

TW Editor:
Alan Good



Tulsa Wheelmen Newsletter



February, 2007

Volume 30, Number 2

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Rider Interview: New Tulsa Wheelmen Cat 1 racer Andy Malcom by Alan Good

Alan: The TW readers like to know about new racers and I noticed you were a Cat 1. Welcome to the team! Please tell the team a little about yourself.

Andy: I was born and raised in Wichita Kansas. I began riding my bike at 10 years old. My dad got me into it. He and I went on the Bike Across Kansas when I was 10 and 11. That got the ball rolling for me and I started racing in a local Wichita racing series every weekend. I got my USCF license at the age of 14 and began to travel the mid-west region to race. By the age of 16, I was upgraded to a cat 2 and racing all over the country. As a junior I raced against Lance Armstrong, George Hincampie and many others. I also raced in many national championships, junior world trials and countless other races all over the country.

I was out of the sport from age 18-22. Cycling was in my blood and I came back to it at age 22. After 5 years off I came back as a cat 2 which was very rough but I managed to upgrade to a cat 1 by the time I was 25!

Since then I have raced many national championships, and stage races around the country such as Tour of Willamette, Oregon, Tour De Tuna, Pennsylvania, Tour of the Gila, New Mexico, Nature Valley Grand Prix, Minnesota, to name a few.

I am very excited about racing with and for the TW. This team seems to be very organized and excited about racing. That is very refreshing to me and makes me feel good about the team. It seems to me that there are many people working very hard behind the scenes to make this work and I appreciate it!!!

Alan: How did you come to join the TW?

Andy: I heard that the team was looking for some more riders through Will Gault. I then sent a resume and was lucky enough to be chosen.

Alan: Are you training with the team yet? How is your off season training coming?

Andy: I did make it to one race meeting so far. I do plan on doing some training with the team soon so I can get to know them. My off season training was going well until Dec. because I raced until the end of Nov. but now it is not so good. I am riding almost every day but mostly on my rollers. I am trying to get in long rides on the weekends but that has been hit and miss with the weather lately.

Alan: What races are you planning to do in 2007?

Andy: I am planning on racing almost every weekend as I do every year. It seems like the TW do some different races than I typically do. I am looking forward to some new races. I would like to do Nationals crits and possibly Nature Valley Grand Prix but

mostly I want to do what the team wants to do big or small.

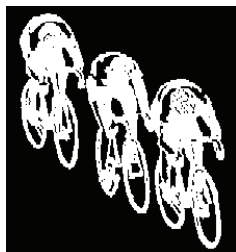
Alan: What are some individual as well as team goals you would like to see happen in 2007?

Andy: As an individual I would like to make a contribution to the success of the team every time I race. I am just as happy if I can help someone else win a race as if I win. In 2007, I would like to win a couple of races. I always have a goal of finishing in the money.

Alan: Is there anything else you like to say about the team, sponsorship and racing?

Andy: The sponsorship is very good and I feel lucky to have them. I am looking forward to the 07 season on the TW race team!!

Alan: Thank you for your time Andy and good luck to you and the race team in 2007!



New Blood with Something to Prove by Darren Fritz

Schedule of Events

- 2/24/07-Walburg RR (TX)
- 2/25/07-Pace Bend RR (TX)

See calendar for other events or go to TW website events calendar.

Happy training!

The 2006 season was good to the Cat 5 group of Tulsa Wheelmen. The Cat 5s on the 2006 Tulsa Wheelmen team were composed of some members racing for the first time ever and some riders that joined a team for the first time. I think I can easily say that we were all motivated and glad to be part of a team that we could all be proud of. We all wanted to be worthy of being on the team and raced hard to prove that we deserved to be there.

The first half of the season kicked off with strong finishes from Philip Stauner, Edgardo Delgado, Sean Stevens, Andrew McAdoo and Devin Gilpin. In the races up to and including Joe Martin, there was at least one Tulsa Wheelmen in the top ten of every Cat 5 race attempted. Philip highlighted the season with three top ten finishes at Joe Martin. In total, the Cat 5 members had 21 finishes in the top ten for the first half of the season.

Tulsa Tough marked the middle of the 2006 season and may have been the highlight for the year for the Cat 5 racers. In the Saturday State Championship crit races, seven Tulsa Wheelmen finished in the top ten highlighted by a second place finish by Rafael Santiago. OLN announcer David Towle talked lap after lap about the great team work done by a Cat 5 team that barely knew each other. This race also marked the first Tulsa Wheelmen races for Kyle Freeman and Darren Fritz who also managed to join in the top ten result list.

On Sunday's Tulsa Tough crit, the team scored six top ten finishes including a first place win by Philip Stauner. One of the team members, who will remain nameless despite his heroics, crashed in the last corner, damaged his wheels but still got back on and managed to finish in the top five. If nothing else, we had the spirit to keep going and never give up.

The last half of the season highlighted a lot of hard work from Philip Stauner, Darren Fritz and Kyle Freeman. Races attended by the group included Speedwheel, Wicked Witch Road Race, OK State Time Trial, Baldwin City Stage Race, OC Crit, Campus Corner Crit, Tour Of Kansas City, HarBer Meadows and Mercy Classic. In these races, the TW racers grabbed another 20 top ten finishes for the team including two more first place finishes to go along with two second place and two third place finishes.

All told, we had an exciting year as new Wheelmen with 41 top ten finishes and three first place finishes. We worked hard to prove that we deserved to be part of the Wheelmen and now look forward to moving up, learning even more and contributing to the team in the years to come. Thanks for giving us the chance and for all of the support that you offered us through out the year to help us be the best racers we could be.



Tulsa Wheelmen News

2006 Race Team Awards to be announced at February 12th meeting at CTCA.

Updated Team roster on website.

New sponsors for 2007 are listed on page 10. Let's thank them for all their support!

Update: Meet the Team section revised (see page 7). Still need several headshots. We will be discussing this at February team meeting.

Polar Bear ride was a success. About 20 riders showed up at the Delgado's for a 36 mile ride. The best

part was the food with "black-eyed bean's" and authentic Puerto Rican dessert after the ride. Thanks to Edgardo & Loida!

Good luck to everyone's race season!

February 2007: Rides & Events Calendar

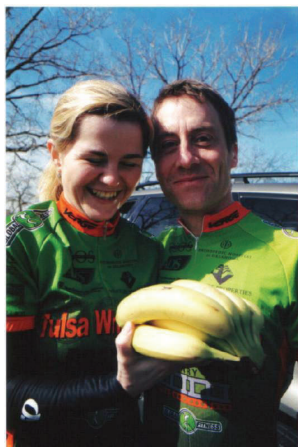
Visit www.tulsawheelmen.com for an extended list of upcoming events.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Noon Racer's Training Ride
4 8 AM No Wimps 1 PM-Racer's Training Ride	5	6	7	8	9	10 Noon-Racer's Training Ride
11 8 AM No Wimps 1 PM-Racer's Training Ride	12 General Mem. Mtg 6:30 PM Race Meeting to follow at 7:30 PM	13	14	15	16	17 Noon- Racer's Training Ride
18 8 AM No Wimps 1 PM-Racer's Training Ride	19	20	21	22	23	24 Noon-Racer's Training Ride Walburg RR (TX)
25 8 AM No Wimps 1 PM-Racer's Training Ride Pace Bend RR (TX)	26	27	28	1 March	2	3 Noon-Racer's Training Ride LaPrimavera, Lago Vista (TX)

Nutrition Corner

by Lenka Humenikova &
Tom Shriver

Branched Chain Amino Acids and Athletic Performance



Branched chain amino acids (BCAA) have become one of the most popular sport performance enhancing supplements in the last several years. It is no wonder that many manufacturers of sports supplements have flooded the market with products containing BCAA, including powders, liquids, and energy bars. But what are branched chain amino acids and can they really improve your performance?

BCAA are three essential amino acids: valine, leucine and isoleucine. Because BCAA are essential nutrients, they can only be obtained from dietary sources or supplements and their presence in the body is crucial for continuous protein synthesis. Without BCAA, the body's ability to repair protein tissue and maintain muscle mass is impaired, especially during intense training periods.

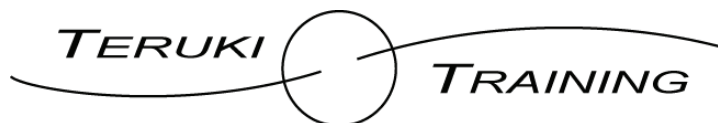
Several studies have shown that valine, leucine, and isoleucine have the ability to decrease the amount of serotonin that is secreted to the circulatory system during endurance exercise. Serotonin is a hormone that is involved in the regulation of sleep, mood, body temperature and appetite of individuals at rest. However, during prolonged exercise, many athletes experience fatigue of the central nervous system that is related to increased serotonin in the circulation.

Because elevated serotonin levels cause a variety of symptoms such as decreased motivation, tiredness, fatigue and loss of motor coordination, it is in the best interest of athletes to keep serotonin levels at lower ranges during exercise. While the physiology of this mechanism is much more complicated, endurance athletes may benefit from the consumption of supplementary BCAA because these amino acids prevent serotonin levels from rising, especially during prolonged and intense workouts. Thus, it is not surprising that runners, cyclists, and other endurance athletes may benefit the most from the intake of BCAA.

Although the popularity of supplementary BCAA among athletes has increased tremendously in the last few years, you can get adequate amounts of BCAA from your diet. Common foods such as red meat, dairy products, and eggs are great sources of BCAA and most athletes already consume them on a regular basis. As with many other supplements, the effectiveness of supplementary BCAA on the prevention of central nervous system fatigue in athletes is inconclusive in the existing research. Thus, there is no clear evidence that taking BCAA in the form of powders, bars, or liquid supplements will protect you from getting fatigued during endurance training.



Product Reviews: Hey tell us about a product or component you use for cycling. Cost? How you like it? Let our readers know about it.



Which Butter is Better? Paceline vs. Assos. by Davis Hale

As I sit here writing this article, I envision some of you tucked away in a small corner of your house or perhaps in the garage trying to get your next fix. I am referring to the perils onset by old man winter, the indoor trainer. Regardless if you are a roller or fluid trainer person, you have to adapt and make the best of your stationary equipment. Spending hours in one position can take its toll on the saddle area.

Male or female, you have to be concerned with chaffing and saddle sores. Traditionally I have been a Paceline Chamois Butt'r guy. However, this Christmas yielded a new weapon in my battle against unwanted hot spots. Assos Chamois Cream magically appeared in my stocking come Christmas morning. Perhaps this was my wife's way of comforting my frustration for each time I am outbid on a pair of Assos bib shorts on ebay.

Comparatively speaking, both Paceline Chamois Butt'r and Assos Chamois Cream do work. But which one is the better butter? This was the perfect time for me to hold my own clinical trial in the garage on my trainer. Because my study was not FDA, AMA, or IRB approved and I received no incentives (except a soft saddle area), there could be potential threats to its validity.

First, Paceline Chamois Butt'r is usually a few dollars cheaper than Assos's version. Paceline usually runs between \$10 and \$14 while Assos runs between \$17 and \$21. Both products have some of the same ingredients. The ones which separate Assos from Paceline are menthol and witch hazel. The combination of these two ingredients results in an unexpected cooling effect. At first I was fearful of the cooling but now have grown to embrace it. Assos claims that its ingredients are 100% natural. Paceline does not make this claim, however, I could not determine which of the ingredients listed would be considered unnatural.

At first I could not decide if I preferred the cooling effect of Assos or the more functional texture of Paceline. I knew that I rarely experienced any soreness with the use of Paceline, so I decided to use Assos alone for a couple of weeks. Honestly I began to look forward to the cooling effect and have considered purchasing a 55 gallon drum to soak in. However, towards the end of one week I noticed a couple of hot spots. Frustrated and in partial pain, I made the decision to use Paceline. Within a few days the hot spots were gone. But I missed the cooling effect of Assos.

I came up with a plan that I would use Paceline before and during rides and use Assos after rides. This has been the most effective method of treatment and prevention. Therefore, I recommend Paceline for its functionality and Assos for its comfort and cooling effect.



Cancer
Treatment
Centers
of America®

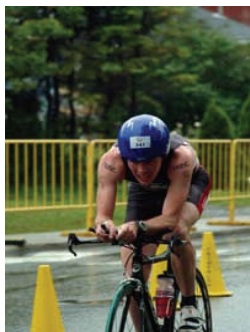
at Southwestern Regional Medical Center

Winning the fight against cancer, every day.®



INSIDE the PELETON

by Davis Hale



William Davis Hale is a doctoral student in Health and Human Performance at Oklahoma State University. He recently joined the Tulsa Wheelman race team for the upcoming season. The past 2 years Davis has raced in USAT specifying in Duathlon competing at the state, regional, national, and world levels.

MALCOLM LAW
THE LEGAL SPECIALIST



Terrain Based Intervals

Riding on the road is never in a controlled environment like an indoor trainer. Weather, wind, and terrain are variables which can influence the workload you are attempting to maintain. For most riders, interval training rides consist of timed efforts at a high intensity workload measured with a heart rate monitor or power meter. Interval training would be ideal if a flat section of road existed with no wind, however, much of your efforts will be determined by the type of terrain you are riding. This thought occurred to me one day on a solo ride while attempting to maintain efforts over my lactic threshold for one minute with a two minute rest. I noticed that on descents, my workload became much harder to maintain. The result of this epiphany is a term called terrain based intervals (TBI). Being a research fiend, I attempted a search within the literature and came up with one hit. Robbie Ventura, Floyd Landis' coach, referred to TBI in his description of Stage 12 of this year's Tour de France.

Ventura breaks down Floyd's training in preparation to the hills he would encounter on Stage 12. The following is an ex-

cerpt from this training log: "In racing, the urges and pace setting is rarely based on some fixed time or distance. Those surges or attacks happen relative to changes in the terrain. Accordingly, after a certain point in training, I usually throw away the clock with respect to intervals on the climbs and have riders simply use terrain features, as their cue for how long and hard different efforts should be" (p 27). This training method can be used in group rides but especially in rides where you are caught solo.

Less wind drag occurs in hard efforts on accents than efforts on descents. Therefore, more time can be made up while going hard on the uphill versus going hard on the downhill. Using TBI instead of your clock can be a great way for you to mix up the monotony of interval training. When I incorporate this training method I keep a high intensity on the accents (85-95% max HR). On the descents I let my HR fall a few beats under my lactic threshold and on the flats and false flats, I try and keep my HR a couple beats above my lactic threshold. This allows me to determine my hard efforts with the terrain of each route instead of paying attention to my clock. Robbie Ventura's article of TBI can be found at:

http://www.matsport.com/training/pdf/tour_de_france.pdf.

USCF vs. USAT

Recently I decided to evolve my competitive spirit from duathlon to bike racing. This decision was made due to a few influences including my training partner Al Good. Since this will be my first season racing strictly bikes, I started to reflect on possible positive outcomes for my decision to switch racing disciplines. I am not writing this section to alienate multi-sport athletes; I just want to be optimistic about this next year in USCF. Therefore, I have compiled a top 10 list of reasons

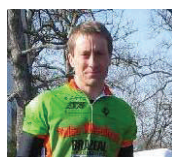
to race USCF versus USAT (United State Triathlon Association).

Top 10 Reasons I Chose to Race USCF vs. USAT:

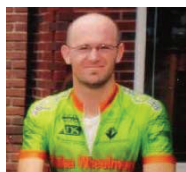
10. No penalty against abandoning a Gu wrapper or water bottle in USCF
9. Much less time racing solo
8. No Brick!!
7. No transitions
6. Three words: better after party

5. Winning a prime instead of an age group
4. No more long runs (except on snow days)
3. Cool team uniforms
2. Drafting is legal!!
1. Teamwork and fellowship

Meet the Team (Name-Race Category) New Team Member for 2007



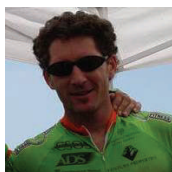
Tom Shriver-3



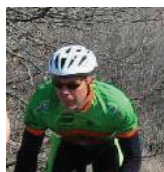
Nathan Leigh-2



Brian Metz-4



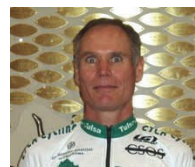
Kary Cummins-3



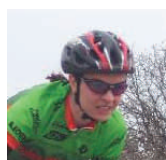
Chris Cauthon-4



Alan Good-3



Keith Franklin-2



Jennifer Johnson-4



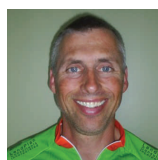
Ben Thigpen-3



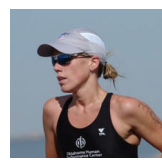
Cheryl Thigpen-3



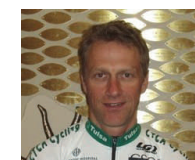
Traci Haines-4



Phil Stauner-4



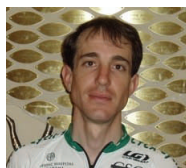
Amanda Erwin-4



Janne Hamalainen-1



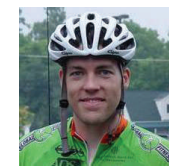
Tim Carrigg-3



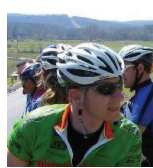
Will Gault-2



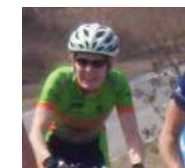
Edgardo Delgado-4



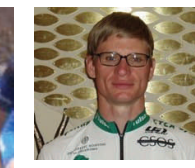
Jeremy Stitt-3



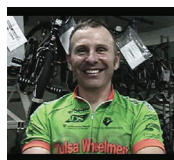
Jim Bohanon-3



Heidi Gault-4



Scott Gibson-1



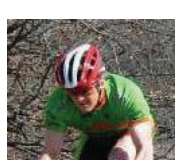
Randall Clayborn-2



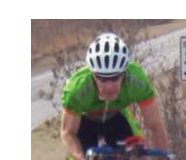
Karen Harwood-3



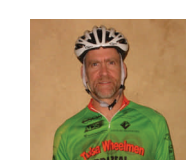
Ben Silk-3



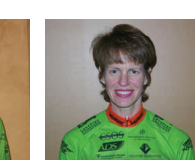
Russell McMahon-3



Gary Breipohl-3



Pete Lantz-4



Barb Landreth-4

Kyle Freeman-4

Darren Fritz Cat 5

Ben Grabow -5

Greg Ingram-3

Brandon Johnson-4

Rafael Santiago-5

Mitch Houtman-3

Eric Andelin-4

Joey Bayles-5

Elizabeth Berman-4

Milus Clarke-5

Eric Doswell-5

Chris Genske-5

Davis Hale-5

Andy Malcom-1

Eric Melton-2

Don Tardiff-5

Dustin Weaver-5

Jeff West-5

Tulsa Wheelmen Info Pages (February 2007)

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	

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.

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	Dot T ride	4000 N. Hwy 169	6 PM	3/D/c-d	Starts Apr 5th
Tues	World Champ ride	River Parks, Riverside & SW Blvd	6 PM	4/C/d	Day-light savings time (Apr-Oct)
Tues	Fixed gear trail ride	41st & Riverside	6 PM	3/A/c	Starts Jan 6th
Wed	Night Trail Ride	41st & Riverside	6:30 PM	3/A/c	Starts Jan 7th
Thur	Summer Crit Series	Holiday Hills Safety Training Facility	6 PM	1/A/d	Runs May-Sept
Sat/Sun	Racer's Training Ride	45th & Madison	Sat-12 noon Sun-1 PM	4/C/c-d	Year round
Sun	No wimps ride	Wright School	8 AM	4/C/c-d	Year round

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**

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

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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Tom Potter 437-9419

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Advocacy Director: Open

Team Nutritionist:

Lenka Humenikova

www.tulsawheelmen.com

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 Traci Haines, Membership Director (info on left)



Tulsa Wheelmen

P.O. Box 52242

Tulsa, OK 74152-0242

Return Service Requested



Adventure Cycling Association

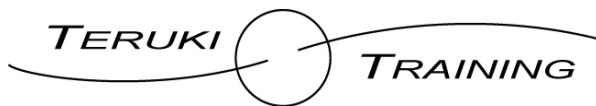
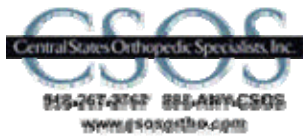
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