



WINDBUSTERS

February 2024

Important Dates

March 22-24, 2024 Rattlesnake Gravel Grind

April 27, 2024 Beat the Street

September 21-22, 2024 Fort Davis Cyclefest

Happy Bicycle Groundhog Day to all who celebrate



HAPPY
Valentine's Day





**Have you joined or renewed your membership for
2024?**

Go to www.pbbatx.com/join or hit the “Join PBBA” button from
anywhere on the website



Have you considered your role in regard to Cyclefest 2024? It's not too early to mark your calendar.

Fort Davis Cyclefest is the major PBBA yearly fundraiser. Please consider where you fit into making this event a success.

Considering volunteering before or during the event?

Will you help enlist a sponsor for the event?

Please contact Kathy Hester, Cyclefest Volunteer Coordinator. (khester4205@gmail.com)

Dear PBBA Members,

Exciting news! Thanks to the PBBA and Tanklogix's support, our club has upgraded to an Impinj Revolution RFID chip reader, replacing a defective unit. I secured a cost-effective 4-channel reader, paving the way for future enhancements with additional antennas. This means faster and more accurate race timing.

Tanklogix donated additional hardware, such as the power supply and power over ethernet module—and loaning a cellular router with a data plan. Their support completes our system, reflecting a joint commitment to advancing our race timing capabilities.

Let's delve into the benefits of using RFID chip timing systems for timing bike races.

1. Precision Timing:

The Impinj Revolution RFID chip reader allows for precise and accurate timing of bike races. Passive RFID chips, attached to each participant's gear, enable seamless tracking and eliminate manual timing errors. This ensures that every participant's race time is recorded with the utmost accuracy.

2. Real-time Updates:

With RFID technology, we can provide real-time updates on participants' progress throughout the race. This not only enhances the overall spectator experience but also allows participants to gauge their performance instantly.

3. Streamlined Logistics:

The efficiency of RFID technology significantly streamlines race logistics. The automated tracking system minimizes the need for extensive manpower and reduces the likelihood of errors associated with traditional timing methods.

4. Improved Race Experience:

Cyclists can focus on the race without concerns about inaccurate timing. RFID technology enhances the overall race experience by ensuring that participants receive fair and precise results.

In addition to timing mountain bike races and the Cyclefest hill climb, Shauna and I have provided timing services for several local charity fun run events. This reflects our commitment, as a bike club, to giving back to the community and supporting worthwhile causes. We look forward to doing even more in 2024!

Pedal on!

Dan Saxton

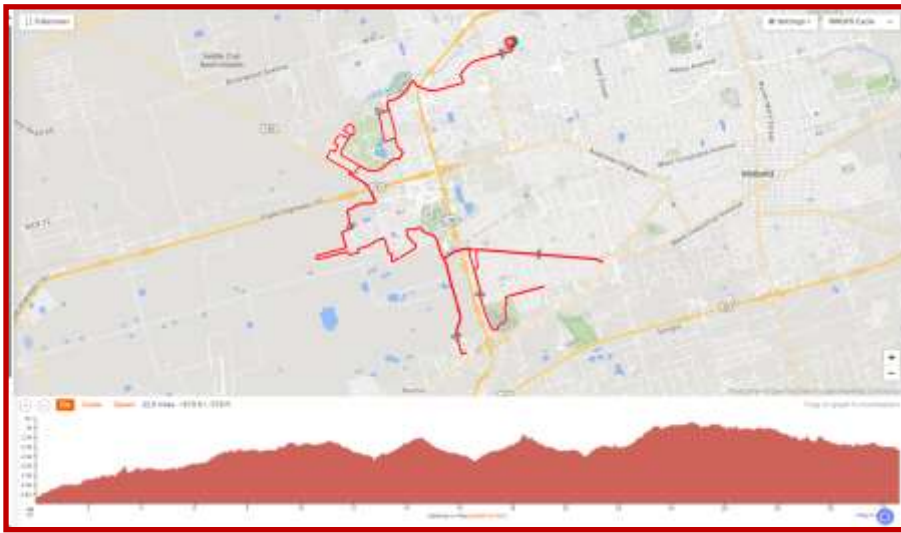




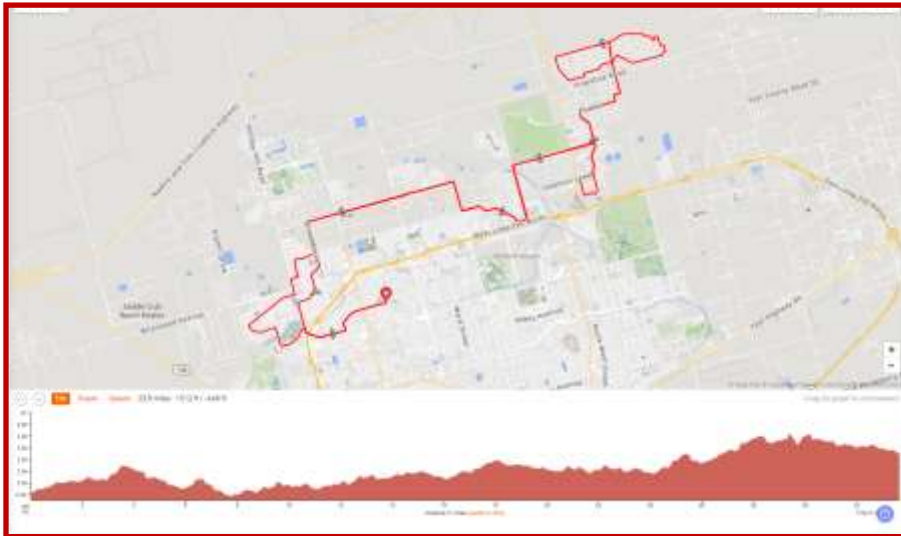
Sixty five degree temperatures and sunshine brought Justin Busch out to lead some youngsters at the Odessa Mountain Bike Park on January 30th. Please watch for announcements on Facebook to join the fun! The ride is planned for each Tuesday as weather permits.

You are invited to the “Kids Mountain Bike Group” on GroupMe to stay informed.

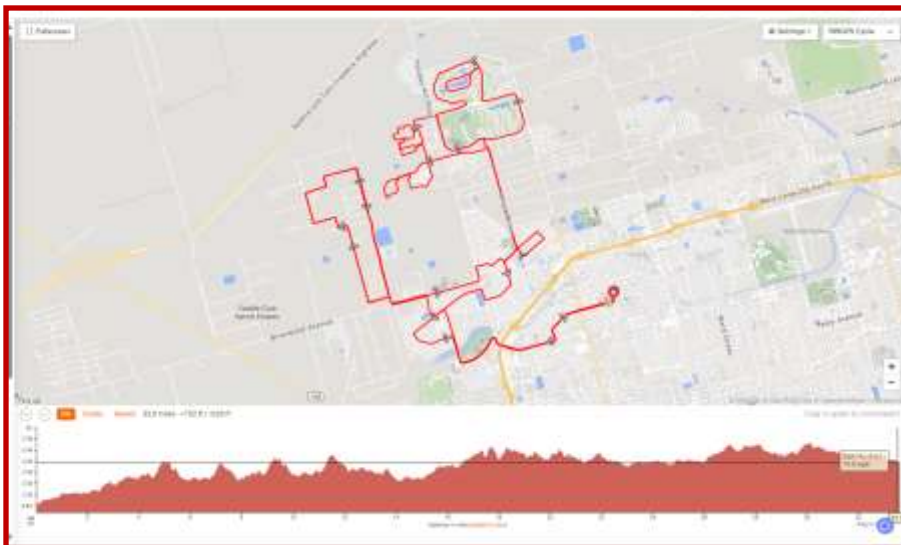




Above: **South to Beal Park** is a desirable route with a south or southwest wind. Crossing 191 has been very doable, but construction along Hwy 158 at 191 may become a deterrent in the near future. All my routes depart from Trinity Park, but Stonegate Church is a good route start too. There are bike lane lanes along Tradewinds, Beal Parkway, and Thomason on this route. Time of day is an important factor on all routes. My riding generally occurs sometime between 7 a.m. and 3 p.m. depending on the seasonal temperature.



East to Lonestar is an enjoyable ride especially with an east wind. Crossing 349 (North Big Spring St.) requires care and be certain to signal drivers at the intersection that you are going straight across. The Lonestar neighborhood is growing; therefore, the further east one rides, the more construction to be aware of. The neighborhood streets require attention as there are several locations where cross traffic does not stop. There are also stop signs that drivers could easily accidentally run through as could cyclists.



Avalon-Fasken-Greentree is a route familiar to most riders. This route is a good choice if the wind is coming from the north or if the wind is strong from any direction. Riders get enough change of direction that even a very windy day can be managed. The newly constructed roads in Fasken with no housing as of yet are very smooth and traffic free so far except for occasional workers. Those roads also have windswept sand on them to be cautious riding through.

I am questioned frequently regarding where I ride and if it is safe. The routes at left show my three primary routes that I generally ride each week. I ride mostly with my friend, Gail Strain, on weekdays and my husband, Mike, on weekends. Wind direction is usually the primary factor in selecting a route as a headwind out and a tailwind back is preferred. Each route is about 33 miles and can be easily lengthened, shortened or combined with another route.

Are my routes safe? Cycling is dangerous. The route is only as safe as the persons riding and the drivers on the route. I can't control what a driver does; therefore, my only option is to ride in a very defensive manner. I ride with a rearview mirror, Gail has radar, and I generally assume that cars don't see me. I hand signal my intentions to drivers. A wise rider once advised me to watch the wheels of a car that is stopped to make sure the driver isn't creeping forward to pull out. We are all too aware of instances in which cyclists were being attentive and careful, but a driver was being inattentive with disastrous results. Cycling is a risk.

As a rider, I make mistakes. I see drivers make mistakes. If we don't make a mistake at the same time then I feel like my routes are safe.

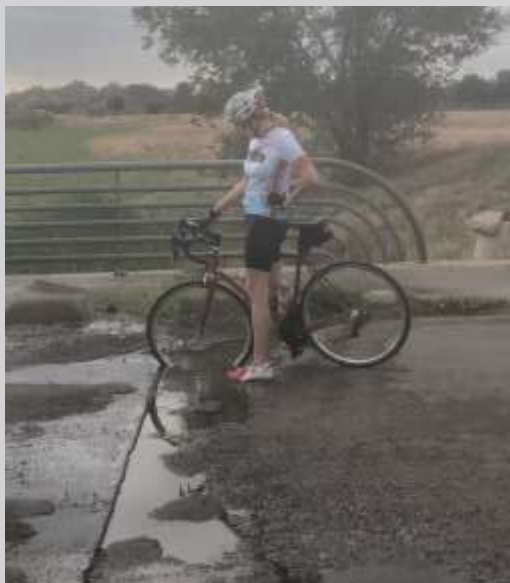
I plan to start a Bike and Brunch ride in March. I anticipate a Monday morning ride which will be no drop and open to all.

Riders can choose to lengthen or shorten these routes. We will plan to have refreshments near the end of the route selected for that day. I will post on the PBBA Facebook page when I plan to start up the ride.

Kathy Hester



When is it too cold to ride? Of course the answer is subjective. A wise friend (Roberta SoloRio) gave me some good advice about deciding to ride. There are four factors: temperature, wind, sunny vs. cloud cover, and precipitation if I remember correctly. My personal low ride temperature is about 40 degrees although I did ride a day at 36 degrees this month. That 36 degrees required sunshine and low winds for me to be comfortable. Wind and overcast can make the same temperature a no ride for me or a ride that requires some of my more extreme stay warm strategies. Layering clothing is essential too as the temperature can raise or lower during the course of a ride. It's easy to start out cold and begin to feel warmer as the ride progresses due to the effects of the exercise and/or weather change. I sometimes carry a string backpack in anticipation of the need to remove a layer and sometimes I dress lighter and bring something to add if needed. My hands and feet generally need the most protection. On the coldest, windy day a shoe cover (pictured left) keeps feet warm. I am also a fan of toe warmers on very cold days. Wool socks can make cold weather riding more tolerable too. Cycling shoes are ventilated so foil can be a good wind block and the foil alone is frequently all I need for my toes. Hand warmers in your gloves can keep your fingers toasty. One of the great things about the Permian Basin is that even during a cold week, there is usually a couple of days that are still rideable. I am usually able to get in 2-3 rides a week throughout the winter.



“Learn from the mistakes of others, you don’t live long enough to make all the mistakes yourself”.

The above quote is associated with several famous people; therefore, I am not sure where it originated. I kept that quote posted in my classroom for many years during my teaching career.

The picture to the left is cautionary. I know better than to ride through standing water as one never knows what is underneath. A lapse in attention and judgment can be costly. I ruined my back rim riding through that submerged pothole on Oak Valley. I don’t know what I was thinking as I ride there frequently. The potholes were reported to the city and were repaired a couple of months later.

If you encounter a pothole or should I say when, it is easy to snap a picture and go online to the City of Midland to report it. I have seen responses within a couple of weeks on reports that I have made. This one took particularly long to be repaired, but most of my reports have received prompt attention.

-Kathy Hester



For details: rattlesnakegravelgrind.bike

March 21-24, 2024

Sweetwater, Texas

Registration is open at:

[Runsignup.com](https://runsignup.com)

Note: There are running events in addition to cycling events.

7:30 a.m. Ride off

400 Elm Street
Sweetwater, TX US 79556

Description

Join us for our 12th annual Beat the Street April 27, 2024!!

Get ready for the 12th annual Beat the Street for Little Feet benefiting Cornerstone Christian School! The event includes: a Half Marathon, 10K Run, 5K Run, 79-Mile Bike Race, 51-Mile Bike Race, and 33-Mile Bike Race. Come spend the morning with us and enjoy great exercise and fun!

*Participants registering BEFORE 4/13/2024 will be guaranteed a shirt.

Cash prizes will be awarded!

Awards given in the following divisions include:

79-Mile Bike Race - Men's 1st - \$1,000

Women's 1st - \$1,000

51-Mile Bike Race - Men's 1st - \$300

Women's 1st - \$300

33-Mile Bike Race - Men's 1st - Bragging Rights

Women's 1st - Bragging Rights

Participants must complete the race entered to be eligible for placings and prizes.

*Road bikes only will be allowed for cycling events - no electric bikes will be permitted.

*Mountain bikes will be allowed ONLY IN THE 33-MILE BIKE RACE.

*Support for all cycling events stops at 12:00pm

Cycling race routes to be posted at a later date

*Registration for all events will end at 7:00 PM on 4/26/2023. Day-of registrations will be permitted onsite at the original registration price plus an additional \$25 late fee.

Please note: All entry fees are nonrefundable as Beat the Street for Little Feet is a fundraiser for Cornerstone Christian Educational Endeavors. Proceeds from Beat the Street for Little Feet go to fund scholarships for students of Cornerstone Christian School. Your support is appreciated!





PBBA 2024 Officers and Chairpersons

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Vice President: Clif Coleman

Secretary: Justin Willoughby

Treasurer: Kye King/ Brent Hoke

Mountain Bike Director: Stephen Mitchell

Committees and Chairpersons:

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Members:

Race Committee

Chairperson: Oscar Salazar

Members:

Publicity Committee

Chairperson: Kathy Hester (Newsletter), Tyler Putnam (Webmaster), Texas King

Mountain Bike Committee

Chairperson: Stephen Mitchell

Odessa MTB Park: Jack Henry, Erik Urquidi

Midland Trails: Jeff Ledford, Justin Thompson

Cyclefest Committee

Chairperson: Bob Haskell

Members: Kathy Hester, Eric Burkhart, Ron Appling, Javier Morales