



Tulsa Wheelmen Newsletter



August, 2006

Volume 29, Number 8

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Czech vs U.S. racing: The Not so Little Difference by Tom Shriver

Over the past two seasons I have done a series of races in the Czech Republic, where Lenka and I spend several weeks each summer visiting her family. Last year I was in complete shock, especially at the quality of the fields and at the speeds and terrain of the races. This year I had a much better idea of what to expect so this gave me a chance to stop and appreciate some of the subtle and not-so subtle differences between Czech and American racing. Below is my top ten list.

10. What, No Categories!

Yes, in the regional road races and criteriums here in Czech there are no discernable performance-based race categories. They do divide racers by age. Those aged 20-39 race together and there is typically a separate category for 40+. But they do not differentiate racers on the basis of ability. As a result, last year I left the U.S. after finishing Joe Martin as a Cat. 4 racer and immediately raced against pro-tour riders (i.e., T-Mobile), as well as several world class mountain bike and cyclocross racers. In the U.S., a Cat. 4 or Cat. 3 rider probably wouldn't even be able to get an autograph from racers of this caliber. Here, you chat with them on the start line and, if you are a goofy American like me, you try to get your photo taken with them before the race really heats up!

9. Criterium Racing: Most criteriums in Czech are points-based. Every 5th lap is a "points" lap and only the

top 4 finishers on that lap receive points. The points are normally doubled for the last lap sprint. This completely changes the nature of the races. Teams with sprinters try to control the races, while non-sprinters and the super-human domestic and international professional riders attack relentlessly until a break forms. Simply put, when a break of four or more riders sticks then the race is effectively limited to those riders. For everyone else, a new race emerges for primes and for bragging rights.

8. Race Primes: Due to economic conditions in Czech, prize money in most regional criteriums and road races is limited. Race primes are given out in abundance, but the prizes are generally very small. A common prime in criteriums is a can of beer (they do have GREAT beer here!). I sprinted my guts out for a prime last week and was narrowly beaten at the line. I was cross-eyed and drooling from the effort when I realized that I was risking my entire race and sprinting like a madman for a \$.35 beer!

7. Is that a Hairnet? No joking, I've seen guys in road races wearing those old-school spongy hairnets. Helmets are required, but apparently the race organizers and officials are pretty lax on what constitutes an actual helmet. I wondered how it could possibly protect your head, especially going downhill at 50+ mph, and I actually wanted to touch one to see how it felt. But, I realized that it might be

considered rude and offensive.

6. Podium Women, Prizes, and Ceremonies: Yes, just like in the big European races, race organizers in Czech like to use podium women to hand out prizes. In addition, even the smaller regional races have a prize ceremony. In some races they play traditional Czech music and give out beautiful Kolache (famous decorated Czech desserts). Last year, I was lucky enough to somehow finish 2nd among "incoming racers" (i.e., those not part of the official league association) in one race. I received 200 Czech Krowns (about \$8.00) and 100 small boxes of matches (I later found out that there was a match factory in the finishing city). Lenka has received the honor of being "podium woman" on a couple of occasions, and this year she got several big lip smooches (including one from World Class cyclocross racer Kamil Ausbuher!). Pretty cool, uh!

Continued on page 7 and 10.

TW Top Individual Results for 2006:

Gary Breipohl	Hell's Kitchen	1st
Amanda Erwin	Cowskin	1st
Keith Franklin	OC Crit	1st
Devin Gilpin	Cowskin	1st
Devin Gilpin	Port City Crit	1st
Janne Hamalainen	Sea Otter RR	1st
Janne Hamalainen	Flint Ridge	1st
Karen Harwood	Speedwheel	1st
Barb Landreth	OK ST TT	1st
Phil Stauner	Tulsa Tough	1st
Ben Thigpen	NWA Classic RR	1st
Cheryl Thigpen	Joe Martin SR	1st
Cheryl Thigpen	Bob Herbert SR	1st
Randall Clayborn	OK State TT	2nd
Randall Clayborn	KS ST Crit Champ.	2nd
Randall Clayborn	NWA Classic RR	2nd
Scott Gibson	Flint Ridge	2nd
Scott Gibson	Primavera II	2nd
Traci Haines	Wichita RR	2nd
Janne Hamalainen	La Mirada GP	2nd
Karen Harwood	Port City Crit	2nd
Jennifer Johnson	Cowskin	2nd
Barb Landreth	Speedwheel	2nd
Barb Landreth	Flint Ridge	2nd
Barb Landreth	Port City Crit	2nd
Nathan Leigh	OC Crit	2nd
Nathan Leigh	NWA Classic RR	2nd
Brian Metz	Salt Creek	2nd
Tom Shriver	Wichita RR	2nd
Ben Silk	Campus Cor. Crit	2nd
Ben Silk	Speedwheel	2nd
Ben Thigpen	Wichita RR	2nd
Ben Thigpen	Joe Martin SR	2nd
Ben Thigpen	Bob Herbert SR	2nd
Jim Bohanon	Tulsa Tough	3rd
Jim Bohanon	Cowskin	3rd
Jim Bohanon	Port City Crit	3rd
Randall Clayborn	TX State Crit Chps.	3rd
Kary Cummins	Port City Crit	3rd
Amanda Erwin	Port City Crit	3rd
Darren Fritz	OC Crit	3rd
Darren Fritz	Tulsa Tough	3rd
Heidi Gault	Flint Ridge	3rd
Will Gault	Flint Ridge	3rd
Scott Gibson	Salt Creek	3rd
Devin Gilpin	KS RR Champ.	3rd
Alan Good	Salt Creek	3rd
Traci Haines	Speedwheel	3rd
Traci Haines	NWA Classic RR	3rd
Janne Hamalainen	Tulsa Tough	3rd
Karen Harwood	NWA Classic RR	3rd
Karen Harwood	Cowskin	3rd
Karen Harwood	Salt Creek	3rd
Barb Landreth	Port City Crit	3rd
Nathan Leigh	Primavera I	3rd
Andrew McAdoo	Tulsa Tough	3rd
Jay Small	NWA Classic RR	3rd
Phil Stauner	Campus Cor. Crit	3rd
Phil Stauner	Joe Martin SR	3rd
Ben Thigpen	Wichita TT	3rd
Ben Thigpen	Wichita RR	3rd
Cheryl Thigpen	Wichita TT	3rd
Chris Cauthon	Port City Crit	4th
Randall Clayborn	GS Tenzing Crit	4th
Kary Cummins	Port City Crit	4th
Edgardo Delgado	Cowskin	4th
Edgardo Delgado	Port City Crit	4th
Will Gault	Bob Herbert SR	4th
Scott Gibson	Redbud Classic RR	4th
Scott Gibson	Port City Crit	4th
Devin Gilpin	Tulsa Tough	4th

Karen Harwood	Tulsa Tough	4th
Karen Harwood	Tulsa Tough	4th
Barb Landreth	Cowskin	4th
Nathan Leigh	Flint Ridge	4th
Jay Small	Flint Ridge	4th
Sean Stevens	Salt Creek	4th
Ben Thigpen	Flint Ridge	4th
Cheryl Thigpen	Speedwheel	4th
Jim Bohanon	Salt Creek	5th
Kary Cummins	Wichita RR	5th
Amanda Erwin	Port City Crit	5th
Kyle Freeman	Tulsa Tough	5th
Scott Gibson	San Dimas SR	5th
Alan Good	Cowskin	5th
Traci Haines	Cowskin	5th
Traci Haines	Port City Crit	5th
Janne Hamalainen	San Luis Rey RR	5th
Nathan Leigh	Bob Herbert SR	5th
Nathan Leigh	Primavera II	5th
Josh Lewis	Flint Ridge	5th
Andrew McAdoo	Cowskin	5th
Scott Posey	Cowskin	5th
Tom Shriver	Fayetteville RR	5th
Jeremy Stitt	Campus Cor. Crit	5th
Jeremy Stitt	Port City Crit	5th
Jeremy Stitt	Wichita TT	5th
Cheryl Thigpen	Flint Ridge	5th
Cheryl Thigpen	Wichita RR	5th

Scoring in the Top Five for 2006:

Scott Gibson (Cat 1)	7
Karen Harwood (W-Cat 3)	7
Nathan Leigh (Cat 3)	7
Barb Landreth (W-Cat 4)	6
Ben Thigpen (Cat 3 & M)	6
Cheryl Thigpen (W-Cat 4)	6
Randall Clayborn (Cat 3/M)	5
Devin Gilpin (Cat 5)	5
Traci Haines (W-Cat 4)	5
Jim Bohanon (Cat 4)	4
Janne Hamalainen (Cat 1/M)	4
Amanda Erwin (W-Cat 4)	3
Kary Cummins (Cat 3 & M)	3
Phil Stauner (Cat 4)	3
Jeremy Stitt (Cat 3)	3
Edgardo Delgado (Cat 5)	2
Darren Fritz (Cat 5)	2
Will Gault (Cat 2)	2
Alan Good (Cat 3)	2
Andy McAdoo (Cat 5)	2
Tom Shriver (Cat 3 & M)	2
Ben Silk (Cat 3)	2
Jay Small (Cat 4 & M)	2
9 Tied with 1 top 5 result	9

Cat 1

Scott Gibson	#4
Janne H.	#5

Cat 2

Will Gault	#2
Keith Franklin	#4
Josh Lewis	#5

Cat 3

Nathan Leigh	#1
Tom Shriver	#4
Alan Good	#7
Kary Cummins	#12

Cat 4

Chris Cauthon	#2
Devin Gilpin	#3
Brian Metz	#10

Cat 5

E. Delgado	#1
K. Freeman	#5

Master's

Ben Thigpen	#4
Gary Breipohl	#12
J. Hamalainen	#15
R. Clayborn	#16

Women 3

Cheryl Thigpen	#2
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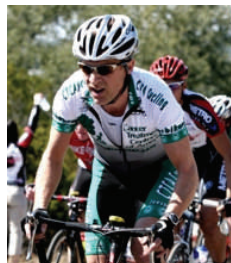
Women-4

Barb Landreth	#4
Heidi Gault	#5
Traci Haines	#10
Charlotte S	#11

ALPINEER

TULSA WHEELMEN

RACE TEAM UPDATE



Janne Hamalainen finished 3rd at La Mirada GP



Tulsa Wheelmen

Victories 13

Top 5 99

Top 10 187

TW Top 10 by Cat:

Women:	42
Cat 3:	37
Cat 5:	34
Master's:	31
Cat 1/2:	25
Cat 4:	18

Master Nationals

This year's Masters Nationals took place at Seven Springs, PA. **Ben & Cheryl Thigpen** took 3rd in the road race in Mixed Tandem.

They also place 4th in the time trial (mixed tandem).

Way to represent TW B&C!

Other results:

Men's Crit (55-59)

Ben Thigpen 16th

Women's RR (40-44)

Cheryl Thigpen 20th

La Mirada GP

Janne Hamalainen finished in 3rd place in the La Mirada GP in the Master's 40+ circuit race. Janne also placed 7th in the Master's 35+ as well (July 2, 2006)

ICC Carl Zach Cycling Classic Crit

In the master's 40+ race at ICC Carl Zach Cycling Classic Criterium, **Keith Franklin**, finished in 16th place.

ICC Bensonville Crit

Keith Franklin 19th

Other ICC Results

ICC-WDSC Cedarburg Cycling Classic (7/18/06)

Keith Franklin 26th

ICC-Bellin Health Village of Howard Crit (7/19/06)

Keith Franklin 20th

ICC Chase Food Folks & Spokes Crit (7/21/06)

Randall Clayborn 33rd

OC Crit fares well for Tulsa Wheelmen with Victory in 1/2/3 race

Keith Franklin (Cat 2) broke away and stayed away in the 1st Annual OC Crit (OCU campus in Edmond, OK). Keith came up the victor in the 1/2/3 race.

(OC Crit Pictures by Alan Good)



Josh and Ben keeping the rest of the field in check.



Nathan Leigh, throwing his water bottle at the photographer, which happens to be me! Nathan got 2nd in the Pro 1/2/3 race.

The course was a technical cone fest with high temps and lots of corners. **Nathan Leigh** had an outstanding day as well as he outsprinted Chad Shanks (Cat 2 for OKC Velo) to finish 2nd. **Ben Silk** grabbed 7th. Great teamwork and results!

In the 3/4 race, **Brian Metz** finished 8th and **Alan Good** finished 12th.

In the 4/5 race, **Brian Metz** was TW's top finisher capturing 6th place.

Darren Fritz got 3rd in the 5 race.



Keith Franklin winner of the OC Crit Pro 1/2/3 race

Great work Wheelmen! Fantastic teamwork, strategy, use of the radio ear-piece by the team in the 123 race and great results!

Campus Corner Criterium Results (July 16, 2006)

Nathan Leigh was the top finisher in the 1/2/3 race in 100+ degree heat grabbing 6th place at Campus Corner Crit in Norman, OK

Alan Good took a major crash into lap 2, but his teammates came to his aid grabbing 2nd (**Ben Silk**) and

5th place (**Jeremy Stitt**) in the 3/4 race. **Devin Gilpin** got 6th. **Brian Metz** finished 8th.

In the 4/5 race, **Phil Stauner** continued his hot streak by capturing 3rd place. **Devin Gilpin** and **Darren Fritz** finished 6th and 7th.

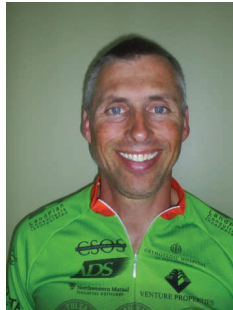


Tulsa Wheelmen News: Phil Stauner earns TW Racer of the Month

Schedule of Events

- Aug 5 Wicked Witch RR (KS)
- Aug 12-13 Tour of KC (MO)
- Aug 14 TW Meeting
- Aug 19-20 HHH (TX)
- Sept 1-4 Gateway Cup (MO)

See calendar for other events!



Phil Stauner's Top Results "At a Glance"

- June 2006 "TW Racer of Month"
- 1st Place @ Tulsa Tough-Riverside Crit
- 3rd Place @ Joe Martin Stage Race
- 3rd Place @ Campus Corner Crit

What his teammates had to say:

"Phillip had five top 10 finishes in June, including a first place on Sunday's Tulsa Tough crit. Phillip trains hard and races smart. He is a kind, helpful and considerate teammate. And most recently has upgraded to a Category 4".



Volunteers of Month

(June 2006)

Malcolm McCollam

Jim Beach

Marc Delametter

Tim Carrigg

Volunteers of Month Nominated for Efforts with Tulsa Tough

Hats off to the hard work and efforts for putting on the best damn cycling race in America period!

Great job Malcolm, Jim, Marc, and Tim for making Tulsa proud.

See you in 2007!



TULSA TOUGH RIDE & RACE



Advertisements & News

Bicycle Rack

Make: Graber

Model: The Mountaineer, Model 1059

Purchase date: I can't remember, but I'll estimate 5-6 years ago

Use: Max six times-realized I could no longer ride

Capacity: Slots for three, but comfortably two



Description: 90 degree frame designed to fit over the trunk of a sedan or coupe, or the back of an SUV or van; on a coupe or sedan, rear legs covered with foam pads slide back over the trunk and padded front leg rests on the bumper; equipped with S hook and tie down straps and shock cord handle; adjusting levers with a pull handle allow for raising rear leg.

Asking price: \$ 60.00

Contact Joe: cell phone: 918-671-7462

Land line: 918-481-6609



Teammate of Month for June: Karen Harwood

The Teammate of the Month has been awarded to Karen Harwood for her efforts with the Tulsa Wheelmen women's team in the month of June.

What her teammates had to say:

"She is the epitome of a good teammate. She always encourages and complements her teammates. She always tries to teach at your level. She is taking a good leadership role for the women's team. She's also quick to congratulate us on a job well done after a race. She truly seems to care about others on the team and wants to see them

succeed".

Keep up the great work Karen!



Karen Harwood (TOM for June 2006)



Karen Harwood "At a Glance"

- June 2006 Teammate of the Month
- 1st Place @ Speedwheel
- 2nd Place @ Port City
- 7 Top five finishes in 06
- Two 4th place finishes at Tulsa Tough



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By Sandra Crisp

Wheelmen Advocacy Director



The Mayor's Fitness Challenge!

Earlier this year, the Tulsa Wheelmen joined a coalition of partners in supporting the Mayor's Fitness Challenge.

The Mayors' Fitness Challenge is a joint effort between two of the largest metropolitan areas in the state, Tulsa and Oklahoma City, to encourage residents to get fit and healthy for life. No matter what age or fitness level or whether choosing to walk, dance, run, skip, bike or swim to a healthier body, what is stressed is engaging in a fun, physical activity every day.

The mission is to create a healthier state over the long-term, where residents choose to change and improve their fitness and nutritional habits in order to lead overall healthier lifestyles.

The coalition of partners, including the Tulsa Wheelmen, are helping the MFC with this fitness initiative to:

* Challenge residents of Tulsa and Oklahoma City and the surrounding cities to get fit and healthy

* Challenge businesses to step up their fitness programs or offer fitness plans and/or facilities for employees as part of overall wellness programs, as well as other challenges between partners, institutions, cities, etc. (Maybe some of you can use this to help encourage your employer to set up shower and locker facilities as well as secure bicycle parking).

* Build the foundation for a long-term, evolving effort throughout the state

* Lead, inspire and motivate

The MFC website includes great fitness tips, healthy snacks and recipes, informative links, trail maps, and much, much more aimed at the public at large.

Cycling Events from Tulsa and Oklahoma City are listed on the MFC website at <http://mayorsfitness.straxis.com/index.cfm?pageID=26> as well as a link to the Tulsa Wheelmen and Tulsa Bicycle Club websites.

If you have a cycling event in the Tulsa or OKC areas that should be listed, or a relevant press release, please contact me with the information at sandracrisp@cox.net and I will request that it be added to the Mayor's Fitness Challenge website.

August 2006: Rides & Events

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

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
				TW Crit Series		8 AM No Wimps Noon Racer Training Ride Wicked Witch RR (KS)
6	7	8	9	10	11	12
8 AM No Wimps 1 PM-Race Training Ride				TW Crit Series		8 AM No Wimps Noon, Racer Train. Tour of KC (MO)
13	14	15	16	17	18	19
8 AM No Wimps 1 PM-Race Train. Tour of KC	General Mem. Mtg 6:30 PM Race Meeting to follow at 7:30 PM			TW Crit Series		8 AM No Wimps Noon Racer Train. HHH (TX) RR
20	21	22	23	24	25	26
8 AM No Wimps 1 PM-Race Train. HHH (TX) Crit				TW Crit Series		8 AM No Wimps Noon-Race Train.
27	28	29	30	31	1	2
8 AM No Wimps 1 PM-Race Train.				TW Crit Series	Gateway Cup (MO) 9/1-4th	8 AM No Wimps Noon-Race Train. Gateway Cup (MO)

IN THE ZONE

by Mark TeRuki



Lessons from "Le Tour"

The Tour de France presents us with a great opportunity to look beyond the sheer entertainment value of the event, and try to glean some wisdom and learn some lessons we can apply to our own racing. At the time of posting this, the outcome of the Tour has yet to be decided – there are 2 days still to go – and so there may be more lessons to come. This is my list and is limited by my own opinions, prejudices, experiences, and also by space – I have limited it to 3 lessons. I hope it is helpful to you, but more importantly, I hope it encourages those of you who take your racing seriously, to look deeper than just who won and lost, and find your own lessons you can apply to your racing experiences in the future.

Lesson #1: Team Strategy is limited by Rider Capacity. Day after day in the Tour (every Tour) we see a team strategy derailed by the inability of a rider to carry out his role on that day. Phonak appeared to have played the strategy card to

perfection until Stage 15, when Landis got dropped on La Toussuire. Boonen's inability to clinch at least one stage is another example. These are professionals who are paid to do a job and play a role in team tactics, and yet it is all in vain if the riders on a given day don't have the physical capacity to carry out the strategy to its desired result. I think the lesson for club racers is to make sure as much as is possible, that the riders you are depending on to execute a team strategy actually have the capacity to execute it, and if they don't, then don't put them in that situation...change the strategy or the roles.

Lesson #2: Don't Panic!!! Bad days happen to everyone. If they happen in a time trial or a tough road course its hard to hide. Our natural reaction to this is to either get despondent and quit trying, or try to force our body to keep going harder than it is capable of resulting in digging the hole even deeper. As cyclists, we need the ability to stay calm, and re-focus our efforts to limiting our losses; find a steady rhythm you can sustain for the

duration of the stage and if you start to feel better, gradually build on it. Remember in a stage race, tomorrow is a new day, so limiting your losses today may keep you in the race tomorrow! Armstrong may well have saved his Tour in 2000 by employing this strategy on Joux-Plane, and Landis may have done the same on La Toussuire.

Lesson #3: NEVER GIVE UP. This is a key characteristic of all great riders. Surely it is Lance's lesson to us all, and Landis's as well, after his magnificent effort on Stage 16. We must practice this, and we must be able to rely on HOPE sometimes when logic and reason tell us "it cant be done" Logic and reason told Greg LeMond couldn't make up 50 seconds in the final 25 Km time trial in 1989. When all you have left is hope, THAT is what must fuel your effort. Resolve to finish races no matter how far back you are, because you are reinforcing this characteristic in yourself, until it becomes a part of who you are.

Czech vs. U.S. Cycling (Continued from page 1) by Tom Shriver

5. Bike Frames: Who is Kovarik: In the U.S. we become pretty accustomed to seeing the same frames at all the races (i.e., Cannondale, Trek, Specialized, Litespeed, etc). It is way cool just to check out the different frames at the races here in Czech. Popular Czech bikes include Kovarik, Merida, Duratec, Author, and Ravo. The Duratec factory is located just outside of Lenka's hometown and I race against a guy that works at this family run business. They've recently added a model similar to Cannondale's Six13 frame. They custom build their higher-end frames and you can even try out various color schemes on

their website. I seriously considered getting a Duratec, but then I worried that people would think I was racing for a battery company.

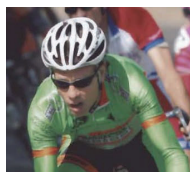
4. Those Pesky Race Numbers: Many of you may be aware of the fact that race numbers in Europe are pinned vertically on the jerseys near the rear pockets (as opposed to the U.S., where we like our race numbers sideways and higher up on our jerseys). In addition to this little difference, in road races I was given a big yellow plastic number to wear on my shoulder. It looked pretty cool (in a weird kind of "retro" way), but I couldn't help but wonder, "How much does that plastic number

weigh?"

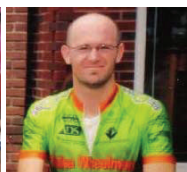
3. Entry Fees: While entry fees in the United States typically range from \$20.00 to \$35.00 for single day races, in Czech I routinely paid \$2.00-\$5.00 for entry fees. Of course, prize money is paid out accordingly. The exception is the Giant League Criterium Series, which pays the winner 1,000.00 Czech Krowns (about \$50.00, which is a lot of cash, even for a domestic pro in Czech).

(Continued on page 10)

Meet the Team



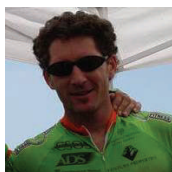
Malcolm McCollam Cat 3



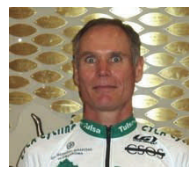
Nathan Leigh Cat 3



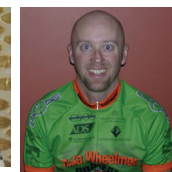
Jay Small Cat 4



Kary Cummins Cat 3



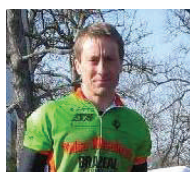
Keith Franklin Cat 2



Alan Good Cat 3



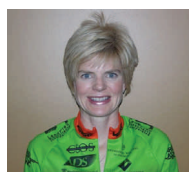
Craig Waldron Cat 5



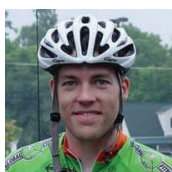
Tom Shriver Cat 3



Ben Thigpen Cat 3



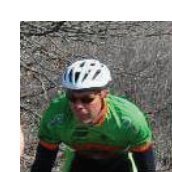
Cheryl Thigpen Cat 4



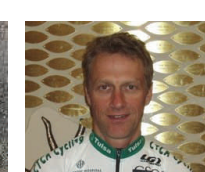
Jeremy Stitt Cat 3



Lenka Humenikova Team Nutritionist



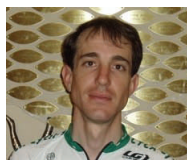
Chris Cauthon Cat 4



Janne Hamalainen Cat 1



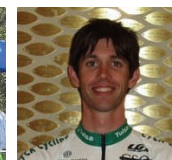
Ben Silk Cat 3



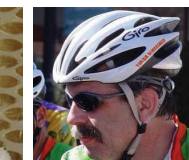
Will Gault Cat 2



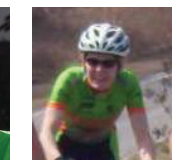
Marc Delametter Cat 3



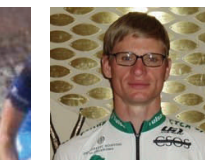
Josh Lewis Cat 2



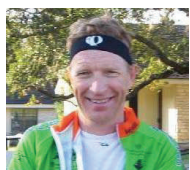
Brian Meahan Cat 4



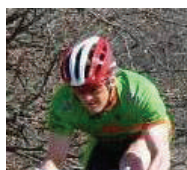
Heidi Gault Cat 4



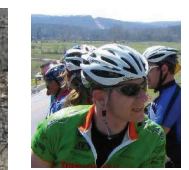
Scott Gibson Cat 1



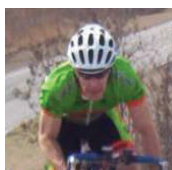
Tim Carrigg Cat 3



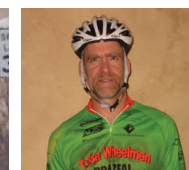
Russell McMahon Cat 3



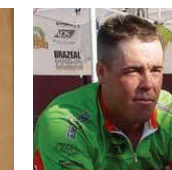
Jim Bohanon Cat 4



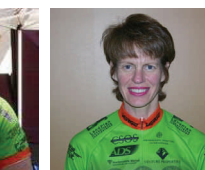
Gary Breipohl Cat 3



Pete Lantz Cat 4



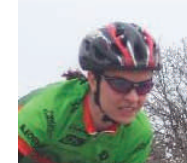
Joe Lederer Cat 4



Barb Landreth Cat 4



Karen Harwood Cat 3



Jennifer Johnson Cat 4



Amanda Erwin Cat 4



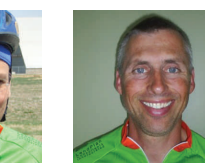
Traci Haines Cat 4



Randall Clayborn Cat 3



Edgardo Delgado Cat 5



Phil Stauner Cat 5



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Darren Brazeal
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Kyle Freeman
Cat 5

Darren Fritz
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Devin Gilpin
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Greg Ingram
Cat 3

Brandon Johnson
Cat 4

Andy McAdoo
Cat 5

Darrell Meinen
Cat 3



Brian Metz
Cat 4

Scott Posey
Cat 3

John Power
Cat 3

Charlotte Sanderson
Cat 5

Rafael Santiago
Cat 5

Josh Seabolt
Cat 5

Greg Shinn
Cat 3

Sean Stevens
Cat 4

Steve Webb
Cat 3



Czech vs. U.S. Racing by Tom Shriver (Cont'd from page 7)

2. Where is the Wheel truck? In Czech regional road races there are no wheel trucks. The racers even looked baffled when I asked where the "wheel truck" was. Of course, this made some sense to me after having one of my spare wheels stolen at a Texas race earlier this season! So, a flat tire effectively means the end of the race (unless, of course, you are a world class time trialist that can change a flat and still chase back to the front of the race). Last year I flat-ted just after being dropped on a long climb in a road race...I have to say that it was the best flat I ever had!



Tom Shriver, Jarda (Czech Cyclist) and Goody at Cowskin CR

1. Sausage as a "Recovery" Food: Yes, at all of the regional road races your \$2.00-\$5.00 entry fee not only earns you a spot on the start line, but you also get a coupon for a post race snack. Most often, this post-race meal consist of a greasy sausage, mustard and a slice of bread thrown in for good measure. Most racers wash this down with cold beer. On one occasion, I even saw a very good Master's racer drinking a pint of beer "before" the race began! To make matters worse, it was 10:00 in the morning! If you think I was surprised by all of this, you should have seen Lenka's face!



Master's Nationals by Ben Thigpen

Cheryl and Ben Thigpen participated in Masters Nationals again this year. Unlike last year in Park City, when there were several Tulsa Wheelmen competitors, we found ourselves alone among Tulsa competitors at Seven Springs, Pennsylvania.



The venues for the time trials and road races were severely challenging. The time trial course was an out and back, without a centimeter of flat road and featured over 2000 feet of climbing in 18 miles. We raced in the tandem 90+ mixed race. As it was pouring rain it was necessary to promise my stoker a conservative, fall-free ride. This was delivered and we finished fourth, same as last year.



The next race was Ben's criterium, which was held 40 miles away at a half mile automobile race course. The crit course consisted of two thirds of the oval with an abrupt entry to the infield and an equally abrupt return to the oval after a lot of wiggling around inside the oval. Very technical and not a race for the faint of heart with a lot of jamming into each corner. There were 87 starters in my race

out of 97 registered riders. We crossed the S/F line at 30-35 mph each and every lap, save the last, which was done at 40+ mph. I was 6-8 in line with five to go and then got totally swarmed with three to go and never really recovered. I should have attacked on the last lap as we entered the infield, but I did not for no explainable reason. 16th is what you get when you don't for it.

The road race course was very technical and totally hilly-----900+ feet of climbing every six mile lap---- imagine! Well, Ben was toast after three laps of this and took a well-deserved DNF while sitting in a group racing for 19th place.

Cheryl raced the next day-----her first go at Nationals on her own bike. She rode a very commendable race and finished 20th out of 34 starters. She promises top 15 next year.

The mixed tandem 90+ road race was on Monday when the temperatures had risen from the 60's and 70's to a toasty 95. We had a plan, which is always a good idea in bike races. We planned to go as hard as we could for one lap and try to settle in with the fastest group we could handle. The tandems (men, women,

mixed all ages) start all at once-----it is truly invigorating to race down mountains at a max of 54 mph with 300+ pound bikes all around. Our plan worked! At the end of the first lap we were all alone in first place in our race with a group of three tandems ridden by men. Then the payback started as we started to gag. At the half way point of lap two one of our competitors caught us, passed us and dropped us. The same thing happened at the end of lap two when Paul Curley (multi-time national champ) and his hand picked female stoker caught us. He was nice enough to invite us to go with them and we were polite enough to decline. No one else caught us and we finished a personal best of third! And, we promise to do better next year----if we go back as it is supposed to be back at Seven Springs next year.

As for those of you wondering about the registration fiasco, there will be big changes for next year and USCF promises to give everyone plenty of advance notice about the new rules of engagement.



Junior Nationals Results by James Mitchell

This year's Junior Nationals was quite an experience for Team Power Train. Five of us traveled to Seven Springs, Pennsylvania either by car or by plane (I protested until my dad went for the plane). Between Adam Harmon, Alex Battles-Wood, Alex Schneider, Gramham Smith, and James Mitchell (myself) the team really had a strong showing.

I'll start out with the 15-16 division time trial. After roll-out and a tedious wait, I walked up the back side of the home-made start ramp and mounted my bike. As the start lady counted down to zero I gained my concentration and prepared for the most important TT of the year. Merely a split second later my impeccable concentration was shattered by the steep drop down the home-made start ramp. Not to worry though, it came back brilliantly. So I headed out onto the first portion of the course, which was a 12 mph uphill followed by a 50 mph winding descent. Then I got the privilege of going uphill again. After suffering through that, I turned out onto Indian town road, which was the "flat" section of the course. Indiantown was a very hard road to get any rhythm. This was caused by the fact that you were either going slightly uphill on the downhill the entire time. After all of that, you turn around and do it all backwards. This would have been a great course for me, but I really had a bad day. I ended up 27th out of a field of 100.

Onto the 15-16 division crit: this was at Jennerstown NASCAR Speedway. The course used a half track oval, and then wound through the infield. Being JUNIOR nationals, about 25 minutes before start time we began to line up. I was one of the kids who got there 24 minutes before it started, so I was on the back row. After being on the line a few moments the judges came over the loudspeaker and told us to clear out. After about 5 tries from the judge we moved. The warm up lap was basically a drag race, which included bumping, dirt moves, and about 5 kids going into the grass. When the real crit started, I immediately got on the wheel of Nick Bax (winner of the TT) and sat there for a few laps. Then about the 4th lap or so, he made a move to the outside of the banked speedway. I followed his wheel as we began to dart into the first left hand turn. The infield streets at the

speedway were only about 1/3 as wide as the speedway. As soon as we began to turn in front of the pack I had to grab the brakes so that I wouldn't be plowed over by the pack of riders coming perpendicularly towards me. Once I was in the back from that move, I had to fight to survive. Every lap there was a pinch left hander back out onto the speedway. To get through this you had to slow down to under 15 mph and then sprint until you spun out at over 35 mph. That turn was



what blew the entire race apart. Once again I got 27th of 100. After the TT and the crit I was definitely down on myself. I knew that I had completely missed an important week of training only 3 weeks prior to nationals due to a misdiagnosed medical condition. Don't worry, there is absolutely nothing wrong with me, it was a false alarm. Training missed or not, I wasn't about to make excuses.

Onto the road race- I'll begin by telling you that the road race course was the hardest course I have ever been on. The start was once again hectic. This time we all lined up 15 minutes prior to start, and then they delayed us another 20. Once we finally got started, Nick Bax attacked up the starting climb. This caused panic in the back (where I was once again). To my left there were kids slamming into



barriers and to my right there were many little incidents, yet somehow I managed to have a clear path through the middle. My legs hurt a little up the first climb since my warm up didn't have

an effect any more, but I made it up without a problem. After a slight 40 mph downhill for 2 miles or so, we moved into the fast section. I recorded 65 mph on the largest descent (in the 17-18 division Alex Schneider recorded 72 mph). We kept descending until 50 mph felt tame. If you're wondering, THERE WERE NO WRECKS. After all of that we were at our minimum elevation, the 10 km grinding uphill began. I thought that I was close enough to the front, turned out that once it strung out I was in the back third. This was where my legs finally realized that it was time to compete. The only way to describe that climb was that I island hopped until I was in the top group and while doing that I thought of every possible excuse I could tell people when they asked me why I dropped out. When I saw the summit sign I basically had a new outlook on the race, I was not there to compete because I was there to contend. Going past the summit sign was a really good feeling, yet only a moment after that we turned into Laurel Hill state park (hard part of TT course) and started the "rolling" section of the course. If you call an eternity of 1 km hills rolling, then sure, you can call it rolling. On the steepest and longest "roller" a break rode off the front while I was boxed in. I had the legs but not the position. The break gained a 1:25 gap by the start of the second lap. On the start hill I put in an attack during the middle of a surge by some east coast velo kids. There was no answer from anyone. I rode as hard as I could, until I spun out on the huge downhill section. At the start of the descent I was 30 seconds off the break, but because both groups had more momentum, the break pulled away as I got caught. No one in our group of 13 chased the break of 5 for the rest of the race, but I did end up 12th in the sprint. The best part of nationals was still yet to come. Because of my performance in the road race I was invited to the National development camp at the Olympic Training Center in Colorado Springs.

Coach TeRuki (right) at Junior Nationals with his team in Seven Springs, PA



Tulsa Wheelmen Info Pages (August 2006)

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
Sat/Sun	No wimps ride	45th & Madison	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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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 goody@okstate.edu

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