I travel I see more bicycles used in the everyday life of other cities. And many times it is not just for recreation or for getting around town.

With gasoline prices hitting \$2.20 in California, maybe some day cars will be the oddity on the road instead of the bike.



*Northwest
Cyclery*
presents



FALL WOMEN'S CYCLING SYMPOSIUM

WHEN: WEDNESDAY, NOV 5
7 PM - 9 PM

WHERE: NORTHWEST CYCLERY
290 @ JONES
713-466-1240

COME JOIN US FOR A NIGHT OF
CYCLING INFO FROM WOMEN WHO
HAVE BEEN LONG TIME CYCLISTS



IT'S FREE! COME JOIN US! BRING A FRIEND
LEARN ABOUT:

- CLOTHING
- BIKE FIT
- TRAINING
- NUTRITION
- BASIC MAINTENANCE
- MS 150 INFORMATION

NWCC BIKE HANDLING / SKILLS CLINIC

NOVEMBER 9, 2003

HOUSTON FARM AND RANCH CLUB PARKING LOT

BEAR CREEK PARK

Sunday, November 9, 2003 Start Time 9:00 AM till 1:00 PM

Rain date: Sunday November 16, 2003

Come and learn advanced bike handling skills at this NWCC sponsored Clinic. Members of the Race team and Experienced riders will demonstrate and teach proper, safe bike handling for Cornering (making turns at higher speeds), Obstacle Avoidance, Pace Line / Close Proximity riding, and Emergency Stopping.

Cost: \$0.00 – This class is being offered for free by NWCC to improve Bike Safety.

Reservation and sign up – Send an email to Alan Bazard (abazard@txucom.net), or call 281-693-3152. Please call or email to get a count for class size and refreshments.

For more information, please contact Alan Bazard at the above email / phone

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: (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 |
| ☐ 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
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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

This is the 12th edition of the Pedal Pusher that I have edited. And, I have had a blast. There have been so many people that have shared their experiences, views, and talents with me and with the club. We have so much diversity in our members and activities, there are always lots going on, and lots to write about. Even as our cycling year winds down, we are looking forward to our overnight cycling trip to Huntsville, a two night volunteer appreciation trip to Leaky to ride some real hills, election of officers, and our club Christmas Party.

In the middle of all of this, we still have to keep in shape, ride

our bikes, and probably even take care of the rest of our lives. Have you ever tried to evaluate where you are in each area of your life? We are always talking about training cycles, maintenance, base lines, interval training, etc. But, does the same thing apply to other aspects of our lives? You know, like family, friends, work, church, hobbies, school, chores, significant other, and so forth. How would you rate your level of commitment, your actual involvement, your interest and participation in each of these areas, as well as other areas that are part and parcel of your life?

When I visit with our members during rides, I notice that many

of us seem to be pulled away from activities that are important to us. Or, we are having to compromise, cutting short this activity to hurry and do that one. This may not be a bad thing, but it seems to add a lot of stress to our lives. And, of course, if we do neglect certain areas of our lives, we will definitely be held accountable.

What is the answer? Can we apply the consistency, balance, and restraint that we learn in our athletic endeavors to other areas of our life? And, to our lives as a whole? Or, must we burn ourselves out, one area at a time, when we would never do that on our bikes?