

WINDBUSTERS



Photo by Allan Espina

June 2021



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Please exercise caution riding in the Avalon loop area. A couple of residents have voiced concern over the safety of cyclists riding there on Wednesday evenings and Saturday mornings. Please avoid turning in front of vehicles. The residents are not complaining, but do not want to see anyone get hurt.

Odessa Mountain Bike Park

The Odessa Mountain Bike Park experienced some extreme rainfall on May 31 which flooded the park and caused significant trail damage. The trails mainly experienced soil erosion and many of the wooden bridges were displaced by the water flow. Several of us have been out repairing the trails but they will require additional maintenance and re-routing. Be aware that there will be some detours on the trail until we can fix the damaged trail sections. Please consider going to the Odessa Park to fix a section of trail. Filling in ruts, grooming washed out areas, and cleaning up rocky sections of trail will help a lot. We will also schedule a workday soon.

Rain damage pictured on left:



Repairs in process pictured on the right:



**Watch
social
media
for up-
coming
workday
schedule**



MOUNTAIN BIKING – Steve Mitchell

Midland Trail System - Open

The Midland trail park is now open to PBBA club members! The trail system is nearly completed and is rideable. We will continue to upgrade, add features, and add signage. We have 7.8 miles of trail and will soon have a perimeter trail that will add about two miles. Trail signs were just ordered. The trail will be a somewhat difficult to follow until the signs are installed. Members that ride the trail need to be careful at the road crossings and watch for oncoming “trail” traffic. We have encountered a few vehicles getting into the park from the adjacent existing lease roads. We are working on closing this access however until this happens, please be careful. Also, there is a wooden feature near the beginning of the Blue Trail that contains a skinny, a drop, and a bridge. The drop can be difficult to see so use caution.

The recent rain has helped pack the trails and berms. However, sections of the trail are still soft so be aware of this when going into the corners at speed. Portions of the trail may be impassable for a couple more days due to flooding. Check our Facebook page (friends of the pbba) for updates.

The Pavilion has been ordered and should be constructed within 5 weeks.

Additional work at the park

The Green trail still needs berms and rollers to provide better flow and character. Jared will come work on this in late fall or we may consider hiring someone else to complete this sooner.

Skills park – Justin Thompson is going to continue building wooden features for the Skills area. We will have a kids/beginner loop that will consist of both wooden features and earthen berms. The Advanced Skills Loop will contain more challenging features. Both skills areas are already somewhat defined but are not complete.

Jump Line - Jason Haislip will build a jump line with an option for both big and small table-top jumps. Justin Thompson is helping and plans to build a platform on top of one of the old trucks to start the jump line. We will need to build a wooden structure and ramp for access.

Park Access- Presently, we are using the temporary “driveway” off FM 307 to access the parking lot. The entrance and road are located adjacent to the west side of Harris Field Fire Training Center (3215 FM 307).

(31.9984182, -102.0244248). You will need to open and close the gate to the road until we complete a permanent entrance to the parking area. The gate looks locked, but it only requires removing the chains and swinging the gate open.

MIDLAND MULTI-USE TRAIL MAP

GREEN TRAIL IS
APPROXIMATELY
3.9 MILES LONG
IT IS FLAT AND HAS
MANY TURNS AND
TWISTS

BLUE TRAIL IS
APPROXIMATELY
3.8 MILES LONG.
IT CONTAINS
MANY BERMS,
ROLLERS AND
MORE DIFFICULT
TERRAIN.



The seventy mile MS Practice Ride organized by Roberta SoloRio was attended by about 25 riders. Neil and Jenn Harris provided excellent SAG support. There will be another MS practice ride on July 10. The ride is open to MS riders or anyone that wants to come out and ride.





Miles for Marlee by Billy J. Spruill, Ed. D

When there is a need, cyclists in the Permian Basin step up. This is the case with Marlee. Marlee is a three-year-old girl with Neuroblastoma, a type of cancer which is usually found in children under the age of five. PBBA member Jerry Hild learned of the little girl's condition and organized Miles for Marlee, a benefit ride held on May 15th, 2021. The 72-mile route began in Crane traveling south to McCamey, west to Rankin, and back northwest to Crane. 27 riders participated along with several volunteers in seven sag vehicles. Two deputies from the Upton County Sheriff's Office provided an escort while riders were in their county and met with riders during a rest stop in Rankin. It was a difficult day for riding with a high south wind, but riders persevered.

As always when cyclists get together, there are those with a competitive side. Miles for Marlee was no different. There was a race within the ride with Eric Burkhart finishing first, Von Doria second, and Tyler Putnam third with the podium finishers graciously donating their winnings back to Miles for Marlee.

Many members of the West Texas Gazelles Odessa participated in the ride. The Gazelles are a dedicated group of cyclists, runners, and triathletes who meet for various activities during the week. If you are interested in riding with the Gazelles, they meet every Monday at 6:00pm for Mission and Mondays (M&M) in the Mission Fitness parking lot near the intersection of hwy. 191 and Faudree for a 12.5 cycling sprint. This can be done once or multiple times and there is always chips and salsa afterwards.

Peyton's Bikes donated \$1,000.00 to Miles for Marlee and the PBBA donated \$1.00 for each mile completed by a PBBA member totaling \$751. At the end of the day on May 15, 2021, the ride raised approximately \$10,000. As of this article, the Go Fund Me page has raised over \$33,000 to help Marlee's family with her medical bills. If you would like to make a donation, you may do so at <https://gofund.me/dd7ed0e3>.

Thank you PBBA and its members for your support.



Ride of Silence Preparation

Many thanks to the volunteers that cleaned the ghost bike sites in preparation for the Ride of Silence. Special thanks to David Sovil and Cody Cortez for his mowing services at each site. John Floyd is dedicated to planning this ride each year and his efforts are greatly appreciated. Allan Espina recruited his WTGO members to lead the clean up efforts.





May 19 was a downpour resulting in cancellation and a lot of wet riders.



The reschedule to Tuesday, May 25 met with high winds, blowing dust and the forecast of baseball size hail which resulted in cancellation.



Sixty plus riders participated in the Ride of Silence on Tuesday, June 1. After two cancellations due to weather, a perfect window of weather gave riders the opportunity to remember cyclists killed and injured. John Floyd organized the event with the sheriff department providing a safe escort to visit several ghost bike memorials. John also arranged for plenty of media coverage which is important in reminding the public of their role in helping cyclists stay safe.





Many PBBA members made the trip to Sweetwater on May 8.



Beat the Streets for Little Feet is the largest fundraiser of the year for Cornerstone Christian School. The funds that are raised from the event go for scholarship money for the children that attend the school. Sixty percent is designated for scholarships and the other 40% is for school enhancement.

Thank everyone who came out for Beat the Streets 2021 we had 235 participants this year and we are thankful to see it continue to grow!

Special thanks for Peytons Bikes, Midland Athletic Company, and King and I Thai for their sponsorship and donations to Beat the Streets 2021 and all of the cyclist and runners that participated!

Our friends at Peyton's Bikes donated a Saris H3 trainer valued at over \$1,000! We'll be drawing for it soon and all cyclist that entered in Beat the Streets 2021 will automatically be entered in the drawing that we will be having soon.



We look forward to seeing everyone for the 10th anniversary of Beat the Streets 5/7/2022! Please plan to stay after the event next year and go see the WASP Museum fly in as well as the Sunset on the Square with live music and food trucks!

Keep an eye on the Beat the Streets FB page for details or feel free to reach out to David King for details on the Beat the Streets 2022 event
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Call of Adventure

It happened the summer before my sophomore year in high school. We were living in Hobbs, New Mexico. It was 1972.

My friend Doug and I spent the summer riding our 10-speed bicycles all over town, and somehow along the way we decided to take an epic bike trip across the state. After discussing all our options, we determined to ride our bikes to Cloudcroft, 168 miles from Hobbs with a 5,000' increase in elevation. Doug's uncle worked at a hotel in Cloudcroft, and we figured we could spend the night with him, then ride back home.

Looking back, I realize this is the sort of over-the-top challenge that usually results from the combination of bragging and alcohol, but there was no alcohol involved in any of this. Rather, it was just the youthful yearning for epic adventure.

My bike was a Volkscycle, purchased at Mack's Sharp Shop down the street from our house. I have no idea what Doug rode, but both bikes were standard-issue 1970-era 10-speeds. Heavy, in today's terms.

We didn't have any cool cycling gear. I wore Levi cut-offs and a tank top, the official summer uniform of 1972. We certainly didn't have any performance cycling clothing, and probably didn't know it existed. We didn't have helmets since it was safer back then. I had a hippy-style floppy hat. I don't remember gloves, either. I'm also sure we wore our Stan Smith tennis shoes.

We traveled with sleeping bags, one change of clothes, food, water, and tools for roadside repairs. All of that was tied onto our bikes. I'm sure we also took money, but I don't remember how much ... probably not near enough since teenagers always underestimate how much money it takes to do anything. I only have one photo of the trip. Before digital cameras people didn't take as many photos as they do now.

We left Hobbs one Friday morning at 6:00 AM and took Highway 62/180 west toward an intersection of roads called Arkansas Junction. Then, we joined NM Highway 529 and rode and rode and rode. We stayed on the narrow shoulder of the two-lane highway, hanging onto our bikes as oil field trucks whizzed past.

It was a long, lonely highway and we didn't come to our first town until we reached Loco Hills, NM, 52 miles from Hobbs. In the small café there was a chalkboard that said, "Today's menu: Bowl of chili or Hamburger." We had hamburgers. It was too hot for chili.

We rolled out of Loco Hills after lunch and headed west on US Highway 82 toward Artesia, another 20 miles away. Our original plan was to ride through Artesia and on to Hope, a tiny town with population less than 100, where we would camp on the ground for the night. There was an abandoned gas station beside the highway, and we figured we could set up under the awning.

Remarkably, we had no flat tires and only one minor roadside repair. I don't even remember what broke, but I do remember repairing it with a piece of bailing wire I found alongside the road.

We rode together all the way into Artesia until Doug got sick. I think he'd been suffering for a long time but wouldn't talk about it. Once we crossed the city limits, however, he got off his bike and threw up into the bushes. It wasn't a good sign for the rest of our adventure.

It was clear to both of us by now that we were in no shape to continue, but being guys, we'd have kept going to the point of collapse, neither of us wanting to be the one to quit. However, now that Doug was obviously sick, it was over. He said, "This is it for me. I can't go any further." He had been recovering from a case of mononucleosis and thought it was all behind him, but 78 miles of bike riding brought it all back. It was a gift for both of us. It was better to stop in a town than alongside a deserted New Mexico highway, and by this time we both knew there was a zero chance we'd complete the trip.

Doug knew a family friend on the Artesia police force; we phoned him, and he took us in for the afternoon. We slept for a long time in the air conditioning at his house. Doug phoned his parents who agreed to drive to Artesia and bring us back to Hobbs.

As it turned out, a huge thunderstorm rolled off the mountains that night and dumped 2" of rain on Hope. We would've been soaked in our sleeping bags had we spent the night there. It was one more confirmation we made the best decision.

The call of adventure is a mighty thing. The urge to do something bigger than ourselves, to live our lives in the big story can be irresistible. Doug and I had ridden all the roads in Hobbs that summer and we needed something bigger to do. The fact we were unable to complete our trip was surely a blessing since we weren't fit enough or equipped enough for what we were trying to do, but it is still one of my happiest memories. It was a time when my friend and I were brave and reckless and bulletproof and willing to try the impossible.

Do Good! ... Berry Simpson

MAY RESULTS:

 **PEYTON'S**
WEDNESDAY NIGHT PODIUM

-  **1** JUSTIN WILLOUGHBY
-  **2** OSCAR SALAZAR
-  **3** JIM WANER

 **PEYTON'S**
WEDNESDAY NIGHT PODIUM

-  **1** ZACK BELEW
-  **2** ERIC BURKHART
-  **3** JIM WANER

 **PEYTON'S**
WEDNESDAY NIGHT PODIUM

-  **1** ERIC BURKHART
-  **2** JIM WANER
-  **3** OSCAR SALAZAR

 **PEYTON'S**
WEDNESDAY NIGHT PODIUM

-  **1** CLIF COLEMAN
-  **2** JAMES STRUBLE
-  **3** JUSTIN HARRISON