

The Official Newsletter of the
PERMIAN BASIN BICYCLE ASSOCIATION

WINDBUSTERS

Volume XIV, Number 9
SEPTEMBER 2007



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	betonvet@aol.com
President Elect	Paul Heyroth	349-6550	Txmtnbiker@hotmail.com
Secretary	Peggy Smith	699-2080	
Treasurer			
Newsletter	Kelly Brammer	682-2617	brammer10@aol.com
Tour Director	Kent Crowell	687-5292	kcrowell@apex200.net
Mt Bike Director	Scott Michael	432-586-2072	scottemichael@hotmail.com
Race Director	Mike Hester	699-7006	HesterMD57@aol.com
Publicity			
Food Director	Kathy Hester	699-7006	HesterMD57@AOL.com
	Ruth Shields	689-3557	rshields4@cox.net
Safety	John Floyd	366-7606	
Meetings Program	Nigel Cowan	550-8006	nigelcowan@grandecom.net

Ride Calendar **PBBA** Club meetings - 3rd Monday each Month in the Knights of Columbus BLDG on FM 1788 at CR60 between Midland & Odessa. Food and social at 7:00, program at 7:30.

Local Rides

Monday - Ladies Ride – Leaves from NW Corner of Grande (football) Stadium at 6:15 pm. Call 682-2617 or 683-3018

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 6:15 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 8:30 a.m. or 9:00 am for faster riders (10 Miles south of I20 on Hwy 385 – the Crane Hwy in Odessa). Call 563-0179 for information

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; ride starts @ Peyton's; 9:00 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 or Danny Zumwalt at 432-208-1011 or email at deadlegend36@yahoo.com .

Sept 2007	1-2 <u>Old Tascosa Classic Race & Tour</u>	Amarillo, TX	
	8 – West Texas Hill Country Tour – 7M, 23M, 100K	Lake Sweetwater Park, TX	
	9 – <u>Tour De Pink</u>	Prairie View, TX NW of Houston	
	15-16 Fort Davis Cyclefest Tour	Fort Davis, TX	800-373-4764
	22 – Cotton Pickin' Bike Tour	Lamesa, TX	
	29 – <u>Conquer The Coast Bike Tour</u>	Corpus Christi, TX	361-881-1836
October 2007	13 – <u>Texas Hill Country River Region Classic Tour</u>	Garner State Park	800-210-0380
	13 – <u>Paluxy Pedal Bike Tour</u>	Glen Rose, TX	817-573-5033
November 2007	10 – <u>May be Hot? Maybe Not Tour</u>	Aransas Pass, TX	361-758-0012

GARY COLE MEMORIAL RIDE

Four riders will definitely be there. Two Randoneurs from San Angelo, Dennis Cole and Dean McKenzie whom rode with Gary most of the time. I am also a randoneur by the way, and Monty Bell from Andrews. We really hope to hear from others. Also, everybody is welcome. There will be no SAG. This is the way Gary and Dean had planned to do this ride. He won't be there with us, but we are getting the ride in. Think he would be happy. Gary did not mind riding long distance. He accomplished quite a bit in this area. The ride starts about daylight Saturday, September 8th in Fort Stockton. We will ride through Alpine towards Fort Davis, spend the night at the State Park (camping). Get up and load, make our way down to Balmorhea, have some lunch, cool off, then mosey on in to Fort Stockton. This ride should be around 10-12 MPH average. Heat index should be high. In other words hot and long, but great company. Call Fred @ 638-5715.

Attention Shutterbugs and Gadgeteers

You know who you are. The folks who have all those electronic devices that you carry around all the time.

Yep, you know the camera phone, the X mega-pixel camera, the super motion video that saves to a "storage device"....

Today while riding around the hills north of Big Spring with our web page developer, Jean Junker, it came up that Jean needs some content to construct our PBBA web page. He needs photos of PBBAers riding bikes and what you see when you hit the rode. I especially liked the photos of Ruidoso. While looking at those pictures in last month's newsletter, it made me feel cooler right away. Jean will take your photos, power-points, and videos and can put them out to share with others.

You don't have to be a pro. Just email a sample of your best stuff and include as much info as you can...who, what, where, when,

Jean says we will have a lot of room to use for a website. The more input he can get the better our product will turn out.

I'm going to send Jean some pictures and let him include.

If you have some new toys and are definitely going to take some cyclefest pictures, please send him something. If you would like to send in some copy or story we would love to include that as well.

Kent



PBBA RACE TEAM
TEXAS STATE TIME TRIAL CHAMPIONSHIPS

Over the past 7 years we have put together a women's team of 4 for the Texas State Time Trials. This year was no exception as Teresa Newman, Chris Robichaud, Carol Gogas and Clare Murphy agreed to take on this challenge. Actually, the real challenge is racing in the humidity of Houston – UGH!!!

Saturday, August 4th were the Individual Time Trials. Teresa took a bronze medal in the Women 1/2 category; Chris also won a bronze in her age group.

Sunday, August 5th were the Team Time Trials. There was the largest turnout of women teams that we have seen to date. Eight teams registered for the Women 1/2/3, five teams for the Women Cat 4 and two teams in the Women 30+. The PBBA women finished 4th in the 1/2/3 category with a time of 1:02:45 (40k).

The team time trial is really a lot of fun to do (at least it's easy to say that once it's over!!!). Hopefully next year we can get a few more PBBA teams out there!

Recumbent Corner by David Eggleston

Mr. Mhyee was here again for a week, helping to build velomobiles. He is an ultra-endurance cyclist who lives in AZ. In 1993 he set a record, riding 600 miles in one day. To do that you have to ride for 24 hours at an average speed of 25 mph. He did have the advantage of riding a fully-faired recumbent bike. Mhyee is philosophically devoted to building velomobiles, and one of our customers plans to sell his car as soon as his velomobile is delivered. So we are doing our best to achieve a more sustainable world.

Mhyee wants to commute regularly from his home to our workshop, which is 600 miles away. He wants to commute by velomobile, in 2 days, just as he does by car. He figures that with the help of a small IC engine he could average 40 mph, and

the pedaling would make it much more fun than just driving a car. He always picks a goal that is perhaps achievable but difficult. So he is going through the steps of building a prototype that should be able to make the trip.

VMUSA has one customer that specified a Schlumpf Mountain Drive for his velomobile. This is a quite interesting component. It consists of a rather long BB axle (136 mm) with internal planetary gearing. The axle has caps on both ends, and by tapping a cap with your heel you shift down by 2.5:1. This means that with a 10 speed cassette on the rear hub you can have a 20-speed bike with a very wide range wherein the highest gear is 5.66 times higher than the lowest one. Thus, for example, with a 56 T chainring and a 20" rear wheel you can have a low range from 18 to 41 and a high range from 45 to 102 gear inches. The intervals are all closely spaced. The ranges do not overlap, as on a regular triple crankset, so there are no duplicate gears. The Schlumpf drive is made in Vilters, Switzerland and costs around \$650 with shipping, so it is a bit pricey. You can check it out at their web site, www.schlumpf.ch. Of course with the sinking value of the Dollar, one has to pay about \$1.39 now just to buy one Euro.

Another gearing option is the Rohloff hub, manufactured in Germany. It has 14 speeds internal to the hub, so requires no derailleur. It can be driven by just a single chainring, and the entire drive chain can be enclosed so the chain never gets dirty. This is quite an advantage for commuters. The Rohloff hub is popular in Europe. It is also quite pricey, being more than \$1000 due to the bad exchange rate. But quite a few people are still willing to pay the price for such a hub. Having a completely enclosed chain is especially nice for velomobiles.

There is a new bike made by Flevobike called the Green Machine. Its drive system is completely enclosed inside the frame, and it uses a Rohloff hub. It has a rear suspension and the rear hub is one-sided so a rear flat can be changed without removing the wheel from the bike. A single-sided front fork is under development and may be available soon. You can get a complete rundown on the Green Machine at their web site, www.flevobike.nl. It is very well-designed, with tailored accessories. It has disk brakes, front and rear. The design is quite impressive, but the price is also, at around \$4000, not including shipping to the States.

Recumbents seem to be getting more popular. You should be seeing more of them on the road and at bike events. One Midland couple purchased a Rans Screamer recumbent tandem recently. Since Lois and I ride one too, we are looking forward to riding with the new couple and getting them to join the PBBA. If we could whip up some enthusiasm for it, a recumbent ride would be nice. We would also like to work toward a Southwest regional velomobile rally. We are thinking of having it in AZ in the winter.

The View From Back Here

By: Russell Livingston

Ladies and Gentlemen..... Bubba has left the building. Bubba's gone and left a refined and dignified cyclist in his place. It's not too hard to understand so let me explain.

The entire month of July was filled with daily live broadcasts, rebroadcasts and analysis of the famed Tour De France. I, like many other casual cyclists enjoyed every minute of the tour. If I was no where near the television during the live broadcast, I could get minute by minute updates from my wife, who was equally enthralled by the whole spectacle

Then it occurred to me. The political subgroup that had been assigned to my particular demographic was rapidly eroding. Yes, I was a NASCAR Dad. For several years our family's television habits revolved around the Winston/Nextel Cup, the Busch Cup and Craftsman Truck race series. There it was there right in front of me... Prologue Sunday and I wasn't watching the NASCAR race.

It got worse.... One Sunday was rest day and we watched the previous week in review, not the race. Then there was the MS 150. Instead of obsessing over who qualified for the races, we were getting updates on the Tour's daily stage. While waiting in the rec room at SWCID, the television was not on the NASCAR race, it was on the first rerun of the daily stage. To prove my point, I was even watching and the topics of conversation revolved around the Tour, not Tony Stewart's last tirade.

The Tour ended and NASCAR continued. Well, sort of. Guess what was the next subject taking precedence over my former obsession? I actually watched the rerun of the Ironman competition at Kona, Hawaii. That was last year's Ironman! Bubba has officially left the building.

The MS 150 has come and gone. I guess everyone is now in the process of collecting their pledges and getting all donations turned in. There were 118 riders to participate and as this article is being written, over \$100,000.00 has been gathered. The riders of the Permian Basin are to be commended in this effort. Every rider participates for their own reasons, but the benefits from the funds raised far outweigh our meager efforts. Congratulations Permian Basin Bicycle Association for our leadership and efforts to help eliminate MS.

My MS 150 experience was better than last year's. I crested "The Hill" at 8.1 miles per hour and the heart monitor showed 144 beats per minute. I had fun and felt that all those 5:00 am rides paid dividends. Personally, I'm looking forward to next year and the challenges for an old fat guy.

Meanwhile, ride safe and have fun.

FOOD COMMITTEE

Many thanks to Ruth Shields for making taco meat and Ken Pittaway for providing the taco shells to hold it. Ken also made sure we had refried beans. Peggy Smith had plenty of cheese and we also had lettuce, tomato and sour cream to top off the tacos.

For our September meeting, Jasha Cultreri is going to order pizza and Lois and David Eggleston will bring ice cream. This meeting is the Monday after Cyclefest so the plan is to keep it simple. If anyone would like to volunteer to bring salad and dressing, let me know.

Kathy Hester

**PBBA MEETING
SEPTEMBER 17TH, 2007
KNIGHTS OF COLUMBUS BUILDING
CORNER OF 1788 AND CR60**

7:00 PIZZA DINNER

7:30 PROGRAM TBA

**Deadline for Newsletter is the 23rdnd of each month
Please Submit all Articles for the Newsletter to:
Kelly Brammer Email – brammer10@aol.com or call 682-2617**

2007 MS150 TEAM PBBA PARTICIPANTS



Cyclist Resources; Rules of the Road

These "rules of the road" are based on Texas Transportation Code statutes. Find the complete bicycle code at the bottom of the page. Laws are designed to improve the safety of everyone who uses the roadways. Don't become a statistic! Remember to always use hand signals and body actions to communicate with motorists and other bicyclists.

Bicyclists have the rights and duties of other vehicle operators: (551.101)

Yes, this means you have to stop at stop signs and red lights, but cars are required to yield right-of-way to a bicycle when appropriate, just as to any other vehicle.

Ride near the curb and go in the same direction as other traffic: (551.103)

Near the curb is subjective (we recommend leaving a cushion of about three feet) but the law gives a cyclist the right to take the lane when necessary for safety.

At least one hand on the handlebars (two are safer): (551.102c)

One when signaling but two when turning works well.

Use hand and arm signals: (545.107)

Point the way you are going, let the other operators know what you want to do.

One rider per saddle: (551.102a)

Don't let your friends share your bike while riding unless you're both on a tandem.

You may ride two abreast as long as you don't impede traffic: (551.103c)

Racing and taking the lane are special cases.

Must have a white light on the front and a red reflector or red light on the rear (for riding at night): (551.104b)

The light is primarily so people can see you coming from the side, where their headlights do not shine on your reflectors. The law, effective as of Sept. 2001, states that a red light can replace a red reflector.

Brakes capable of making the braked wheel skid: (551.104a)

Don't test that front brake to see if the wheel will skid while riding, especially down hill.