

The Official Newsletter of the
PERMIAN BASIN BICYCLE ASSOCIATION

WINDBUSTERS

Volume XIV, Number 12
DECEMBER 2007

From the almost ex-president's desk

Well, this will be my last note in the newsletter, and I will be handing over the bars to Paul's able hands. We had a well attended meeting last month and the food was great again. I want to especially thank the food committee, Kathy Hester and Ruth Shields, they have done a great job steering the program this year. And while I am at it, Mike Mathis, who has supplied the drinks at the meetings all year long. The program was presented by the Texas Bicycle Coalition representative. It was informative and for me a little bit of an eye opener. They are doing a lot of good for us and serve as a role model for other states advocating the interests of cyclists. It was interesting to listen to the "kitchen politics" that go on and affect cyclists in Texas and throughout the nation. If you missed the meeting, I highly recommend visiting their website at www.BikeTexas.org for information, and consider joining and supporting them. Also they have a really cool "share the road" license plate option, which you can purchase anytime and will prorate and credit unused months when you purchase it. They get \$22 of the price each year when you purchase the plate.

We were fortunate to nominate and elect a slate of new officers including a long awaited new treasurer. Paul Heyroth is President and Peyton Thorn is President Elect. Read Johnston is the new treasurer and Russel Livingston is the new touring director. Thankfully, Peggy Smith agreed to continue as secretary, as did Kelly Brammer for the newsletter. Also Kathy Hester and Ruth Shields will continue as the food committee.

I was pleased to announce that the web page was up and running and the forum was also operational. Jean Junker did a great job in bringing that to us and our thanks to him. Take a look at it and be sure and register and visit the forum. There are categories of interest for all our club members to participate in.

We discussed the winter camp in Ft. Davis. If we are going to have one we need to get going on it. The weekend of January 19th was proposed. MLK holiday is on that Monday as well and might give some an extra day of riding or travel. If you know you are interested let me, Mike Hester, or David Ham know so we can get a feel for interest. Lets get some dialog going on the forum about this and nail things down.

Don't forget the Christmas party, and since we elected a new slate of officers, those of you who were hiding out can relax and come celebrate.

No organization functions without the volunteers who make things happen for all the rest of us. So lastly my thanks to some individuals who worked behind the scenes to make things happen this year. David for Hammerfest, Dan for Cyclefest, Jim and Scott for the winter TT, Nigel for the programs, Fred for several things, Kelly for the Monday ride, Jean for the webpage, and Landy for the Coyote. Anyone else I failed to mention who helped make the club work the rest of us it's my memory not your effort.

Steve





The **P**ermian **B**asin **B**icycle **A**ssociation was created to promote bicycle safety and education. Based in Midland/Odessa, Texas, the P.B.B.A. is associated with the League of American Bicyclists, the United States Cycling Federation, the National Off Road Bicycle Association, Texas Bicycle Coalition and many local organizations. They are involved in sponsoring local bicycle touring events, USCF Racing, mountain bike rides, safety programs, riding clinics and many local civic programs. The membership is dedicated to providing a safe riding environment and to help achieve this they are educating both cyclists and motorists on the rules of the road. Remember, cyclists use the **same roads** and have the **same rights** as any other vehicle, but also remember we must obey the **same rules**. Everyone must **SHARE THE ROADS!**

President	Steve Betton	682-8854	<u>betonvet@aol.com</u>
President Elect	Paul Heyroth	349-6550	<u>Txmtnbiker@hotmail.com</u>
Secretary	Peggy Smith	699-2080	
Treasurer	Betty Lewis	570-6511	
Newsletter	Kelly Brammer	682-2617	<u>brammer10@aol.com</u>
Tour Director	Kent Crowell	687-5292	<u>kcrowell@apex2000.net</u>
Mt Bike Director	Scott Michael	586-2072	<u>scottmichael@hotmail.com</u>
Race Director	Mike Hester	699-7006	<u>HesterMD57@aol.com</u>
Publicity			
Food Director	Kathy Hester	699-7006	<u>HesterMD57@AOL.com</u>
	Ruth Shields	689-3557	
Safety	John Floyd		
Meetings Program	Nigel Cowan	550-8006	<u>nigelcowan@grandecom.net</u>

Calendar of Cycling Events

Peyton's has entry forms for many of these events - [contact us](#)

Ride Calendar	<p>Permian Basin Bicycle Assn. Club meetings - 3rd Monday of each Month in the Knights of Columbus Building on FM 1788 at CR60 between Midland & Odessa. Food and social at 7:00, program at 7:30.</p>
Local Rides	<p><u>Tuesday & Thursday</u> - From Race Pace to Intermediate - Leaves S.E. corner of Loop 338 & Hwy 191 (The Professional Center) at 6:00 P.M.</p> <p><u>Wednesday</u> - It's-too-dark-to-ride-but-we've-got-to-eat ride will commence about 7:00, in the lighted dining room of Rosa's. This will be a no drop ride. However if you are not there on time we'll probably start without you, but you can catch up.</p> <p><u>Monday, Wednesday and Saturday Morning Rides</u> – Odessa to Crane Ride – 40 Miles round trip. Medium paced ride on one of the smoothest roads around. Leaves the Wilson's Grocery Store at: Slower riders - 8:30 AM or Faster riders - 9:00 AM (10 Miles south of I20 on Hwy 385 – the Crane Hwy in Odessa). Call 563-0179 for information</p> <p><u>Saturday</u> – Shorts and Sneakers Ride – Leaves Peyton's Bikes at 9:00 AM. This is a very low key ride – no lycra or clip in pedals required – HELMETS are required (we can probably find a loner, if needed). Bring out your old cruisers or mountain bikes for a slow, fun ride. Call John Beane for more information 699-1718</p> <p><u>Saturday</u> – Race to Moderate pace, 25-50 Miles (depending on group) - Leaves S.E. corner of Loop 338 & Hwy 191 at 7:30 AM.</p> <p><u>Saturday</u> - Moderate Paced group ride; emphasis on group riding skills in a non-threatening atmosphere; Distance 20 - 30 miles. Leaves from Peyton's Bikes June 2nd we will move start time to 8:00 AM.</p> <p><u>Sunday</u> - Medium pace, 23 Miles - Leaves Odessa Golden Corral on 42nd St. at 7:30 A.M. , Call Joe Hassell for ride details - 432-366-2136.</p> <p><u>Sunday</u> – PBBA Development Ride. CALL 699-1718</p> <p><u>Sunday</u> - Mountain Bike Rides - 2:00 at PBBA lease on Flag Ranch near Notrees. PBBA Members only (Guests are welcome for one trial ride). Call Landy Adkins @ 432-699-1718 or email at ride@peytonsbikes.com .</p> <p><u>Sunday Women's Ride</u> – Leaves the NE Corner of FM1788 & Hwy 191 parking lot at 2:00 PM. Everyone is welcome from beginners to racers (Guys can come too!) For more info email brammer10@aol.com or call Kelly @ 683-3018 or 682-2617. Be sure and bring your helmet and plenty to drink.</p>

White Sands Missile Range Century V

By Bob Elliott

Tom & I rode the White Sands Missile Range Century. To quote the Tee shirt it was “One Bad Ass Ride”. We had a really good time and we both rode the entire 100 miles. It started at the Tularosa HS football parking lot under a full moon at 50° and no wind. We had spent the night at a vintage Travelodge in Ruidoso. Alamogordo was full due to an air show. We rode with 120 riders following a sag vehicle out to the gate about 4 miles from the start. We were now on the missile range. No cameras were allowed, but you could have a cell phone so long as you did not take any pictures. If you did security would confiscate it. Also, we could not venture off the road very far due to unexploded munitions and we were warned to watch for rattlers in the bushes if we needed a pit stop.

The sun started to come up as we turned north at mile 8. We rode at a fairly brisk (for me) pace as we approached the first support spot at Malpais Spring. The spring had water in it, but not for drinking. Malpais is the name of an extensive lava flow that flowed down the Tularosa valley onto the missile range. The Malpais is black with lava tubes, cracks and crevices. As the sun heats it up it causes a breeze to flow down slope from the Malpais. As it get warmer the breeze becomes a wind. I did not figure this out until the end of the ride. Anyway that explains the wind in or faces from about mile 20 to 40. There is a slight up hill grade going north into the wind. We got to the second support spot. It was supposed to be at mile 50, but I think it was about mile 40. They had to reroute the north end of the ride due to a possible missile firing in that general direction. It did not occur. After mile 40 the route went due north, then east, then south in a triangle and came back to the same support spot at mile 40, but now mile 57. Well Tom was leading up the upwind north leg of that triangle with me lagging behind. He looked at his watch and said “At this pace we will not finish before 5:30 and they’ll pull off the course.” I said, “I did not come all this way to ride only 93 miles.” So we did a quick calculation to make sure we made a century and went up the road 3 1/2 miles and turned back, catching the wind on the downhill. I loved the looks on the riders going uphill against the wind as we flew by. We stopped at the same support spot that was now mile 47 for us. Only 53 miles to go. If we had done the entire triangle we would have gone 110 miles or a 1.1 century. Later Tom realized that his estimate of time to finish was wrong. He was using Texas time, so we really had plenty of time. Oh well.

Leaving mile 47 we had a great tailwind down a gentle slope for several miles. An oryx startled us when it jumped across the road in front of us. An oryx is an African antelope about the size of a good-sized mule with two long, skinny, straight horns. They had a special hunt for oryx's on the west side of the road. The wind died somewhere before 60 miles and by 65 miles had become, you guessed it, a headwind. We pulled into the next support spot at mile 70 rested, ate cookies, etc., but they were out of water, only Gatorade. They said there was water down the road on tables.

We turned east for the final 30 miles and stopped for water sitting on a table and then went on east. I had to stop to rub out a cramp in my foot and then we pedaled on towards the finish. While looking at the map and landmarks I figured we were going to be about 2 miles short of a century. Man all this way and only 98 miles. We rode through the missile range gate and up the bumpiest road I think I have ever ridden on. It was the same road we road out on in the morning. But at 20+ mph in the dim early morning light and 50° I really did not notice or care if the road was bumpy. But now at 78° and slightly uphill it felt like I was on a bucking bronco. We got back to the HS parking lot, but went into town until we got another mile logged and then returned with a full 100 miles. I overheard someone that rode the entire route that he only got 108 miles, not 110 miles. I guess they were 2 miles short in the course.

All in all it was a great ride and you can only ride on these roads once a year. No traffic, Great views of Sierra Blanca and the Sacramento Mountains to the east and the San Andres Mountains to the west. Also lots of weird military stuff here and there. I can't tell you anymore or I'd have to kill you. But one of the launch areas was called Dead Horse Launch Area. We guess that they launch dead horses there. There was another area called Denver Impact Area. We did not check that out at all. Also they have some real spooky, as in spy, vehicles with listening devices and cameras mounted on them. There were some really nice people on the ride. I think most were from Las Cruces. We met a lady wearing a Mt. Locke hill climb polka dot hat. She said she loved Cyclefest.

Recumbent Corner, by David Eggleston

Robin Stallings gave a very informative review of the work that the TBC has done over the years to promote bicycling and bike safety at our November meeting. With all his accomplishments he has star quality among bicyclists, and I think he did a good job of bringing us all up to date on bicycle advocacy in Texas. He has “tilted with windmills” at both the Texas State Legislature and with our senators and congressmen in Washington, D.C., and has the successes and scars to show for it. The PBBA has supported the TBC in a number of ways over the years, and we need to continue to do so. A safe passing law for cars passing bicyclists would be really appreciated, if we can ever get it passed. Our local politicians are in a position to help, if we can motivate them.

The cold weather is finally upon us, after weeks and weeks of up to 82 F weather. Most of us appreciated the warmth while we had it, but now have to adapt to cold. Everybody has their own way of doing this. Some give up on bicycling entirely until spring, while a few bundle up and continue riding even when it gets cold. Others ride only on sunny weekend afternoons. Of course you can go to the gym instead of riding your bike, and just save the bike for warmer weather.

And then there are the really weird people, like me, that ride fully-faired bikes or velomobiles that can continue to ride all year, right through the cold weather. You can even get overheated in below freezing weather, since inside you have no wind chill except on your head and neck. And as usual the more power you put out, the more heat you generate.

I am often asked what Alleweder means. It is just Dutch for “All weather”, and velomobiles were intended to be 365 days-a-year bikes. Certainly in the Netherlands that is exactly what they do. The NVHPV (Netherlands Association of Human Powered Vehicles) even has their Olliebollen Tocht (Olliebollen tour) around Dec. 28th each year. Olliebollen are a holiday delicacy somewhat like a doughnut hole with raisins and nuts. The Dutch velomobilists partake of this one-day tour even in the coldest weather.

They arrange to stop to eat Olliebollen and hot pea soup, very traditional Dutch dishes.

We Americans are wimps, relatively speaking, as we are spoiled by our luxurious cars and disdain the discomfort of riding in freezing weather. Even Dutch old people ride their bikes in cold weather. My hosts in the Netherlands do not heat their bathroom, and the window is often open to air out. It is challenging to take a shower in an unheated bathroom, but they do it all the time, and I found I could learn to do it too. It takes careful planning. But their hot water is very dependable. You just dial the temp you want and that’s what you get. The hot water makes up for the freezing bathroom. I guess their lesson is: If you pamper yourself too much your body will cease to be able to acclimatize. This concept has its limits, so don’t catch pneumonia trying to outdo the Dutch! You have to sneak up on these things



gradually, just like training for racing. Biting off too much in the way of exercise could be worse than not having enough.

Recently a number of people from out of town have been visiting VMUSA to try our velomobiles. Many of them have never ridden a recumbent bike. They have to learn about cleated shoes and pedals, about proper clothing, about crank length studies, about learning to ride a low bike in traffic, about how to ride comfortably in cold weather, and learn the basics of gearing, etc. One of them found a bike shop worker who had a completely wrong understanding of “gear inches.” But it is satisfying to get people up to speed so they can really enjoy riding recumbents. The grins when they return from a test ride make it all worthwhile.

The View From Back Here

By: Russell Livingston

This cycling thing is beginning to affect my daily life. I enjoy riding my bike and being around cycling friends. Aside from my family, church and my seasonal football habit, cycling occupies much of my free time. As most know, my occupation requires that I travel the roads of West Texas on an almost daily basis. Drives with my wife and other pursuits place me behind the wheel more often than not and on a variety of Permian Basin highways.

Now, here's the rub. As cyclists are wont to do, my mind wonders. As the years and cycling miles add up, I find my mind wondering on highways that I have ridden my bicycle. All of a sudden, the grass waving gently in the breeze brings back memories of riding against a headwind. Gently rolling hills executed at 70 plus miles per hour are remembered for the degree of difficulty in climbing after having ridden 20 or more miles.

The month of November really brought this problem to the front of my conscious. We made two trips to Alpine. There probably isn't a more scenic drive than the highway between Alpine and Fort Davis, Texas. While making that drive, one should be enjoying the mountains, the valleys, the trees... everything except the grade changes and prevailing wind patterns!

The drive down Hwy 191 to Odessa is another hard one for me to forget. Now I make this run at least 3 times a week and sometimes even more often. It is a pretty stark landscape. There isn't much to look at. I always note any fellow riders on the highway, and can not help but notice that the road seems to go uphill in both directions. I recall the memorable rides and the good times.

County Road 60 is another stretch of publicly maintained road that gives me pause to revert to bicycle mode. This time, I remember all the close calls and inconsiderate motorists that pass us between the bus barns and Holiday Hill Road. At that point, I generally slow down and move closer to the center line in order to give any cyclists more room.

How, could I drive from Kermit/Wink to Monahans/Pyote without recalling the Blistering Sands ride on the 4th of July. The relative comfort of my car is forgotten. The quiet ride of 4 closed windows and the air conditioner is no longer there. Instead, I recall the unique sound of asphalt bubbles popping under my tires as I ride along, generally alone and left to my own mental gymnastics.

The drive to Garden City and Saint Lawrence is interrupted by memories of the MS 150 Bicycle Tour. The long miles and the precise location of the rest stops are etched in my mind. The miles of preparation (along other highways) the fellowship of other riders, the aching legs as one nears Big Spring all flash back.

Now a new memory. All my life I have driven by the Sandhills State Park. Not once did it occur to me that riding a bicycle inside the park would be fun. Now as I travel down Interstate 20 I have another memory, the PBBA's recent tour of the sandhills. I'll recall the darkness of the moonless November night. I'll remember the flashing tail lights and headlights of the riders. I'll remember the sloppy joe sandwiches and cold drinks. A good time was had by all that participated.

As the next riding season comes around, I encourage everyone to get out there and make a memory. It sure makes the miles in a car go by faster. Have fun and ride safe.

ANNOUNCEMENTS

Many thanks to David Eggleston for preparing the baked ziti for the November meeting. Paul Heyroth provided some great green beans and cornbread. Russell and Whitney Livingston brought French bread. Read Johnston and Karen Stark prepared several desserts (lemon pie, cobbler and chocolate cake). Thanks to Michael Mathis for the drinks. Thanks to everyone for making my job as "food director" easy.

Kathy Hester



PBBA CHRISTMAS PARTY
DECEMBER 17TH, 2007
7:00 P.M.
KNIGHTS OF COLUMBUS BUILDING
AT FM 1788 AND CR60

We will celebrate Christmas at the December 17th meeting. Everyone is asked to participate in a gift exchange (\$15.00 limit). Jeff Brammer will be making his award winning brisket. Club members will provide sides by last name as follows:

A-D Bread

E-J Dessert

K-O Potato salad or cole slaw

P-S Baked or pinto beans

T-Z Veggies, salads

This is a guideline. If you have a specialty dish that does not fit your "assignment", go ahead and feel free to change.

I hope to see you there!

Kathy Hester

NEWSLETTER DEADLINE IS THE 23RD OF EACH MONTH. PLEASE SUBMIT ALL ARTICLES, PICTURES OR ANNOUNCEMENTS TO KELLY BRAMMER @ BRAMMER10@AOL.COM OR CALL 682-2617.

MONAHANS RIDE AND COYOTE CLASSIC PICTURES



Dealing with Cold Weather



(1) Don't dress too warmly.

You'll heat up naturally after 10-15 minutes of riding, so you should be slightly chilly when you start out. If you're warm when you start, then you'll be hot in 10-15 minutes, and soak your clothes with sweat.

(2) Wear a cloth hat.

A lot of your body heat escapes through your head. Wearing a cloth hat will help you retain heat, and keep your ears warm too. If you wear a helmet you can still wear it over your hat; just loosen the helmet straps a little. If a hat interferes with your helmet, you can wear an earwarmer headband instead.

Another alternative is a cycling hat with a bill, which will keep rain sprinkles and mist out of our eyes.

(3) Don't wear cotton.

Wear clothes made of Lycra, Polypropylene, Thermax, or Drylete, not cotton. Cotton retains and holds that moisture against your skin, which will chill you to the bone. Also, cotton takes forever to dry, so your clothes won't dry at work in time for your ride home. Hi-tech fabrics, on the other hand, wick the moisture away from your skin and disperse it, allowing you to stay warm and dry. Polypropylene socks and a long sleeved polypropylene undershirt or cycling jersey would be the basis of any cold weather riding ensemble.

(4) Wear gloves.

There are many choices in materials and styles, but anything is better than nothing.

(4) Wear a windbreaker.

You can get them in bright yellow or orange so you'll increase your visibility as well.

**MERRY CHRISTMAS AND
HAPPY NEW YEAR!**

