



Tulsa Wheelmen

RIDES AND EVENTS CALENDAR

December 2005

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
November 27 No Wimps 8 a.m.	28	29	30	December 1	2	3 No Wimps 8 a.m. Racer Train. Noon KLM Marketing Solutions UCI
4 No Wimps 8 a.m. Racer Train. Noon OK Cyclocross State Champs KS/MO Cyclocross St. Champs	5	6	7	8	9	10 No Wimps 8 a.m. Racer Train. Noon
11 No Wimps 8 a.m. Racer Train. Noon OK Cyclocross Series Race # 5	12 GENERAL MEM. MTG – MAZZIOS AT THE FARM – LOWER LEVEL 6:30PM Race Team Mtg. to Follow	13	14	15	16	17 No Wimps 8 a.m. Racer Train. Noon
18 No Wimps 8 a.m. Racer Train. Noon OK Cyclocross Series Race # 6	19	20	21	22	23	24 No Wimps 8 a.m. Racer Train. Noon
25 Christmas Day	26	27	28	29	30	31 No Wimps 8 a.m. Racer Train. Noon
January 1 New Year Day Polar Bear Ride - noon @ Delametter's house	2	3	4	5	6	7 No Wimps 8 a.m. Racer Train. Noon

N *Tulsa Wheelmen* NEWSLETTER

Vol. 28, No. 12

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

December 2005

Off Season Chat with Race Team Director Keith Franklin By Jeremy Stitt

As many of you know, Keith Franklin has become an integral part of the Tulsa Wheelmen in the new position of Race Team Director. As the Wheelmen continue on the path to become more focused on Racing and Race Team activities, our Race Team Director shoulders a lot of responsibility and exerts a lot of influence. While the rest of us are just beginning to look at next year's racing calendar, the Race Team director is already deep into planning 2006. In the newsletter this month, we've slowed Keith down for a few minutes to take his resting heart rate (44bpm, by the way), get his views on the club as a whole, and find out what's in store for next year.

Race Team Director has many responsibilities. Can you explain to someone who might not be familiar with the Race Team Director what jobs you do?

First of all I'd like to say that I get tons of help and advice from other TW in doing most of my duties. Kary Cummins and Marc Delametter have committed a lot of time and effort to making the Race Team run smoothly. You are right though, there a lot of things the race team director does or coordinates that most of the team never see.

September: Revise race team application. Review budget from previous year and review forecasted budget for future year to determine level of support we can provide to team members. Review the activities of the team for the season. This normally takes 4-6 weeks. Again, Marc and Kary played a vital role in these activities as well as Tim Carrigg.

October: Invite riders to submit their race team applications. Advertise on the website

and try to get the word out to all that might be interested in racing with us. Take time off from the long race season and do some off season training.

November: Receive the team applications and sit down with the selection committee (Kary, Marc) and finalize the race team and club teams for 06. In addition, we will be developing a list of potential races for the teams to target in 2006. Get a speaker for the race team meeting....this month it is Mark Teruki talking about off season training. More off season training and base miles. I've been trying to commute to work 3 days a week or so for the last 6 months. If I commute and get a lunch ride and a little extra with the commute I typically average 100 miles during the week. Try to eat less.

December: Announce the teams, determined needed race kit items, order items, revise artwork or logo layout if needed. Marc takes care of this. Keep up the riding and off season fitness. Start training at a little higher intensity on occasion.

January: Encourage the team to start their season training in earnest. Last year Marc put together a training camp. Planning for the camp took place in January as best I can remember. Full tilt boogie on the training...start really logging the miles.

February thru October: Put together Race Team meeting agendas. Find speakers for race team meetings. Address any problems that arise. Help to foster a focused and improving team. Help develop new ideas such as the racer forum and database (Kary did a great job of implementing these this year). Identifying and talking with potential sponsors. During the season, Marc and Kary will keep track of who is doing what races. For last year, Kary kept all the results for the entire team and Marc kept an eye on the budget and kept track of disbursements to the riders. We try to get everyone lined out for the races: what categories they'll be racing, and organize shared transportation and lodging if the race is out of town. During this time in addition to being a good husband and father, traveling to my

daughter's gymnastic meets around the country and running LandPlan, I try to train 10-16 hours per week and race when I can. I try to balance it all during this time of year.

What are your personal goals as a cyclist for 2006?

For 2006 I plan on doing mostly Pro,1, 2 races with the other 2's on the team and try to help our squad get some results. These races should help me get in the best shape I can be for nationals. My goal for nationals is a top 10 finish.

You are an accomplished Category 2 racer and had great year last year. How did you feel about the Race Team as a whole in 2005?

Thanks, Jeremy. I am very proud of the race team's accomplishments in 2005. With 27 season victories and 10 Oklahoma State Champs, what can you say? What really impressed me the most was the number of riders who ramped up their racing to the next level.

We had several people cat up this year and that always indicates improved riding and confidence. I noticed the squads at races talking to each other before races...talking tactics and developing a game plan. I also noticed squads talking about how the races went on the forum. I thought the forum was a great tool for us all to learn better tactics and strategy.

What were some great individual or team performances you saw in 2005?

The most exciting race I watched this year was Janne's 40-44 crit at master nationals. Janne laid everything out there...road aggressively and came up just short of Stars and Stripes Jersey. I was yelling at Janne every lap during the race...his determination was just incredible.

What are potential goals / direction for the Race Team in 2006?

Some of our sponsors have dropped, making our budget the tightest it has been in 3 years. As a result, we needed to make some changes with how many and what type of (continued on next page...)



TW MORE NEWS

2006 POLAR BEAR RIDE

The 2006 Polar Bear Ride will once again be hosted by the Delametter's. The event is tentatively planned for New Year's Day with the ride leaving at noon. Route and distance is dependant on weather. Beth will again be making her world famous black eyed peas and the Wheelmen will be providing beverages. The polar bear ride is a great event and one of the few chances that we get to see what people look like without a bike helmet on. More info coming soon.

Do Not Ride Against Traffic

By: Malcolm McCollam,
MalcolmLaw

The OKC bicycle accident story is sad in many respects, but one was avoidable.

Cyclists are operators of vehicles under Oklahoma's statutory scheme and generally entitled to all the rights and obligations of a motor vehicle. This includes the obligation to ride on the right-hand side of the road WITH traffic. If you are on a bicycle and riding in the oncoming lane not only are you putting yourself at greater risk of an accident, but you are in violation of a state statute (and of a Tulsa City Ordinance). In violating state and local law, you may also be presumed negligent in any potential lawsuit. Even if your case never makes it to trial, the wrongdoer's insurance company will likely use your negligence against you in attempting to reduce the amount of your settlement.

In bicycle accident litigation, I tell clients they enter the courtroom with one strike against them simply because they were riding a bicycle. This is not right, but as a trial attorney I recognize it as reality.

In the real world of courtroom trials, it is the opinion of twelve jurors which count the most. All twelve of those jurors will have a drivers license and will be motor vehicle drivers. It is highly unlikely any of them will be cyclists. If you are involved in an accident while riding

against traffic, you've just added a second strike. Take a look at the following Uniform Jury Instructions which Judges throughout Oklahoma use in civil cases.

Don't put yourself at greater risk of harm by riding against traffic. Follow the law and right on the right side.

Instruction No. 10.8 RIGHT TO ASSUME OTHERS WILL OBEY THE LAW

A driver of a motor vehicle has a right to assume that other persons will obey the law and is not required to anticipate negligence, or unlawful operation, on the part of another driver. However, the driver of a motor vehicle must, at all times, use ordinary care, despite [his/her] right to assume that other drivers of motor vehicles will obey the law.

Instruction No. 9.12 UNKNOWNING VIOLATION OF STATUTE OR ORDINANCE

It is not a defense to an alleged act of negligence that a person was unaware that this conduct constituted a violation of a [statute/ordinance].

Instruction No. 9.10 NEGLIGENCE PER SE- VIOLATION OF STATUTE OR ORDINANCE

In addition to the duty to exercise ordinary care there are also duties imposed by [statutes/ordinances]. If you find that a person violated [any one of] the following [statutes/ordinances] and the violation was the direct cause of the injury, then such violation in and of itself would make such person negligent. There was in force and effect in [Oklahoma/(the City of _____)] at the time of the occurrence the following [statutes/ordinances]:

[state statute or city ordinance]



LANDPLAN
CONSULTANTS
INCORPORATED

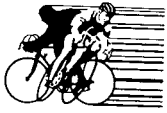
Chat with Keith Franklin

(continued from previous page)

riders we support with our limited funds. Kary, Marc, Tim and I had several meetings on this topic and have spent countless hours discussing what needs to happen. We want to see continued improvement by riders so we decided to focus on incentives for results and upgrades. Our goal is to support as many people as we can, as fully as we can, with the given sponsorship. We also want to provide better support to those riders who have made a big commitment to racing for the Tulsa Wheelmen.

We all felt that there were many riders who raced a tremendous number of races this year and we felt that those racers making a bigger commitment to racing (and training) should be the recipients of the majority of our support. With the amount of travel involved, hotel costs and entry fees, the cost adds up pretty quick. So based on the number of races the really committed racers did last year, we decided that 18 race days was the minimum commitment from those desiring to be on the race team. In addition, we felt the race team should be a Cat 3 or working toward a Cat 3 status. These riders will have made big commitments to racing and will receive commensurate support from the club for their efforts.

For the club team, we wanted to make it more available and require less of a commitment by the riders. These racers don't need to make as big a commitment to racing as those on the race team, but still will receive support from the club. (continued on next page)



TW MORE NEWS

Chat with Keith Franklin

(continued from previous page)

We want them to get the opportunity to improve and ride as a team while doing so.

Basically anyone licensed as a Tulsa Wheelmen is welcome to come and race in any race as a team member. However, due to the limited budget, only those on one of the two teams will receive the sponsorship benefits. We want and encourage everyone to become a TW, see what racing and the team is about, get hooked on racing, and work their way onto the team. I think everyone of us has gone through these exact steps.

Another thing we are looking toward is the possibility of supporting a Category 1, 2 Squad that might travel to more of the larger regional and some national events and be competitive in the Pro 1, 2 races. If we can get new sponsors interested in this level of racing, the 1, 2 Squad may become a reality in 2006.

It could be said that the Wheelmen are becoming an elite race team, what is your response to that?

In our current form, I think the Tulsa Wheelmen Race Team is more of a development team or club team. The TW Race Team is evolving. Three years ago we were just a close-knit group that put on our jerseys and raced occasionally. Now we've become an organized race team with various squads and targeted events to race. In 2005 we recruited our first Espoirs, Tom French and Ben Silk, adding young blood to our race team we had not seen in years. We had some great results in all of our ranks and have become a notable adversary at races. But most unusual for the TW are the number and results of Category 2 racers. Janne finished ahead of a lot of pros at Joe Martin and Tri Peaks last year. So the TW Race Team evolves...who would have thought we would have evolved to this point in only two short years. One thing is obvious, the club's direction with the team is developing better racers, getting better results and resulting in higher category riders.

I think "Elite" has some negative connotations and we are not an elite team. An elite team is Category 1 team that races on a national level. Normally an elite team has 8-10 riders and a budget of \$50-\$60K, which pays for all travel, race entries, clothing, equipment and other items needed to race. Normally an elite team has staff to help with logistics of racing such as travel plans and hand ups during the races.

I would say our race team is becoming a force in the region. Other racers notice when there are Tulsa Wheelmen entered. Our cat 4's and 5's had a great year...so did the 3's...our 2's and our masters. And the reasons all the squads did so well was due to everyone's willingness to help each other with training, tactics or just encouragement during a race.



I will tell you that some of the elite teams are taking notice of the Tulsa Wheelmen. At some point we could get to the point of having an elite team if a sponsor wants to take on the responsibility of support needed for the racers. An elite team requires staff to go to races and give hand ups, help with bike maintenance, etc. You can't race at that level without that kind of support.

What do the Wheelmen do to encourage existing recreational cyclists to begin racing, or do they encourage this at all?

I think what we do is continue to have our weekend rides where recreational cyclists who want to ride faster can come and ride with some of the racers. Another important priority is to continue to promote the summer crit series. This is how most of the recreational cyclists make the transition to racing and become licensed USCF racers here in Tulsa. Also anyone who is interested in racing is welcome to attend our race team

meetings and learn more about racing. I, along with many other seasoned riders, have been approached by recreational cyclists who desire to race asking questions about how they get into racing. I always encourage them with training trips, racing tips or other forms of encouragement. I know the other seasoned riders do the same when they are asked. Many of us serve as mentors to those just getting into the sport and that is a great way to get new racers into the sport.

The Wheelmen have a major impact on Oklahoma cycling (and regional cycling to some extent) by the races they promote and the number/quality of racers they support. What role do you see the Wheelmen playing in Oklahoma/regional cycling in relation to other clubs like Mercy, OKC Velo, etc.?

We will continue to support riders in a similar fashion to what we have done in previous years and will attract local riders who want to improve and further develop their racing skills. With five Category 2 riders now, we may be able to solicit additional sponsorship to support these riders where we can be a force when racing regionally.

It is early, but what races are you looking at targeting in 2006 that weren't targeted in 2005?

If we have a new big race in Tulsa, it will be targeted of course. Also, we might want to target the Gateway Cup in St. Louis...it was a great event.

What are you looking for or predict from the race team as a whole in 2006? What do you see as strengths and weaknesses of the team?

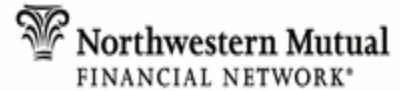
I expect we will see more wins in 2006 due to stronger and more race savvy racers. We would like to be known for having a team of smart racers. Not just strong or fast but teammates that plan well, adjust in the race, work together and sacrifice for others on the team. I want rival teams to talk about how well the Tulsa Wheelmen work together and how well they race as a unit.

Thanks, Keith, for your time and candid answers!

2005 TULSA WHEELMEN SPONSORS



ALPINEER







MORE . . . WHEELMEN TOO

December 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!

MALCOLM LAW
THE LEGAL SPECIALIST

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 10th of the month.** Other advertising rates 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 ATTEMPT TO PLACE ADS BY PHONE**

BRAZEAL
MASONRY INC.

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 ISTE 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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RETURN SERVICE REQUESTED



INSIDE THIS ISSUE

CHAT WITH KEITH FRANKLIN

DO NOT RIDE AGAINST TRAFFIC

POLAR BEAR RIDE INFO