

Off The Front

April 2009

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President's Letter

by Gil Summy

Hi everyone. Well the racing season is in full swing now, as is obvious from the race reports that you will find in other parts of the newsletter. I don't want to spoil the surprise, but the master pirates have had some dominating performances in the Oklahoma races and have also made their mark in the surrounding states. The Cat 3 and Women's Team have also had some great results, so all up it has been a very good start to the season. The Club is also involved in putting on some of the most popular races in the state. Coming up on April 11 is the first in the Overholser TT series, this year marking its 10th anniversary which will be celebrated by having Anne-Marie Liles back as the organizer. Welcome back and thank you Anne-Marie! Starting this month we also have the first Central Oklahoma Race Series. The series consists of two OKC Velo crits at the zoo, a TT put on by the PG13 club, and the CRRC circuit race. For someone who is new to racing these events are the ideal ways to test the waters, as the entry fee is minimal and there is little traveling involved. If you don't want to race but would like to be involved in some way, then please consider helping out with some of the many jobs that need to be done to make an event run smoothly and safely. I hope to see you at the races!



OKC Velo Master's Report

By Justin Wolfe

It's that time of year again in South Texas when the weather is perfect for stage racing. Come summer it's too hot for long races, at least in my opinion, so I've been seizing every opportunity to race, particularly something like a stage race when I can get 3 races crammed into one weekend.

Alsatian Country Omnium

With the change in master's age from 35+ to 40+ in Texas some of us are now "pre-" masters. So in early February Paul Bonds and I teamed up in the Cat 3's for the Alsatian Country Omnium just west of San Antonio. The weekend consisted of a 10-mile TT, a 50 minute crit, and a 60 mile road race. Unlike a stage race, points are awarded for each race. Saturday morning we started with the time trial in smoking 20-25 mph winds straight down the out and back course. Literally 33 mph to the turnaround with the tailwind! I managed a 3rd place time behind the biggest threat in the field, Scott Simmons, and the two-time Cat 3 state time trial champion. For the afternoon crit, the wind remained a factor, so Paul and I made a plan before the start. It could not have worked out better and I think it took the entire field by surprise. We kept the race together until the last lap, Paul went straight to front, I hopped on his wheel, and Paul slowly ramped up the effort. I know the sprinters were thinking this was their opportunity. Paul was going too early and I would end up providing them a nice lead-out on the last short straightaway to the finish. They didn't know Paul was going to pull the field into the headwind at 30mph, making it impossible to come around! 200' feet before the last turn I jumped as hard as I could and sprinted like the corner was the finish line. This early move gave me a nice gap and some great speed to carry through the corner. Onto the finish straightaway the tailwind made it easy to keep the speed high enough to hold off the sprinters and our teamwork was good enough to nab the "V" right out from under the sprinters. I think everyone, including me, was surprised how well our plan worked. That was definitely the highlight of the weekend. Sunday was a tough day in the wind, but all that was required was a decent finish to wrap up the omnium. I squeaked by with a poorly executed 9th to get the minimum number of points necessary to grab the overall. But hey, a win's a win and OKC Velo demonstrated how powerful teamwork can be in a typical every man for themselves Cat 3 field.

Fayetteville Stage Race east of Austin

Mid-March I wasn't lucky enough to have any "pre-"masters teammates in the Cat 3's at the Fayetteville Stage Race east of Austin. In theory a stage race would be a little more straightforward. Time trial well and finish with the group and you'd finish high up in the overall. It was a little trickier than that though because Fayetteville had a hotspot time bonus and finish line time bonuses for both road races. Potentially, you could pick up 44 seconds in time bonuses and leapfrog the best t'ters. The weekend started with a 69 mile road race in fog so thick you couldn't see the front of the 85 rider field from the back. It was serious pea soup for the first 20 miles. With a huge field, little wind, and a lot of people trying to save their legs for the afternoon time trial the morning race was a lazy affair punctuated by a lot of brake-checking. The biggest challenge was moving to the front of the field for the finish as we were gutter to yellow line for a full 200 meters. I lined up about 5 riders back on the yellow line. At the 200m mark the road opened all the way across and I launched straight for the left gutter and wound it up in the correct gear for a change. I was the first to go; unfortunately, my 190m sprint nearly brought me to a standstill meters from the line. I quickly went from 1st to the 3rd in the last bike length, but a 3rd place was good enough for a 9 second bonus and I'd take any seconds I could get. Interestingly, my 30-second man for the TT was the 18-year old from Amarillo that won the morning race. The time trial is an incredibly rolling 6.6 loop with not a lick of flat road. All systems were go and I caught my 30-second man just before the finish. All signs were that my time was a good one. I was 30 seconds faster than last year. I'd gone quicker than Scott Simmons and Jason Bentley (State TT champ) this time, but I was surprised to lose 9 seconds to an Austin Team Hotel San Jose (THSJ) rider. At the end of the day my 9 second bonus and 2nd in the TT put me in 1st overall with 8 guys within 30 seconds. Sunday was promising to be a lot more active with that many people having realistic chances of the win. Right out of the gate on Sunday THSJ, with riders in 2nd and 3rd (tied) on GC and two more riders in the field, started attacking. If any of them went up the road my GC hopes were over, so I dutifully chased down every attack. At the hotspot midway through the race I was first loser crossing in 4th. Bonuses went to 1st, 2nd, and 3rd and with no luck on my side 2nd and 3rd on GC grabbed the first two bonuses. I was now only 4 seconds up on GC with 15 seconds available for the win and bonuses down to 5th place at the finish. Yikes. I couldn't make this much closer. I made things even harder starting the 3rd lap when I got too far back in the field and both the 1st and 2nd GC riders slipped off the front with 2 other guys. I had to spend the next 2 miles pulling the field back up to the break. Fortunately, I knew that even if I blew myself up chasing that with such a large field it would take me so long to fall back through the field that I'd recover before I got dropped, so a chasing I went. After that bridge THSJ gave up and put their hopes in their rider's strong

sprint. He'd already racked up 21 seconds in bonuses, so not a terrible strategy. I was counting on the fact that all of the attacking and chasing we'd done would have made all of us too tired to sprint at the front of the field for the time bonuses. Coming into to the finish I was feeling pretty optimistic. I was on the back of THSJ train, but they were all too far back and it was impossible to move up fast enough. All I had to do was finish right behind their sprinter and he'd be unable to jump me with a bonus. As it turned out none of that mattered as the field exploded somewhere in the top 10 right at the 200m mark. At least 20 riders went down including nearly all the GC contenders. I walked away with nothing more than minor road rash and a flat tire. The officials awarded the field all the same time and with that I'd survived to take the GC overall by 4 seconds. Next up, my favorite Texas stage race - Fort Davis Hammerfest!

SALTY COW RACE EXTRAVAGANZA MANNFORD AND WESTPORT, OK

Report by Gary Ziegler

"Criterium" on Saturday, March 7, 2009

Yes, you could see most of the course from the cross-over point, but it's still a stretch to call this one a crit. However, it is a great course, none the less! Velo turned out in force, and after a splendid training camp, the fitness was starting to pay off. (Except for those of the southern hemisphere inclination, who missed the memo and didn't realize we had one.)

Master's Race Report (40+/50+): Velo's new phenom Les Akins, "Fireplug Who Sprints Like the Wind", went off the front early with Tulsa strongman Janne Hammillaiyanniannian. Sensing imminent danger, Gary Ziegler jumped on for the ride. A nice gap ensued, with Les doing most of the work, Gary some, and Janne none (no dummy, he). Before long Peter Erdoes and Gil Sumy did their patented "bridge to the winning break" move, and off we went. Gary's knee caps were getting a fine draft from either short-stout Les or short-not-stout Janne, so he was more than relieved to see more teammates (i.e. taller). Mid-race, Gary was almost getting shelled when Les was powering up the short steep climbs (yes, he was a Cat 1), until Peter convinced Les that the huge gap we had was safe enough to ease up a little. Recovered enough by the end, though, Gary took the cue from Les' secret hand signal, and attacked with all he had left at the 500 meter mark. This gave us 1-2-3, (Gary, Peter, Les) holding off a relatively fresh Janne, with Gil close behind. Special Note: Phil Harris flatted, ran a half mile to the pit, got back in and controlled the pack so that no serious chase efforts could bring in our break. Yea Team.

Road Race on Sunday, March 8, 2009

Now this was a real road race: Long climbs, wind, fast descents, more wind. Love it! Master's Race Report (40+/50+): Same Velo crew off the front early (thanks to the long climb and the tough Velo training camp), with Tulsan Jim Bohanan this time. Couple of attacks and another secret hand signal from Les to Gary, and the dastardly Tulsa Wheelman rider was left in the dust (dusty wind, that is). The four man TT of Gil, Peter, Les and Gary flew around the course and finished in a happy mob scene. Special kudos to Tony LaSorca, or Lesourca, or Leseica, or whatever the announcer said, for winning the real race behind us: Tony raced like a pirate and won the large bunch sprint for 6th!!

WOMEN'S TEAM REPORT

By Donna Rice

I am so excited about our team this year. We have a few veterans and a couple of strong new ladies adding to our talented team.

The women's team has had a couple of successful weekends of racing so far. Tamie Sanders came in 4th at Salt Creek after Lisa Azhar was in a solo breakaway for the last two laps and flatted out. We may have done better had 2 of us not been involved in crashes. Fortunately no one was seriously hurt. Tamie also won the prime in our race at Cowskin.

Our very own Lisa Azhar won the women's cat 4 race at Hell's Kitchen. She is a great climber and a very determined racer. Once she was able to stay up with the men's cat 5 group which we were started with she rotated with a girl from Tulsa Tough who placed 2nd just an inch behind Lisa. Tamie Sanders came in 7th and Donna Rice came in 8th just behind her wedging out a girl from the Undiscovered team. Our new racer Kelly Russell finished shortly behind us. Thanks to our male supporters who attended with us and provided support and encouragement: Biff Stephens, Imran Azhar, Troy Albright and Adrian Statser from Wheeler Dealer Bicycle Shop. We had a great weekend of racing in Arkansas and preparation for the Joe Martin Stage Race.

Sunday, March 29 five of us will be racing in Prairie Grove, Arkansas at the NWA Spring Classic.

Body/Mind Conditioning-

Dealing with The Good, The Bad, The Ugly Rides

Kristen Dieffenbach, Ph.D.

The good days are amazing. No matter what the weather or type of workout, you feel smooth, strong, and invincible on two wheels. Nothing slows you down or breaks your pace. Climbs and efforts seem to fuel you. You finish your ride with a sense of great accomplishment, already looking forward to your next ride.

The bad days, are not quite so fun. Cars forget to see you, you find every speck of glass on the road and get enough flats to prove it, and the weather just wouldn't seem to cooperate. You finish tired, feeling a little defeated by the world of non-cyclists and you just look forward lying down on the couch.

Then there are the ugly days. These are the days when efforts don't just feel hard, they feel impossible. You pedal squares. Every climb feels mountainous and every puff of wind has you cursing Mother Nature for getting in your way. And while you are at it you curse anyone else you can think of who might be to blame for you being on the bike at this particular time. Before the ride is even over you are wondering what ever made you think you were actually a cyclist or why you even wanted to be one in the first place, and you are deciding what dark corner of the basement is the best storage spot for the bike.

While the majority of your training rides probably fall somewhere on the continuum between the "good" and the "ugly", all riders, from novices to the pros, occasionally experience the extremes of training. The "good" rides are a source of tremendous motivation and provide a great confidence boost. They remind you of all the great things about cycling and renew your faith in your abilities. The really "good" days are those amazing rides you never forget and often it is the memory of these rides that can keep you going even on the "ugliest" of days.

"Bad" rides really aren't that terrible, they are often bad mostly because you choose a route with too much traffic or you have some bad bike mechanical karma you need to work off. While frustrating, "bad" rides don't linger or leave a sour taste in your mouth for riding. You may avoid a certain route or become a little paranoid and carry every tool known to mechanics for awhile but it is the environment that frustrated you, not the riding.

The "ugly" rides, on the other hand, are demoralizing. These rides have a negative impact on motivation and can shake even the strongest rider's confidence. Nothing on the bike feels good or right and you are left questioning your training, your abilities, and possibly even your future in the sport. Sometimes an "ugly" ride is just an "ugly" ride, while other times it may indicate potential problems in a training plan that need to be corrected. Understanding the nature of training, the potential reasons behind "ugly" days, and how to cope with these training obstacles can help you through the occasional routine "ugly" days of training, can enhance training gains and enjoyment, can help divert serious problems, such as burnout, and can help increase the number of "good" days you experience.

Ugly Days and The Training Cycle

The very nature of training for improved performance necessitates training cycles designed to stress the body's limits and bring about changes. Even though intentional, training stressors such as hill repeats and anaerobic threshold efforts are difficult, tiring, and even painful. The systematical overloading of different physiological systems during different phases of training means you will not always be fresh for every workout. Being tired and worn down from training will occasionally set you up for a potentially "ugly" ride. However, when an "ugly" ride turns into multiple "ugly" rides or when the ugliness of the ride is out of proportion with your current training phase, it is important to take a closer look at what you are doing and how you have been doing it.

Recognizing The Truly "Ugly" Ride

Keeping a training log is one of the best ways to identify when an "ugly" day is more than just a temporary response to being worn down. After experiencing an "ugly" ride carefully review your log. What phase of training are you in- high volume? High intensity? Recovery? How has your sleep been? Was this "ugly" ride a surprise, or in hindsight can you see it coming in the workout details in your log? Poor sleep, high levels of life stress, crampy legs, increased irritability/ moodiness, lack of appetite, and an increased morning heart rate can all indicate that something is amiss in your training. Often one or more of these symptoms may appear in the days before an "ugly" ride. Being aware of these potential symptoms, understanding your typical responses to training (both the positive and negative ones), and by regularly reviewing your training plan you can help prevent future "ugly" rides before they happen.

If a review of your training log uncovers a negative recovery trend it is important to immediately address these issues in order to prevent further damage and to ensure that you get back on track as soon as possible. Often, an outside

viewpoint from a coach or a trusted teammate can help you determine which factors led you to a diminished recovery state and ultimately to your "ugly" ride or rides.

Before making major changes to your training plan make sure you review your recovery activities. Training athletes may need 1 -2 extra hours of sleep as the volume and intensity of their rides increase. When deciding on what level of training you can handle, be sure to include the increased need for recovery and sleep as well. Just because you can fit a 12-14 hour week of riding into your schedule, does not mean you can handle that level of training. In addition to allowing for ride time, you must also be able incorporate the extra stretching, sleep, and other recovery activities necessary to ensure you remain healthy.

One of the most overlooked causes of becoming under recovered and subsequently experiencing the "ugly" ride is the influence of outside life stressors such as work, relationships, etc. All stressors, even those that do not tax you physically, drain your energies and impact how you recover. Make sure you consider all the sources of stress in your life and training and consider the impact they have on your training when looking for factors that contributed to the "ugly" ride. Once you have identified the sources of stress, look for ways to reduce them or to reduce the impact they have on you particularly during high volume and high intensity weeks in your training cycles. Enlist the help of those around you in finding ways to reduce or buffer stress when possible and to add the extra recovery you may need to ensure that the stressors don't overwhelm you.

Salvaging the "Ugly" Ride

Even when you have a good understanding of your training plan, you regularly review your log, you pay attention to your recovery levels, and you periodically modify your training, you will still occasionally be faced with the dreaded "ugly" ride. No matter how well prepared you think you are, "ugly" days still happen to everyone.

Once the ride is over you will have the opportunity to figure out what went wrong. But first you have to get yourself through the rest of the ride. Be honest with yourself about how you are feeling. Is it just a tough day or does it really feel "ugly"? Sometime there are days when bagging a workout may be the best thing you can do, particularly if psychological indicators such as heart rate are indicating that you may not be properly recovered. The better you understand your own body and the physiological parameters to training, the better equipped you will be to make these decisions. Keeping a detailed log over time and consulting with a coach can help you be better prepared to make these kinds of decisions.

It is important that once you made the decision not to continue a workout that you stand by your decision. Don't let the post ride doubts make you feel guilty for not doing what was originally written in your plan. If you made an informed decision, you can feel confident that you did the right thing to ensure positive training results in the long term. If in hindsight you feel that you didn't make the right choice focus your energies on finding ways to make a better decision next time rather than dwelling on something that you can't change. Either way, you will enhance your confidence by knowing that you are in control of your training and you are being proactive rather than just re-active to the needs of your body.

On the other hand, sometimes accepting an "ugly" day for what it is and gutting it out is the appropriate action. Sticking with an "ugly" workout till the end can be a tremendous boost to your sense of determination and to your confidence. When all physiological indicators seem fine and your "ugly" day just seems "ugly" then sticking with it can help prepare you mentally for dealing with the tough moments in racing. Knowing that you have ridden on guts alone in training, and survived, will give you confidence in ability to ride that way in competition.

Whatever the cause of your "ugly" day, the key to diminishing the potentially negative impact it can have on your physical gains, your motivation, and your confidence is to remain proactive with your training. Training is an evolving process that blends what is known about the science of training with the on going research of how your body reacts to training. You and your environment are constantly changing, so your training plan needs to be a work in progress. Take the time to understand enough about the training process so you can understand how your body is responding. Don't just write each workout in your log and forget it, review it on a weekly basis to look for trends. Striving to maintain a balance between the different stressors you experience and your recovery will help decrease the occurrence of those "ugly" ride and will also increase the frequency of the "good" ones.

More Information Please!

Contact the author at performexel@hotmail.com

Overview of Massage Therapy for Cyclists and Coaches

Using Self-Massage to Improve Performance and Prevent Injury

Tim Monaco, USA Cycling Level 2 Coach, president, Monaco Bodyworks, Bend, OR

Tim Monaco is a USA Cycling Level 2 Coach, Licensed Massage Therapist, Corrective Exercise Specialist and CHEK Holistic Lifestyle Coach from Bend, OR.

With over 20 years experience competing in endurance events, he is a former professional triathlete who has won Vineman Ironman, Buffalo Springs Lake Half Ironman and has completed 15 International Ironman Events.



Tim Monaco

Concept of Daily Self-Therapy

Some of you may have some experience with self-therapy, but for most it is probably a totally new concept. I feel safe saying that no athlete will ever reach their potential unless they have daily work done on their body. Unless you are a rider for a major European cycling program or you are independently wealthy and have a team of practitioners at your disposal, this will mean that you have to do it yourself!

As a practitioner who has a multi-disciplined approach to treating athletes, I feel that I can only get optimal results if my athletes are willing to utilize self-therapy. I look it as the key to keep them on track between treatments. It also empowers them to take an active role in keeping themselves at their best and to become more familiar with their own bodies and potential imbalances.

I will discuss some general target areas that are needed for all athletes, but you may need additional guidance from practitioners that you are working with. I feel everyone should have a routine of specific rolling targets and specific stretching targets to work on daily to promote balance in your structure and optimize your performance.

What kind of tools will you need?

Our primary tool for self-massage is the foam roller, which you may find at many sporting goods stores or physical therapy supply stores. You may also look on-line at some of the personal training equipment suppliers (one good source is: performbetter.com). There are a few different types of foam roller and you generally will pay more for the more durable versions. The plain white foam roller usually will break down fairly rapidly with regular use, so I would not recommend that option. The more durable versions are the harder high-density black foam rollers and the more fancy EVA foam rollers that come in different colors. They are both great options. Once you have one around the house it makes it easy to jump on it at your convenience. If your budget is extremely tight, most athletic training sites will have rollers available for use.

Once you get more refined in your self-massage technique you may want to explore other types of rollers to target hard to work areas. There are many different varieties out in the market. There is a large array of carved wood rollers, balls made of various materials and my personal favorite, the TP massage ball rollers (<http://triggerpointmassageball.com/>). As a veteran of self-massage, I have a selection of “toys” to choose from and thankfully have a roomy closet to store all of them!

How to use foam rollers for self massage

Using the foam roller is simply an exercise of using your body weight to provide pressure to various body parts for therapeutic effects. It should be your goal to utilize the roller with limited effort and stress to your body. Once you get a feeling for how to balance and support your body correctly, you will be able to adjust the pressure you are using and seamlessly transition from one body part to the next. Fortunately, some of the easiest places to work are also some of the most needed places to be worked. For most people and especially cyclists, the key spots to target are the back/spinal muscles, hips/gluteal muscles, and quadriceps/iliotibial band. Postural muscles always take a beating and are commonly overused. Add the stress of training to the equation and you have potential for trouble. Below are some diagrams for several rolling techniques and a couple stretches using the roller:

1. Thoracic Spine Extension

1. Lie on back with a roller underneath your shoulders and both knees bent, feet flat on the floor. Protect your neck by clasping hands behind head and gently supporting throughout movement.
2. Slowly lift hips off the ground to increase pressure on your back.
3. Gently roll back and forth so the roller covers the length of your spine, focusing on thoracic area (from the top of shoulder blades to base of ribs).
4. As you become more comfortable and flexible try to extend back over the roller.



2. Quadriceps & ITB (iliotibial band) Stretch with a Roller

1. Lie on your side with hip resting on top of roller and body supported with your elbow and opposite foot.
2. Keeping neck and back in neutral, gently roll the outside part of the thigh between the hip and knee.
3. To target different quadriceps groups, adjust position to apply more pressure to front of quad.



3. Hips/Gluteal work on Roller

1. Lie on your side with hip resting on top of roller and body supported with your elbow and opposite foot.
2. Keeping neck and back in neutral, gently roll the outside of the hip, working all the way to the crest of your pelvis.
3. To target different gluteal muscles, adjust body position accordingly.



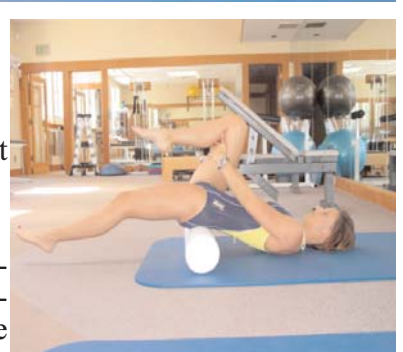
4. Pectoral Stretch & Lat Stretch

1. Lie on your back with spine resting on top of a roller. Make sure head is supported on the roller.
2. Gently allow arms to lay to the side over the roller as if making a 'T' with your arms.
3. Once you are feeling relaxed with arms on floor, gently extend arms overhead (keeping arms in contact with floor) until you feel stretch in lats (along side body and under arm).



5. Psoas Stretch with a Roller

1. Lie on your back with a roller underneath your hips.
2. Grasp behind one knee and gently pull knee toward your chest until you feel a light stretch on the opposite hip flexor.
3. 3 Sets x 30 second holds.



Using self-therapy is a great investment in your general health and postural balance. You should aim to use the roller daily, but any time you can manage will be a benefit for you. You can expect to have increased flexibility, range of motion, more supple muscles and improved recovery from your training/racing. I encourage you to use your imagination and your intuition to find places on your body that need attention. It is a great feeling to be able to work out a sore spot when you need to. Be well and happy recovering!

More Information Please!

Tim offers consulting on balancing lifestyle and nutrition as well as self therapy including massage, mobilization and stretching. He can be contacted at 541-948-7018 or www.monacobodyworks.net



Central Oklahoma Summer Race Series April 2009 Edition

Presented by
OKC Velo, CRRC, and PG13
Held under USA Cycling event permit: pending

April 1, OKC Velo Zoo Crit
April 8, CRRC Lake Draper Circuit Race
April 15, PG13 Lake Draper Time Trial
April 22, OKC Velo Zoo Crit

Time: Races start at 6.30 pm. Registration opens at 6.00 pm.

Categories: A (cats 1,2,3) and B (cats 4,5).

Entry fee: \$5 per event.

Prizes:

Series (top 5) and individual race (top 3) prizes to both A and B categories. 100% cash back each week (minus USAC Insurance)!

Series Rules:

Points will be allocated as follows: 1st 10 pts; 2nd 8 pts; 3rd 6 pts; 4th 4 pts; 5th 2 pts; 1 pt for each race attended.

To qualify for series awards a racer must attend at least one crit, the circuit race, and the TT. A series ineligible racer can still compete for individual race prizes.

Course information:

OKC Velo Zoo Crits: Lincoln Park (corner of NE Grand Blvd and NE 50th St). Hilly 1 mile circuit with one 90 degree and one 135 degree corner. A and B races will run simultaneously, both 40 minutes plus 3 laps.

CRRC Draper Circuit race: Lake Draper Mountain Bike trailhead. Course is approximately 13 miles per lap with numerous small hills and a good road surface. Both A and B will do 2 laps

PG13 Draper TT: Lake Draper Mountain Bike trailhead. Course is 10 miles with numerous small hills and a good road surface.

Other information:

These are USAC/USCF sanctioned events and a current annual or one-day USCF license is required. Both are available for purchase at race registration.

All races held rain or shine, although in the case of severe weather the race will be cancelled.

Contact details:

Series co-ordinator - Gil Summy, gil.summy@okstate.edu, 405 361 9638

Crit: Peter Erdoes peter.erdoes@gte.net

Circuit race: David Lynch lynchdal@yahoo.com

TT: Eldon Harding, pg13graphics@me.com



Major Sponsor: Schlegel Bicycles, Oklahoma City
405 232-4040 www.schlegelbicycles.com

10th Annual OKC Velo Club Time Trial Series – 2009

Held under USA Cycling event permit: 2009-683

Saturday(s) April 11, May 16, and June 13, 2009

COURSE: Flat, 8.4 miles, out and back. The course begins on the South side of Lake Overholser, and travels North on the West side of the lake until the turnaround. Traffic should be minimal, but the road is not closed.



TEAM EVENTS: 2-Person team and tandem categories. You've seen it at the Tour, now give it a try yourself! Team members start together, team drafting allowed, time determined from the second rider to cross the finish line.

SERIES CASH PRIZE LIST (\$2400.00 TOTAL AVAILABLE):

Category/Prize	Solo Categories					
	1st	2nd	3rd	4th	5th	6th
Men 1,2,3	100	80	60	40	20	
Women 1,2,3	85	65	45	30		
Men 4,5	90	70	50	35	25	15
Women 4	60	45	30			
Men Master 40+	90	70	50	30		
Men Master 50+	90	70	50	30		
Men Master 60+	45	30	15			
Men Master 70+	35	25	15			
Juniors by 2 year group (Rule 1M6) certificates						

Category/Prize	Team Categories		
	1st	2nd	3rd
Men ONLY team	60	45	30
Women ONLY team	60	45	30
MIXED team	60	45	30
TANDEM MEN ONLY	60	45	30
TANDEM WOMEN ONLY	60	45	30
TANDEM MIXED	60	45	30

To be eligible for prize money in the solo categories you must participate in 2 of the 3 Time Trial events. Your placing will be determined by your two best combined times. There must be a minimum of two 2 of 3 entries in each solo category before any pay-out is earned.

Only 1 event needed to qualify in the 2-Person team and tandem categories. Standings are determined from a team's overall best time throughout the series. Doubling up (solo + team) permissible at each event; however, it is the rider's responsibility to ensure they can make both start times. Note, that the first team will be started no sooner than 5 minutes after the last solo rider finishes. There must be a minimum of two pairs of entries in each team/tandem category before any pay-out is earned.

NEW REGISTRATION PROCEDURE: Cost \$15.00 each event plus \$2.40 BikeReg fee, if registration is accomplished in advance on-line through www.BikeReg.com. Registration on the same day is \$20.00 each event and is **STRICTLY** open only from 6:45-7:30 AM. Registration order determines start time, so the earlier you register (on-line first, then in person), the earlier your start time. First rider off at 8:00 a.m. Use Standard 2009 USCF Release Forms. One-day licenses will be required for those not holding an annual license for EACH of the three events at a charge of \$10.00 each. One day licenses are ONLY good for racing in Men's Cat 5 or Women's Cat 4 (USCF Rule 1C11). Checks should be made payable to OKC Velo Club.

DIRECTIONS: Exit North from I-40 on Council Road (Exit 142). Go North on Council to N.W. 10th Street. Turn left (West) on 10th street and go to first stop light (County Line Road). There is a 7-11 on the N.E. corner. Turn Right (North) on County Line Road. County Line Road dead ends at the start/finish area. This is the only way to approach the start/finish area. Or, traveling from the North, take I-44 West to the US 66 West Exit (Exit 123B-Warr Acres/Bethany Exit) and go West approximately 4 1/2 miles to Council Road. Turn left or South on Council and continue to 10th Street. Turn right on 10th and continue to County Line Road.



RULES:

1. Riders must WEAR HELMETS at all times when on a bike and JERSEYS MUST HAVE SLEEVES. You MUST KEEP YOUR RACE NUMBER FOR ALL THREE RACES. Race numbers shall not be folded, trimmed, crumpled, or otherwise defaced ***1N7 2009 USCF Rule Book
2. Each rider shall report to the starter AT LEAST 3 MINUTES before their starting time ***3E5a 2009 USCF RULE BOOK
3. On an out and back course all riders SHALL STAY TO THE RIGHT OF THE CENTER LINE AT ALL TIMES (DISQUALIFICATION) ***3E6a 2009 USCF RULE BOOK
4. SOLO CATS: NO RIDER SHALL TAKE PACE BEHIND ANOTHER RIDER CLOSER THAN 80 FEET AHEAD OR 7 FEET TO THE SIDE (TIME PENALTY) ***3E6b 2009 USCF RULE BOOK
5. No rider may be disrespectful toward any person at the event or use foul or abusive language or conduct at an event (disqualification and 15 days suspension and/or \$50 fine) (1Q5 Abuse - 2009 USCF Rule book).

All other pertinent 2009 USCF rules apply and will be in effect. A \$3.00 per rider insurance surcharge is included in the entry fee. Also, a \$1.00 per rider BRAO fee is included in the registration. The promoter reserves the right to adjust the start times, mileage, or cancel/combine categories and prize lists as necessary on race day. The event shall be held rain or shine, but can be delayed or canceled in the event of severe weather.

JUNIORS (10 – 18 years old): Must arrive by 7 AM and be ready for a roll-out verification of blocked gearing, if warranted. 2009 USCF Rule 1M6 Junior Gears states the maximum gear is measured by roll-out and is 7.93 meters (26 feet).

For more information: Anne Marie Liles, (405) 949-0661, or email: anne-marie@cox.net Or Oklahoma City Velo Club website: www.okcvelo.org

OKLAHOMA AND AREA BICYCLE EVENTS 2009

DATE	NAME	LOCATION	TYPE	CONTACT	PHONE	EMAIL	CLUB
7-Apr	TW crit series	Tulsa, OK	Crit	Chris Cauthon	918-747-2710	fleacondo@yahoo.com	TW
8-Apr	Central Okla. Series	OKC, OK		Rich Hamerla	405-410-4464	rhamerla@ou.edu	OKC Velo
11-Apr	Velo Club TT #1	OKC, OK	TT	Bill Wylie	405-721-5934	billwylie@att.net	
11-Apr	Iron Pig Duathlon	Fayetteville, AR	Dua	Bruce Dunn	479-521-7766	bruce@misterguy.com	www.allsportsproductionsinc.com
14-Apr	TW crit series	Tulsa, OK	Crit	Chris Cauthon	918-747-2710	fleacondo@yahoo.com	TW
15-Apr	Central Okla. Series	OKC, OK		Rich Hamerla	405-410-4464	rhamerla@ou.edu	OKC Velo
18-Apr	Fire Hill Crit	Edmond, OK	Crit	Brian Parks	405-615-8131	info@teamundiscovered.com	Team Undiscovered
18-Apr	Bob Hebert Memorial Race	Bentonville, AR	Cir/TT	Steve Grife			BMC
19-Apr	Mt. Gaylor Time Trial	Mountainburg, Ar	TT	Roger Cravey	479-806-4277	rc63@sbcglobal.net	Mercy
19-Apr	Spring Fever Triathlon	Claremore, OK	Tri	Tim Dreiling	918-492-3338	tim@fleetfeettulsa.com	www.fleetfeettulsa.com
21-Apr	TW crit series	Tulsa, OK	Crit	Chris Cauthon	918-747-2710	fleacondo@yahoo.com	TW
22-Apr	Central Okla. Series	OKC, OK		Rich Hamerla	405-410-4464	rhamerla@ou.edu	OKC Velo
25-Apr	Red River EXTERRA	Ardmore, OK		Desiree Margagliano		karie@goldsama.com	
25-Apr	Tour de Hills	Harrison, AR	RR	Amanda Casey	870-741-2346	lifeisgood30@yahoo.com	www.harrisonparks.org
26-Apr	Red River Shootout TDD	Ardmore, OK	MTB	Bryan Rieck		fattireguy@hotmail.com	
2-May	Tour of the Wichitas	Lawton, OK	Tour	Petra Jackson		www.tourofthewichitas.com	
5-May	TW crit series	Tulsa, OK	Crit	Chris Cauthon	918-747-2710	fleacondo@yahoo.com	TW
May 7-10	Joe Martin	Fayetteville, AR	Stage	Bruce Dunn	479-521-7766	bruce@misterguy.com	FW
May 8-10	USAC Col. Road Nationals	Fort Collins, CO	Road	USAC			
9-May	Tribby Time Trial	Tribby, OK	TT	William Burke	405-686-5464	bbikeman@sbcglobal.net	Pedalers Racing Team
12-May	TW crit series	Tulsa, OK	Crit	Chris Cauthon	918-747-2710	fleacondo@yahoo.com	TW
May 15-17	Collegiate Road Nats	Ft. Collins, CO	All				
16-May	Velo Club TT #2	OKC, OK	TT	Bill Wylie	405-721-5934	billwylie@att.net	OKC Velo



2009 OKC Velo Club Clothing Order

For sizing (XS S M L XL XXL) go to this link:

<http://www.squadra.us/pdfs/SIZINGCHART-08.pdf>

Same style as the last clothing issues other than sponsors are updated and the shorts are white.

Men's S/S (Raglan) Jersey - **\$71.00**

Fabric: Micro-AG Zipper: 35cm (for full-length zipper: ADD \$5.00 to the cost and SPECIFY on your order)

Volta 2 Bibshort Mens - **\$78.00**

Color: White; Pad: Conforma pad

Windvest GAMEX (set-in sleeve) - **\$69.00**

Fabric: GAMEX Zipper: Full

Men's L/S (Raglan) Jersey - **\$83.00**

2240304 Fabric: Quadtech+ Zipper: Full

Volta 2 Short Mens - **\$68.00**

Color: White Pad: Conforma pad

Windjacket GAMEX (raglan sleeve) - **\$89.00**

Fabric: GAMEX Zipper: Full

Sublimated Glove/Custom/Summer - **\$14.50**

Winter Glove/Custom - **\$28.00**

Shoe Cover Lycra - **\$28.00**

Armwarmer Sublimated ThermoFlex - **\$26.00**

Fabric: ThermoFlex Color: White/print

Men's SS Skinsuit raglan slv Volta2 - **\$120.00**

Color: White Pad: Conforma Pad

Thermovest ISOWIND (set-in sleeve) - **\$87.00**

Fabric: ISOWIND Zipper: Full

Thermojacket ISOWIND (raglan sleeve) - **\$123.00**

Fabric: ISOWIND Zipper: Full

Checks for 50% of the total cost payable to:

OKC Velo Club, Inc.

U.S. Mail your order to:

Peter Erdoes

21 East Main

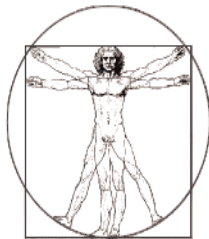
Oklahoma City, OK 73104

You must completely and legibly specify who you are, your full contact information, the item(s), the quantity, and the size(s).

Deadline for orders to be received (not mailed) is April 30th, 2009. You must be a current 2009 OKC Velo member to order.

Our Sponsors

**Peter A. Erdoes, P.C.
Robert & Cara Barnes
Allan Devore Law Firm
Bill Wylie**



**Anthony La Sorsa
Physical Therapy, P.C.**

