

The Pedal Pusher

December 2004

Vol XVIII, Issue 12

A monthly
publication
promoting
the spirit of the
Northwest Cycling
Club

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Message from the President by David Collins

I want to thank everyone who has made the past

year a successful one for the club. Both the Bluebonnet Express and Katy Flatland drew near record numbers of riders and the road race we hosted at Chappell Hill actually made a couple of dollars.

The race team finished first in the TXBRA competition for the season.

This was helped in no small part by the performance of the youth and junior riders many of whom were racing with Northwest for the first year. In just a couple of examples

of the successes for the year, Daniel Walker was the rider of the year in the TXBRA and Lawson Craddock was a two time national champion. I know I am missing other state champions and TXBRA leaders hopefully you are named, or have been named, in the reports of race results in the newsletter. Congratulations to

all who competed.

For those who were unable to make it to the club meeting on Tuesday the results of the election were:

President - David Collins

Vice President - Melanie Lacy

Secretary - Mike Muirhead

Treasurer - Peri Mashburn

Volunteer of the Year - David Lynch

The amendment to the by laws passed. The donations to the girl scout camp for 10 bikes (about \$2,000), a donation of \$1,500 to GHORBA for work at Steven F Austin State Park and a pledge of \$1,000 to the Energy Corridor project to connect Hershey and George Bush parks all passed.

At the Race Team Meeting, Bill Reilly was re-elected as Race Team Director, and Beth Schlotterbeck was elected Mountain Bike Team Captain.

The reason that NWCC is able to support the wide range of activities that we have is the work of our volunteers. You will often hear a new volunteer express surprise at the amount of work that has happened behind the scenes to make an event come off smoothly. We have a great core of volunteers who are key in making the club continue to function but we are always in need of new blood to keep the process flowing. We currently are looking for a new director for the Bluebonnet Express and for a new volunteer chairperson. Both positions are very important ones in the club and need to be filled as soon as possible.

ROUND THE CORNER

Holiday party, Dec 10, St Arnold's Brewery 7-10 PM. Bring a \$10.00 or less gift and a dessert.

Volunteer Appreciation Leakey/Concan Trip, December 3,4,5. All attendees must have volunteered same day for one of the club rides, or served as a Saturday morning ride starter.

New Year's Day Ride, Jan 1, 2005 Ride starts at NWC at 290 and Jones Road at 8:00 AM, goes to La Madeline in Rice Village, and returns. (Zube rides on Christmas Day and New Year's Day will be un-supported)

Club Officers

President David Collins 713-688-7201
cdavid134@aol.com 281-575-5629

Vice President Melanie Lacy 281-356-1346
mlacy24@aol.com

Secretary Michael Muirhead 713-527-9765
muirheadlaw@aol.com

Treasurer Perl Mashburn
Mashpe@aol.com

Past President Lori Walker 281-370-3591
lwalkercycling@sbcglobal.net

Membership Chairperson Amy Van Zant 281-255-8259
superamy@sbcglobal.net

Volunteer Chairperson

New Rider Leader Bill Mitchell 281-255-3408
mitchelb1@msn.com

Katy Flatland Director Chuck Martin 281-550-2798
cmartin77095@sbcglobal.net

Bluebonnet Director

Rider Safety Chairperson Alan Bazard 713-937-4497
abazard@txucom.net

Race Team Director Bill Reilly 281-752-4298
BREILLY@coral-energy.com

MtnBike Team Captain Beth Schlotterbeck 713-978-6039
schlotte74@yahoo.com

Mtn Bike Chairperson LeAnn Latham 281-469-1626
leannd1@msn.com

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

Primary Sponsor Cathie Neagil 713-466-1240
cneagl@aol.com

NWCC website: www.northwestcyclingclub.com

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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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TMBRA 2005 Spring State MTB Series (Tent)

Feb 5-6 Warda
Feb 19-20 Terlingua (Expert & Sport Only)
March 3-6 Tapatio Springs
March 12-13 Waco Cameron Park
April 2-3 Bar H
April 16-17 Comfort
April 30-May 1 Double Lake
May 14-15 Broken Oak

TXBRA Texas Cup Calendar for 2004

Dec 4 GCCA CX Race, Houston, Tx
Dec 5 Team Bikesport Cyclocross, Houston, Tx
Dec 11 Matrix Cyclocross, Dallas, Tx
Dec 12 Mirage Dallas Cross, Dallas, Tx
Dec 19 REI Round Rockin, Round Rock, Tx
Jan 8 Cougar 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@natoll.com

Pan American Masters Championships, Havana, Cuba by Billy Thompson

Well, the trip to Cuba was a real adventure. I left out of San Antonio on Sunday at 4:10 pm and arrived in Miami at 9:39 pm. Now the fun begins. There was a breakdown in communications and I was unable to locate the person I was to spend the night with at the hotel. Yes, you guessed it, I spent the night in the Airport in Miami. I thought I had found a place to hide in the rear of the American Airlines ticket counters and settled in for the night. That was around 1:00am. Around 2:00am every maintenance worker on AA's payroll showed up to clean their terminal and ensure I didn't get any further rest that night.

At 5:00am the Pan American Masters Team all met at the terminal and began checking in. At 8am we were heading to the Jose Marti airport outside Havana, Cuba. From the plane we could see the sparkling emerald waters of the Gulf of Mexico merging with the Caribbean Seas with views all the way to the bottom. It was fantastic.

Upon landing in Cuba we went through immigration and I guess my profile looked too Latin/Mediterranean for my last name Thompson. They took a VERY LONG time screening me through immigration, but I made it through.

Once through immigration we discovered that the airline was unable to transport all the bikes and only one bike and NONE of our clothing had arrived in Cuba. They said it all would be on the next flight to Cuba from Miami, which it was, but that was some 7 hours later. Well, we put our bikes in a large truck and boarded a school bus and headed to the velodrome.

The velodrome was part of a major sports complex that had been built years ago when Cuba hosted the Elite Pan American Games. Unfortunately, with the depressed economy, many of the facilities had fallen into great disrepair and needed extensive maintenance. We arrived at the velodrome to drop off our bikes and headed for the hotel. Our hotel was located on the water with a beautiful view of the emerald coastline of Cuba. The country of Cuba is strikingly beautiful but the economic depression is obvious when traveling through the countryside and seeing the poverty. The people of Cuba were VERY friendly and receptive to Americans in spite of the embargo. We constantly were told that the Cuban people love Americans, they just don't love the American government. Cubans are a fun loving, emotional people who love to eat, drink and dance. They can sit and talk for hours on the Melacon, which is a seawall with

restaurants and nightclubs stretching for miles. Cubans congregate on the Melacon to meet, talk and just enjoy life in spite of their low economic situation. You would think that Cubans would be unhappy or depressed considering their situation but they are a very happy society.

Racing began Monday morning with the 200m TT. The velodrome is a 333m as Alkek but with steeper banking similar to the Superdrome. It was a great venue for racing; I loved the track. I rode a gear lighter than usual and didn't qualify as fast as I wanted to but was still first qualifier in the 50-54 age category. In the afternoon we rode the 500m TT and I had the second fastest time overall and won the Gold Medal in my age group 50-54. We were to do the first sprint rounds when rain came and washed out the remainder of the session. We came back Tuesday morning and I won all the sprint rounds and raced another American for the Gold Medal and won the Gold. We broke for lunch and returned to race the points race and scratch race. The points race started with just 2 Americans in the race against about 17 other riders from 5 different countries and combined age categories through 60+. The race was 24 laps with 4 sprints every 6 laps. I rode aggressively and

(See "Cuba," Continued on page 11)

Prevent Holiday Weight Gain and Skip the Weight-Loss Hassle by Catherine Kruppa, MS, RD, LD

The time between Thanksgiving and the end of the year encompasses several holidays and is full of celebrations with family and friends. Don't give in to the temptation of extra holiday food and drink, which typically leads to a 5–10-pound weight gain. Your rationale may be that you can lose the extra pounds during your ensuing New Year's Resolution to lose weight. Instead of succumbing to this faulty logic, why not follow some savvy strategies to prevent holiday weight gain?

Not only does food overindulgence add extra pounds, but also - according to recent research - 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 high in fat and calories. Unfortunately, these meals are all too common during the holiday season. Here are some tactics to keep you from gaining weight during the holidays, and more important, becoming a heart-attack statistic.

- ☐ Don't go into a party or holiday meal starving. Instead, eat a snack before you go and make sure it

contains some protein: 1/2 turkey sandwich, or a 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 a healthier low-fat or low-calorie dish.
- ☐ Instead of eating every entrée and side dish on the Thanksgiving table, 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 simply maintain, you will be ahead of the game.
- ☐ Plan some family physical activities, such as a game of touch football, ice-skating or a walk.
- ☐ At parties, mingle and converse, rather than hovering around the food table and eating more fre-

quently.

- ☐ Wait 20 minutes after a meal before deciding to eat dessert. It takes 20 minutes for your stomach and brain to communicate that you are full. This will help you to pass up dessert.
- ☐ Don't neglect your regular healthy lifestyle routines, such as going to the gym or other forms of daily exercise.

Alcohol also can contribute to weight gain during the holidays. Not only does it add calories at a meal, but also it decreases your satiety. This means you feel less full, and consequently, tend to nibble. Snacking after drinking alcoholic beverages can result in up to an additional 300 calories consumed during the day from food, not to mention that alcohol with dinner or at a party can contribute an amazing 300–700 calories.

The first step is to know the calories that you are drinking. Select lower-calorie drinks such as champagne or wine. Or order a wine spritzer instead of wine itself and save 43 calories.

(See "Holiday Weight Gain," Cont. on page 5)

For further information, contact Catherine at 713-316-2707/ ckruppa@houstonian.com/
www.adviceforeating.com

TYPE OF DRINK	AMOUNT OF DRINK	CALORIES
Alcohol-Free Beer	12 ounces	65
Beer	12 ounces	150
Light Beer	12 ounces	100
Bloody Mary	5 ounces	125
Bourbon and Soda	8 ounces	195
Champagne	4 ounces	85
Daiquiri	3½ ounces	125
Eggnog	4 ounces	335
Gin and Tonic	8 ounces	155
Manhattan	3½ ounces	165
Margarita	8 ounces	300
Martini	3½ ounces	140
Whiskey Sour	3½ ounces	200
Wine	3½ ounces	85
Wine Spritzer	3½ ounces	43

A safe limit is 100–200 calories from alcoholic beverages daily. Alcohol converts to fat when metabolized by the body. Recent studies show that alcohol causes the body to burn less fat; therefore, fat-burning and weight loss slow down after alcohol is consumed. Alcohol also can increase triglyceride levels, raise blood pressure, prevent the absorption of some vitamins and minerals, cause liver damage, and slow metabolism by as much as one third.

At holiday parties, have another hors d'oeuvre instead of a second drink, and you may eat less in the long run. In a recent study, people who ate an additional 450 calories made up for it by eating less later in the day. Those who drank an additional 450 calories did not eat less, and thus, added 450 calories to their normal day's calorie total and gained weight.

If you really want another drink, stick to calorie-free cocktails such as club soda with a twist of lime.

Other lower-calorie beverages include White Wave Silk Nog (soy eggnog), which contains half the calories and 17 grams less fat than regular eggnog; Diet V8 Splash; sugar-free hot apple cider mix; Martinelli's sparkling cider, Carnation fat-free hot cocoa mix; and General Foods International Coffees.

Being savvy about your nutrition all year long means that you can enjoy the holidays without the holiday weight gain.



Left, Ahmad Adam shoulder to shoulder with Lance.

Right, Ahmad Adam with Lance and Bob Roll



December 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 CLUB RIDE 8AM Hockey Commu- nity Center Leakey Volunteer Appreciation Road Trip
5 Leakey Volunteer Appreciation Road Trip	6	7	8	9	10 Holiday Party, 7-10PM St Ar- nold's Brewery	11 CLUB RIDE 8:00 AM Hockey Community Cen- ter
12	13 Board Meeting 7pm @ 	14	15	16	17	18 CLUB RIDE 8:00 AM Zube Park
19	20	21	22	23	24	25  CHRISTMAS
26	27	28	29	30	31	

Calendar Key

Saturday Club Ride. Road bike ride. Meeting location is Hockley Community Center, 28515 Old Washington Road (between Kermier and Kickapoo). Any changes in location will be announced on web page.

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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For Sale: 26" Schwinn "Sprint" Girl's 10-speed. Excellent condition with new tubes & tires, Index shifting. Color: Lilac - \$120

26" Schwinn "Sprint" Girl's 10-speed Excellent condition with new tubes & tires. Friction shifting. Color: Red - \$110

Contact: Marvin Hatton at 713-937-2165 weekdays and 281-463-6711 evenings & weekends or e-mail mhatton@texasarai.com

For Sale: Fuji Crosstown hybrid bike. 58 cm frame, Shimano grip shift, used very little. \$200 or best offer. **Contact** Tom at 281-550-6021 or tnholl@earthlink.net

Want to Buy: Road bike for a female who is 5'4" which should equate to a 48 - 50 cm frame. A woman's specific design (WSD) is preferred. **Contact** Amy Parker @ amyparker18@hotmail.com or phone 281-370-1854.

For Sale: Burley Tandem 2003 Rumba Brand New! Shimano 24 speed STI dual control Levers, Weinmann Rims w/Stainless Steel Spokes. Get started now for MS-150. \$1600 firm. Very nice road bike for two.

Contact: Jeff (Pager) 281-349-1890

For Sale: 2002 Red Motobecane 62cm Record, front carbon kinesis fork with Shimano 24 speed Sora gears, Michelin Axial carbon tires and will include original Xephyr tires. Great starter bike for the MS150. Asking \$300 (OBO). **Contact** rheller@pelletizerknivesinc.com or phone Ritch Heller at 713-688-6388

For Sale: Specialized "Crossroads" Hybrid - Cro-Moly Frame- 20" Seat Tube (18" bottom bracket to top tube), Dark Blue, triple chain ring, new 7 gear cassette, 7 speed grip-shift, new chain, new road tires, recently tuned and lubed. \$150 **Contact** cjhaynes@sbcglobal.net

For Sale: Yakima 2-bike hitch rack. Fits/locks onto 2" receiver. Rack rotates downwards allowing access to trunk/rear door of vehicle. Like new; used only 3 times. \$80.00 OBO. **Contact** paulademonte@earthlink.net

For Sale: Litespeed Saber (TT, Triathlon) titanium, Dura-Ace components, Spinergy Rev-X wheels. 58cm. Raced three times, less than 500 miles total, never downed, perfect. Paid \$3200 plus \$800 for wheels. Will sell for \$2200. **Contact** Bob Ashley at 832-250-5468 or boba@westendlbr.com.

For Sale: 1995 Peugeot Road Bike, 62mm. Quick and lively Chrome Moly frame. Shimano 105 rear derailleur with combination brake/shifter levers. This bike has been ridden less than 1,000 miles and is in exceptional condition. Comes complete with cycle computer, new set of tires, original sales receipt and owner's manual. Purchased new for \$668.00 - selling for \$300.00. **Contact** Jason Curtiss at: H 281.955.1723; W 281.749.7913; debbiecurtiss@sbcglobal.net.

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

2004 TXBRA Rider-of-the-Year

by Bill Reilly, Race Team Director

The TXBRA series, which includes the disciplines of road, track and cyclocross, had over thirteen hundred riders collect points in 2004. Many more riders raced this year but did not collect any points. Of those collecting points, the top-25 point getters are listed.

Congratulations to Daniel Walker, the TXBRA Rider of the Year for 2004, and the other Northwest riders listed.

2004 All Cats/All Discipline Overall Results

Place	Name	Team	Points
1	Daniel Walker	Northwest Cycling Club/Alkek Velodrome	2097
2	Clay Thompson	Matrix Cycle Club	1091.5
3	Henry Skowronek	Matrix Cycle Club	1011.5
4	Gregory (Lawson) Craddock	Northwest Cycling Club/Alkek Velodrome	971.5
5	Christopher Powers	Matrix Cycle Club	954
6	Jordan Hester	Permian Basin Bicycle Assoc	927
7	Shelby Reynolds	Southern Elite	890
8	Laura Meichan	Northwest Cycling Club/Alkek Velodrome	816.5
	Danielle Dalton	Southern Elite	816.5
10	Matt Sauls	Team Bicycles Inc.	814.5
11	Mickey Allen	Matrix Cycle Club	803
12	Robert Bodamer	Northwest Cycling Club/Alkek Velodrome	793
13	Peter Staneland	Matrix Cycle Club	792
14	Henk Calderon	Southern Elite	746
15	Joseph Tokarski	Woodlands Cycling Club	742.5
16	Alan Ting	Northwest Cycling Club/Alkek Velodrome	728
17	Thomas Bain	Matrix Cycle Club	702.5
18	Christopher Seaman	Southern Elite	667.5
19	Elizabeth Allen	Plano Cycling/Cannondale/GSTz	662
20	Skip Sparry	Matrix Cycle Club	658.5
21	Shaun Bonavita	Frisco Cycling Club	644
22	Kevin Anderberg	Matrix Cycle Club	621
23	Thomas Craddock	Northwest Cycling Club/Alkek Velodrome	605
24	Charlotte Miller	Gulf Coast Cycling Association	604.5
25	Dana Chamness	Northwest Cycling Club/Alkek Velodrome	598

TXBRA 2004 Overall Team Results

Place	Team	Points
1st	Northwest Cycling Club/Alkek Velodrome	13879.5
2nd	Matrix Cycle Club	13638.0
3rd	Southern Elite	7984.0
4th	Plano Cycling/Cannondale/GSTz	6008.5
5th	Mirage	4043.5

December 2004

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The Pedal Pusher

("Cuba," Continued from page 3)

won the first 2 sprints and decided I would ease off and save myself for the last sprint. About that time an Argentinean and an Ecuadorian rider rode off in a two man break. Since our race was combined with the 55-59 and 60+ riders it made it difficult to know who was who. I knew the one rider in the break who was from Argentina was 55-59, but I didn't know the other rider since he didn't do the sprints or time trial events. My coach Mike Fraysee wasn't sure either but went to find out. The two riders in the break lapped the field with 5 laps to go and Mike came and told me I had better get the lap since the second rider was in my age group. Off I went and with 3 laps to go I caught the field and the 2 riders in the break and continued to attack. It turned out that my teammate went off the front when I caught the field so he was now the new leader on the track and when we sprinted for

the final points he came in first ensuring the Americans of Gold and Bronze medals.

The scratch race was a totally different story. It was a 10 lapper and the team asked if I would ride domestique for another American. Of course I agreed. The race started and I sat in and the other American kept attacking but getting reeled back in. I went up to talk to him and told him to go to the top of the track and that I would ride low and control counter attacks. With 7 laps to go he went and I sat at the front sweeping up and down the track as if it were a Keirin race, keeping anyone from coming around. I guess they all thought I would just wait and attack and attempt to win the race myself because no one ever made more than a feeble attempt to come around. The pace was high but I was certain someone would go after the other American. Well, they didn't and the bottom line

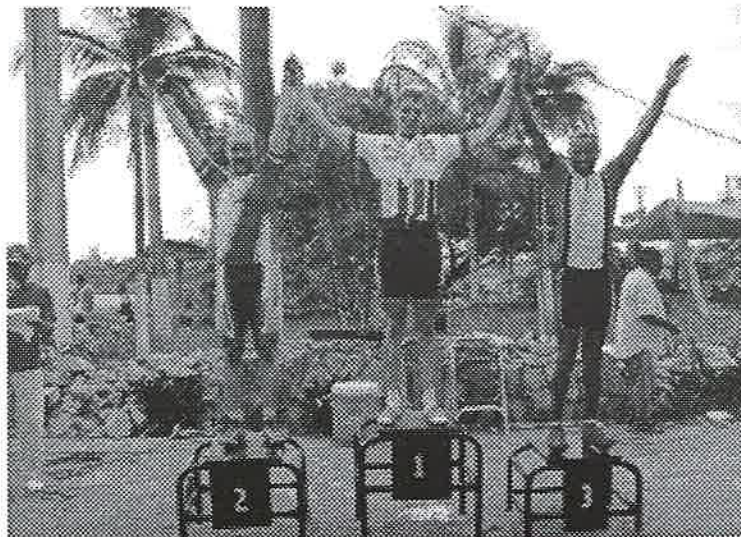
was he won the gold and I had a lot of fun controlling the race like a good "domestique".

It was a great trip, garnering three gold medals and a bronze and I want to thank NWCC for their support this year in my efforts to compete internationally for the US. I will certainly attempt to return next October 05 to defend my jerseys. Without your support this trip would have been impossible. I hope my achievements encourage others to realize that showing up is the first step to success in racing; the rest is your fitness, mental toughness and speed. But you have to show up.

Thanks to all for allowing my season to end on such a high note. NWCC now has a Pan American Champion in the 50-54 age category in the Match Sprint, 500m TT and Points race. Wear the jersey well NWCC because we all share in the achievement.



Billy Thompson with un café in Cuba



Pam America Masters Championship Podium Shot

Photos from Coach Fraysee's Web Page, www.mikefrayssesports.com

2004 Texas State Championship P-1,2 Road Race by Thomas Hallock

I found this in an old e-mail Steen Rose sent to the race team back in July:

On Jul 29, 2004, at 6:12 PM, Steen wrote:

The State Road Race, October 10th, is my big goal for the fall. I am going to win it. I was 7th there last year, on the same course. It's late in the year, and its long and hard, but I'm going to show up to win.

...and remember thinking that it seemed a little bit pretentious. A friend of mine later reminded me that it's only pretentious if the claim isn't fulfilled!

Before the race started, I made a commitment to myself that I would not do any work until at least 90 miles into the race. I had already pledged to helping Steen win this race as he requested back in July, so my job was to "manage" the later breaks and I wanted to be fresh when the time came.

Despite the obligatory early moves that go from the gun and somehow manage to stay away until the pack begins to worry near the end of the race, I did practically nothing; just sat in, ate several Clif bars, and watched the race as a passenger. Fortunately, Keith McCullough managed to

bridge up to the main break in a 4 man chase group. This eased our minds and allowed us to take on a laissez-faire attitude whenever things would stir up in the pack. Because of Kieth's presence in the break all would not be lost if it stayed away until the end of the race.

I did pull off a couple of moves and managed to get second on the first king of the mountain sprint. And then there was the time two laps later, when Greg Germer warned Steen and me to "be ready at the top of McMountain", and we formed a solid break/chase group of three for several miles. Only being a half-hearted effort, we succumbed to the chasing pack rather quickly.

Sitting in was difficult, and it helped to stay near the back to blind myself from any action at the front of the pack. It also helped to know that with more than 60 contenders, the field was more ambitious than normal given the context of this event.

The early break was caught on McMountain near the end of lap 6, after being away for 65 miles. Counter attacks came just after the feed zone and a few riders got up the road. Though they kept their distance for a lap, it was apparent that they were not making little time on the now tiring pack.

Near the beginning of the last lap,

the pack split almost exactly in half. Being at the back I didn't see what caused it and still have no idea why this happened. No one seemed interested in bringing it back together and the two halves just started drifting apart. Before I knew it, there was a 40 second gap between the two packs. With just about 3/4 of a lap until the finish, Steen suggested I just set a solid tempo on the front and not let the front pack get too far up the road.

Per Steen's recommendation, I went to the front as soon as we turned onto Highway 6 and started putting in my first genuine effort for the day, setting a moderate pace. I started feeling myself coming into form and gradually picked up the pace until I was setting a pretty hard tempo. I remained exclusively at the front, eying the shrinking separation between me and the pack. As we turned off Hwy 6, I looked back at the pack and to my amazement, there were only 8 of us left, with Steen right on my wheel. Though this may have looked like a breakaway to a spectator, this group was not working like one: I was pulling Steen up to the pack, others were welcome of hang on if they wanted, but I wasn't really interested in trading pulls at this point.

Steen tried to work the crosswind

(See "State Road Race," Continued on page 13)

("Sate Road Race," Continued from page 12)

by positioning me all the way to the left with just enough room for him to get a draft but leave nothing for the riders behind him. "Move right about two inches... perfect!" I pulled for a couple more miles and took a quick break to recover a little, but was quickly back on the front. Our best chance of winning this race was to catch the main group before McMountain so we could use the hill as a launching point for a final attack. Robbie Robinette accelerated and halved the gap. I pulled the rest of the way back up, joining the main pack right at the base of McMountain.

At the same time we caught the main pack, they had caught the leading break of three, which put us in the lead group. I sat in to recover a bit and waited until we

were about halfway up the hill before I made my final attack, only to see Steen has already launched his farther up in the pack. I got on his wheel and the two of us had a good gap by the top of the climb.

We knew this was our only chance, so I started giving everything I had. In this situation, getting about a 30 second separation from the pack is key to making the break stick. Steen and I began trading pulls. I glanced over my shoulder and it looked like the pack behind us was fracturing under the attacks of people hoping to bridge up to us. Eventually, Stefan Rothe bridged up solo. By the time he caught us, he was understandably cooked, but he was still willing to offer what he could.

After looking over my shoulder

again, it looked like we were actually going to make it. I could no longer see the pack any more. After the right turn into the finishing stretch came a shallow grade long-enough to stir things up a little more. So, I turned the screws just enough to hear Stefan put out a groan and see his wheel disappear. Steen came around Stefan as he fell off, and the two of us rode across the line to the cheers and applause of a welcoming crowd of spectators. Steen took the win as scheduled.

Things couldn't have turned out any better for the team, and I'm glad I was able to deliver on a commitment made to a solid teammate.

Many thanks to Northwest Cycling Club and all its sponsors for supporting the best team in Texas!

**Thomas Hallock,
racing for
NWCC, from his
web page, [http://
ThomasHallock.dyndns.org/](http://ThomasHallock.dyndns.org/)**



UniSaga Part II: MS-150 Bike to the Beach 2004 by Jerry Gruss

For years I've wanted to ride a MS150 on my unicycle. Actually, that's not true. I've never wanted to attempt it, but I did want to be able to say 'I have ridden a MS150 on my unicycle'. In order to say it, I have to do it. So I could have started with 'After putting it off for 6 years, I finally considered riding a MS150 on my unicycle'. The story starts 6 years ago, when I purchased the 36" wheeled unicycle, specifically to ride the MS150. I've been 'training' ever since. Part of my training included the CMUW (see part I of this saga) and also included a 'Dam ride' the previous week which included Terry Hershey park (twice) and a lap around the dam (total of 56 miles) in under 5 hours.

Two days before the start, I had secured a bus ride to San Antonio, but had no place to stay Friday night. I got an email that 2 others from San Antonio were going to try the same feat. They allowed me to join their team and ride with them, and even put me up the first night.

The ride started at seven in the morning. We were awake and getting ready at 4AM. As we drove to the start, we tried to ignore the lightning and dark skies; after all, it is supposed to be dark at this time of day. As riders filled the parking lot and the sun

tried to come up, the clouds became more obvious. Since we were on a team, we were able to line up towards the front, with only a thousand or so riders in front of us. As the cannon went off, we mounted our cycles in team formation and the rain started. We were passed by a lot of bicycles, but we also passed a lot of riders either putting on slickers or just riding slower due to the heavy rain. The inquisition by bystanders began: 'Are you going to ride the whole 150 miles on that thing?' My retort was obvious; 'No, it's only 143 miles'. For hours, my mantra was an old Cat Stevens song: 'miles from nowhere, I guess I'll take my time'.

The three of us decided that we would stop every 5 miles, just long enough to stretch and allow blood to flow to certain areas in hopes to avoid numbness. It didn't work. (We didn't stop until the first rest stop.) I needed a bathroom break and the others didn't so they continued, while I waited for an available facility. The idea was that I was faster and could catch up before the next rest stop. When I got back on the road, I pedaled as fast as I could manage, but could only catch one unicyclist by the second rest stop. We waited but the other unicyclist didn't show. After about 30 minutes we left without him. We were numb now, and stopping

every 5 miles and stretching allowed us to continue with certain unmentionables not at all feeling good about the rest of the ride. Hills are different on a unicycle than a bike. On the down side, a uni doesn't coast, and it takes different muscles to keep the wheel from running away, than it takes to climb. Bicycles ripped by us on the way down. But unicyclists develop a certain spin (cadence) that makes climbing faster. (Though not easier.) We would rip past some of the same bicyclists on the up side of the same hill. This passing and being passed continued as long as the rolling hills from San Antonio continued, and we enjoyed it tremendously. I didn't realize the effect of an over inflated tire until about 30 miles of riding in the rain. (It slides more when wet.) We caught our third rider at lunch. He was leaving as we arrived and we agreed to let him go and we'd meet again at the last rest stop so we could ride across the finish as a team. My mantra became 'I've been warped by the rain...'.

The MS people have a rule about which we were not familiar. The last rest stop of the day is 4.5 miles before the stop for the night. Any rider not past that point by 6PM is forced to SAG in. We were 0.5 miles from the stop at 6PM and were not happy

(See "UniSaga Part II," Continued on page 15)

The Pedal Pusher

(*"UniSaga Part II," Continued from page 14*)

about this discovery. The rider at the rest stop was also forced to SAG. We noted the odometer in the SAG vehicle and know we missed 5 miles. We didn't allow it to ruin our day or ride.

The second day started again at 4AM. After dressing, packing up, taking down the tent, dropping the stuff at the trucks and having breakfast we retrieved the unis from the compound and were in the start line again. Start was at 7:30, and without any fog, we started on time. We pedaled out as a group again. Soon I was far enough in front of the other unis that I could not see them. Again the questions began. By now I had reduced my response to 'It's only 138 miles'. Rain threatened, but never showed. Wind never showed, but was noticed by all, especially during the 10 miles before the last rest stop. My back was as sore as my crotch and I began to enjoy the numbness more than the pain associated with blood flow during my stretches that were now required every few miles. I stopped at every rest stop, and several times between, as well as

lunch. My mantra changed to "it's better to burn out". I was still passing bicycles after rest stop number 3 and some were still passing me. It was before 2PM when I made the final rest stop and no one had seen the other two unis. The SAG drivers told me they hadn't been seen since the start. I thought waiting was a bad idea and I decided to finish without them.

With only 7.5 miles to the finish, I should have been ecstatic. Instead, I found myself still wondering if I would be able to make it. I was sore and tired. I hadn't noticed the heat. My camel back was filled at several rest stops by helpful volunteers. As I pedaled down toward the final up hill, the causeway, I was caught and passed by a man in a hand cranked wheel chair and I was reminded what real courage and determination can accomplish. I passed him on the up side of the hill, and offered him a reminder that he would rip past me on the down side. He did. It was the longest 7.5 miles I've ever ridden. No matter how hard I looked, the end was not in sight. I had to stop and stretch again.

Mounting a 36" unicycle after 120+ miles of riding becomes much more difficult. The strength to leap onto it is hard to find. Policemen stopped traffic at stop signs. A man in a golf cart radioed ahead and I could hear his half of the conversation: 'OK, I see another one coming now'... 'You're not going to believe this'... 'He's riding a unicycle'... 'Yes, I'm sure'... 'A unicycle'... 'He has a number on his back and he's riding a unicycle'... 'A UNICYCLE!'... then he passed me on his way to the finish line. I had to refrain myself, because if I hadn't just ridden over 120 miles, I knew I could give him a good race to the finish. I really wanted to pass the golf cart, but I was really tired. Then I heard the announcer, and the crowd started to cheer. I could see the finish line banner. I was going to make it. I waved to the crowd and smiled for the cameras as I rolled past the end. Finally, the feeling that came made all the suffering it took to get there completely vanish. I have ridden an MS150 on my unicycle.

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

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

World Championship Solos

by Tony DeOrę

Prior to the start all WCS (world championship solo) racers were supposed to check in at the timing tables then line up according to number. Well, I was trying to be smart and got my 'number' backwards because I was thinking of the 'numbers' as 'seeds,' not numbers, so I missed my call out. The only thing I missed out on was running from the tent to the start line in front of all the spectators. Although there is a little 'Glory' factor that goes along with that.

The race started in Lemons style. We promptly started running up hill and back around to the start for about 400 meters then went into a 'parade' lap up hill again for about a half mile then through the timing tent to start the first lap. The ground for the start was rocky and loose so I decided to take it easy and just jog the whole thing. With all those people and uneven ground it just seemed like a recipe for disaster. Sure enough, as soon as I had this thought a guy right next to me turned his ankle and hit the ground and 4 people ran him over and hit the ground too. That was a close call for me.

I finished the loop but didn't look around to see what spot I'm in. I had to race my race. I grabbed my bike and the traffic jam instantly started and I heard a few people grumble about it because

they ran so hard but they're in the same spot as people who took it easy, HaHa!

Once on the bikes we started heading up hill. The parade lap took a really sharp turn upwards and some people just jumped off and started walking. This wasn't really a bad strategy but they could have at least looked around or warned the people around them because they were starting even more traffic jams. At the top of the lap the trail went down sharply then back to the timing tent.

Back through the timing tent the first lap actually started. Out through the parking lot and down a very long steep open field, which during the winter I'm sure it's a ski slope. I clock 33mph without pedaling. It was pretty crazy because lot's of people were braking hard going down it but I was just letting it go. There were some pallet bridge water crossing type things that I would catch a little air off of when going over them. At the bottom the trail took a hard right and the traffic started backing way up again. They had made a bridge specifically for this event and only one person could cross at a time. Then it went into the riverbed, which was wet and slick, then steeply back up the other side of the bank on another bridge. Most everybody was

walking, which again backed the whole group up. Then the trail opened up onto a wide jogging path that was hard packed ground with a pea gravel aggregate over the top, a little sketchy but fast. I had changed out my rear tire before the race specifically for sections like these and it worked out well. Entering the single-track portion of the race there was a little outhouse off to the right of the trail, which I stopped at each lap, as I was well hydrated during this race. :)

The next section was fun and reminiscent of Comfort, some open rocky double track into nice tight single track. These sections were twisty and rocky with short climbs and nice steep short down hills they were fun to ride. The next section was a loamy twisty section and not too difficult but it opened up into the jogging track climbs. This section was quite long and had a few fast flowing fun parts to it, but mostly slow going climbing. The rest of the trail was ok and switched back and forth between single and double track but nothing too technical and with moderate climbs. The final section began with a fun flowing downhill section that spit you out onto a paved road where you could grab some water and down some GU to prepare for the final climb of the race.

(See "World Solo," Continued on page 17)

(*"World Solo," Continued from page 16*)

The last section was about 2.5 miles long and started with a STEEP climb then a short down hill that ended, for the regular racers back at the timing tent, but broke to the left for the WCS racers that went straight up a ski slope. This climb, after the prior brutal climb, for me was almost unrideable and part of my strategy to was to walk most sections to keep from blowing up. Then it ended in a crazy short section of technical, slick and tough single track with lots of roots and log drops. Double Black Diamond rated.

I was really excited to be racing on the first lap and was going way faster and harder than I ever expected. I got in a group and just got carried away even though in my mind I kept telling myself to 'Slow DOWN.' It just never really happened. The afternoon was mild and it was a perfect day for a race. Some of the people in the little groups I was riding with were 'all race' and not talking but some were a bit chatty and we talk a little bit.

I ended the first lap in 1:35 which was way too fast considering we did the run and the parade lap but, oh well, I just figured I'd just try to focus on slowing down and getting into a groove.

On the second lap I put my headphones on and put some techno music on. No singing but lots of steady beats to pedal, too. On this lap I kept a decent pace, but going up the hills I could tell

there would be no way to maintain the pace I had set even on this lap. The trail was just too difficult. This was also a fast lap at 1:34 (end 3:09pm).

Into the pit area for my third lap I was starting to feel a little weak so I downed a half a peanut butter and bagel sandwich and some GU. I don't know if it was the fact that I'm used to racing in really hot weather, but I was really drinking a LOT of water, way more than I should have been. I ended up with a bloated achy stomach. So I downed some Tums, too, and started feeling a little better and out I went.

This lap was a little slower and I didn't feel all that strong but I did feel if I can get over the stomach thing that this would probably be the pace I'd try to keep through out the race. Ended up being a decent lap at 1:45 (4:54 pm).

Lap number 4 and 5 are kind of blurry to me and I'm pretty sure this was where it happened, but I came in and Beth asked me if I was having any bike problems. I said, "Yeah the front derailleur is messing up" and asked if she could take it over to a mechanic friend and have him look at it. She said "sure" and headed off while I took care of fueling up. It seemed like it was taking a long time so I headed out to find out what the problem was.

When I get over there Beth says there's a problem and the guy proceeds to explain the problem. And I say 'Ok thanks' while they're just staring at me blankly

and I grab the bike and head back over to the tent to get ready for my lap. I ask Beth to put out the word that we needed a part while I was out and that if she could find it I would of course pay for any expenses it would take to fix it. It was a decent lap including the TA at 2:05 (6:59). When I came in for 5 Beth says she's found the part and the Mavic natural support guys could fix it so I say great head over there and get it done. This is where I kind of made a mistake...

[Editor's Note: See next month's issue for the "Rest of the Story"]

This is by far the hardest race I have ever competed in. In comparison, earlier this year I did a 12-hour race of the same lap distance as this one and I did exactly the same distance in both races, the 12 verses the 24. That's hard. The whole vacation was awesome. It's one of the best places I have ever been to for riding. The trails are in awesome shape and there are many that we rarely came across any other riders, making the rides quite and peaceful.

I've been asked if I'll do it again next year and so far my answer is "eh, a year is a long time to make up my mind."

Editor's Note: This race was held September 4,5 in Whistler, British Columbia.

Track Report, August - September

by Robert Bodamer, NWCC/Alkek Track Captain

Racing at Alkek has restarted for the Fall session and NWCC continues its winning ways. All riders and categories are producing good results. The hard work of Coaches Carl and Tom are paying off. The riders that went to Superweek have some great fitness and are racing well.

Category winners for August 27 were Steen Rose in the Sr.1-2, Tom Craddock in the M40+, Matt Cross in the Jr. Men, Shelby Reynolds in the Jr. Women and the Youth, and Lawson Craddock in the Y 10-12.

Category winners for September 3 were Troy Dunton in the Sr.1-2, Robert Bodamer in the M30+ and M40+, and Daniel Walker in the Jr. Men and Youth.

Category winners for Sept 10 were Robert in the Sr.1-2, Thomas Hallock in the Sr.4, Ryan Albert in the M30+, and Robert in the M40+, Matt Cross in the Jr.M, Shelby in the Jr.W, and Alan Ting in the Youth.

Steen wins again on Sept 17 in the Sr.1-2, Thomas H. wins the Sr.4, Robert sweeps the M30+ and M40+, and Daniel wins both the Jr.M, and Youth.

Steen Rose claims the overall lead on September 24 by winning the Sr.1-2 category, Shelby wins

the Jr.W, and Daniel wins the Jr.M and Youth.

And for the Overall results, the top ten riders in each category are as follows:

Sr. 1-2 Steen Rose (1st), Robert Bodamer (2nd), Troy Dunton (8th).

Sr. 3 Tony Johnson (3rd), Daniel Walker (5th), Andrew Lasswell (7th), Carl Jones (8th), and Adam Ahmad (10th).

Sr. 4 Ethan Bing (4th), Thomas Hallock (5th), Lamar Curtis (10th)

M30+ Robert Bodamer (1st), Tom Craddock (5th), Ryan Albert (7th).

M40+ Robert Bodamer (1st), Tom Craddock (2nd).

Women Cristin Walker (1st).

W4 Shelby Reynolds (2nd), Megan Cross (3rd), Eliza Bing (6th).

Jr W Shelby Reynolds (1st), Megan Cross (2nd), Cristin Walker (3rd), Natalie Bing (6th), Eliza Bing 7th), Allison Saxby (9th).

Jr M Matt Cross (1st), Daniel Walker (2nd), Alan Ting (8th), Ben Ianz (9th), Michael Carey (10th).

Youth Daniel Walker (1st), Ethan Bing (2nd), Alan Ting (3rd), Shelby Reynolds (4th), Lawson Craddock (6th), Parker Craddock (7th).

Y10-12 Lawson Craddock

(1st), Natalie Bing (2nd), Mark Cross (3rd).

The Youth had their Regional Championships on Saturday 18 September and they more or less swept all of the events.

Cristin Walker wins the JW 15-18, Daniel Walker won the J 13-14 while Alan Ting sets a new state record in the 500m with a time of 38.95s. Lawson Craddock wins the J 10-12, and Shelby Reynolds won the JW 10-14. Congratulations to all that participated.

The Team Pursuit Championships were held the same night and NWCC riders Tom Hallock, Robert Bodamer, Steen Rose, and Troy Dunton won the event.

Finally, the Youth Cycling league Finals were also held on the 18th and saw lots of young talent on the track racing hard. NWCC/Alkek needs to recruit these riders!

Community Bike Center Bike/Art Auction by Catherine Goodman

Hello cyclists,

I am writing to ask you to help me promote the Third Ward Community Bike Center's upcoming Bike/Art Auction. As some of you already know, The Third Ward Community Bike Center is a 501c3 non-profit organization that runs innovative youth programs and promotes bicycles as an affordable means of transportation in the Third Ward of Houston, Texas. We offer below-cost bike repair facilities, after school and summer activities for kids, and bike related events centered around the idea of doing work for yourself and using the resources around you. To achieve our mission, we collect used and abandoned bikes from around the city

and use them to create hands-on, self directed learning opportunities for kids and adults.

The Bike Center relies on grants, fundraisers, and individual donations to keep our programs going. We have been in operation since October 2003, and have helped over 1000 people fix or earn bikes in our first year. We are planning our first major fundraiser for Dec. 10th. It is going to be an Art Auction and Party with food, a raffle, and music. We are asking bike clubs in the area to extend an invitation to your members by advertising the event in your newsletters, on your websites, or to your membership lists. We would really appreciate it if you would help us spread the word on this. The

event should be a lot of fun and it is for a very good cause -- getting people on bikes

Relevant information is as follows:

Third Ward Community Bike Center Art Auction December 10th, 7-11pm @ the Eldorado Ballroom, 2310 Elgin. \$10 adv/\$12 at the door includes food/beer/music/prizes. For tickets please call the Bike Center at 713 807 7911, or stop by any of the following bike shops: Bike Barn, Bikesport, Procycle, Houston Bicycle Company, Southwest Schwinn, Westend Cycles, or West U Schwinn.

Catherine Goodman



NWCC's Huntsville State Park overnight outing combined Road & Off-Road Cycling, Camping, Eating, and just plain fun!



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 2005 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 have been 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 2005 semester must be received by December 31, 2004. 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 21)

(Continued from page 20)

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 22)

(Continued from page 21)

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?

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
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CYPRESS, TX 77410

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DAVID KING Family

5231 Alamosa Lane
Spring, TX 77379



The Pedal Pusher

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

Northwest Cycling Club, you are awesome! I just can't believe how many things are going on in the club. Cycle Cross, Off Road, Road, Racing, Recreation Riding, Touring, Fund Raising, Safety and Skills Clinics, Camping Trips, Rest Stops, Bike Assembly for Needy Kids, Auctions and Sales, Scholarships, Training Rides, Clothing Orders, Races in Cuba, and on and on. I'm glad I don't have to make all of this stuff up. I just don't have the imagination for it.

Everyone of the things above, and a lot more that I either can't think of right now, or don't even know about, are going on in our

club. What's really amazing is that this stuff happens without a lot of fuss and bother. Almost all of the organizations that I have belonged to have had 10% or less of its active members who actually participated in the "work" required. Just look around. We have approximately 350 members, and sometimes it seems that at any given time there are at least 100 members doing something somewhere. You guys and gals are special.

Speaking of stuff like that, the club voted in November to honor David Lynch as volunteer of the year. David served as Bluebonnet Express director this past

year, and did a wonderful job. He had a lot of special challenges to overcome, tried some new things, enlisted everyone who said no less than three times, and held everyone and every thing together.

If you can help out next year, please let us know. David is going back to school, and needs someone to step into his position. Also, Zeke and Diana need someone to take over as volunteer coordinator. These are important jobs, but both are mainly about getting others to take responsibility. Sure, we need a lot of volunteers to keep up the momentum, but we can do it with your help.