

The Pedal Pusher

January 2004

Vol XVIII, Issue 1

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

Message from the President by David Collins

Inside this issue

Message from the President	1
Club Contact Info	2
Round the Corner	2
Race Dates	2
Thanksgiving and Good Friends	3
2004 Frostbike 50	3
Questions and Answers	4
Novemberfest	5
January 2004 Calendar	6
Calendar Key	7
NWCC Classified	8
Recommended by MS-150 Rides	9
Northwest Cyclery	10
Cycling's Future	11
BikeHouston Annual Meeting	13
Dog Incident Form	14
NWCC Membership Application	15
...And Way in the Back...	16

One of the things that NWCC has traditionally done as well as or better than other bike clubs is to look after all of the riders that come out to our Saturday rides. This includes breaking groups up by their expected distance and speed, trying to hold the size of the groups down, having a group for new riders and providing refreshments at the finish. Recently a flurry of e-mails through our Topica site have concerned a rider who was left at the Exxon station in Hempstead while making a needed pit stop. According to the e-mails she does not intend to ride with us again. It is easy to understand her reaction. Apparently the group had stopped and waited for others who had had flats but did not wait for her. Given that set of circumstances I think most of us would have been upset.

In my mind this is a safety issue as well as an issue of manners. We all know that there are people who do not want to see us out on the road. A solo rider, especially a solo female rider, just presents an unnecessarily inviting target for road rage. (Forgive me for not being politically correct.) Even disregarding potential conflicts with drivers, a mechanical problem while riding solo could leave someone stranded and unable to ride back. For those of you who do ride solo occasionally, I would hope that you have a phone with you and that someone knows where you are going and when you are expected to return. Someone on our group ride might not be that prepared.

I would not like for the reputation of NWCC to become one where you are expected to keep up or fend for yourself. That

does not mean that someone having a bad day can not be left to drop back to a slower group. But someone should check with them and they should have a pretty good idea that there is a slower group back. Each time we ride we should be aware of the other riders in our group and make sure that everyone returns safely.

One of the e-mails mentioned that if you start with 50 you should finish with 50. While that is true, if you started with 50 you should have broken up into three or four groups that each returned all riders. I also do not believe that the entire group has to drop back with the slowest rider, but someone should.

There is an old saying that it is very difficult to talk yourself out of something you "behave" yourself into. If we want to retain

(See "Message," Continued on page 5)

ROUND THE CORNER

Wind Trainer Sessions: Morris Taymon will be leading the sessions to be held at Northwest Cyclery. Be ready to start by 6:30 pm. Bring your own bike and wind trainer and be prepared for a hard workout. Sessions will be every Wednesday this winter.

New Year's Day Ride, Jan 1, 2004: Meet at Northwest Cyclery at 290 and Jones Rd at 8:00 and ride to Rice Village for Breakfast.

Fat Tire Sunday "Open House", Jan 25, 2004: Annual "Try it, You'll Like it" off road ride at Double Lake. Experienced off-roaders invite interested riders to ride with them on a technically moderate course to discover what can be a new interest in cycling. Loner bikes can often be made available. Contact LeAnne Latham for details.

Training Classes: Plans are now being made for training classes in late February both for Race Team members and for general riders. Bill Reilly and others are coordinating, and dates are tentatively set for the last two weekends in February.

TMBRA 2004 Subaru Spring Championship Series

Feb 15	Rocky Hill
Feb 29	Comfort
Mar 14	Waco-NORBA Nat'l
Apr 4	Bar H
Apr 18	Flat Creek
May 2	Warda
May 16	Tapatio Springs
May 30	Broken Oak

TXBRA Texas Cup Calendar for 2004

Jan 3	AVPAC Cyclo Cross II	Houston
Jan 10	Matrix Cyclocross	Dallas
Jan 11	Mirage Dallas (Cyclocross)	Dallas

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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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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Thanksgiving and Good Friends by Gail P. Spann

Jim Spann, Dan Raine, Jerry Gruss and Gail Spann all rode in the Houston thanksgiving parade again this year...only we were not official guests! We had organized our penny farthing group to ride, as usual, with the Dickens on the Strand group but there was a glitch in the paperwork this year and we were told that we didn't have our group to ride with. As we had all made plans anyhow, we decided to dress up and go even as just spectators.

We went to the volunteer parking where the attendant assumed we had lost our parking pass and let us go in..hey, two highwheels on the back of a car is not the norm! We went in and to our delight saw Dan and Jerry with their two

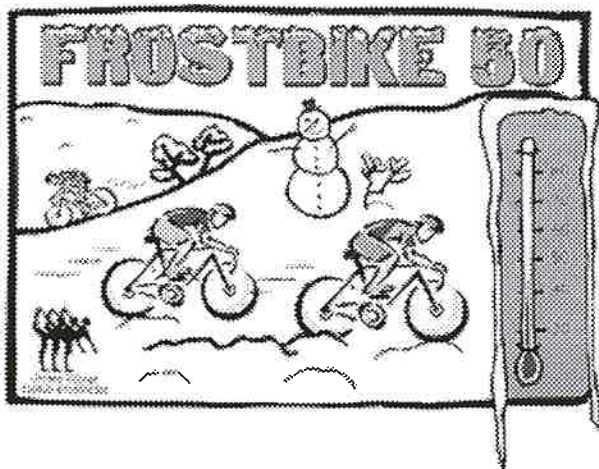
high wheels pulling in...apparently the attendant told them their "group" was already here. We unloaded the bikes, donned the last of the costumes and looked around to see that there was a group of recumbent riders lining up. We mosied on over and asked if we might join in with them and realized that we knew a few of them! "Sure, come on along..just hang to the back! "....we were in!!!

Off we went a few minutes later, wheeling around the back of the group with a large band behind us. The crowds were immense, the energy intense! We did tricks, held hands....waved and wished all a happy thanksgiving. The cameras took a liking to us

and we know we had ABC and others filming us. We rode and dodged candy throwing for 20 blocks, seeing many of the nwcc members in the crowds.

Afterwards we thanked our new riding buddies and we packed off, headed to the nearest restaurant for a pleasant breakfast. The bikes made quite a hit in the parking lot and we enjoyed educating many about the history of the "ordinary" as it is called. My thanks to fellow club members for being so much fun and not letting a paper glitch ruin the day for us! What a way to start thanksgiving....being thankful for the wonderful wheelmen friends we have!

2004 FrostBike 50



Sign-up today for the first BP MS 150 training ride of 2004!
Sunday, February 1, 2004

Why should you participate?

- First Super Bowl pep rally ever held on wheels
- Home-baked goodies at every rest stop
- Ride manned by 150+ vivacious volunteers
- Proceeds support dance program involving 70+ students
- Burn those calories before the partying officially begins
- Application Form at <http://www.jvgolddusters.com/>

Frostbike_50_10-28-03_draft.pdf

Questions and Answers

by Joe Friel

Why Do I Fade In Races?

Q: I use the Mountain Bikers Training Bible to create my ATP and follow everything very carefully. I don't miss workouts and I have a healthy balance between hard days and rest days. I do loads of "M" workouts on days that call for them, but I still find that I start to fade towards the end of an expert master race. I eat plenty, I stay well hydrated and I try to race smart. I have a huge base and have been racing for seven years. What do you think? -L.B.

A: There are 10 common causes of fading late in a race: 1) Went out too fast and built up excessive levels of lactate, 2) Near bonk due to inadequate intake of carbohydrate in a long race or low muscle glycogen levels prior to the race's start, 3) Heat stress became too great for the body to cope with, 4) Insufficient training for the challenges of the race, 5) Inadequate rest prior to the race, 6) The onset of illness or other poor-health conditions (anemia, for example), 7) Dehydration, 8) Low motivation, 9) Lifestyle stress that creates a heavy emotional burden (divorce, change jobs, move, financial, etc), 10) Changing environmental conditions (wind, rain, cold). If I was your coach I'd look at each of these and pick out the ones that are most likely the culprits and examine them more closely. This is very difficult for a self-coached

athlete to do, I've found, as they aren't objective enough or lack information to make good decisions. -Joe Friel

Is My Heart Rate Too Low?

Q: I've greatly enjoyed your book and used it with good success this year; I set reasonable goals, and I was only able to meet them by sticking to your plan and NOT overtraining. I intend to do so again next year. I'm 37, have been racing for 3 years but riding for about 10. I'd consider myself very fit. I lift weights year round and have been practicing Japanese karate for 17 years. Just had a physical with good results everywhere, including the ECG. I'm a bit concerned about my heart rate because there are some issues that I don't understand, and they don't seem to be addressed in the standard literature. My resting heart rate is 44, and my LT determined using the test in your book is right around 168, which seems pretty low for someone my age. Since time trialing is what I like the most, I pay attention to my heart rate for training/racing. The max I've seen in any time trials this year has been 174, and it's pretty tough to get there (excuse me... it's pretty tough to get enough sleep prior to the race to achieve this heart rate, because I have 2 kids!). As I said, these rates seem low compared to the averages that you see quoted

most anywhere. I understand what average means, and I have never seen any sort of standard deviation of heart rate per age of competitive athletes so as to draw my own conclusions. I've also noticed that if I'm tired or sleepless during a race week, my TT heart rate might be about 10 beats less. That happened in my last race (160 max), which was my best TT ever, but I'd done some racing on the track the night before, doing a kilo for the first time. What do you think about this? Should I have any concerns at all? My doctor said he thought it was indicative of a more efficient heart, but he has no competitive sports background, and although I understand his reasoning of a heart being able to handle the load with fewer beats, it doesn't seem to jibe with the anecdotal evidence you see in endurance sports. Thanks for your time. I would appreciate hearing any thoughts you might have. -A.B.

A: Thanks for your note. Heart rate for a given individual may only be compared with heart rates for that same individual--not with a general population. In other words, the formula 220-age does not work well for individuals but it is a fairly good predictor for groups. I once coached a 60-year-old rider who broke the national 40k TT record for his age. His max heart rate was around 135. I

(See "Questions," Continued on page 9)

("Message," Continued from page 1)

our reputation as a friendly group with which to ride we need to do all of the things required to maintain that reputation.

I would like to ask anyone who knows the rider who was the sub-

ject of the recent e-mails to ask her to give us another chance. I would like to challenge everyone in the club to help everyone who rides with us to enjoy the experience so they will want to return each Saturday. This is the best way to keep bringing new people

into the club.

I hope a large number of you will join us on New Year's Day for our usual ride from Northwest Cyclery to the Rice Village and back. We will leave about 8AM. See you then.

"Novemberfest"

by Ron Ostrowski

When: November 8th, 2003
Where: Willow River Farms for Retarded Adults

This was probably be the last big ride of the year. Around 1500 cyclists turned out on a chilly Saturday morning. Organization of parking, registration and ride start was extremely well organized. You could tell they have done this several times before. Rest Stops were well stocked with bakery sized cookies and fruit (bananas, oranges). SAG vehicles were seen on the route several times during the ride and the ever present motorcyclist supporting the ride.

The 44 & 62 mile routes turned back onto themselves for several miles. Signage on the route stated, "If you have seen this sign before, turn back now." Many of the roads we rode on were very rough caused by numerous patches placed over the years. Lot of flats occurred. Water bot-

tles were everywhere due to the roughness of the surface. I lost count of the number of times my chain slapped my frame. They should have advertised this ride as a Mountain Bike Ride with Road Bikes optional.

I observed the results of one accident. An 18-Wheeler hauling an empty flatbed threw-up a rock and knocked a woman off her bike. She only needed first aid and a SAG to the finish, luckily.

The last three miles of Hwy 529 going into Bellville was nothing but a fresh plowed dirt road with loose rocks everywhere. My max speed was 10 mph dodging the bigger rocks, trying to prevent a flat. I hope they get this area paved before the MS150 in April.

"Thar's Hills In Them Thar Parts!" Cushatte Road heading east was like a five mile roller coaster. Short and choppy hills. Glaciers heading south cut these

grooves in the earth eons ago and they are still there for our enjoyment.

After the ride, there was a MOST excellent Bar-B-Que Dinner with Beef and Sausage and all the fixings. The "Novemberfest" is a great place to bring your younger children or grandchildren. There is a full day of activities with lawn games, miniature golf, horse drawn buggy rides, and clowns everywhere. Food and drink stands are abundant. And for the adults there is an Auction and a Vintage Automobile display on the front lawn.

If they change the routes, I would most definitely show up next year and drag my wife & grandkids. Maybe I could borrow someone's mountain bike to use on the rough roads. Hhhmmmmmm? Do Mountain Bike's come in sizes big enough to fit a Fullsize Man???

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.

January 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 New Year's Day Ride 8:00 AM @ 	2	3 CLUB RIDE 8:00AMZube Park
4	5	6 Club Meeting 6:45 Race Team 7:30 General Members @ 	7 Trainer Ride 6:30PM @ 	8	9	10 CLUB RIDE 8:00AMZube Park
11	12	13	14 Trainer Ride 6:30PM @ 	15	16	17 CLUB RIDE 8:00AMZube Park
18	19	20	21 Trainer Ride 6:30PM @ 	22 Bicycle Repair Class 7:00PM@ 	23	24 CLUB RIDE 8:00AMZube Park
25 Fat Tire Sunday, Double Lake Annual "Try it You'll Like it" Club Off Road Ride	26 Board Meeting 7pm @ 	27 Bike Houston Annual General Meeting 6:00PM 3015 Richmond, Ground Floor Meeting Rom	28 Trainer Ride 6:30PM @ 	29	30	31 CLUB RIDE 8:00AMZube Park

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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JANUARY RIDES

New Year's Day Ride January 1
San Antonio, Tx 210-656-1655

Happy New Rear! January 1
Dallas, Tx <http://www.bikinmike.com/outdoor/happynewrear/HappyNewRearFlier2003.pdf>

FEBRUARY RIDES

FrostBike February 1 Houston, Tx <http://www.jvgolddusters.com/frostbike.asp>

The Big Chill Bike Ride Feb 8
Houston, Tx <http://www.houstonsudbury.org/Big%20Chill%20Registration%20Form.pdf>

West U Warm Up February 15
Houston, Tx

Wild, Wild West Ride Feb 22
Houston, Tx

Lion Ride Feb 28 Houston, Tx

Tri-County Hill Hopper Feb 29
Houston, Tx

{Also, see page 9 for bp MS-150 recommended training rides, locations, and dates.}



NWCC CLASSIFIED

For Sale: '01 Trek 2200 Road Bike, 58cm, 4800 miles: Metallic yellow with blue/black accents. Aluminum frame, carbon fork, Rolf Vector wheels, Shimano 105 components. Stock saddle only used first 500 miles. New Continental Grand Prix 3000 tires (under 300 miles). Complete overhaul at NWC and Dura-Ace chain in March '03. Pedals not included. Asking \$775. Contact Steve Scott at 713-410-2524 or stevescott@wtez.net

For Sale: For Sale: Rigida DP18 wheels: Front has 18 bladed spokes, Rear has 24, Rigida DP18 rims are a deep dish design. Sachs sealed bearing hubs with a Shimano 8,9,10 compatible freehub. Wheels are about 5 years old with very light use. Great for time trials. Will sell for \$150 for the pair. Contact Bruce Gilbert at bgilbert@hal-pc.org

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

Contact Bob Swank at 713-467-6279, or 281-435-9773

For Sale: Rockhopper Specialized Mountain Bike: This entry level sport bike employs Specialized Direct Drive frame and fork for solid performance and handling. Shimano 400 Hyperglide system with Rapid Fire shifters for easy, faultless shifting. Shimano cartridge sealed bottom bracket. Specialized BX-25 rims with stainless steel spokes, ground control tires. Air Gel saddle and SR TCO seatpost. Color: Black pearl. Paid \$450 several years ago. This bike is brand new! It has only been ridden 6 times on the streets-no bike trails. Would like \$250. Contact Cari at 713-952-5680 or caquinntx@hotmail.com

For Sale: 94' 58cm Carbon Fiber Specialized Epic, Ultegra 8 speed, with Coda Slice Fork, and Mavic CX 33 Wheels. New chain and Chain rings, two new cassetts. Well cared for. \$500

'90 KHS Montessa Comp 21" Mountain Bike. Trek Front Suspension, Suspension Seat Post, Deore XT Rapid Fire Shift, Richey Vantage Wheels. Hardly Ridden. \$400

Contact Greg Smith 281-890-3808 or stillracin@yahoo.com

For Sale: 2002 Trek 4500, 19.5-inch frame: 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. Cody.Mikeska@halliburton.com

For Sale: Speedplay X3 Pedal System. Used for approximately 3 months. Great shape! Also Includes Speedplay cleat covers. \$75.00. Email Melissa Thomas for photo at trigokey@aol.com or call at 281-807-7009, or 281-948-9502.

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.

Recommended bp ms-150 Rides:

<u>Date</u>	<u>Ride Name</u>	<u>Location</u>
02/01/04	<u>FrostBike 50</u>	Houston
02/08/04	The Big Chill Bike Ride	Katy
02/15/04	West U Warm Up	Houston
02/22/04	Wild, Wild West Ride	Sugar Land
02/28/04	Lion Ride	Humble
02/29/04	Tri-County Hill Hopper	Round Top
03/06/04	<u>Gator Ride</u>	Baytown
03/06/04	Pedal Thru the Pines	Bastrop
03/07/04	Sun & Ski Sports Spring Breakaway	Katy
03/14/04	The Space Race	Clear Lake
03/20/04	Rosedale Ride	Austin
03/21/04	Bluebonnett Express	Hempstead
03/27/04	Texas State Bank Education Expedition	Sugar Land
03/28/04	Tour D Cypress	Houston
04/03/04	Camp for All Bike Ride	Burton
04/03/04	Wild Basin Miles of Texas Tour	Elgin
04/04/04	<u>Katy Ram Challenge</u>	Katy

("Questions," Continued from page 4)

also coached another runner of about the same age whose max HR was about 210. Both were national class regardless of their HRs. Your doc is right that a more efficient heart needs fewer bpm to fuel the muscles due to a larger stroke volume. This is evident in athletics at all levels even at rest. For example, Jim Ryun, the top US miler of the 1970s had a resting HR of around 72. Quite

high by endurance-athlete standards. It appears that Lance's max HR has dropped considerably since his cancer treatment. That has not, apparently, presented any performance problems. You mentioned your TT HR in one race as being 174 average. You didn't say how long it was. The shorter the TT, the higher the average HR. Also, LTHR will tend to be 10-15 bpm below max HR for an experienced and fit rider.

Since LTHR is about the HR you could maintain for an hour, assuming your TT was a one-hour-or-so event, then 174 predicts about a 183-188 max HR. Your age predicts 183. So, actually, it appears that you are probably fairly close to the middle of the curve. Continue to watch your HR in TTs and workouts. This, along with regular testing, will allow you to refine the point you estimate as your LTHR.-Joe Friel

Joe Friel is the founder and President of Ultrafit and the author of The Cyclist's Training Bible, The Triathlete's Training Bible, The Mountain Biker's Training Bible, and Cycling Past 50. He is a certified Elite-level coach by USA Cycling and USA Triathlon and has been coaching endurance athletes for two decades. Reprinted by permission from <http://www.ultrafit.com/>

JANUARY CLUB SPECIALS

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Hurry!

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Repair Class Schedule (Please Call to Enroll)

DATE	DAY OF WEEK	TIME
Jan 22, 03	Thursday	7-9PM
Feb 19, 03	Thursday	7-9PM
Mar 10, 03	Thursday	7-9PM

Women's Symposium (Please Call to Check on Dates for Future Sessions)

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Planning Cycling's Future, Houston Style

by Dan Rainz

It's hard to believe that I've been in Houston for 15 months, working for the Houston-Galveston Area Council. As the region's first professional pedestrian and bicycle planner, many of you have inquired about H-GAC's program: what are we doing? Where are we now, and where are we going? Well, there's certainly plenty of room for improvements, but these questions are difficult to answer while staging for the Saturday morning rides, or along the buffet line at the holiday party. With the suggestion from Wes, I'm here to answer some of these questions, provide you a regional update, but also ask for your assistance.

There are no standards or guidance for the development of pedestrian and bicycle facilities in our region, but as you have ridden your bicycles, or perhaps tried to walk to your local store, you probably have noticed this already. One of our primary tasks for 2003 was to develop a set of pedestrian and bicycle design guidelines that all the communities and government entities could utilize, but also provide a basic understanding of the primary elements of a well-designed facility. Our recommendations include avoiding parallel seams within an outer travel lane, bike lane or shoulder to avoid 'tire suck', 5 to 6 foot wide bicycle lanes on local service roadways,

8 to 10 foot wide shoulders along FM roads and rural highways. Pedestrians would benefit from ADA (American Disabilities Act) compliant sidewalks and crosswalks, with wider facilities along bridge overpasses and underpasses, as many of our region's highways have become barriers to non-motorized modes. It's important for our area engineers to understand that smooth roads benefit all modes of transportation, not just autos.

In July of this year, TXDOT and Harris County officials announced they would not accept these design guidelines without an update of H-GAC's 1996 Regional Bikeway Plan. The original plan described a few existing facilities, with over 2,000 miles of proposed bike lanes, hike and bike trails, and signed shoulder bike routes. While 400 miles of bicycle facilities have been constructed since 1996, over 1,000 miles of projects have been cancelled. Harris County does not believe cyclists are safe when allowed to travel within the roadway, and it's reflected in their master plan, as they no longer proposed on-road bicycle facilities, and a reduced number of Hike and Bike facilities.

But what about the roads we ride? I've ridden many rides with a variety of clubs (ex. NWCC, WCC, HBC), but also

include routes developed by Bill Pellerin and Ralph Neidhardt, many of these roads are used in our training rides and organized tours, and will be included in the updated bike plan to inform area planners and engineers where we ride. All of this information is included with the 2025 Regional Transportation Plan, a planning document that is now approved for public comment prior to adoption in 2004.

Otherwise, I've been providing technical assistance to municipalities within our 8 county region, addressing safety issues, assessing the feasibility of different trail alignments, and more. The school boards in our region have reduced budget for bussing students, lately, I've been helping municipalities develop master plans for sidewalk placements. I also serve on a regional pedestrian and bicycle committee, and have been very fortunate to receive assistance from dedicated volunteers, such as Regina Garcia of Bike Houston, and most recently, Bob Dean of the Woodlands Cycling Club. These folks remind our government of the need for walking and biking opportunities, and are the brightest of stars in the toughest of situations.

Aside those mandatory tasks, we've developed trail symposi-

(See "Future," Continued on page 12)

("Future," Continued from page 11)

ums and helped GHORBA and IMBA reach out to land managers and how to build sustainable AND fun trails, but also to educate engineers on how to build good hike and bike trails and reasonable costs. Personally, I've grown through the experience of working on GHORBA's Sprockids program, and can't help but laugh as I see these urban kids enjoying single track on the bikes I've donated. Bicycling dominates much of my personal time too, but fortunately, I have met some incredible people in doing so, and would like to send my personal thanks to the members of NWCC for providing such outstanding events and activities. Aside some of the best tours, I personally benefited from the safety class and really enjoyed the Huntsville trip, and

truly enjoy the company of many of the folks I've met on these various adventures.

2004 is going to be one of the worst years for motorized transportation, as various construction projects are going to further stall our region: I-10, Route 59 and the 527 spur, Kirby Drive and more - but it may also be the first of some of the greatest years for bicyclists. Why? A new mayor and new priorities shows some promise, but the folks of Bike Houston are opening to new membership. These advocates, comprised of various professionals and avid cyclists, continue to put so much effort into addressing the many issues that plague our region, taking a stand and letting our elected officials know that we want and need opportunities to ride for a variety of rea-

sons. But they need your interest and help to make things better, and will welcome you with open arms. Please, I urge you to attend their Annual General Meeting on January 27, 2004, to see what they're all about - working together, we all can make a difference, one day at a time.

Thank you for your continued interest in my work activities, perhaps you'll allow me to present to you the findings of our regional bike plan, and more, in 2004, so that you can see first hand what issues we still need to address. My role as a planner is incomplete without interest in pedestrian and bicycle issues expressed to our politicians and government entities. I hope to see you on January 27, 2004.

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

BIKEHOUSTON -



annual general meeting

BikeHouston announces its first ever annual general meeting, set for **Tuesday, Jan. 27, 2004** in the first floor conference room of the CEC building, 3015 Richmond. The program begins with refreshments and camaraderie at 6:30 p.m. The business portion of the meeting starts promptly at 7 p.m.

At the general meeting, BikeHouston will elect new board members. Visitors also can register to become the charter members of BikeHouston.

BikeHouston meets regularly the last Tuesday of each month at the CEC building.

Rosie Zamora, president of Houston Wilderness, will be the guest speaker. Houston Wilderness is a broad-based alliance of business, environmental and government interests that work together to protect, preserve and promote the unique biodiversity of the region's last remaining ecological capital.

Wanted: Nominees for board, webmaster

BikeHouston is seeking nominees for the BikeHouston board of directors and for the position of webmaster.

The BikeHouston board is an active, all-volunteer board. Board membership requires a one- or two-year commitment, with monthly meetings and participation on at least one active committee.

The BikeHouston webmaster is another tremendously rewarding volunteer position. Membership on the board is not required, but regular participation in BikeHouston would be very helpful. The ideal candidate should be creative, enthusiastic and very good with computers, but extensive web creation experience is not required as the current webmaster will train the successful candidate.

If you are interested or know someone else who would make an ideal candidate for either position, please email info@bikehouston.org or call 713-222-2453 (leave message).

BikeHouston's mission and history
BikeHouston promotes safe bicycling in the greater Houston area.

Our goals are to:

- secure access to public roads and lands
- educate the public on the rights and responsibilities of bicyclists
- promote public awareness of the benefits of cycling

We will do this by forming coalitions with individuals and groups wherever a common purpose can be found.

BikeHouston is the successor of the Houston Area Bicyclist Alliance and the Two Wheel Transit Authority.

www.bikehouston.org
713-222-2453

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
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

A new year, a new you? Or just the same old same old? If our plans worked out, you should get this newsletter early enough to read this in time to make plans to ride with us on January 1. If you have never made this ride, do it this year. This can be one of the highlights of your cycling year, and can get your year off to a good start. There is an old adage that what you do on January 1 is what you will do all year. So, set the alarm and make it down to the shop by 8:00AM. Luther and I rode our bikes to the shop for this ride last year. How's that for enthusiasm?

The Christmas party went off without a hitch this year. Do you

remember the year we had lots of food and no forks, at least at first. I know a few cyclists that probably would not have noticed. But, this year, everything went smoothly, and there were lots to eat, lots to drink, and plenty of containers and utensils. A fine time was had by all!

The Northwest Cyclery had a one day bike sale on Thursday, December 4. Did you miss it? Cathie said they had a good turnout, but most people had heard about it by word of mouth. If you want this to happen again, be sure to tell her, and tell her you read about it in the Pedal Pusher.

Last month I announced a contest

for club members to identify mistakes in the December newsletter. So far, two people have told me they are working on their lists. The prize is a free membership to the club, and the deadline is January 1. The longest list wins, and a drawing will be held in the case of a tie. I will announce the winner next month.

This month's newsletter is being delivered to the printer early because of the holidays, so I will have to include news of the Leahey trip and other late December events in the Feb. edition. Be sure and send me articles so we will have plenty to read, and I hope you had a Merry Christmas and a Happy Chanukah.