



Newsletter

May 2009

Tulsa Tough Changed My Life by Todd Reed

Volume 31, Number 5

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"Whatever Dude, have another beer." It was New Years, 2007 and that was the response from my friends after announcing my intentions for the Tulsa Tough. The usual run of the mill resolutions were being tossed around, and mine was to earn the Deuce jersey. January 2007 found me at a serious cross roads in life. My lifestyle had to change. I was very well fed, hovering around 250 pounds and very, very unfit. My diet consisted mainly of pizza, cheese fries, and beer. Despite the comments, I had set the goal, and had no idea just how much my life was about to change.

To earn the Deuce jersey, I would have to complete two century rides back to back; both in under five hours. Very big words for a guy in my current position. They don't just give it away; five hours and one second on either day and all bets are off. There is no mercy. I wasn't exactly a stranger to the bike; I had one, and rode it occasionally. I was a fat guy with a bike; I wasn't a cyclist. I had completed both centuries in the previous year's Tough, but was so slow they had taken down the finish line and gone home by the time I finished. Very embarrassing.

So there I was, January 2007. I had five months, and nowhere to go but up. I was committed. I got a gym membership and signed up for every spin class offered. We went through the house and threw out everything that was processed and contained refined sugars. I wrote out goals and taped them to the refrigerator; I set a picture of the jersey as my computer background. I

searched the internet and read every book I could find on training. I learned about base and intensity, intervals and periodization. I studied everything I could find on sports nutrition.

The weather warmed and I started riding more and more outside, doing long base miles, intervals, and riding up and down every hill I could find. Things were changing. I wasn't just bike riding anymore, I was "training." I was completely focused on Tulsa Tough, and was losing weight so fast I couldn't keep clothes that fit. Pretty soon the weekly club rides started, and I found myself mixing it up with the fastest club riders. I was amazed, riding with guys that normally pedaled away from me on the first incline.

God will bring people into your life at exactly the right place and time. I was having the Wednesday night ride of my life when I flatted. The side wall was slashed and I had no cell phone. Fuming, I was pushing my bike down the road when up rolled Tim Carrigg. He introduced himself and taught me the old repair the side wall with a dollar bill trick and rode with me the rest of the way in. I listened as he talked about the Wheelmen and bike racing. I explained that my goal was to earn the Deuce jersey, and that I was absolutely no racer.

I had never considered racing. Those guys were from a whole other planet. Tim's enthusiasm piqued my interest, so I did some research, and found myself buying a one day license at the Tuesday crits. I beat the other two guys in the "C" race pretty easily and stayed around to watch the rest of the action. I

was amazed that those guys could go so fast on a bike. I didn't know it yet, but I was hooked. The very next weekend was Cowskin Bay. I entered the Cat 5 race a little cocky only to get dropped like a bad habit on the very first hill, less than five minutes in. I finished the race and drove home brooding. I unpacked my bike and immediately went for a training ride. Time went by, and I became even more focused. Soon the club rides weren't long enough, so I rode to and from the ride. I started doing 80 mile rides on the weekends, and began to love training for its own sake. I was becoming a cyclist.

Early morning June 2nd found me at the start line of the Tulsa Tough, lined up with the "fast century" crowd. The Big Boys. I was both nervous and excited. I was ready. I had done the work. I made sure to eat the right breakfast; I carried the right fuel with me – none of the sugary rest stop snacks that would make me bonk. All of it was done...the research, the training, the diet. All I needed to do now was to line up, and ride my bike from here to there in under five hours. No excuses. Problem was, of everything I learned up to this point, none of it included crashing.

(Please see page 2 for rest of story)



TULSA TOUGH RIDE & RACE

The ride started off fast. The whole pack was full of riders like just like me. We were all going for The Jersey, but weren't quite up to speed on our bike handling skills. I saw tires rubbing, bumping, elbows and curses being thrown. Nerves were tense. As we blew by one rest stop, a guy in front of me went for a water bottle. Neither of them let go and he was jerked off his bike like he had hit a clothes line. A few miles later, someone touched a wheel, and the next thing I know 20 of us are laying on the pavement, a huge tangle of bikes and bodies. We couldn't direct the ambulance because we had no idea where we were. "70 miles into the Tulsa Tough" was all we knew to say. After a short time, those of us that could carry on pedaled away. A quick glance at the clock told us that if we worked together, we still had a shot. We put our heads down and gave it everything, crossing the line at around 4:45. I was surprised to see actual crowds at the finish, cheering and ringing bells like we were real racers; nothing at all like last year. I was beyond exhausted, but was halfway to the jersey and that was all that mattered.

The next morning I woke up so sore I could hardly move. "I'm not sure if I can do this," I confessed to my girlfriend. She knew what the jersey meant, and just how much work I had put in. "Oh no," she replied, "If you can walk, you are riding your bike today." Her comment stung, but it was just what I needed. I sucked it up and drove to the start line. For the second day in a row I lined up with the Big Boys, proud to still be in contention. Thankfully, the second day wasn't as sketchy. The Sunday course was harder, with more hills, but there was no drama to speak of. I crossed the line at 4:40. I had done it. I had earned The Deuce Jersey!

I remember reading somewhere "The summit means nothing; the climb everything." In other words, it's all about the journey. The jersey itself was anticlimactic. There was no award ceremony. They just threw me the large and said "Happy Trails." But in the earning of it, the months of sweat, pain, sacrifice, dedication and focus leading up to it...that's where I found myself, I had become completely changed. I am no longer that fat guy, sitting at the bar eating cheese fries. Today, I am a Cyclist. I am a Racer. The Tulsa Tough journey changed my life.

Recent Category Upgrades for 2009:

| | |
|---------------------|--------|
| Rabyne Rogue | 4 to 3 |
| Kevin Frankenburger | 5 to 4 |
| Ivan Rodriguez | 5 to 4 |

Congrats Tulsa Tough Race Team members!!!!

Tulsa Tough Race Team Recent Results

| | | |
|---------------------|-----|---------------------|
| Janne Hamalainen | 1st | Sea Otter M45-123) |
| Helene Carabin | 1st | VeloTek GP (3/4) |
| Rabyne Rogue | 1st | Fire Hill Crit (W4) |
| Phil Stauner | 1st | Bob Herbert (M40) |
| Will Gault | 1st | Hermann TT (1/2) |
| Janne Hamalainen | 2nd | Tour de Hills (123) |
| Helene Carabin | 2nd | Fire Hill (W-open) |
| Kevin Frankenburger | 2nd | Fire Hill (5) |
| Paul Miller | 2nd | Fire Hill (4/5) |
| Jeff West | 3rd | Fire Hill (4/5) |
| Cailean Carlberg | 3rd | Tour de Hills (123) |
| Cailean Carlberg | 3rd | Bob Herbert (1/2) |
| Rob Lemaster | 3rd | Tour de Hills (4/5) |
| Ivan Rodriguez | 4th | Bob Herbert (5) |
| Rabyne Rogue | 4th | VeloTek GP (3/4) |
| Kevin Frankenburger | 4th | Fire Hill (4/5) |
| Lauren Miller | 4th | Fire Hill (W-open) |
| John Brestovansky | 4th | Matrix Crits (3) |
| Alex Battles-Wood | 5th | Matrix Crits (123) |
| Ron LeMaster | 5th | Fire Hill (4/5) |
| Ben Silk | 6th | Matrix Crits (3) |



May 2009: Rides & Events Calendar

Visit www.tulsawheelmen.com for an extended list of upcoming events.

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--|---|---|-----|---|--|---|
| 26-April | 27 | 28 | 29 | 30 <i>Tulsa Wheelmen Crits</i> | 1-May | 2 10AM Racer 's Training Ride |
| 3 10 AM Racer's Training Ride | 4 | 5 <i>Tulsa Wheelmen Crits</i> | 6 | 7 Joe Martin Stage Race | 8 Joe Martin Stage Race | 9 10AM Racer 's Training Ride Joe Martin Stage Race Tribbey TT |
| 10 10 AM Racer's Training Ride Joe Martin Stage Race | 11 CTCA/General Mem. Mtg 6:30 PM Race Meeting to follow at 7:30 PM | 12 <i>Tulsa Wheelmen Crits</i> | 13 | 14 | 15 | 16 10AM Racer 's Training Ride Auburn TT (KS) Tour de Cure (Tulsa, OK) |
| 17 10 AM Racer's Training Ride Auburn RR (KS) | 18 | 19 <i>Tulsa Wheelmen Crits</i> | 20 | 21 | 22 | 23 10AM Racer 's Training Ride Wichita Spring Omnium |
| 24 10 AM Racer's Training Ride Wichita Spring Omnium | 25 | 26 <i>Tulsa Wheelmen Crits</i> | 27 | 28 | 29 Tulsa Tough May 29-31st | 30 10AM Racer 's Training Ride Tulsa Tough May 29-31st |

Women 1/2/3 local races report by Hélène Carabin

The Tulsa Wheelmen Women squad size has tremendously increased this year so much so that we even have FIVE women categories 2 and 3 this year (Cheryl, Heidi, Hélène, Lauren and Lise). So the first few local races were a good opportunity to show our fitness to the other local teams. Our season started very well with 4 of 5 local races won. I report here on the first three of these.

Salt Creek Circuit Race: Cheryl, Heidi, Lauren and I went to the Salt Creek Circuit race. Lise had been working crazy hours and was simply too exhausted to join us. Unlike the previous year, it was not freezing cold but the wind was quite strong and gusty. There were a total of 9 women who showed up, which is not a bad turn out for a local 123 race. Our goal was really to get one of us in a break and then get someone else to chase after the break to join the leaders. And we did exactly that! We first put in a few attacks, and finally one did "stick" which included Miranda from Undiscovered, Christa from BOT and myself. I knew that what I needed to do was to 1) not take pulls that were too hard to allow one of my teammates to catch us, and 2) drop Miranda before the sprint since this is really not my thing. So our little break rode reasonably well for a while. Gil then shouted at me that Heidi was trying to catch back up to us (see pic). So I took it easier until 1.5 laps to go where I attacked on the little incline. I manage to get rid of the 2 others and stay away taking 1st. Heidi fought it to the end to take 4th. SO overall, we had a great first day of racing together.

Cowskin road race: Our second team race was Cowskin where we had the same girls show up in addition to the first return of Magen Long to racing, making it 10 starters. We were supposed to do 8 laps but we all voted at the start to decrease it to 7 laps since there were not that many of us and we were already running late. The wind was not as bad as the previous day but it was coming at our face on that nasty hill on the back side of the course. Our plan for the day was to win, whomever it were to be, but probably one of our best climbers (Heidi or I). The idea was to keep together for a bit and get Lauren to get the other girls to suffer on the hill before Heidi or I was to go. The first lap went quite slowly with everyone just checking one another. At the start of the second lap, Debra Dunn put in a little attack at the bottom of the hill, and I just could not let her go so I went, passed her pretty quickly, and was gone. I turned back and saw a grey jersey

behind me. I assumed it was Miranda until I actually realized that it was Magen Long! Crap, I did not think that she was still that fit! So this meant that I had to make her work and get rid of her on a climb before the finish sprint, since I truly cannot even contemplate the idea of sprinting her away. So I had her take a few pulls, especially on the downhills to at least be able to rest a little. At the bottom of the back hill (which I always find way harder than the first one), I saw that one of the girls from BOT (Cindy) was catching back up. I definitely did not want to have to get rid of TWO riders, so I went to the front and pushed it really hard on the climb. This got rid of her but Magen was still there, and she even took a pull on the down part of the course. I took my pull once more on the climb and there she went, she could not keep it up and I was left in the front on my own with what I thought were 5 laps to go. All I could hope was for Heidi to eventually close the gap and join me, but I also had to keep the pressure up because Magen was still chasing me down (or so I thought). With 2 laps to go, I heard the bell lap come on, even though I knew we still had 2 to go. It was fine for me, but not so good for the girls at the back who had left Cindy cook alone and planned to catch her at 2 laps to go and then put in an attack. Because the number of laps got mixed up, they actually had to attack earlier than planned. Heidi attacked (again) on the back side of the course and managed to get a little gap. This was again part of the plan because we needed to avoid sprinting with Miranda at the finish line. So I came in 1st, with a pretty good gap, followed by Magen who had been chasing me the whole way, and then Christa managed to out-sprint Heidi on the line. So again, we had a very successful day. I must mention that Lauren had been sick and could not contribute as well as she usually does. As for Cheryl, she always is there to cheer us up and a wonderful psychological support for the team.

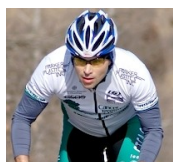
Hell's kitchen: One thing that is a little irritating about this race is that the organizer is a great fan of mixing groups together to make it easier to run. This means that what was supposed to be a women 1,2,3 race became a Masters 40+, 50+ and women 1,2,3. This was particularly irritating because we had 15 starters and could have easily gone on our own. This included good competition with quite a few cat 2 Mercy girls. Anyhow, the organizer decided that we were all going together so this was it. Lise, who had won the race the previous year, was able to get out of work to join Heidi and I for the race. Lauren and Cheryl were not able to race on this day. The plan was for whomever could survive with the fastest guys to do so and go from there. The

race actually started pretty slowly for a Masters' race with a few attacks here and there but nothing major before the first way up the Hell's kitchen hill. I just tried really hard to stay with the front group of the OKC Velo guys but could not quite make it. I ended up in the chasing group with Lise, which was great. Lise actually really pushed the guys to chase the others down. Unfortunately, her numerous sleepless nights at work caught up with her, and she got dropped from the chasing group. I tried to contribute as much as I could to the chase but could not do much with the headwind which started picking up on the second lap. Gary Breipohl actually took great pulls until we caught back to the first chasing group with a couple of OKC guys in it. I then started to take a few pulls because it slowed down a bit, and I wanted to make sure that the other group would not catch back up with us. I took a strong pull on the "backside" hill where Gary Zeigler decided to attack me. Great move Gary. It did not get anywhere and thankfully I had enough energy to stay in the group. As we were getting close to THE hill, Gary nicely offered to help me as much as possible so that we could get the women's win. I actually stayed with him at the bottom but the strong pulls he had taken in the head wind section caught up with him and he could not stay with the group. I took one strong pull up to the last little bump before the finishing hill where one of the guys attacked. I let the Masters do their thing and finished solo to win the women's race. I was surprised to see Heidi there who had punctured during the first lap, which was a great shame because she could have done very well. Lise came 3rd, right behind Cindy from BOT. So again we had a great race taking our 3rd win of the season. The pic below shows me with my great devil pitch fork....

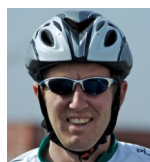
Meet the Team (Name-Race Category) New Team Member for 2009



Nathan Leigh-2



Shane Carter-2



Brian Metz-3



Kary Cummins-2



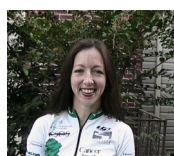
Chris Genske-4



Alan Good-3



Keith Franklin-2



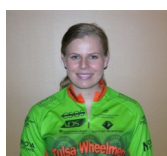
Lauren Miller-3



Ben Thigpen-3



Cheryl Thigpen-3



Traci Leigh-4



Phil Stauner-3



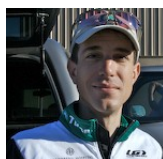
Don Tardiff-5



Janne Hamalainen-1



Tim Carrigg-3



Will Gault-1



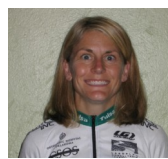
Edgardo Delgado-4



Jeremy Stitt-3



Jim Bohanon-3



Heidi Gault-3



Dustin Weaver-4



Chris Zenthoefer-2



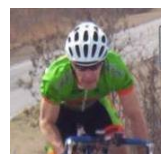
Eric Melton-2



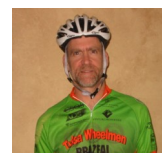
Ben Silk-3



Helene Carabin-3



Gary Breipohl-3



Pete Lantz-4



Mark Delozier-4



Brandon Johnson-4



Kyle Freeman-3



Darren Fritz Cat 4



Todd Reed-3



Rafael Santiago-4



Jeff West-4



Mitch Houtman-2

James Hiatt-4

Ivan Rodriguez-5

Christian Verry-4

Mike Stern-5

Andy Malcom-1

John Allen-3

Scott Posey-3

Doug Wheeler-5

Rob Chance-5

Jay Blankenship-2

Jim Buchan-3

Richard Gulotta-4

Rob Lemaster-5

Rebecca Byers-4

Tina Fountain-4

Lori Ginn-4

Cailean Carlberg-2

Shawn Depew-1

Chris Moore-3

Garrett Grow-4

Rabyne Rogue-4

John Fisher-5

Kyle Shay-4

Julie Swagerty-4

John Brest-3

Kevin Frankenburger-5

Kendall Johnson-5

Scott Rodehaver-5

Cory Hair-5

Tulsa Wheelmen Info Pages

Ride Classifications

| MILES | TERRAIN | AVG SPEED |
|------------------|----------------|------------------|
| 1-Under 10 miles | A-Flat | a-4-8 (leisure) |
| 2-10 to 20 miles | B-Grades | b-7-12 (touring) |
| 3-20 to 40 miles | C-Some hills | c-13-17 (fast) |
| 4-40-70 miles | D-Many hills | d-18+ (racing) |
| 5-75-120 miles | E-Severe hills | |

Weekly Rides (rides roll on time)

| DAY | RIDE | LOC | TIME | TYPE | NOTES |
|---------|-----------------------|--------------------------------|---|----------|-----------------|
| M-F | Bike-to-work Day | Home to work | You pick | You pick | Save the planet |
| Mon | MNR | 17th & Riverside (parking lot) | 5:30 PM | 3/D/c-d | Starts Apr 5th |
| Tues | Summer Crit Series | Tulsa Safety Training Center | 6 PM | 1/A/d | Runs April-Sept |
| Wed | Wed Night Ride | Johnson Park Parking Lot | 5:30 PM (sharp for competitive group!) | 3/D/c-d | Starts Apr 5th |
| Sat/Sun | Racer's Training Ride | 31st & Riverside | 10AM | 4/C/c-d | Year round |

Important Notice: The Tulsa Wheelmen only support responsible bicycle riding. Riders on Tulsa Wheelmen rides acknowledge cycling is a potentially dangerous sport and will hold harmless individually and as a group the Tulsa Wheelmen, its members and sponsors. Helmets are required. All traffic laws are to be obeyed.

Bicycle Web Sites:

www.adv-cycling.org

www.bicycling.com

www.outdoorlink.com

www.bikefed.org

www.bikeplan.com

www.okfreewheel.com

www.istea.org

www.bikeleague.org

www.mountainbike.com

www.runningnetwork.com

www.tulsawheelmen.com

www.usacycling.org

www.olympic-usa.org

www.velonews.com

www.okbike.org

Mountain Bike Riding:

Any day Call-up & Ride, Call Pat at Bicycles of Tulsa, 918-665-2453, or David at T-Town Bicycles, 918-496-8696

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Re-Cycle-It classified ads run for 2 months and are available free to members, (only \$7.50 for non-members); ads **must be submitted in writing by the 10th of the month**. Other rates are available upon request. Make check payable to Tulsa Wheelmen. Mail ad directly to TW Newsletter Editors, P.O. Box 52242 Tulsa, OK 74152-0242 or e-mail a club officer. **DO NOT PLACE ADS BY PHONE**

Take Action: Who you gonna call or write?

City Problems?

Mayor's Action Center:

596-2100, Fax 596-9010.

Tulsa City Councilors: mail 200 Civic Center, Tulsa, OK 74103; ph.918-596-1900, fax 596-1964.

City Animal Shelter: 669-6299.

State Highway Problems?

(e.g. Port Rd, Hwy 97/51), Oklahoma Highway Dept, Ed Kellogg, P.E.; P.O. Box 660, Tulsa, OK 74101, phone 918-838-9933.

Tulsa County Rd Problems?

(e.g. Avery Drive, Wekiwa road), Tulsa County Engineer, Ray Jordan, 596-5730, fax 596-4647.

Tulsa County Traffic Problems?

Tulsa County Sheriff
918-596-5601.

Riverparks Authority, 707 S. Houston, Suite 202, Tulsa, OK. 74127.

Air Quality/Ozone Alert?

Tulsa City-County Health Dept. 918-744-7664.

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CCP: Ren Barger

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Tulsa Wheelmen Newsletter

The official newsletter of the Tulsa Wheelmen, a member organization established in 1978 to "...promote responsible bicycling in all its forms." Whatever your interests; fitness, racing, advocacy, annual events, newsletter and network of 150+ members can help you achieve your cycling goals.

The *Tulsa Wheelmen Newsletter* welcomes any contributions that fall within the two rules of (1) having to do with bicycling and (2) being legible. Contributions need to be made by the 10th of the month prior to publication. Send submissions to Alan Good at

newsletter@tulsawheelmen.com

The *Tulsa Wheelmen* appreciate the support of **QuikTrip** and would like to thank **QuikTrip** for printing this month's newsletter.

THANK YOU!

Event sponsors, volunteers and event directors.

Sign Up A New Member. Your recommendation ensures that the club will grow!

Membership and Address Correction

If you are a member and not receiving your newsletter, contact Tonja Pitzer, Membership Director

(info on left)



Tulsa Wheelmen

P.O. Box 52242

Tulsa, OK 74152-0242

Return Service Requested



Inside This Issue

Cat 123 women's team by Helene

Tulsa Tough by Todd Reed

Recent Tulsa Tough Racing Results

2009 Tulsa Wheelmen Sponsors



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We're on the Web!
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