

PERMIAN BASIN BICYCLE ASSOCIATION

# WINDBUSTERS

Volume XIV, Number 10  
OCTOBER 2007

## From the President's desk

I was pleased to see so many of you at this year's Cyclefest. This event has really turned in to a classic tour with a diverse spectrum of riders, by example the number of Tandems and Recumbents is way up. This year marked the largest attendance yet , with close to 450 riders. It was great weather, and the country has gotten rain and was really beautiful. Dan Hogan certainly deserves a big "thank you" from all of us, this event does our club proud and gets praise all over the state and a few others for that matter. The hill climbs on Sunday were also very well attended. This was the first year for prize money for the top finishers, but most of us were just glad to make it to the top again and collect this year's cool hat as our reward. Everyone I talked to enjoyed themselves and had good rides---Well almost everyone. We did have 4 accidents, fortunately none that were real serious, although that might depend on your point of view. I think Larry Brazile has his elbow in a sling and Dustin Shaw picked up some road rash, so they might argue the point with me. Another Midland rider was involved in a car/bike accident Saturday morning before he even got out of the State Park. Fortunately he was not hurt but I can't say the same for his bike. Still I think everyone feels lucky these accidents were not more serious.

Speaking of accidents, in the week immediately following Cyclefest another of our riders was involved in an accident on 191. This one was more serious and required a hospital stay. This reminded me of how vulnerable we can be. The vast majority of the time we ride our bikes without incident and over time we can get inured to the potential dangers we expose ourselves to. Let's all be careful out there and keep your antenna up, never assume the car driver sees you, or that they are going to do what they are suppose to do. Anticipate the unexpected and remember, when push come to shove the car or the pavement always wins.

Steve





The Permian Basin Bicycle Association 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!**

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## Calendar of Cycling Events

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

Ride  
Calendar

[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.

Local  
Rides

**Monday Women's Ride** – Leaves the Grande Stadium parking lot at **6:00 PM**. Everyone is welcome from beginners to racers. For more info email [brammer10@aol.com](mailto:brammer10@aol.com) or call Kelly @ 683-3018 or 682-2617. Be sure and bring your helmet and plenty to drink.

**Tuesday & Thursday** - From Race Pace to Intermediate - Leaves S.E. corner of Loop 338 & Hwy 191 (The Professional Center) at **6:00 P.M.**

**Wednesday** - Peyton's Wednesday Evening Ride. A fun ride for every level of rider. It leaves from Peyton's Bikes at **6:00** for a 15, 24, or 27 mile ride.

**Monday, Wednesday and Saturday Morning Rides** – 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

**Saturday** - Shorts & Sneakers Ride – Leisurely Beginner Paced ride. Every Saturday at **9:00 AM** beginning October 6<sup>th</sup>. Leaves Peyton's Bike Shop at 9:00 AM. Contact John Beane 699-1718

**Saturday** – Race to Moderate pace, 25-50 Miles (depending on group) - Leaves S.E. corner of Loop 338 & Hwy 191 at **7:30 AM**.

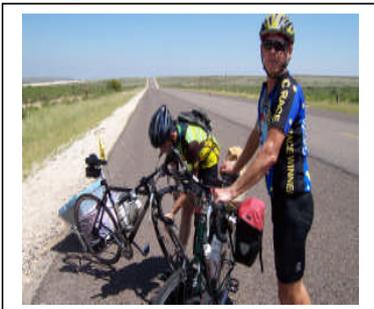
**Saturday** - Moderate Paced group ride; emphasis on group riding skills in a non-threatening atmosphere. Distance 20 - 30 miles Start time is **8:00 AM**

**Sunday** - 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.  
**Sunday** – PBBA Development Ride. CALL 699-1718  
**Sunday** - Mountain Bike Rides - 2:00 at PBBA lease on Flag Ranch near Notrees. PBBA Members only (Guests are welcome for one trial ride). Call Scott Michael @ 432-586-2072 email [scottemichael@hotmail.com](mailto:scottemichael@hotmail.com) or Danny Zumwalt at 432-208-1011 or email at [deadlegend36@yahoo.com](mailto:deadlegend36@yahoo.com) .

October 2007	6 – <a href="#">Tour d' Cotton</a>	Childress, TX	<a href="http://www.childresstexas.net/tourcotton/">www.childresstexas.net/tourcotton/</a>
	13 – <a href="#">Texas Hill Country River Region Classic Tour</a>	Garner State Park	800-210-0380
	13 – <a href="#">Paluxy Pedal Bike Tour</a>	Glen Rose, TX	817-573-5033
November 2007	10 – <a href="#">May be Hot? Maybe Not Tour</a>	Aransas Pass, TX	361-758-0012
	18 – <a href="#">Route 66 Marathon – RUN</a>	Tulsa, OK	

### GARY COLE MEMORIAL RIDE

Fred Hunley, Monty Bell and Dean McKenzie made the ride on September 8 & 9. Monty pulled a BOB trailer while Fred and Dean carried gear in panniers. Other than water and snacks, we took no cooking gear or food, having decided to eat in the restaurant at Davis Mountain Lodge. We left from Ft. Stockton around 8 am after a big breakfast at McDonald's. Our route was the I-10 service road to Hwy 67 which took us to Alpine. Highway 67 has wide shoulders and except for one area of construction we encountered no problems. Traffic was light and gave us plenty of room. Close to Alpine we enjoyed a light shower and cooler temps. We made a lunch stop in Alpine and then headed for Fort Davis and the Davis Mountain State Park. We chased the rain all the way to Fort Davis and managed to avoid the really heavy stuff. We arrived at our campsite about 6 pm where we quickly put up tents and showered. Then it was off to the Oso Negro restaurant at the Davis Mountain Lodge for a long anticipated meal. The staff at the Davis Mountain Lodge restaurant took great care of us and the food was better than expected. No rain, a good nights sleep, a big breakfast at the DM Lodge and we were off to Balmorhea. Except for the wind



coming up the canyons, the ride down to Balmorhea was...., well, downhill...the way we like it. The weather was cool and misty with the mountain tops shrouded by clouds. We skipped our planned swim at the Balmorhea State Park pool and stopped at Juan Carrasco's General Store for their great burritos. From there it was a 50 miler to Fort Stockton with a brief stop for water at a rest stop about midpoint. Our total ride was 185 miles, split evenly each day. While Monty and Fred have ventured on longer self-contained bicycle tours, this was my first. It turned out great and was a confidence builder.

Gary Cole passed away a few months ago and was a great riding buddy. He was very much involved in planning this short overnight bicycle trip with Dean McKenzie so they could see what bicycle touring was all about. Gary

was already planning much longer rides but had been persuaded to get his feet wet first. Fred, Monty, and I had a great time and hope others will join us in the future.

## **MCKITTRIC CANYON**

Everybody seems to be talking about going hiking. How about Mckittric Canyon colors should be there around last of Oct. We could go around 27 or 28 of Oct or very near to that, for a day hike. Maybe some would like to backpack across the mountain range and come out through Mckittric canyon, that would be an ADVENTURE huh. Well if you would even consider this we would have talk it up a little on our new web site, should be rolling soon (right, JEAN). The day hike would be a long day to get there and do it and make it back to Monahans for PIZZA on the way home. The other should be done in three days as to make it not so difficult. Well lets talk it up and see what happens I will be going anyway, me and my bunch try to make it every year is very beautiful this is an understatement.

Fred

## **Shorts and Sneakers Rides**

On October 6<sup>th</sup> we will have the first of our weekly Shorts and Sneakers Rides. Each Saturday morning we will pick a close destination and have a leisurely ride – maybe for a roll and coffee, maybe to a park. This will be 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.

Everyone is invited, but it will be a BEGINNER paced ride to encourage the non-competitive rider to get out and enjoy their bike.

**Date:** Saturday, October 6<sup>th</sup>      **Time:** 9:00 AM      **Place:** Peyton's Bikes

See you there,  
John Beane  
Peyton's Bikes

## **NEW PBBA Email Service**

We are in the process of changing our PBBA email group. All of the PBBA cycling related emails have been coming through our computer at Peyton's Bikes. This means that if we are having any kind of upkeep on our system or if the computer operator (David) might accidentally hit the off button, you may miss some timely email information.

To get around this problem, we are going to a web based email group – Google Groups. You will be able to access current and passed email messages, send messages to the group or reply directly to someone who has sent a group message – all from any computer that has internet access. If you were on the old PBBA@peytonsbikes.com group, you should have received an invitation to join the new group. There is a link to click on that will get you signed up for the new [PBBA@peytonsbikes.com](mailto:PBBA@peytonsbikes.com) group. If you did not get this email or, like me, you deleted it, you can go to <http://groups.google.com/group/pbbatx> and click on Join Group. If you are not already a member of "Google Groups", you will need to register (free – and they don't send spam), if you are a member, just follow the instructions. Or you can just go to this sight and read the messages as they are posted.

We will be cutting off the old system in a few days, so if you, or someone you know, wishes to receive and send PBBA cycling related emails to other area cyclists, you must join the new group. We will monitor the emails, as before, and if anyone sends non-cycling information they will be warned and then banned from the group. It is easy to join and receive timely cycling news and even easier to unsubscribe so go ahead and sign up.

David Ham

## Recumbent Corner

**By: David Eggleston**

Last weekend was CycleFest 2007. Lois and I volunteered to sag the shorter rides of 10, 25, and 50 miles. We got in a few miles riding our tandem on Fri. and Sun. We met lots of new people, esp. when handling the H to M line during Registration.

There were quite a number of recumbents there. Two that are shown leading the group starting the 75-mile loop are shown in the first photo.

John Colburn, 54, on the left, and John Deleon, 49, on the right, are both PBBA members from Lubbock. They are riding Velokraft VK 2 carbon fiber low-racer recumbents. These are made in Poland but sold in the U.S. by Bent-Up Cycles in Van Nuys, CA.

For John Colburn, this is his third recumbent. John Deleon has tried quite a few more. Both say they love the comfort of these bikes. As you can see, the VK 2 even has a headrest, so you don't have to worry about fatiguing your neck muscles. I understand that, as on my last Guadalupe-Orla ride on my Rans Rocket (no neckrest) I was having to hold my head up with one hand for the last 20 miles or so. My Rans Rocket really needs a headrest.



The big, comfy recumbent seats make long rides a pleasure. Both report that the VK 2 is a very fast bike. It's lowness helps a lot. In both crosswinds and headwinds they have the advantage over uprights. They both have 700 C Aerospoke rear wheels. Colburn's lowest gear is 22 gear inches, making it possible to crank up Bear Mountain and Fisher Hill, although that is harder than on an upright, riding with your feet above the seat. But on level ground or downhill they go very fast.

Colburn kept up with the fast uprights to Bloy's Camp, while Deleon stayed with them until after Bear Mountain. Colburn finished the loop in about 4 hrs, while Deleon finished in 3:45. They really enjoyed the ride, and didn't try to keep up if it hurt too much. But Deleon reported speeding down Indian Hill so fast that he passed some uprights on the short uphill section doing about 40 mph and one of them yelled "No way" as he rocketed past. He didn't see them again, even on Heartbreak Hill.

I asked Deleon how they did on the cattle guard on the long downhill after Bloy's Camp. He said there were cows crossing that road, and it was a drag to have to stop and wait for them to cross when you are going so fast. A bummer.

Deleon, who regularly rides both recumbents and Mountain bikes, started riding a recumbent after breaking a wrist that required surgery. He couldn't stand pressure on his wrist any more after recovery, so embarked on a long string of different recumbent models. He would like to try a front wheel drive recumbent, and a Flevobike.

David Ham sent me another photo of a recumbent rider. He is riding a bike with two 20" wheels, but also has his PBBA jersey on. Maybe he will see this photo and then we should learn who he is.



The weather for CycleFest was perfect, and just to have a chance to cruise through these mountains on a bike when they are so green and beautiful nurtures the soul. It's about as much fun as you can have in the daytime.

Lois and I rode up toward the Visitor Center about 10 minutes ahead of the 7-mile racers. Another rider, not racing, joined us. It was great fun to line the road and cheer the hill climbers on with calls of "Arriba, Arriba." It isn't the Tour de France, but its still a lot of fun.

On our way home, we met one of the hill climb riders at a service station in Pecos. He recognized us and our bike, and said he appreciated the encouragement we gave as they rode past. Amazing. If you don't do one of the hill climbs yourself next year, ride your bike (not your car) up ahead of the 7-mile racers and help cheer them on.

Both Colburn and Deleon plan to bring their fast recumbents to HammerFest, and they make a request that the ride organizer include a class for recumbents. It is done all the time in the Netherlands, so why not here?

## **Why Not Try ... Cyclocross?**

Bill Cullins  
PBBA member/San Angelo

Cycling, with its growth in popularity, has evolved into multiple disciplines such as road riding, mountain biking, triathlon, casual touring, indoor spinning classes, and cyclocross (the focus of this article). Each subset within cycling has its own “style”, specialized equipment, and groups of riders that participate.

Cyclocross is a “back to basics” form of cycling, similar to how most of us rode our bikes as kids. We had one bike, and we rode it on roads, dirt trails, through mud, and up hills. In doing so, we developed a broad range of bike handling techniques that made us stronger and improved our overall cycling skills. Fast forward to 2007, and this one bike-all terrain fun we enjoyed as kids has become both a unique type of bike racing called cyclocross.

Many top cyclists participate in cyclocross races, with these events being arguably the most fun and possibly the hardest discipline within competitive cycling. Unlike road or mountain bike events, cyclocross races are spectator friendly because the events are typically held on short (1-1.5 mile) circuits where the racers make multiple laps for 45-60 minutes. Riders in cross races must be able to ride fast through dirt, grass, mud, paved sections, and must be able to maintain a high rate of speed as they traverse loose surfaces and tight turns.

Why would the average recreational cyclist want to try cyclocross and learn cross skills? The answer is simply to have more fun and be able to ride safely in almost any situation. Safety is important to all cyclists, and developing some basic cyclocross skills enables riders to smoothly negotiate almost any type of terrain, and to have the bike handling skills needed to avoid falling when unexpected obstacles are encountered. Having these skills allows any cyclist to complete and enjoy rides that he/she might have never considered possible.

Cyclocross bikes are not the same as what most cyclists typically ride on the road or trails. Although the design closely resembles a traditional road bicycle, cross bikes are designed to be ridden both on and off road. They have wider all-terrain tires, stronger brakes, and lower gearing than dedicated road machines. Unlike mountain bikes, cyclocross rigs are still efficient on road rides due to their lighter weight and more aerodynamic design. In short, they are the ideal all-around bike for fitness riders who want to ride on pavement, gravel roads, dirt paths, and anywhere else their cycling adventures may go. That being said, many novice cyclocross racers use mountain bikes for their first season or two of racing.

One significant difference between cyclocross races and other cycling disciplines is that, in a cross race, the course will have one or more un-ridable obstacles per lap such as plank barriers, short steep hills, or sand pits. Racers must smoothly dismount, run while carrying their bikes through or over these obstacles, and then quickly remount and continue on. Doing this efficiently requires the cyclist to learn some skills that normal cyclists might never acquire.

Cyclocross racing is traditionally a fall/winter sport, and was originally developed by European racers as a way to continue high intensity workouts during the shorter winter days and cold, wet weather. Texas, like all other regions world wide, has numerous cyclocross races during the late October through February cross season. The 2007 Texas Cup cyclocross series ([www.txbra.org/events](http://www.txbra.org/events)) will kick off with races in Dallas on Oct. 20-21 and then continue through the winter with the State Championship

race in San Antonio on January 12. **Ride On, West Texas**, and remember ... if you can't ride it, just jump off, carry your bike, and run over it!

## BICYCLE GEARING

Bill Cullins  
PBBA member/San Angelo



Most modern bicycles have between 18 and 30 “speeds” (gear combinations), yet many cyclists don’t understand the terminology or science associated with this gearing. It’s not uncommon to hear some say “I was in the number two gear on that last hill”. Let’s see if we can decipher some of the terms and science related to bicycle gearing. Gears on bikes are designed to do two things. One, they multiply the force that your legs produce, so going uphill or into a strong wind becomes easier. Secondly, some gear combinations increase the speed that the rear wheel turns, enabling you to ride at a faster speed. Both of these are accomplished by varying the ratio between the front **chain rings** (big round things with pointy teeth) and rear **cogs** (little round things with pointy teeth attached to the rear wheel).

Chain rings and cogs are both described by their number of teeth, such as a 53 tooth front ring or a 25 tooth rear cog. Most road bike have two front chain rings (typically a 53T and 39T), while mountain bikes normally have a triple chain ring set up such as a 44/34/22. On the rear, bikes may have anywhere from 5 to 10 rear cogs, with the sizes ranging from a very small 11T cog to a large 34T sprocket. When we shift gears so as to vary which front chain ring and rear cog are connected, we get a unique gear combination. Specific gears are typically described in terms of the front/rear combination; for example, you might climb a certain hill in your 39/25 which would be the 39 tooth front ring driving the 25 tooth rear cog.

The force (or speed) multiplication delivered by gear combinations is a function of what engineers call Theoretical Mechanical Advantage (TMA). If you are riding in a 39/25 front ring/rear cog combination, this ratio is calculated by dividing the number of teeth on the input sprocket (front chain ring) by the number of teeth on the output sprocket (rear cog). The 39/25 would yield a ratio of 1:56 to 1. On a mountain bike in the lowest (easiest) gear, you might be in a 22/34 combination which is a TMA of .65 to 1. Conversely, a road bike in the biggest (fastest) gear would probably be a 53/11, or a TMA of 4.82 to 1.

If we look at gearing bicycle from the perspective of what it actually means while riding, we find that the larger the TMA ratio the faster the bike will go (assuming that the rider is turning the pedals at constant number of revolutions per minute). Simply put, the combination of a big front ring and small rear cog means more speed (assuming your legs are strong enough to “push” that gear). If a cyclist on a typical road bike is pedaling at a cadence of 85 revolutions per minute and is using a 48/12 gear combination (TMA=4 to 1), he/she would be going approximately 28.9 miles per hour. If the rider shifted so as to be in a 48/16 gear combination while maintaining the same pedaling cadence, the speed would drop to 21.7 miles per hour.

You can calculate the speeds in different gear ratios for yourself using the formula shown below. To determine tire circumference, mark a spot on your tire and a corresponding mark on the floor. Roll the bike forward until the tire has made one full revolution and put another mark on the floor that matches up with the tire mark. You can then measure between the two marks on the floor to get the tire circumference. The formula below will calculate Miles per Hour speed.

$$\frac{(\text{rear tire circumference measured in inches}) \times (\text{front ring/rear cog}) \times (\text{pedaling rev/min}) \times 60}{1000}$$

## **The View From Back Here**

**By: Russell Livingston**

Cyclefest is a memory. The post-mortems have been done and everyone that I talked to emphatically stated that they had a good time. Thank you to Dan Hogan and his dedicated group of volunteers for an excellent event. People from all over the state and points beyond made the pilgrimage to Ft. Davis to participate. It seemed that the Ft. Davis locals, particularly the merchants were happy to see us.

I heard of a cycling event held in New Mexico that had the opposite effects on the locals. It appears that our motorized brethren succeeded in shutting down all adult beverage establishments at midnight. To the best of my knowledge, not a single business closed due to rowdy Cyclefest participants. Actually, most riders were asleep before midnight in Ft. Davis.

Cyclefest was not the end of my trip south. My wife and I made a three day detour to an obscure location south of Marfa, Texas. We had the entire resort to ourselves due to the time of year. We rested, relaxed and rejuvenated Sunday and Monday. By Tuesday, the itch returned though. We had not unloaded by bicycle and a previous observation kept recurring.

While driving from Presidio to Ruidoso I observed that the road had a generally uphill personality. That being the case, riding a bicycle the opposite direction should be a piece of cake with only two minor exceptions. So, at 10:45 AM we decided that a ride to Presidio might be fun.

My supportive wife humored me and after purchasing a \$3.00 small bag of ice, I was off. The ride had a rather ominous beginning though. As I pulled out from the La Junta General Store, a buzzard circled, as if to say, "I'll see you later." My wife had a stack of CD's and later even turned on the air conditioner as she followed. Due to the narrowness of FM 170 we devised a signal for approaching vehicles. Short beeps on the horn signaled approaching cars from behind and a long blast indicated that I needed to bail out and get off the road!

A thunderstorm the afternoon before had caused sand to wash across the highway at every low water crossing along the way. By the time I started, the highway department had cleared almost every sandy washout. The flagman with the highway crew actually saluted me as I passed. The ride, all 38.7 miles of it, was splendid. The vistas along the way were inspiring. I was in close proximity to the Rio Grande and could easily see deep into Mexico the entire ride.

Since this may turn into an annual event for me, a name for the ride was one of the things that I thought about while pedaling. As I looked to my right, flying windshield high with me was a Dragonfly. This remarkable specimen was blue in color and seemed to wonder what in the world had he just encountered. He lost interest shortly thereafter, but not before inspiration hit. Henceforth, this will be the Dragonfly Ride and I have now completed the First Annual Dragonfly Ride from Ruidoso to Presidio.

Our motorized brethren seem to easily assimilate into Presidio. Not so with a middle aged, slightly overweight man wearing shiny shorts, red Croc shoes and a day glow yellow riding jersey. Puzzled looks from the locals were followed by what seemed to be a flurry of Spanish as I walked into the convenience store to get a PowerAde and later in the El Patio Restaurant to replenish the calories burned earlier. In fact, we were ushered to the very back of the restaurant when we arrived.

There are NO secrets in Presidio, Texas. A Border Patrol agent asked me if I had enjoyed my ride from Ruidoso and observed that it was certainly a long ride for a bicycle! He was in one of the four or five vehicles encountered the entire ride.

Back home, and soon back to the grind, my few days in the relaxed atmosphere will not soon be forgotten. Every rider needs to have a Dragonfly Ride to smile about. Have fun and ride safely.

# PBBA NEWS

## FROM THE FOOD COMMITTEE

Many thanks to Jasha Cultreri for picking up pizza from Little Ceasar's for the September meeting. Fred Hunley worked with the manager, Eric Carr, to get a good price for the PBBA; therefore, we appreciate Fred's connection. Be sure and express your thanks and loyalty to Little Ceasar's for helping us. David and Lois Eggleston provided ice cream and apple pie. Their efforts were especially appreciated because they all had a busy weekend at Cyclefest and still came through with the meal.

Kathy Hester

## CONGRATULATIONS!

Dean McKenzie has received the Randannuers R-12 award. The R-12 Award is for riding a 200 K (or longer) randonneuring event for 12 consecutive months.

## PBBA MEETING

October 15<sup>th</sup>, 2007

KNIGHTS OF COLUMBUS BUILDING

CORNER OF 1788 AND CR60

Soup and Sandwich Dinner

## THANK YOU!

To Dan Hogan, David Ham and all the Volunteers who worked so hard to make Cyclefest a huge success! A full report and pictures will be in the November newsletter.

DEADLINE FOR THE NEWSLETTER IS THE 23<sup>RD</sup> OF EACH MONTH. PLEASE SUBMIT ALL ARTICLES, PICTURES ETC. TO KELLY BRAMMER - [BRAMMER10@AOL.COM](mailto:BRAMMER10@AOL.COM) OR CALL 682-2617

**WEDNESDAY NIGHT RIDES WILL BEGIN AT 6:00 PM**