



# ***Tulsa Wheelmen***

## **RIDES AND EVENTS CALENDAR**

**September 2005**

Visit [www.tulsawheelmen.com](http://www.tulsawheelmen.com) for an extended list of upcoming events.

<b>SUNDAY</b>	<b>MONDAY</b>	<b>TUESDAY</b>	<b>WEDNESDAY</b>	<b>THURSDAY</b>	<b>FRIDAY</b>	<b>SATURDAY</b>
<b>August 28</b> No Wimps - Tailwind Ride, 8 a.m.	<b>29</b> DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	<b>30</b> TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	<b>31</b> West Bank Ride (NOT a Wheelmen Promoted Ride)	<b>September 1</b> Summer Crit Series	<b>2</b> Gateway Cup St Louis Mo	<b>3</b> No Wimps - Tailwind Ride, 8 a.m. Gateway Cup
<b>4</b> No Wimps - Tailwind Ride, 8 a.m. Gateway Cup	<b>5</b> DoT Ride, 4000 N. Hwy 169, 6:00 p.m. Gateway Cup	<b>6</b> TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	<b>7</b> West Bank Ride (NOT a Wheelmen Promoted Ride)	<b>8</b> Summer Crit Series	<b>9</b> Dam Jam Criterium Pryor Ok.	<b>10</b> No Wimps - Tailwind Ride, 8 a.m. Dam Jam Tour  Flint Ridge Circuit Race
<b>11</b> No Wimps - Tailwind Ride, 8 a.m. Tour De Lizzard	<b>12</b> GENERAL MEM. MTG - MAZZIOS AT THE FARM - LOWER LEVEL 6:30PM Race Team Mtg. to Follow	<b>13</b> TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	<b>14</b> West Bank Ride (NOT a Wheelmen Promoted Ride)	<b>15</b> Summer Crit Series	<b>16</b>	<b>17</b> No Wimps - Tailwind Ride, 8 a.m.  Har-Ber Meadows Crit Arkansas MS 150
<b>18</b> No Wimps - Tailwind Ride, 8 a.m. MS 150	<b>19</b> DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	<b>20</b> TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	<b>21</b> West Bank Ride (NOT a Wheelmen Promoted Ride)	<b>22</b> Summer Crit Series	<b>23</b> Cavanal Hill climb Poteau	<b>24</b> No Wimps - Tailwind Ride, 8 a.m. Mercy Celebrity Classic Criterium
<b>25</b> No Wimps - Tailwind Ride, 8 a.m. Mercy Celebrity Classic Criterium	<b>26</b> DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	<b>27</b> TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	<b>28</b> West Bank Ride (NOT a Wheelmen Promoted Ride)	<b>29</b> Summer Crit Series	<b>30</b>	<b>October 1</b> No Wimps - Tailwind Ride, 8 a.m.

# N *Tulsa Wheelmen* NEWSLETTER

Vol. 28, No. 9

"... to promote responsible bicycling in all its forms."

September 2005

## THE EDITOR'S PEN FOR September 2005: Nominations Open For 2005 Club Officers

By Brian Meahan

As the summer months wind down, it is time to start planning for the coming year. Nominations are open for all of the club officer positions. If you or someone you know is available for one of these positions, please email Tim Carrig.

### Executive Board:

**President**  
**President Elect**  
**Secretary**  
**Treasurer**

There are also a number of director and other positions which need to be filled.

### Directors:

**Membership**  
**Advocacy**  
**Race**  
**Race Team**  
**Newsletter Editor**

These positions are appointed by the executive board. If you would like to volunteer for one of these positions, contact Tim Carrig.

## OKC Velo Road RACE

### REPORT: 1/2/3

By Will Gault

The 1/2/3 race seemed really hard. I don't know if I was dehydrated, had a virus or something, or if I'm just not fit. Anyway, there were lots of attacks and

lots of covering for Keith and me. I was never able to get established into a break with the right mix and at one point the field sheared in two and we were caught in the chase group. This was my fault. Keith and Alex Schneider did monster pulls and brought the field back together. (Note that I was really impressed with Alex yesterday, not only for his riding but also the fact that he raced with us). Mercy got three solo riders off at different times and Keith worked with RCRC to keep the tempo high and bring two of them back. The last Mercy solo flyer was taken by Ryan just before our third trip through the feed zone. Keith and RCRC again kept the pace high allowing me to recover. On the biggest climb about two-thirds into the circuit there was a flurry of attacks. Cagle and Smathers got clear near the top of the climb. (After the race I was really bummed that I missed this split because I tried to pay special attention to Chad all day). I chased with Cate and Jared (Mercy) on my wheel. I eventually reeled in Ryan; Cate and Jared then started rotating through when only Smathers and Cagle were left in front of us. By the finishing climb, only Jared and I were left, not so much through attacks but just simple attrition. I won the sprint for third and felt pretty fortunate with that place given the circumstances. Keith came in seventh which is remarkable given the amount of work he did and the number of riders 15+ years his junior that couldn't even finish. Hats off!

## Wheelmen Website Reaches Quarter Million Mark

Sunday July 30<sup>th</sup>, the Tulsa Wheelmen website reached the 250,000 page load

milestone. This is an amazing achievement considering the website is not actively promoted and is a testament to the great work done by our webmasters, past and present.

## Winning a Crit from a Break By Keith Franklin

Winning a crit from a two or three man break can be difficult. Especially when you are working hard to keep a bridge from joining your break. It is easier if you have a teammate who is trying to solo bridge because you don't have to work in the break....saving yourself. The other breakaways have to work to try and keep your teammate from bridging.

So if you have a teammate off the front in a break, you don't want to bring up the pack (VERY BAD), but if you can attempt a solo bridge it is good for your teammate up the road. You can try and bridge even with a couple of others....(note-you don't want to really bring them up) you want to play your bridgemates and let them get you close enough to bridge to the break....attack them when your close enough for a solo bridge....if you get to the break, go the the front and help keep it away.

## VOLUNTEER (S) OF THE MONTH (S)

**July:** The Volunteer of the month has been postponed until the September meeting. Please submit your nominations via the one list.



# TW RACING NEWS

## MASTERS NATIONALS

### RACE REPORT:

### MASTERS 45-49

### CRITERIUM

By Keith Franklin

The course was a .6 mi. loop with two real corners and one sweeper and one low speed left at the top of the hill. The course was flat only for about 75 meters (at Start/Finish). Just past the S/F is a long downhill 5% or so into a 30-35MPH left and sweeper. Slight uphill 2-3% to a 105d of camber, rough, tight corner. Just past the corner was a 8-9% grade for about 50-75 meters....if you didn't hit the corner correctly you scrubbed even more speed at this hill....I downshifted 6 to 7 gears right before the corner. Then a false flat--3% with another small rise 5% before the left-hander to the finish....The finish was 50-75 meter from the last left.

The race...there was supposed to be 66 riders in our race....seemed more like 50 or so....don't know for sure. I got to the line early, but found out they were lining up by bib number....so I was in the back. At the start I moved up to about mid pack and continued to move up to the top 20 or so in 5 laps or so (I think...I was gasping and light headed). I got on Larry Nolan's (winner) wheel for a couple of laps...on the uphill I lost his wheel and was a couple spots back. Sometime shortly thereafter, an attack where 5-6 got away.....then a chase of about the same number....I couldn't respond...absolutely nothing there. The race was up the road and I didn't have the legs.

Things settled a bit and I overcame the urge to quit (had this urge about 5 times in the first 20 laps). I believe there were 4-5 of us chasing the chase group...I pulled a few times...for my mates....we were all

suffering. We got lapped by the 5 leaders with maybe 15 laps remaining...not sure. We rode with them for 2 laps...and they pulled away (they were a notch above us)....then a gift from HEAVEN...chase rider #6 lapped us....he was tall and steady....no surges...we got on his wheel and reeled in several of the bridge attempts and some of the shelled chasers.

Last lap....I was sprinting for what I thought was 12th place or so (pretty hard to get motivated for 12th) I went on the inside after the left after the hard uphill....I got it rolling for about 75-100 meters and the engine failed....I could barely pedal across the line. The first results showed me 13th, second results 16 and final results 17th. There were lapped riders, my group was lapped and we lapped a few. They only left 26 riders in to finish the race....the remainder of the supposedly 66 starters were pulled. Quite possibly the hardest race I've ever done....a new level in pain management!

Thanks to Janne, Ben, David Lencho and wife for shouts of support during the race.

## RACER(S) OF THE MONTH(S) AWARDS

### AUGUST:

Racer of the Month:

Keith Franklin

Teammate of the Month:

Tom Shriver

## Queen City CRITERIUM

By Josh Lewis

Basically, I started the race in perfect position, six back. Two riders were setting a decent pace at the front for

about 10 minutes or so. It was really nice and steady with no surging. Finally, they decided that pulling everybody around at that speed was probably worthless, and the pace was going to whither shortly.

Within a matter of about 3 seconds, I was boxed in and spit towards the back as it surged up both sides and the attacks started. In the midst of working my way back through the field, the split went with all the teams represented, including us. Then for a long time it was pretty relaxed. I had a great opportunity to go for a prime sitting 3 back, but didn't feel that \$20 was worth the potential counter attack opportunity for another breakaway, as I was sure something else was going to stick. A few more attempts by other teams to get breakaways and some solo guys with no representation didn't seem to go anywhere. Blake tried pretty hard a couple of times. Not so lucky. I found myself towards the back again thirsting for water that Charlotte wouldn't hand to me because she thought she would be breaking the rules. Yeah, whatever, heat stroke! While I was at the back listening in to 2 Big Shark guys about Ryan's break coming from behind, I decided, since Keith and Tom were roaming somewhere mid to front of the pack, I would see if Ryan's group would bridge, then I would bring Ryan to the front and keep him there. Then I saw Keith, as he mentioned, and he told me to go cover. So I said okay, and it almost landed me in a good breakaway with Huerta who I bridged to on the back side. Then I started to hear that the break was coming back, but it didn't make sense to me. The bunch's pace seemed too sporadic and negative at times. I just knew it wouldn't once the break knew what they had to do. So with 7 to go, a group of strong riders with team representation

Cont'd



# TW RACING NEWS

Cont'd

slipped up the road with 3 to 5 seconds. I bridged at 5 to go from 4 guys back, and thought it looked good as we had good speed. Bikesource wasn't in it and some solo guys weren't going to have more teams get away so it came back a lap or so later, which seemed to put the hurt on a lot of people. Then the clock was ticking as I was slipping back a little when caught and trying to recover without losing too many places. With 2 to go, I found myself completely shut off of pain and started a march back to the front.

I successfully had great speed going into the last two corners, with slightly more momentum than the 4 to 5 guys in front of me.

Perfect! Until somebody in front of me realized suddenly that when you apex through a corner at 30+, you have to keep the inside pedal up. As in a couple of other instances this year, at least I was fortunate to have cat-like skidding reflexes to avoid the damage. But as you can see by the timegaps at mylaps.com, there were some sneaksters behind me who got around the yard sale cleaner than I.

Again, great job guys. We knew what we had to do at all times, and did it.

Josh

## Queen City CRITERIUM (Sunday)

By Ryan Fiddler

I figured it would take several laps for a break to get away and still it would require the perfect mix of teams to stick. It was so fast at first w/ everyone so fresh you can almost guarantee nothing will stay off very long, I tried once and really burnt myself to get in a move but it was still too early and it came back really

fast. I sat in for a while trying to recover from that attempt hoping nothing too important would go, that's when I noticed Tom killing himself to get in moves and then looking back for a Wheelmen counter but no one was there. This happened a couple of times. Luckily nothing stuck. Then 3 guys got away (Team X, RCRC, and Big Shark) all three of the teams besides us w/ numbers and strong riders, when I saw Mills (BikeSource) go I knew if I could get across we were gone. When I attacked Tracey (Big Shark) covered so I was dragging him up to Mills. Mills noticed I was coming and let off just enough, when I made contact w/ him we both put in huge efforts to get to the lead three. Once we made contact we got organized fairly quickly and really drilled for about 15 minutes. At first it was just me and Mills b/c the other three guys thought they could get a rider across, they finally committed after a couple of laps and we were really working well together. During that time we dropped the Big Shark rider that had been a part of the lead three, so now we were five. I thought for sure I was going drop myself b/c I was taking really hard pulls but I knew on that course it was going to take all of us going all out to stay away. After about 15 minutes it was over and we weren't coming back. Eventually we almost lapped the field, none of us wanted to, so we slowed down and just chilled for a couple of laps, but on that course you can lose time so quickly we about got caught by the field, so we had to pick it up again at the end. At some time in the race someone on the sidelines was telling us Joe Hill (Big Shark, won Saturday) was bridging so Tracey started to sit on. During that time me, Bill Marshall (RCRC), and Mills had to start working hard again. Eventually we were told the chase was over and Tracey started working again. Tracey was definitely the freshest of the group for a few reasons 1) Mills and I were both in

the break Saturday, he wasn't 2) he sat on while we bridged across (by far the hardest effort of the race) and 3) he sat on while his teammate tried to bridge twice. I knew the RCRC and Team x guys were toast, so it was Mills, and Tracey to watch. Mills attacked at the top of the hill on the last lap, I chased, he looked back and saw he wasn't getting away and began to sit up and I just kept going. I had a pretty good gap on everyone, but Tracey was right there. In the end he was too strong and got me on the uphill finish. Very hard freakin' race!

Nice job guys.

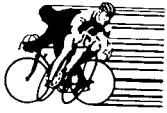
Ryan

## QUEEN CITY CRITERIUM RACE RESULTS

Class: 45+

Place	Number	Name
1	614	<a href="#">David Lencho</a>
2	609	<a href="#">Ben Thigpen</a>
		<a href="#">Tom</a>
3	610	<a href="#">Zourmaras</a>
4	611	<a href="#">Kurt Evenson</a>
5	414	<a href="#">Ken Norton</a>
6	615	<a href="#">Pete Iantz</a>
7	613	<a href="#">Chris Hines</a>
8	612	<a href="#">Cliff Jacobs</a>





# TW RACING NEWS

## QUEEN CITY CRITERIUM RACE RESULTS

Class: 1/2/3

Place	Number	Name
1	64	<a href="#">Joe Hill</a>
2	52	<a href="#">Ryan Fiddler</a>
3	51	<a href="#">Blake McMahon</a>
4	53	<a href="#">Thomas Dolak</a>
5	55	<a href="#">Jay Blakenship</a>
6	50	<a href="#">Adam Mills</a>
7	58	<a href="#">Josh Johnson</a>
8	65	<a href="#">Aaron Huerta</a>
9	63	<a href="#">Kurt Fletcher</a>
10	56	<a href="#">Russell Tole</a>
11	46	<a href="#">Todd Campbell</a>
12	57	<a href="#">Andy Malcolm</a>
13	45	<a href="#">Lucas Musselman</a>
14	48	<a href="#">Karl Stover</a>
15	62	<a href="#">Ryan Heydenrich</a>
16	54	<a href="#">Michael Caragun</a>
17	66	<a href="#">Richard Barrett</a>
18	67	<a href="#">Chris Harre</a>
19	49	<a href="#">Bill Marshall</a>
20	132	<a href="#">Tom Shriver</a>

21	131	<a href="#">Scott Walnofer</a>
22	60	<a href="#">David Cummings</a>
23	61	<a href="#">Mark Obermeier</a>
DNF	130	<a href="#">Scott Barnes</a>
DNF	59	<a href="#">James Rosenberg</a>
DNF	180	<a href="#">Steve Grife</a>

1	174	<a href="#">Jeff Williams</a>
2	161	<a href="#">Tom French</a>
3	178	<a href="#">Benjamin Silk</a>
4	172	<a href="#">Doug Looney</a>
DNF	154	<a href="#">Kary Cummins</a>

Class: 3/4

Place	Number	Name
1	161	<a href="#">Tom French</a>
2	142	<a href="#">James Pirtle</a>
3	147	<a href="#">Sean O'Neal</a>
4	148	<a href="#">Scott Dunsmuir</a>
5	129	<a href="#">Derek Goerke</a>
6	134	<a href="#">Cale MacAnich</a>
7	156	<a href="#">John Brestovens</a>
8	132	<a href="#">Tom Shriver</a>
9	131	<a href="#">Scott Walnofer</a>
10	153	<a href="#">Jeremy Stitt</a>

11	139	<a href="#">Doug Davis</a>
12	138	<a href="#">Alan Christanell</a>
13	149	<a href="#">Kurtis Albrecht</a>
14	158	<a href="#">Adam Lang</a>
15	135	<a href="#">Jim Farasy</a>
16	144	<a href="#">Cory Lassey</a>
17	151	<a href="#">Mark Smelzer</a>
18	143	<a href="#">Zach Hockett</a>
19	414	<a href="#">Ken Norton</a>
20	150	<a href="#">Greg Pettus</a>
21	133	<a href="#">Justin Maciekowicz</a>
22	130	<a href="#">Scott Barnes</a>
23	154	<a href="#">Cary Cummings</a>
24	128	<a href="#">Scott Hill</a>
25	160	<a href="#">TJ Erlacker</a>
26	159	<a href="#">Oreste Pesselato</a>
27	152	<a href="#">Randy Schwerts</a>
28	137	<a href="#">Chris Lamberson</a>
29	145	<a href="#">Marc Alley</a>
30	146	<a href="#">Ryan Solomon</a>
31	312	<a href="#">Joe Fuller</a>
32	610	<a href="#">Tom Zourmaras</a>
33	136	<a href="#">Jason Macom</a>



# TW RACING NEWS

## Queen City CRITERIUM (Sunday)

### Results

#### Cat 1/2

1	69	<a href="#">Tracy Smith</a>
2	52	<a href="#">Ryan Fiddler</a>
3	50	<a href="#">Adam Mills</a>
4	56	<a href="#">Russell Tolle</a>
5	49	<a href="#">Bill Marshall</a>
6	64	<a href="#">Joe Hill</a>
7	78	<a href="#">Shadd Smith</a>
		<a href="#">Michael</a>
8	54	<a href="#">Caragun</a>
9	53	<a href="#">Thomas Dolak</a>
10	74	<a href="#">Stephen Rouff</a>
11	574	<a href="#">Kurtis Albrecht</a>
12	71	<a href="#">Johnny Merli</a>
13	135	<a href="#">Jim Farasy</a>
14	179	<a href="#">Chris Ellis</a>
15	81	<a href="#">Josh Lewis</a>
		<a href="#">Ryan</a>
16	77	<a href="#">Hermesmeyer</a>
		<a href="#">Armando</a>
17	183	<a href="#">Sanchez</a>
		<a href="#">Ryan</a>
18	62	<a href="#">Heydenrych</a>
19	46	<a href="#">Todd Campbell</a>
20	73	<a href="#">Tom Luke</a>
21	75	<a href="#">Keith Franklin</a>
22	57	<a href="#">Andy Malcolm</a>
23	67	<a href="#">Chris Harre</a>
24	72	<a href="#">Michael Weiss</a>
25	76	<a href="#">Aaron Hinni</a>
26	188	<a href="#">Tim Tobbe</a>
		<a href="#">Lucas</a>
27	45	<a href="#">Musselman</a>
28	58	<a href="#">Josh Johnson</a>
29	51	<a href="#">Blake McMahon</a>
30	131	<a href="#">Scott Walnofer</a>
31	65	<a href="#">Aaron Huerta</a>
32	161	<a href="#">Tom French</a>

## Queen City CRITERIUM (Sunday)

### Results

#### Cat 3 / 4

1	170	<a href="#">Ryan Hollaran</a>
2	180	<a href="#">Steve Grife</a>
		<a href="#">Roger</a>
3	184	<a href="#">Lomshek</a>
4	142	<a href="#">James Pirtle</a>
5	129	<a href="#">Derek Goerke</a>

6	188	<a href="#">Tim Tobbe</a>
7	161	<a href="#">Tom French</a>
8	139	<a href="#">Doug Davis</a>
		<a href="#">John</a>
9	156	<a href="#">Brestovansky</a>
10	135	<a href="#">Jim Farasy</a>
11	152	<a href="#">Randy Schwes</a>
12	167	<a href="#">Mike Turner</a>
13	171	<a href="#">Scott Rendall</a>
14	134	<a href="#">Cale MacAnich</a>
15	172	<a href="#">Doug Looney</a>
16	128	<a href="#">Scott Hill</a>
		<a href="#">Armando</a>
17	183	<a href="#">Sanchez</a>
18	154	<a href="#">Kary Kummins</a>
19	130	<a href="#">Scott Barnes</a>
		<a href="#">Patrick</a>
20	181	<a href="#">Robinson</a>
		<a href="#">Ronnie</a>
21	182	<a href="#">Cookson</a>
22	179	<a href="#">Chris Ellis</a>
23	148	<a href="#">Scott Dunsmuir</a>
		<a href="#">Oreste</a>
24	159	<a href="#">Pesselato</a>
		<a href="#">Alan</a>
25	138	<a href="#">Christanell</a>
26	163	<a href="#">Alex Schneider</a>
27	151	<a href="#">Mark Smelser</a>
28	177	<a href="#">Marc Stokes</a>
29	150	<a href="#">Greg Pettus</a>
30	311	<a href="#">Barry Haley</a>

## Lesson's Re-learned

By Malcolm McCollum

When I first started racing 20+ years ago, one of the goals I set for myself was to come away from every race having learned something. It might be anything. Sometimes they were big - like a new tactic. Sometimes it was more subtle - like learning the habits of a particular rider. At the Tour of KC Crit, I re-learned a valuable lesson.

The night before the race we had dinner with a couple of friends and they were asking me about the crit the next day. I explained the course to them and a little about the field (Saturday we had 55 riders in the combined 40+ and 50+ race) and how strong many of them were. I opined that the hill in the circuit race

was probably responsible for cutting the lead group down to around 15 riders, but that in the flat crit I expected about double that many to be able to stay together. It's going to be important, I told them, to stay in the top ten or so positions and because everyone else will be wanting to do the same thing, it would be important to come to the line well warmed-up and mentally prepared to go hard from the gun. How prophetic those words would prove to be.

A half-hour before the crit, it was still drizzling and chilly. I got up early and started my pre-race routine. When I saw the weather and got to the course, I began to question whether I wanted to even do the race. This was going to be my last race of the season and I wasn't really all that crazy about the prospect of spending the next several weeks in my office with road rash oozing through my slacks.

I warmed up on my trainer and did a few laps of the course. I didn't like what I saw. With demons of doubt dancing in my head, I lined up with the rest of the masters. Three laps later, I dropped out.

The course was not great, but frankly I have ridden worse. My mistake was in riding the fence. And for that I was disappointed at myself. Of all people, I know better. In some races - road races, for example - you can manage to ride yourself mentally into the race. Not so in a short crit like this.

The lesson (re)learned. Make sure your head is in the race or don't show up at the starting line. Put another way: if you're going to show up at the start line, make sure all of you shows up - mind and body - prepared and committed to race. At least I learned something. Even if it was something I already knew





# ***TW ADVOCACY NEWS***

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## **COMMUNITY CYCLING PROJECT News**

**By Sandra Crisp**  
CCP Coordinator

We hosted 6 Community Cycling Project at the July 30th BikeEd class. This makes 15 total recipients since we began this community outreach project last October.

We gave away some very nice bikes and the recipients were so excited to take ownership. One told me it seemed like Christmas. They were all very, very appreciative.

Recipients arrived by 10 AM and we finished with them around 11 PM. Long day. Instructors were Brian Potter and Gary Parker. Tom Brown showed up first thing in the morning to go over all the bikes and came back after his shop closed in the evening and spent time with us including a ride.

Others that came by during the day included Richard Hall, Richard Abbott and Ed Wagner.

## **CCP PARTICIPANTS RESPONSE**

July 31, 2005

Thank you, thank you, thank you for bringing such a prize to three of my clients - not only the bike but the extensive training and all the extras. Troy just couldn't wait to see me today to tell me all about it. This is truly a community service Tulsa Wheelmen has undertaken. It's very

much appreciated!

Sincerely,  
Gloria

I received a very nice thank you card from Troy Williams late yesterday.

(For those of you who weren't at Saturday's class - Troy received the pretty Trek bike Pat Reynolds donated and Bobby Williams overhauled):

"Thank you & to whom it may concern. The time spent during the class, & the relations was very fulfilling. The bicycle fits my sporty, fitness, levels. I really look forward to riding on the Wednesday gathering. Hopefully maybe I can enter a race. I would very much like to stay in touch, call say hello, I had lots of fun."

There was also a drawing of a smiling stick figure standing beside a bicycle & waving with a smiling sun in the sky.

I believe Troy and perhaps Kenneth (who received Dale Reynolds' bike) plan to try the Wednesday night ride tonight now that they know about it. Troy is serious about checking out racing too.

If someone has the Reynolds or Bobby's email addresses, please forward this to them.

Thanks,  
Sandra

Brian, Gary and all who helped with the July 30th CCP class:

We have received another thank you note (copied below). This one is from Joe Brasier. Joe was referred by Exodus House and received the REI Mountain Bike that we put the slick tires on.

Sandra

\*\*\*\*\*

Dear Sandra, Brian & Gary,

I just wanted to tell you all how much I appreciate everything you all did for me. I ride my bike everyday to work and back. I also use it in conjunction with the bus system to make bus rides easier and more efficient. Thank you for the bike and all the gear. I am still on cloud nine and everyone I talk to wants to know how they can get a bike!?

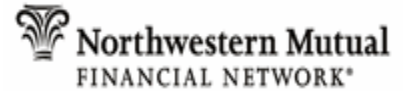
Your friend,  
Joe B.



## 2005 TULSA WHEELMEN SPONSORS



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# TW TRAINING TIPS

## CLIMBING FOR FLATLANDERS

By Chris Carmichael

May 11, 2004

You are 180 pounds; lean as you can get, and convinced that there is no way you can keep up with that 135 pound rolling toothpick on the next big climb. Well, you're right. He will ride away from you, but not because he's light.

Big riders from vertically-challenged areas of the country are positive they can't climb hills. As a result, they don't climb hills very well. Great climbing is a skill-dependant aspect of cycling, just like sprinting, cornering, and descending. If you know how to climb, you stand a better chance in the hills.

The next time you encounter a climb, relax! Climbing fast will put you at or near your lactate threshold. Staying seated and calm with your upper body relaxed helps keep your HR a few beats lower, allowing you to pedal little harder before reaching threshold. Remember watching Lance in the Alps? He was calm and controlled, even as he rode away from Zülle, Escartin, and Virenque.

Spin a lower gear. Do not try to muscle your way over long climbs. Reduce your gearing and increase your cadence. You won't accumulate lactic acid as quickly, and are more likely to make it over the climb without blowing up. You will lose much more ground by blowing up and crawling to the top than you will by riding your own steady pace, even if your pace doesn't quite match the local featherweights.

Use physics to your advantage. When you have to climb out of the saddle, align your body over your pedals on the downstroke. If you have to carry

that body weight up a hill, make it work for you. I don't mean "throw your bike around underneath you." That will only enrage the riders around you and hasten your departure from the back of the field. Instead of pulling your bars in toward the center as you stand and climb, push them out to the sides. You are already using your triceps and shoulders to support your body weight, why use your pulling muscles as well? Using more muscles means using more oxygen. You can only transport so much oxygen; use it wisely.

The biggest hill in town is a highway overpass? Minor detail. You can practice seated climbing on an indoor trainer with the front wheel elevated 4-6 inches above horizontal. You can hone your out-of-the-saddle climbing technique on even the smallest of climbs. If you need proof that big guys can indeed climb, George Hincapie has made it through the toughest climbs of the Tour de France, at 180 pounds.

## CONQUERING PELTON POSITION: Learn Your Way Around the Pack

By Chris Carmichael

Sep 9, 2004

Among the benefits of having live Tour de France coverage on the Outdoor Life Network this summer was the opportunity to observe the benefits of riding near the front of the peloton. By maintaining a constant presence on the front of the race, the US Postal Service kept Lance Armstrong out of trouble and in position to win. You, however, probably don't have eight men committed to keeping you in perfect position, so you better know how to maneuver through the peloton on your own.

Every racer has heard someone yelling, "Move up", or "Get to the front" in the middle of a criterium or road race. Of course, the processes of getting there and staying there aren't as simple as they seem. With 100 riders all trying to be in the top 15, people are passing and being passed constantly. Your ability to move through the peloton efficiently plays a significant role in the amount of energy you use during a race or group ride, and hence influences the power you have left for the finish.

### Never Sleep

Keeping your head up is the most important key to improving your position in the peloton. You have to be aware of what's going on in the field, and that means keeping an eye on the riders around you as well as the riders far to your front and sides. You need to see the big picture of the peloton so you can react to surges or decelerations from riders near or far away from you.

Field splits often happen because the riders in the front accelerate and someone who's not paying attention doesn't realize he has to speed up until it's too late. He's too slow to react because he was only watching the wheel ahead of him and failed to anticipate the acceleration. Not only do you want to avoid being that guy, you also have to be prepared for someone else to fill that role. Closing gaps at race pace takes a lot of effort, so it's important to move around struggling riders before they allow a gap to open. If you watch the peloton carefully, you see accelerations and decelerations well before they affect you, giving you time to react with minimal additional effort.

CONT'D

**MALCOLM LAW**  
THE LEGAL SPECIALIST



# TW TRAINING TIPS

Cont'd

Anticipating changes in weather and road conditions plays a large role in peloton positioning as well. You want to make your move before you turn into a crosswind or before the road narrows. When you're in the wrong position and the conditions change, someone else may be occupying the space you want and you have to use energy to either take that space or find another. For instance, if you're riding with a tailwind and about to turn right, you know you're going to be riding in a crosswind from the right as soon as you make the turn. You want to avoid being stuck in the gutter on the left side of the road, meaning you have to position yourself prior to the turn in order to end up in the middle of an echelon, preferably the first one. Likewise, it's typically easier to move up when the peloton is riding on wider roads, so you don't want to be at the back of the group when the roads get narrow.

## Get a Move On

Knowing where you need to be and actually getting there are two entirely different things. Moving up through the field is much more efficient than pulling out to the side of the peloton and accelerating in the wind. To efficiently move through the field, you have to develop the ability to see passing lanes opening and closing around you. While you may be able to move up by going straight up in between two riders ahead of you, you're more likely to find diagonal lanes to accelerate through.

The trick to moving up through a diagonal lane is to get your handlebars ahead of the rider beside you. If your bars are ahead of his, you control where the two of you go. As you accelerate forward and to the side, the rider next to you has to move with you in order to avoid hitting your thigh with his handlebar.

Moving up through diagonal lanes doesn't mean cutting people off or riding recklessly. The best riders are so smooth they can move up through the field without being noticed. Once you decide a space is big enough and you're going to accelerate through a lane, commit to the move and go. When you're uncertain, you make riders around you nervous because you're jerking your bike and head around as you decide whether you can make it through the hole. Keep your eyes on your destination and move steadily into that space; the riders around you won't flinch because you've already made your move by the time they realize what's going on.

In criteriums, the entry into a corner often provides prime opportunities to move up. If you can find a lane that will help you keep more of your speed through the corner, you can move up several places. You have to have confidence in your handling skills and brakes to pull this off safely. As the corner approaches, some riders will back off the wheel ahead of them slightly in order to float through the turn without having to hit the brakes as hard. This opens up passing lanes, but to take advantage of them you have to come into the corner with more speed and be comfortable passing people in close quarters. Again, you have to commit to the pass, get your handlebars ahead of the person you're passing, and move confidently into the space. In this case, hesitating will likely mean getting stuck between two riders as the lane closes; not a good situation to be in while leaning into a turn at 30mph.

## Practice Makes Perfect

Group rides and training criteriums are the best places to practice moving around the peloton. In order to stay near the front of a real race, you have to find and move through passing lanes rapidly and frequently. One of the best ways to simulate those

demands in training is to start at the back of a group and move up to the front as quickly as possible without ever going to the outside of the pack or taking your hands off your handlebars. If you can consistently move from the back to the front of a big (50-100 riders) training criterium within one lap, you're doing well.

Knowing how and when to move around the peloton compliments the fitness you've developed through training. All the action is at the front, and you can't take full advantage of your fitness if you're caught in traffic at the back of the field. If you want to win a sprint or get into the winning breakaway, you have to be in the best place at the right time. Don't leave it up to blind luck; develop the skills to get where you need to go, and you'll see a big improvement in your results.

## STAYING FOCUSED

By Dennis Oliphant

- 1) Have a clear plan-Focus your attention on just a few things at a time, concentrate, and use time wisely.
- 2) You have to isolate the places that give you trouble.
- 3) Speed will come if you work at it patiently-It is painfully slow and frustrating, but it will come if your work in steady increments.
- 4) Concentration-It's not enough to just practice. You have to practice with concentration.

"You play the way you practice." - Pop Warner

 **Northwestern Mutual**  
FINANCIAL NETWORK®

# *Flint Ridge Circuit Race*

*Saturday, September 10, 2005-Flint Ridge Resort, Kansas, Oklahoma\**

## **\$3000 IN CASH PRIZES!!!**

### **Course Description:**

A beautiful 5 mile circuit of steep climbs, rolling hills, and a screaming fast downhill section. This course winds around the Flint Ridge community on good roads with little traffic. Pre-riding is recommended as there is a very fast downhill section into an "S" turn just before the finish on the steepest climb of the course.

### **\*Directions:**

**From Tulsa:** Take Highway 412 East to the Kansas, OK exit #28 and go south on Highway 10/59. Go through flashing red light about 5 miles and you will see the front gates of Flint Ridge on the left.

**From Arkansas:** Take Highway 412 West from Siloam Springs.

**From Texas:** Take Hwy 75, at McAllister take 69 North to Highway 412. Go right (east) on 412 to the Kansas, OK.

**From Kansas or Missouri:** Take Highway 59 to Kansas, OK.

Categories	Start Time	Fee	Prizes	Places	Distance/Laps
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MASTERS 35+/45+	9:00	\$25	\$350 / \$350	5	25 MI / 5
WOMEN OPEN/ JRs JJJuniors	10:30	\$25 / \$15	\$250 / AWARDS	4 / 3	20 MI / 4
CAT 4 / 5	11:45	\$25	\$400	5	30 MI / 6
CAT 3 / 4	1:30	\$25	\$600	5	35 MI / 7
CAT 1 / 2 / 3	3:30	\$25	\$800	6	40 MI / 8

**Registration:** Open at 8:00 a.m. and will be open all day. No Pre-registration! Registration closes 15 minutes before each race. Second and third race entry fee discounted \$10.

USCF Permit PENDING. USCF rules apply - helmets required. All racers are required to have a current USCF license in hand. Parents or guardians must sign entries for riders under 18. Each race will be scored separately. Promoters reserve the right to combine classes, cancel classes, adjust course length and start times. Fields with fewer than 7 competitors may be combined with other fields and not scored. Races held rain or shine.

**PRESENTED BY THE FLINT RIDGE PROPERTY OWNERS ASSOCIATION, INC.  
and THE TULSA WHEELMEN**

**RACE DIRECTOR – Brandon Johnson – 918-791-8727; [branjohn3@hotmail.com](mailto:branjohn3@hotmail.com)**





**MORE . . .**

**WHEELMEN 770**

**SEPTEMBER 2005**

**\*!?! ?!**  
**TAKE ACTION**  
**Who You Gonna Write!**  
**Who You Gonna Call!**

### **CITY PROBLEMS?**

**Mayor's Action Center:** 596-2100, Fax 596-9010.

**Tulsa City Councilors:** mail 200 Civic Center, Tulsa, OK 74103; phone 918-596-1900, Fax 596-1964.

**City Animal Shelter:** 669-6299

### **STATE HIGHWAY PROBLEMS?**

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

**TULSA COUNTY ROAD 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, 918-596-2001.

**AIR QUALITY/OZONE ALERT QUESTIONS?** Tulsa City-County Health Dept. 918-744-7664.

**This month I took action. I made a call or wrote a letter to:** \_\_\_\_\_

**About:** \_\_\_\_\_

**Response:** \_\_\_\_\_

**Date:** \_\_\_\_\_

### **TW MONTHLY MILEAGE LOG**

Date: \_\_\_\_\_  
 Bike \_\_\_\_\_ Bike \_\_\_\_\_  
 Miles \_\_\_\_\_  
 Now: \_\_\_\_\_  
 Prev. \_\_\_\_\_  
 Month: \_\_\_\_\_  
 Month \_\_\_\_\_  
 Total: \_\_\_\_\_

Take current mileage shown on bike computer, subtract the previous month's "Miles Now" figure and the result is the distance ridden for the current month.

## **RE-CYCLE-IT!**

### **THE CLASSIFIEDS**

Where member ads are free!

**FOR SALE:** Lightspeed Tuscany, 57cm, Ultegra 9 cog, Thompson post, Aria Ti Saddle, Cane Creek headset, Control Tech stem, Spinergy Spox wheels, Lightspeed carbon fork, less than 200 miles. MINT CONDITION. No pedals. \$2,200. Call Muskogee 918-683-4497 or email [fredgdove@aol.com](mailto:fredgdove@aol.com).

**FOR SALE:** 2003 Mavic Ksyrium SSC SL's WITH 12-23 cassette/skewers. 3t Zepp 110 mm stem, 26.0 clamp Wheelset: Chris King Hubs, Campagnolo Tubular Rims, 28 hole, approx. 1475 grams, all silver. Retail Over 700.

\*\* Orbea XLR8R Frame\*\*--55 centimeter, Columbus XLR8R tubing throughout, Columbus Carbon wishbone seat stays. Contact me privately with any offers, Thanks again, Tom French

**FOR SALE:** Cannondale, F800, "Lefty". 2002 Model, purchased new April, '03. Old owner hospitalized 3 times since June, '03. Like new, low mileage. Ridden less than 25 times. Never ridden in competition. Disc. Brakes, all original equipment. \$600. Tulsa (918)-252-7282. Jon.

**FOR SALE:** 16 inch wheel childrens bike. Great as a beginner bike with or without training wheels. Freewheel and hand brake added. \$50. Call Marc at 918-749-4075

*Re-Cycle-It* classified ads run for two months and are available free to members, (only \$7.50 for non-members); ads **must be submitted in writing by the 10<sup>th</sup> of the month.** Other advertising rates available upon request. Make check payable to **Tulsa Wheelmen.** Mail ad directly to *Marc or Beth Delametter, TW Newsletter Editors, 4530 S. Louisville, Tulsa, OK 74135.* or e-mail to [nlfamily@cox.net](mailto:nlfamily@cox.net) . **DO NOT ATTEMPT TO PLACE ADS BY PHONE**

### **BICYCLE WEB SITES**

**Adventure Cycling:** [www.adv-cycling.org](http://www.adv-cycling.org). Information on bicycle touring in the United States and worldwide.

**Bicycling Magazine:** name says it, [www.bicyclingmagazine.com](http://www.bicyclingmagazine.com).

**Bikes Belong! Coalition:** [www.outdoorlink.com/bikes-istea](http://www.outdoorlink.com/bikes-istea) Congressional bicycle advocacy.

**Bicycle Federation of America:** [www.bikefed.org](http://www.bikefed.org) Bicycle issues and advocacy.

**Bike Plan Source:** [www.bikeplan.com](http://www.bikeplan.com) Great site for community bike planning information. (Yes, Tulsa planners, other people have already invented the wheel.)

**FreeWheel Oklahoma:** <http://www.okfreewheel.com> . Information about FreeWheel Oklahoma 22<sup>nd</sup> Annual Bicycle Tour, June 12-19.

**ISTEA:** [www.istea.org](http://www.istea.org) Update information on the upcoming ISTEA legislation.

**League of American bicyclist:** [www.bikeleague.org](http://www.bikeleague.org) . Bicycle advocacy.

**Mountain Bike Daily:** [www.mountainbike.com](http://www.mountainbike.com) . Mountain bike stuff.

**Oklahoma Runner Magazine:** [www.runningnetwork.com](http://www.runningnetwork.com) . Information Oklahoma running events.

**Runner-Triathlete:** [www.runningnetwork.com/RunTriNews](http://www.runningnetwork.com/RunTriNews) . Triathlon and running information by region.

**The San Francisco Exploratorium:** [www.exploratorium.edu/sport/](http://www.exploratorium.edu/sport/) . The Science of Bicycling, facts and information.

**Sydney Morning Herald:** [www.smh.com.au](http://www.smh.com.au) Because the 2000 Olympics is closer than we think.

**Transportation Policy Project:** [www.islandnet.com/~litman](http://www.islandnet.com/~litman) . Discussion of positive and negative bicycling issues impacts. (Super site!)

**The Tulsa Wheelmen Web Site:** [www.tulsawheelmen.com](http://www.tulsawheelmen.com)  
**USA Cycling:** [www.usacycling.org](http://www.usacycling.org) National and regional schedules.

**U.S. Olympic Committee:** [www.olympic-usa.org](http://www.olympic-usa.org) . Olympic information including cycling.

**VeloNews:** [www.velonews.com](http://www.velonews.com) The journal of bicycle racing.



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## Tulsa Wheelmen Newsletter

The official newsletter of the Tulsa Wheelmen, a membership organization established in 1978 to "...promote responsible bicycling in all its forms." Whatever your interests; fitness, racing, advocacy - our training rides, races, 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 10<sup>th</sup> of the month prior to publication. Send submissions directly to **Jeremy Stitt, TW Newsletter Editors, 7917 S. 92<sup>nd</sup> E. Place, Tulsa, OK 74133** or to **Tulsa Wheelmen Newsletter Editor, P.O. Box 52242, Tulsa, OK 74152-0242**.

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



**TULSA WHEELMEN**  
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