



Tulsa Wheelmen

RIDES AND EVENTS CALENDAR

October 2005

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
September 25 No Wimps - Tailwind Ride, 8 a.m.	26 DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	27 TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	28 West Bank Ride (NOT a Wheelmen Promoted Ride)	29	30	October 1 No Wimps - Tailwind Ride, 8 a.m. Tulsa Little 100
2 No Wimps - Tailwind Ride, 8 a.m. Tour de Dirt Sooner Stampede	3 DoT Ride, 4000 N. Hwy 169, 6:00 p.m. Gateway Cup	4 TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	5 West Bank Ride (NOT a Wheelmen Promoted Ride)	6	7	8 No Wimps - Tailwind Ride, 8 a.m. NW Arkansas Tour de Cure
9 No Wimps - Tailwind Ride, 8 a.m. OK Cyclocross Series Race # 1	10 GENERAL MEM. MTG – MAZZIOS AT THE FARM – LOWER LEVEL 6:30PM Race Team Mtg. to Follow	11 TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	12 West Bank Ride (NOT a Wheelmen Promoted Ride)	13	14	15 No Wimps - Tailwind Ride, 8 a.m.
16 No Wimps - Tailwind Ride, 8 a.m. Tour de Dirt McMurty	17 DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	18 TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	19 West Bank Ride (NOT a Wheelmen Promoted Ride)	20	21 Ride For the Roses	22 No Wimps - Tailwind Ride, 8 a.m. Ride For the Roses
23 No Wimps - Tailwind Ride, 8 a.m. Ride For the Roses OK Cyclocross Series Race # 2	24 DoT Ride, 4000 N. Hwy 169, 6:00 p.m.	25 TNWC Ride, Riverside Drive and Southwest BLVD. 6:00pm	26 West Bank Ride (NOT a Wheelmen Promoted Ride)	27	28	29 No Wimps - Tailwind Ride, 8 a.m.
30 No Wimps - Tailwind Ride, 8 a.m. OK Cyclocross Series Race # 3 Daylight Savings Ends	31 DoT Ride, 4000 N. Hwy 169, 6:00 p.m.					

N *Tulsa Wheelmen* NEWSLETTER

Vol. 28, No. 10

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

October 2005

EDITOR'S PEN

COMMENT ON THE 2005

RACING SEASON

By TW Racing Team

First of all I would like to thank Tim, Kary and Tom Shriver for working hard, attacking and seeing teamwork unfold in the final 45+ 5 of the year at Har-Ber Meadows. I just wanted to make sure I did not disappoint. Wow, it sure is nice to have such a supportive team, just knowing that they are busting their ass for you made me pour every ounce of energy I had into the final turn of the season! Also wanted to say thanks to Nathan for screaming at me to get to the front, I knew I had to, but it is also nice getting the reminder.

Now I want to return the favor next year teammates! That's what makes this sport so much fun.

I remember getting yelled at (and I deserved it in the 3/4 race at Cowskin) and it is amazing how much I have learned since then. I'll never live down the what I thought was "GO!!!!" was a "NO!!!!!!" fiasco.

There have been so many Wheelmen that have offered advice unselfishly to make me and each of us a better rider. I want to say thank you for that. I have had so much fun racing with you guys in my first year with the Wheelmen. It is great how much we all get along! There are alot of teams out there that wish they have what we have.

Racing my best year ever as a 4, I'll never forget the countless sacrifices of teammates they made this year and we all made to get the win. Just knowing

you have guys you can count on to chase down the break and attack when you need them to was so nice. I wanted to say thanks to the 4 team Adam, Brian, Chris, James, Jim, Joe, Mitch, Pete, Russell, and Tom S (what a great decision to join the wheelmen together bud!) I'll never forget how much fun it was working for Mitch earlier in the year when he was a 4. Tom & I were always trying to set the big guy up for the win. I hope you recover buddy this team is better with you.

I just wanted to congratulate all those who competed and gave their all for the Wheelmen this year. I will not forget the efforts of Brian Meahan, Brandon giving holdups in the feed zone. Also for those that put on the races and volunteered their time and efforts. Sponsors and newsletter staff for getting us the support and exposure for our team. For one that has worked and seen a lot of sport websites I think ours is the best! I hope you all have enjoyed the race newsletter. Lend me your thoughts on how I can make it better for next season.

Great year! Great team! Have a great off season team.

Later,

Goody

Har-Ber Meadows was the last race of the 2005 season for me. It was a great race. For the Cat 3/4 race it was the really old guys riding in support of the not so old, newer riders. Tim and I gave 110% for Alan Good and Tom Shriver. They didn't disappoint us, either. Alan, in his first race as a Cat 3, almost beat Steve Grife in the field sprint. A 4th and an 8th respectively was an excellent finish to the race and to the season.

I want to thank everyone this year for a really outstanding season, especially those of you I raced with. This year was full of fun, camaraderie and excitement.

I want to especially thank all of the sponsors for supporting such a great bunch of racers. Also a huge thank you to the few Wheelmen members who put in a tremendous amount of time and effort redefining the Tulsa Wheelmen back into a strong and respected racing club. I want to single out a few guys that I think deserve special attention.

Tom French: It was super fun racing for and with you this year. You were an awesome addition to the team this year.

You really know how to race. Good luck in college and hope to see you on the bike next year. The newly upgraded Cat 3s, Mitch, Jeremy, Tom and now Alan are all fantastic riders. We just need these guys healthy and they'll be the ones making the headlines next year. I hope to be out again next year, racing as hard as I can to get these guys the wins they deserve. At 41 next year, I'm officially over the hill. It will be harder to keep up with the new crew, but I plan on giving them all that I've got. Everyone have a good winter and see you next season.

Kary

BICYCLING MAGAZINE TO RIDE WITH TULSA WHEELMEN

Bicycling Magazine is preparing an article on winter training rides and have contacted the Wheelmen about our weekly tailwind rides from Wright Elementary School. Sometime in December they will be attending our tailwind ride for inclusion in their article. Stay tuned for more details



TW RACING NEWS

TALES FROM THE WHEEL TRUCK

FLINT RIDGE: CAT 4/5

By Brian Meahan

Unfortunately as a result of mechanical mishaps and cramping from the heat, the wheelmen didn't have a great showing here, but it was still pretty fun to watch Mark Lloyd single handedly beat up on some strong Tyson and champions riders. Early on in the race Mark made a strong attack and forced Tyson and Champions to chase early. After about $\frac{3}{4}$'s of a lap, they finally reeled him in and a second break went away with one champions and one Tyson rider. With both strong teams in the break it was left to Chris Cauthon, Mark Lloyd and a couple of other unattached riders to chase while the other teams sat on. Things were looking pretty grim for a couple of laps until Champions started putting riders into the chase as well. Turns out their rider in the break had been dropped and Wade Colwell from Tyson was now up the road by himself. Mark and Chris took advantage of this and sat in to conserve some strength through the end of the 4th lap when at the top of the climb Chris sits up with cramps and has to pull out. Chris and Mark had been working together and now Mark was on his own with no team to help cover. Shortly after the start of the 4th lap, the Champions chase reeled in the Tyson rider, but in the process, they had burned up about half of their team which left only 3 or 4 riders from Tyson, the same from champions, Mark Lloyd and a couple of other unattached riders. A couple of short lived attacks so the Tyson and Champions teams whittled down even further until there were only about 8 riders left in the lead group. Champions with only two riders decided to launch one and

immediately Tyson covered this to start another two man break. Mark sat in until it looked like these two were going away and then leapt out of the field to bridge a 30 second gap. The remaining Tyson and Champions riders tried to cover Mark's attack only to blow and leave a 3 man break with about 5 guys chasing. Through the start of lap 5, the chase split up into small 1 and 2 man groups just trying to survive so we moved around these riders to support the lead group. By the time we had caught the leaders, one had been dropped and Mark was launching an attack that shelled the last of the lead break and soloed in for the last half lap. All in all, it was a pretty impressive and savvy ride for having no teammates and facing two strong and large teams.

Rumor has it Mark will be riding with the wheelmen next year. If so, I think we can look forward to another dominant year of racing by the 4's.

FLINT RIDGE RESULTS

Men - Cat 1/2/3

- 1 Winfield Gibson 1;52.41
- 2 Ryan Fiddler 1;58.58
- 3 Nathan Leigh 1;59.15
- 4 Janne Hamalainen 2;00.29
- 5 Blake McMahon 2;01.10
- 6 Josh Lewis 2;01.16
- 7 Bill Marshall 2;01.38
- 8 Andrew Chocha Lapped

Men - Cat 3/4

- 1 Patrick Zimmerman 1;47.45
- 2 Steven Grife 1;47.52
- 3 John Rodney Barcenilla 1;47.52
- 4 Chad Shanks 1;51.35
- 5 Bruce Dunn 1;54.11
- 6 Tom Shriver 1;54.17
- 7 Kary Cummins Lapped

Men - Cat 4/5

- 1 Mark Loyd 1;34.35
- 2 Chris Hurst 1;34.49
- 3 Shain Hardin 1;34.57

- 4 Matthew Ogle 1;34.54
- 5 Mike Biondi 1;36.00
- 6 Bill Sowers 1;36.12
- 7 Brent Grist 1;36.20
- 8 Russ Rutler 1;36.48
- 9 Marc Alley 1;37.00
- 10 Steven Friedman 1;38.51
- 11 Bill Bell 1;39.22
- 12 Keith Stewart 1;39.37
- 13 Chris Hines 1;43.30
- 14 Michael McDonald 1;46.54
- 15 Wade Colwell 1;48.11
- 16 Andrew McAdoo 1;49.51
- 17 Logan Eakins 1;52.14
- 18 Timothy Ray 1;52.11
- 19 James Robertson Lapped
- 20 Austin Robertson Lapped

Men - Master - 35-44

- 1 Phil Harris 1;13.51
- 2 John LaSorsa 1;13.51
- 3 Buster Brown 1;16.33
- 4 Kenneth Smith 1;17.45
- 5 Darrell Meinen 1;19.35

Men - Master - 45-99

- 1 Peter Erdoes 1;13.51
- 2 Bob Cable 1;16.33
- 3 David Lencho 1;16.33
- 4 Brad Fisk 1;16.33
- 5 John Moline 1;16.33
- 6 Duane Neu 1;19.39

Men - Junior - 13-18

- 1 James Mitchell 1;18.36
- 2 Alex Hetherington 1;12.44
- 3 Alex Battles-Wood 1;16.38

Women - Cat 3

- 1 Miranda Quigley 1;14.59

RACER(S) OF THE MONTH AWARDS

SEPTEMBER

Racer of the Month:

Tom Shriver

Teammate of the Month:

Pete Lantz.



TW RACING NEWS

WHEELMEN TOPS NATIONAL RANKINGS

The latest national rankings from USA Cycling show Janne Hamalainen ranked as the # 1 Cat 2 Road Racer in the country!

DAM JAM RESULTS

Men - Cat 1/2/3

- 1 (1 - Cat1) Aaron Smathers
- 2 (2 - Cat1) Les Akins
- 3 (3 - Cat1) Chad Cagle
- 4 (1 - Cat2) Josh Lewis
- 5 (2 - Cat2) Timothy
- 6 (3 - Cat2) Blake McMahon
- 7 (4 - Cat2) Ryan Fiddler
- 8 (5 - Cat2) Bill Marshall
- 10 (1 - Cat3) Charles Long
- 11 (2 - Cat3) Kenneth Smith

Note: ()'s denote the rider's place in their license category

Men - Cat 4

- 1 Shane Carter
- 2 Frank Wilborn
- 3 James Bohanan
- 4 Michael Moses
- 5 Enrique Gutierrez
- 6 Charles Parmain
- 7 Miranda Quigley

Men - Cat 5

- 1 Michael Farlow
- 2 Kyle Freeman
- 3 Cailean Carlbourg
- 4 Travis West
- 5 John Allen
- 6 Grant Villosa
- 7 Robert Farris
- 8 Alex Battles-Wood
- 9 Larry Baules
- 10 Kenny McDougale
- 11 Ryan Guldán

Men - Master - 35-50

- 1 Les Akins
- 2 Steve Schlegel
- 3 Buster Brown
- 4 Peter Erdoes
- 5 Phil Harris

- 6 Kenneth Smith
- 7 John LaSorsa
- 8 Bill Sowers
- 9 Arvana Jarrard
- 10 Kary Cummins
- 11 Duane Neu
- 12 Brad Fisk
- 13 Philip Stauner

Men - Master - 55-99

- 1 Z (Ben) Thigpen 35320 44
- 4 Matthew Ogle 1;34.54
- 5 Mike Biondi 1;36.00
- 6 Bill Sowers 1;36.12
- 7 Brent Grist 1;36.20
- 8 Russ Rutler 1;36.48
- 9 Marc Alley 1;37.00
- 10 Steven Friedman 1;38.51
- 11 Bill Bell 1;39.22
- 12 Keith Stewart 1;39.37
- 13 Chris Hines 1;43.30
- 14 Michael McDonald 1;46.54
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- 6 Duane Neu 1;19.39

Men - Junior - 13-18

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- 3 Alex Battles-Wood 1;16.38

Women - Cat 3

- 1 Miranda Quigley 1;14.59

CYCLOCROSS DATES FOR 2005-06

- Race #1 10/23 - OKC
- Race #2 - 10/30 - Tulsa
- Race #3 - 11/13 - OKC
- Race #4 - 12/4 - Bartlesville - State Championships
- Race #5 - 12/11 - OKC
- Race #6 - 12/18 - Tulsa
- Race #7 - 1/8 - OKC
- Race #8 - 1/15 - TBA

*These are tentative dates. Be sure to check the Events section of the Tulsa Wheelmen website for the final dates.

MERCY CELEBRITY CLASSIC RESULTS

Van Buren Day 1

Pro 1-2

12th Janne Hamalainen

Mens 4-5

11th Mark Lloyd

Mens 4-5 Masters (35+)

6th Chris Cauthon





TW ADVOCACY NEWS

COMMUNITY CYCLING PROJECT News

By Sandra Crisp
CCP Coordinator

Wheelmen's Community Cycling Project are tax deductible and a copy of our 501(c)3 determination letter is available upon request.

Sandra Crisp
Wheelmen Advocacy Director

avoid making excuses not to commute.

CCP CERTIFIED BICYCLE MECHANIC

Sandra Crisp not only co-ordinates (runs single-handedly) the CCP project, she is also in the process of becoming a certified bicycle mechanic. Last year she attended the Barnett Bicycle Institute for their Bicycle Assembly and Maintenance training.

This year, Sandra is following up on this by attending the Bicycle Repair and Overhaul classes. This is an 80 hour class that gives in depth training on bicycle repair.

Sandra has made a huge commitment to making the CCP a success and the program is fast on its way to becoming recognized nationally.



5TH CCP CLASS FOR 2005

The 5TH CCP class is scheduled for October 22nd at the west bank parking lot across from the River Parks amphitheater.

CCP Update:

1. The Community Cycling Project has assisted 15 individuals so far in it's first year.

2. We have our 5th class scheduled for October 22nd. Anyone can take this all-day class offered through Tulsa Parks along with our project recipients by registering either at a Parks Rec. Center, on-line at www.tulsaparks.org or directly through Active.com here: http://www.active.com/event_detail.cfm?event_id=1260642

This class would be especially good for anyone who is considering commuting by bicycle

3. Last month, Tulsa Bicycle Club president, Derek Swift, sent me a design he came up with for the Community Cycling Project.

At last night's monthly Tulsa Wheelmen meeting it was approved that we adopt this as the official logo of the Community Cycling Project. You can view the new logo in our files area under CCP slides or by visiting the Tulsa Wheelmen yahoo group.

4. For more information on the Community Cycling Project and how you can help, go to http://www.tulsawheelmen.com/article_archive/ccp.shtml

5. All donations to the Tulsa



TIPS FOR GETTING STARTED WITH BICYCLE COMMUNTING

1. Do your first ride on the weekend and Test-ride your intended route. You might learn that your intended route isn't the best. You can also experiment with alternative routes without any time pressure.

2. Set reasonable goals. Don't plunge in over your head. Start out by telling yourself you're going to do it one or two days a week. When you've met that goal, try to do it three days a week.

3. Don't make yourself miserable. If you hate riding in the rain, don't ride in the rain.

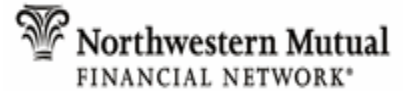
4. In the summer, try to ride when it's cool. Ride in early, before the sun is high.

5. On mornings when you intend to ride, get dressed for the bike commute right away. This helps to

2005 TULSA WHEELMEN SPONSORS



ALPINEER



VENTURE PROPERTIES





TW EDITORIAL NEWS

CARRYING ID WHILE RIDING FROM VELONEWS LEGALLY SPEAKING WITH BOB MIONSKE

This report filed September
8, 2005

Dear Bob;

I read that a bicyclist in California was arrested for failure to produce identification. Are cyclists required to wear ID while riding? Can you explain what legal issues are involved?

RJ

South Carolina

Dear RJ,
So, you read about the case where, as the dissenting judge observed, a bicyclist "was sentenced to a prison term for the trivial public offense of riding the wrong way on a residential street." Should you be worried? The dissenting judge is. Was a bicyclist actually sentenced to prison for riding against traffic? "Well," Justice Brown wrote in her dissent, "not exactly."

The case

The case you are referring to is *People v. McKay* (2002). Before we get to the legal issues, let's go over some of the facts of that case. A bicyclist riding against traffic on a one-way street was stopped by a Los Angeles County deputy sheriff; when the cyclist was asked to produce identification, he replied that he didn't have any, but he verbally provided the officer with his correct name, address, and date of birth. The officer then placed him under arrest for failure to produce identification, and while searching him, found a bag containing methamphetamine. At trial, the defendant asked the court to rule the methamphetamine inadmissible as evidence on the grounds that he had provided his correct identification verbally and therefore should not have been arrested and subsequently searched. After the methamphetamine was ruled

admissible as evidence, the defendant pleaded guilty to possession, and because he had a prior conviction, his sentence was doubled to 32 months. He appealed, but the California Supreme Court upheld his conviction.

The legal issues

Now let's look at some of the legal issues involved. For cyclists, three separate legal issues arise: the requirement to observe traffic laws; the requirement to have "satisfactory" identification; and Fourth Amendment issues. Let's see how those apply in this case. If you noticed, there was a sequence of events: (1) The bicyclist was stopped; (2) the bicyclist had no identification; (3) the bicyclist was arrested; and (4) the bicyclist was searched. Let's take a closer look at each step of this arrest.

First, the bicyclist was stopped for riding against traffic on a one-way street. Section 21650.1 of the California Vehicle Code requires that "a bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway." The defendant was riding the wrong way down a one-way street, an officer happened to observe him, and he was stopped.

That raises two of the legal issues involved - the requirement to observe traffic laws, and the application of the Fourth Amendment. The requirement to observe the traffic laws is pretty straightforward here; it's the flip side of cyclists asserting their right to use the roads. With the privilege of operating a vehicle - in this case, a bicycle - comes the responsibility to observe the vehicle laws. This is the law in your state of South Carolina and throughout the United States.

For example, Section 56-5-3420 of the South Carolina Motor Vehicles code provides that "every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle..." And, as would be expected, South Carolina requires that "upon a roadway so designated for one-way traffic, a vehicle shall be driven only in the direction designated at all or such

times as shall be indicated by official traffic-control devices."

Okay, so that seems pretty straightforward, but what does the Fourth Amendment have to do with bicycles? Let's take a look; the Fourth Amendment to the Constitution states that:

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

In short, an arrest or search must not be "unreasonable," and the officer must have "probable cause" to make the arrest or search. In this situation, where the officer personally observed a violation of the vehicle code, he had probable cause to stop the bicyclist and issue a citation.

Now let's look at the second stage of the arrest: The officer asked the bicyclist to produce identification. The bicyclist did not have a driver's license, but provided the officer with his correct name, address, and birth date. As the court observed in this case:

Our state law authorizes custodial arrests for violations of the Vehicle Code, but not in all circumstances. If the violation is declared to be a felony, the offender is to be dealt with in like manner "as upon arrest for the commission of any other felony." ... For certain enumerated

Continued

non-felony offenses, the officer has the discretion to take the offender to "the nearest or most accessible" magistrate with jurisdiction over the offense or to issue a citation and, upon the offender's signature of a promise to appear, release the offender... For the remaining offenses (except driving under the influence), the officer must

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TW EDITORIAL NEWS

Cont'd

follow the cite-and-release procedure, unless the offender fails to present a driver's license or other satisfactory evidence of identity for examination, refuses to give a written promise to appear in court, or demands an immediate appearance before a magistrate, in which case the officer must take the offender to the magistrate.

For the *McKay* court, the phrase "or other satisfactory evidence of identity" means:

those forms of documentary evidence that are the functional equivalent of a driver's license. This would include a state-issued identification card and other current, reliable documentary evidence of identity that, like a driver's license, bears the person's photograph, physical description, current mailing address, and signature, and is serially or otherwise numbered.

This raises the legal issue of a "requirement" for cyclists to have "satisfactory" identification. As the *McKay* court observed, unlike motorists, cyclists are not obligated to have a license in their possession at all times while on the road; however, "both are required to produce satisfactory evidence of identity for examination when stopped for a violation of the law." This requirement to produce identification may vary from state to state. But as a practical matter, if you are stopped for a traffic violation in a state where the officer has the discretion to arrest, carrying identification while you ride may keep you out of jail. Another practical consideration for carrying ID while you ride is to assist medical and law-enforcement personnel with identification if you are injured in a traffic accident.

Now, back to the arrest. Following his failure to produce identification, the bicyclist was arrested - taken into "full custodial arrest," the third stage of the arrest - and searched, the fourth stage. Although the language of the Fourth Amendment seems to require the use of warrants, it is thought that in fact, as Justice Brown wrote, "its purpose was

not to make warrants mandatory, but to limit the opportunity of the executive to obtain warrants in the first place." Nevertheless, over the years the Supreme Court has gradually allowed the police a great deal of leeway in conducting warrantless searches and seizures.

One of those types of warrantless searches is known as a "search incident-to-arrest." What that means is that whether for the officer's own safety, or to preserve evidence, an officer may search a suspect without a warrant when taking the suspect into custody.

In one case, *U.S. v. Robinson* (1973), the Supreme Court extended the search incident-to-arrest exception to arrests for traffic violations. In *Robinson*, an officer who had probable cause stopped the driver of a vehicle for suspicion of driving with a revoked license. The driver was placed under arrest, and a search incident-to-arrest was conducted, during which the officer found a packet of heroin in the suspect's pocket.

In another case, *U.S. v. McFadden* (2001), three New York City police officers observed a bicyclist riding on the sidewalk. One of the officers stopped him, intending to issue a citation. However, like the bicyclist in California, he couldn't produce identification when asked. The officer then approached the bicyclist, intending to place him under arrest, when the bicyclist raised his hands and repeatedly said, "You got me," and told the officer, "I have a gun." On appeal of his case, the 2nd Circuit of the U.S. Court of Appeals held that New York law authorized the officer to arrest the bicyclist for riding on the sidewalk, and upheld the search as "a lawful search incident to a proper seizure."

In *McKay*, the California bicycle case, the defendant's appeal was based on a Fourth Amendment argument that either (1) the arrest for a minor traffic offense, which is only punishable by a fine, was in violation of the Fourth Amendment, or (2) the arrest for a minor traffic offense, because it was in violation of state law, was therefore in violation of the Fourth Amendment.

Now, if the arrest was made in violation of state law, why bring the Fourth Amendment into the courtroom? Why

not just argue that the arrest was against state law? Simple: The defendant wanted to exclude the evidence of methamphetamine from his trial for possession. No methamphetamine, no prison sentence.

However, in 1982, the California voters passed Proposition 8, "The Victims Bill of Rights." Under Proposition 8, courts cannot exclude evidence from trial, even if it was illegally obtained, unless it was obtained in violation of the federal Constitution. If the search were merely in violation of California law, his only recourse would be to seek injunctive relief. Thus, his appeal focused on the constitutionality of his arrest.

The Supreme Court weighs in

Unfortunately for *McKay*, before the California Supreme Court could hear his appeal, a decision came out of the U.S. Supreme Court that addressed his Fourth Amendment argument.

In that case, *Atwater v. City of Lago Vista* (2001), the Supreme Court held that an officer may make a warrantless arrest for any violation committed in the officer's presence - even if the only possible punishment is a fine, rather than imprisonment.

In *Atwater*, an officer stopped a motorist after observing that she was not wearing a seatbelt. Even though the only penalty for the offense was a maximum \$50 fine, the officer made an arrest rather than citing the motorist.

Taken together, *Robinson* and *Atwater* mean that if the police observe a traffic violation, the offender can be arrested and searched without a warrant, even if the violation is so minor that a fine is the only possible penalty.

This development sealed *McKay*'s fate. The California Supreme Court relied upon *Atwater* to hold that the decision to arrest the suspect for a minor traffic violation did not violate the Fourth Amendment, even if the arrest was in violation of California law. Therefore, because the arrest did not violate the Fourth Amendment, the search incident-to-arrest was not unconstitutional.

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TW EDITORIAL NEWS

Cont'd

to-arrest was not unconstitutional.

Because under California law the court does not have the authority to exclude evidence that is gathered in violation of state law, and because there was no violation of the Fourth Amendment, the admission of the evidence and the defendant's subsequent conviction would have been upheld regardless of the legality of the arrest.

However, the court went one step further, holding that the arrest was not in violation of Section 40302(a); under *McKay*, the arresting officer now has "broad discretion to effect a custodial arrest under section 40302(a) unless the offender has presented a current and valid driver's license or other reliable documentary evidence of identification." The court held this despite the dissent's observation that the Vehicle Code allows the officer to require a thumbprint "if the arrestee does not have a driver's license or other satisfactory evidence of identity in his or her possession."

Nevertheless, the court recognized that under some circumstances - for instance, when the officer personally knows the offender - documentary evidence of identification will be unnecessary. For this reason, the court granted "broad discretion" to the arresting officer.

What does it all mean?

Now, let's review the law in California: If you are stopped for a minor traffic violation while riding a bicycle, you must produce a driver's license or other "satisfactory" identification when asked to do so. If you do not produce a valid driver's license, or its functional equivalent (for example, a state-issued identification card) the officer has broad discretion in deciding whether to arrest you. If you are arrested, you will be searched, and any incriminating evidence that is found will be admitted at trial. In other states, the law may vary.

Now, get this - the holding in *McKay* is not limited to cyclists. Justice Brown aptly noted that:

the same rules apparently apply to those who walk, bicycle, rollerblade, skateboard, or propel a scooter. Probable cause is ubiquitous. Given the pervasiveness of such minor offenses and the ease with which law enforcement agents may uncover them in the conduct of virtually everyone, the probable cause requirement is so diluted it ceases to matter, "for ... there exists 'a power that places the liberty of every man in the hands of every petty officer,'" precisely the kind of arbitrary authority which gave rise to the Fourth Amendment.

If that doesn't alarm you, consider this: *U.S. v. Smith* (1986), a Florida case that was appealed to the 11th Circuit of the U.S. Court of Appeals, revealed that driving in accordance with all traffic regulations matches a drug-courier profile that law enforcement agencies use. While that court criticized the use of law-abiding behavior to establish probable cause, a Supreme Court case, *Whren v. U.S.* (1996), established that pretextual stops - where the officer has probable cause to make an arrest for a violation, but is actually making the arrest to look for evidence of criminal activity for which there is no probable cause to make an arrest - do not violate the Fourth Amendment.

So, looking at *Smith* again in the context of *Whren* and *Atwater*, if your law-abiding behavior arouses the suspicions of a law-enforcement officer, the officer can use any violation - for example, "driving exactly the speed limit when an officer deems the speed unsafe for the conditions" - as a pretext to arrest and then search you.

There's more. On May 5, 2005, the House of Representatives approved an emergency appropriations bill for "Defense, the Global War on Terror, and Tsunami Relief." Included in the bill is the REAL ID Act, which will create standards for a federally approved, electronically readable identification card that states must comply with. This card will be required for air travel, opening bank accounts, collecting Social Security payments, and using virtually all

government services. Because these cards will be issued by the states, but must comply with federal standards, it is virtually certain that driver's licenses will become national ID cards.

The federal government has already signaled the meaning of "electronically readable" with its new requirements for embedded-chip technology in U.S. passports. These chips can be read from 30 feet away without any awareness on the part of the passport holder that the chip is being scanned. This technology is guaranteed to raise new Fourth Amendment questions when it is deployed.

Perhaps you can see where this is going. Now, back to my original question: Should you be worried? Well, I am - and so is Justice Brown.

Good luck,
Bob





TW TRAINING TIPS

GETTING BACK ON THE IRON HORSE

By Kristen Dieffenbach,

Ph.D.

Sep 18, 2003

The problem is that you can be wounded in your mind as well as your physique.

Marco Pantani.

Falling down is an inherent risk associated with the joy of riding. Sketchy packs, slippery road lines, suicidal squirrels, and gravity black holes all interfere with our best efforts to keep the rubber side down. While crashes give us bragging rights and fantastic footage, they can also result in road rash, broken things (both bike and people), and battle scars. Worse yet crashing can have lingering mental consequences that can interfere with your ability to ride well and even your ability to get back on the bike at all. Further, the amount of carnage to body and bike are not necessarily related to the impact the experience can have on your mental ability to ride with the intensity and confidence necessary to succeed. Even when you manage to remain upright in the chaos of a crash, witnessing other riders getting hurt or imagining what could have happened can leave you with nightmares and have a negative impact on your ability to ride.

Amazing and dread inspiring crashes like Rebecca Twigg's high speed velodrome collision a week prior to the 1996 Olympic Games, Johnny Waddell's downhill fall that resulted in a week long coma, and more recently the horrible impact of ONCE rider Joseba Beloki in the 9th stage of this years Tour de France

leave us wondering whether they can physically recover from their wounds let alone get back on the bike and compete with the same intensity. Some seem to be able to get back on the bike as if nothing happened, while others are never able to regain the fine edge of speed and nerves necessary for hairpin turns, tight packs, or knarly descents again. Crashing impacts different riders in different ways. The ability to overcome the trauma of a serious crash come more easily to some than to others, but the skills necessary to recovery can be practiced and utilized successfully by athletes of all levels and abilities. Knowing how to cope with crashing and how to manage the fear of crashing again will improve your confidence, handling skills, and even your performance. Moreover, confident riders react better in stressful situations and are less likely to make the mistakes or inappropriate reactions that lead to many crashes.

The Aftermath

The first thing to do after a crash comes naturally to most riders. You assess the damages. Blood? Broken bones? Bike ok? Many riders actually assess bike damage before they even turn their attention to themselves! Cyclists know that road rash needs to be scrubbed and that Neosporin and gauze are usually in order. For more serious wounds, a trip to the medical tent or the local ER may be necessary. We treat our equipment equally well after a crash. Helmets, frames, wheels, and forks are carefully inspected. We may even seek the outside expertise of a trusted mechanic. Unfortunately, physical and equipment damage are only part of the potential aftermath of a fall. Many riders are reluctant to acknowledge the psychological aftermath of a crash, let alone talk about it with anyone else. Acknowledging that a crash has affected you and seeking the

appropriate tools to repair the damage is as important as replacing a cracked helmet or getting a broken bone set.

So, what do you do to put a bad spill behind you? First, you need to acknowledge and understand what happened. Trying to pretend a crash didn't happen, particularly once in which someone got seriously hurt will leave the memory lurking in the back of your mind where it will overshadow future riding. Examine what happened in the crash. Some crashes happen in the blink of an eye, while others seem to unfold slowly. No matter *how* you went down, the most important thing is to understanding *why* you went down. This will help you determine what you can do to avoid a future fall.

Falling (or not falling) is not always within our control. If the fall was truly out of your control, acknowledge this important fact. Sometimes crashes happen and you need to decide if you can focus on your efforts on accepting it as part of the sport and move forward. However, if you contributed at all to the downfall, it is very important that you understand and accept the role you played. Don't beat yourself up about it though, instead focus your energies on looking for ways you can improve your riding to prevent a repeat. Overall, understanding what happened and developing a plan to move beyond the crash will help you begin to repair your riding confidence.

When reviewing a crash and attempting to learn from it you should also enlist the help of a trusted teammate or fellow rider. Another person can often provide an outside opinion and fresh insights about what happened. Often athletes can be pretty blind to things and they may either completely blame themselves for something they had

CONT'D



TW TRAINING TIPS

Continued

no control over or they may be unaware of how their own actions contributed to the problem. Either way, seeing the situation from a different perspective can help you more correctly identify what happened so that you can properly decide what skills you need to work on in order to avoid future scrapes. Further, discussing fears and concerns with others around you whom you trust can help normalize the experience and can help you see that others have been through it and have been able to recover.

After a crash it is very important to get back on the bike ASAP. The longer you are off the bike the more time your imagination has to get all worked up and the harder it can be to regain the trust and confidence you had on the bike before. If the physical damage from the crash keeps you off the bike for more than just a few days, you can use imagery to put yourself back in the saddle and minimize loss of mental ride time. Imagery should be done in a realistic controlled first person style. This means that when you use imagery you want to be riding rather than watching yourself ride. Make your images as clear and detailed as possible. Keep your mental rides in real time and riding situations and always remain in control over what is happening. Finally, for effective imagery practice, concentrate on riding strong, smooth, and safely in a variety of situations, including those similar to those that lead to the crash.

Remember that overcoming a crash that got into your head wouldn't happen overnight. It is important to be patient and recognize that it will take time and conscious effort. Just like a knotted muscle or stiff joint, the 'mental knot' that blocks your ability to regain your pre crash edge will take time to work out. Relaxation techniques can be a useful

tool both on and off the bike in helping release this knot and enhance your recovery. Off the bike practicing relaxation can help control and reduce pre-race or pre-ride anxiety. On the bike relaxation can help quickly reduce your anxiety levels when you encounter a situation that makes you nervous or tense (both things that will increase your likelihood of crashing). Both techniques require repeated practice in order to be effective.

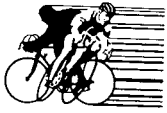
As mentioned before, you should use what you learn from crash experiences to help identify physical skills and riding techniques that you need to learn and practice in order to avoid future problems. Bike handling skills are probably one of the most neglected areas of technical training for many athletes, particularly by those on the road. Look for ways to incorporate these things into routine training in order to enhance your safety on the bike. Practicing skills like bunny hopping, bumping drills, and evasive maneuvers routinely, both alone and in groups, will both enhance your sense of readiness and confidence on the bike and will improve your chances of avoiding a wreck.

Riding confidence and crash readiness can also be enhanced by doing an honest assessment of your abilities and limits. Know what you can and can not ride and what you are and are not comfortable with on the road or trails. Yes, you need to stretch those limits in order to improve, but be careful not to try to take too big a leap at any one time. Look for small systematic ways to improve your skills and stretch your limits. Go from the beginner trail to the intermediate before diving down the double black advanced trail. Choose a small group ride before a full blown pack. Limiting the stressfulness of the situation will help you develop both the skills and the

confidence in those skills rather than just struggling to survive.

The easiest way to cope with crashing is, of course, to avoid them all together. However, as mentioned, this is not always possible as many things can and do happen in both training and racing that are beyond our control. Thus, in addition to knowing how to prevent crashes, and cope and recover from them, don't forget to practice how to handle them when they do occur. Chris Carmichael reminds us that, "falling comes easy to all of us, but falling properly is an art." Practicing your tuck and roll and non-traditional dismounts can reduce the trauma you experience when the unavoidable occurs. And after a crash has occurred make sure you address and treat all of potential consequences, physical, equipment, and mental, to ensure that you are able to return to the road or trail stronger and more prepared than before.

Kristen Dieffenback, Ph D., is a Certified coach and Sport Psychologist for Carmichael Training Systems (CTS).



TW TRAINING TIPS

NECK AND BACK PAIN

By Chad Asplund, MD,
Charles Webb, DO, and
Thad Barkdull, MD

Introduction

Participation in cycling has steadily increased over the past ten years. Individuals looking for a low-impact alternative to running and other aerobic activity have found cycling to meet these needs. In fact, the American Bureau of Transportation Statistics estimates that more than 49 million Americans ride bicycles at least monthly, with over 5 million people riding at least 20 days/month. [BTS] As a result, the number of cycling-related injuries has also risen, with the majority due to overuse. Improper bicycle fit, technique, or training patterns may either cause or exacerbate these injuries, and can lead to dysfunction, impaired performance, and pain.

Neck and back pain are common in cyclists because of the body's positioning during riding. Several studies have demonstrated that neck and back injuries are the most common overuse injuries evaluated following six to eight-day distance bicycle tours (Figure 1). [Wilber/Weiss AJSM/Dannenberg] Wilber, et al. found that 44.2 % of male and 54.9% of female recreational cyclists presented for medical treatment of neck pain, while approximately 30% presented with back pain. [Wilber] Weiss also reported that 66.4 % of recreational cyclists reported neck and shoulder symptoms following an 8-day, 500-mile bicycle tour. [Weiss] The prevalence of such injuries, especially in recreational riders, suggests that more understanding is needed by riders and their health care providers to prevent such injuries by proper education and fit, and treating these injuries when they occur. A better understanding of the

pathologic mechanism of musculoskeletal overuse injuries, specifically in cyclists, is key in developing good preventive and treatment strategies for the neck and back injuries they frequently experience.

Overuse Injuries

Overuse injuries occur when a tissue accumulates damage caused by repetitive sub-maximal loading. Repetitive activity fatigues a specific structure, such as tendon or bone. Without adequate recovery, micro trauma stimulates an inflammatory response, causing the release of vasoactive substances, inflammatory cells, and enzymes that damage local tissue. Over time, this trauma leads to clinical injury. Continued activity produces degenerative changes that result in weakness, loss of flexibility, and chronic pain. Thus, in overuse injuries, the problem is often not acute tissue inflammation (tendonitis), but chronic degeneration, or tendinosis. [Khan]

Pain in overuse injuries typically has an insidious onset. However, it may also have an acute-on-chronic presentation. Overuse injuries most likely occur when an athlete changes the mode, intensity, or duration of training. Biomechanical (intrinsic) factors and equipment or training regimen (extrinsic) issues are the main contributors to overuse injuries. It is the extrinsic issues that cause most of the overuse injuries in cyclists. [Mellion, Team Physician]

While problems such as fractures, dislocations, and ligament ruptures usually only occur after major trauma, overuse injuries are much more common. Thus, these factors should be considered when evaluating neck and back pain as well as all cycling-related injuries—and one must consider bicycle fit, training distance and intensity, and anatomic factors to determine the exact mechanism. Often, adjustments in the bicycle or the

individual's exercise regimen may be all that is necessary to ameliorate their symptoms and accelerate the healing process.

Bicycle Anatomy

Bicycles consist of a frame, handlebars, brakes, wheels, pedals, gears, and other components (figure 2). The key part is the frame, made of metal or metal alloys such as titanium, aluminum, steel, or carbon. Frames can be thought of as two triangles: the front triangle consists of the top tube, the seat tube, and the down tube; the chain stay, seat stay, and seat tube compose the rear triangle. Handling and maneuverability are affected by the angles within each of these triangles. Racing bicycles have a more upright geometry, with larger angles for increased maneuverability. Touring bicycles have a flatter geometry, which much less pronounced angles for easier handling and comfort. In contrast, mountain bikes, designed for maneuverability and stability, have a geometry that provides for a lower center of gravity, resulting in much smaller angles in the frame.

Frame size is determined by the seat tube length in centimeters (mountain bicycles in inches), measured from the center of the bottom bracket to the center of the top tube or from the top of the bottom bracket to the top of the top tube. The top tube length affects the reach of the rider and is an important measurement for proper frame fit. The "virtual top tube" measurement is the top tube plus stem length, which equals the total reach. While different bicycles are designed to position the rider differently (touring bikes allow for an upright ride, with less extension placed on the back, while racing and mountain bikes focus on the need for a more stream-lined ride—thus the rider is more "laid out" and has to extend his or neck more. These differences impact what type of pain the rider experiences.



TW TRAINING TIPS

THE IMPORTANCE OF TEAMWORK

BY JEREMY STITT

In February of this year at the Tulsa Wheelmen training camp, Malcolm did a presentation on bicycle racing tactics. His presentation highlighted many critical aspects of racing that when used together can translate into racing victories. A few weeks back at Speedwheel (a great race put on by the arch rival CTE team) I made the mistake of forgetting most of Malcolm's points and instead opted to put my head down and hammer for an hour or so. In retrospect, there were several things that I failed to do to make that race a success. So, the best thing to do when less than desirable results are achieved is to analyze where things went wrong and identify what to change in the future.

Some of the most important and easiest ways to increase chances of a successful race are:

FOCUS. Malcolm's statement was, "Be Alert". This is a gentler way of saying, "Use your Brain". Many things happen during an hour long crit, and chances are the plan you develop before the race starts won't go according to plan. When the plan gets thrown out the window, you have to be ready to THINK – evaluate the current race situation and decide what you can do to contribute to your team. This includes the mundane but important considerations of, "How much time is left?", "Will the break up the road stay away?", "Who is in the break?", "Who is the best sprinter in my group?", "How much energy do I have left?". I could go on and on with these questions, but the idea is to constantly do a status check of what the race situation is. By spending a little time to FOCUS and THINK during the race, you have a much

better chance of making an informed decision that will benefit you and your team.

TRUST YOUR TEAM. It's very easy to fall into the mode of trying to do everything yourself. On today's Wheelmen team, any person in any category is riding so well, everyone has a chance to win. For this reason, it becomes more important than ever to believe that your teammates understand the current situation as well as you do, and that they have the capacity to make the correct decisions and execute them. For example, a break goes up the road with four riders and one Wheelmen. Trust your teammate to win in that situation, instead of worrying about missing the break. The worst mistake in that situation is to try bridging and pulling the whole field up, and taking away your teammate's ability to even secure a top five finish. When your teammate says attack, or don't work, it probably means they see something you might not. Talk about it after the race and chances are you will learn something. The old adage, "Two heads are better than one" applies here – use your team's strengths instead of working against them.

KNOW YOUR TEAM

STRENGTH. Most jobs are very difficult or impossible to complete without tools. Even worse, if you don't know what tools you have, it becomes very difficult to know how you will complete a job! Understanding your own strengths as a rider is important to know what your limits are and what you are capable of. When the focus of a race becomes a victory for the team, it only makes sense to understand what the strengths and weaknesses of your team are. Do you have a bunch of guys that can control a race in the last 5 laps to lead out a sprinter, or do you have riders more suited to make a break stick? When you are working on the FOCUS point above,

this becomes an important consideration in your evaluation of the race situation. Knowing what your strengths are the tools to building a successful race.

SACRIFICE. If you have started to notice a theme here, it is that for a team to be successful, the individuals have to THINK TEAM (see next point). Team success is built on individual sacrifice. Even when a person has been designated as the guy to win the sprint or make the break, that person still must consider what they do is for the team and not for individual glory. Teams are truly successful when everyone works toward the same goal. If you believe in your team, then you have to sacrifice your individual goals.

THINK TEAM. Straight from Malcolm's presentation and the final point that sums up all these points the best – Race for and with your team. It's the best way to win.

So there you have it, some of the finer points to consider before the next race. Most of these points have been reiterated many times, but they are so important, it makes sense to document them here.

**Editors Note.* After a somewhat rocky start to the year, I think it's safe to say that the wheelmen have come together very well as a team. After our great results last year, 2004 was going to be a tough act to follow, but the team has stepped up to the challenge and have had just as stellar results in 2005, and for the most part these results came with everyone racing in a higher category than the previous year.





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October 2005

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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.

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This month I took action. I made a call or wrote a letter to: _____

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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.

BICYCLE WEB SITES

Adventure Cycling: www.adv-cycling.org.
Information on bicycle touring in the United States and worldwide.

Bicycling Magazine: name says it, www.bicyclingmagazine.com.

Bikes Belong! Coalition: www.outdoorlink.com/bikes-istea
Congressional bicycle advocacy.

Bicycle Federation of America: www.bikefed.org
Bicycle issues and advocacy.

Bike Plan Source: 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 22nd Annual Bicycle Tour, June 12-19.

ISTEA: www.istea.org
Update information on the upcoming ISTEA legislation.

League of American bicyclist: www.bikeleague.org.
Bicycle advocacy.

Mountain Bike Daily: www.mountainbike.com.
Mountain bike stuff.

Oklahoma Runner Magazine: www.runningnetwork.com.
Information Oklahoma running events.

Runner-Triathlete: www.runningnetwork.com/RunTriNews.
Triathlon and running information by region.

The San Francisco Exploratorium: www.exploratorium.edu/sport/.
The Science of Bicycling, facts and information.

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

The Tulsa Wheelmen Web Site: www.tulsawheelmen.com

USA Cycling: www.usacycling.org
National and regional schedules.

U.S. Olympic Committee: www.olympic-usa.org.
Olympic information including cycling.

VeloNews: www.velonews.com
The journal of bicycle racing.

Oklahoma Bicycle Coalition www.oklahomabicyclecoalition.com

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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 10th of the month prior to publication. Send submissions directly to **Jeremy Stitt, TW Newsletter Editors, 7917 S. 92nd 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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