



# Chainstay

The Peninsula Bicycling Association

December 2014 - January 2015

Volume 44, Issue 11

## Monthly Meeting



Saturday  
December 6, 2014  
7:00 - 10:00 p.m.

Program: Holiday Cheer

Monday  
January 12, 2015

Dinner and  
Social Hour 6:00 p.m.  
General Meeting 7:00 p.m.

Angelo's Steak House  
755 J. Clyde Morris Blvd  
Newport News

Program: Annual Awards

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## PBA Holiday Party

This year's party is at a new, central location, the home of Art & Sherry Wolfson in Kiln Creek, 204 Rock Creek Ct, Yorktown, VA 23693.

Bring a covered dish (*appetizer, salad, main dish or dessert*) and plenty of holiday cheer.

Provided: Soft drinks, wine, paper products, cups and plastic ware.

Please contact Art or Sherry Wolfson at 757-877-0147 (*leave a message*) or email [afwolfson@cox.net](mailto:afwolfson@cox.net) (*correction*) by **December 4th** to say what you will bring. [Map on page 14.](#)



*You are cordially  
invited to the PBA*

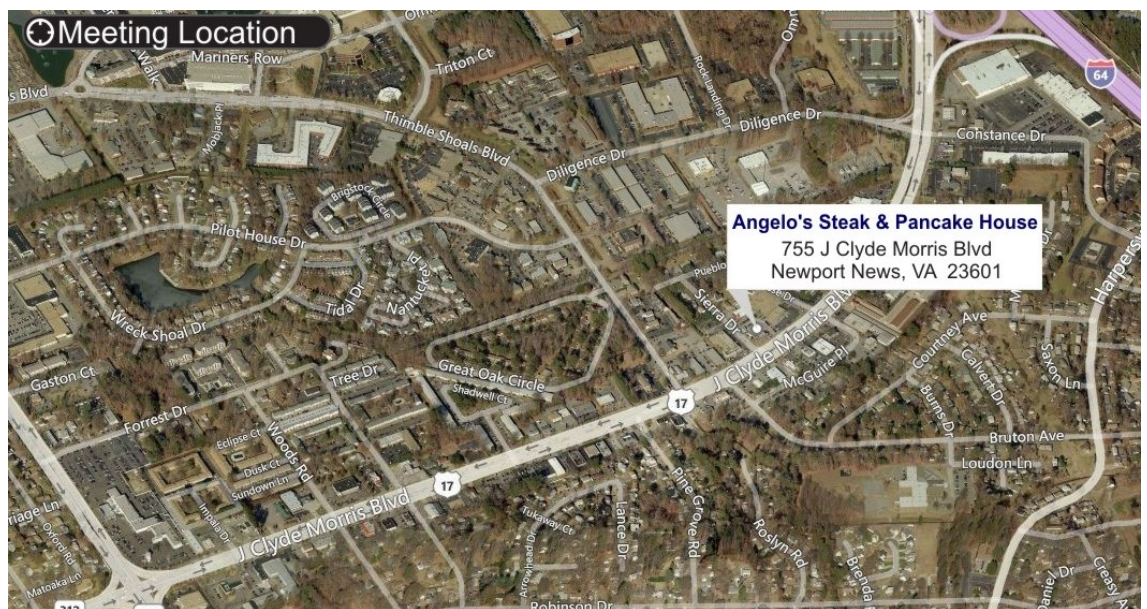
*Holiday Party*

*Saturday, December 6,*

*7:00 p.m. to 10:00 p.m.*

### January Meeting Program — Annual PBA Awards Banquet

The Awards Banquet is the time to recognize the many volunteers who helped make 2014 a successful year for PBA and to say thank you to the 2014 club officers. It is also your opportunity to make a personal presentation to the person or persons of your choice for any reason you choose. This has become an annual event at the Awards Banquet and is quite entertaining.





# A Note from the Editor

Greetings!

It's hard to believe another year is almost behind us. This will be the last Chainstay until February. So I've loaded it with extra articles and have managed to publish it in time for the busiest travel day of the year, traditionally the day before Thanksgiving. I hope everyone has a great Thanksgiving and remainder of the year!

Of course, I also hope to see you at our holiday party, as well as on a few upcoming rides. Art and Sherry Wolfson have graciously opened their home for this year's party. They are conveniently located just minutes from I-64, exit 256B. Please remember to RSVP by December 4th so they are prepared for either a large or small crowd. See [page 1](#) for more details. As for upcoming rides, we will endeavor to have a ride of some sort every weekend that brings dry and tolerable weather. However, there is one special ride I want to bring to your attention: The After-Thanksgiving Fort to Fort Ride on November 29th from Russell Parish's home. See November's Chainstay for details. We'll also publish ride info to our website as well as our Facebook page. Please RSVP to Russell Parrish at [parrishdesign@hotmail.com](mailto:parrishdesign@hotmail.com).

Here are your 2015 PBA Officers and Committee Members:

President	Sharon Bochman
Vice President	Tregg Hartley
Secretary	Cindy Halliday (NEW)
Treasurer	John Parker
Executive Committee (1)	Todd Chopp
Executive Committee (2)	Robin Land
Executive Committee (3)	Maria Lyons
Chainstay Editor	Scott Farrell

I've listed the committee members on [page 13](#). There are still openings if you'd like to serve the club. See you on the road!

Happy Holidays!

Scott



**PBA Website:**  
[www.pbabicycling.org](http://www.pbabicycling.org)

## PBA Board Meeting

PBA Officers and Executive Committee meet on the first Monday of each month. All PBA members are welcome to attend and contribute to discussions which form the direction of the club. Business also includes planning PBA events. Contact Sharon Bochman for the location.



**PENINSULA BICYCLING ASSOCIATION**  
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PBA Affiliations:



### 2014 Officers

President	Sharon Bochman, bochman@cox.net	757-868-4120
Vice-President	Tregg Hartley, tregg.hartley@verizon.net	
Treasurer	John Parker, johnjljr@verizon.net	757-898-7147
Secretary	Scott Farrell, StealthTDI@spamarrest.com	757-880-4070
Executive Committee Members	Todd Chopp, todd_chopp@yahoo.com	757-513-9000
	Robin Land, jbtaxi2829@aol.com	
	Maria Lyons, mlyons@hampton.k12.va.us	

### Committee Chairs

Ride Schedule	Tregg Hartley, tregg.hartley@verizon.net	
Membership	Scott Blandford, csbford@yahoo.com	757-256-9391
Publicity	<b>Vacant (anyone interested?)</b>	
Advocacy	Stephen Froeber	

Chainstay editor and PBA webmaster is Scott Farrell. Chainstay is published 11 times a year with a combined issue for December/January. **All submissions and advertising copy are due by the 20th of the month prior to publication.** Classified ads are free to club members only. Send all Chainstay submissions to [StealthTDI@spamarrest.com](mailto:StealthTDI@spamarrest.com) (please type "PBA" in the subject). Send all other club business to the club P.O. box listed in the left margin. Ride leader volunteer and ride inquires should be directed to the Ride Scheduler, Robin Land, jbtaxi2829@aol.com. Chainstay is produced using Microsoft Publisher with photo editing by Corel Photo-Paint. PBA's website is hosted by Wild Apricot.

## Belated, But Well-Deserved Thanks!

It dawned on the Board that we failed to give a very well-deserved thanks to the Surry Century volunteers! Don't ask how this was overlooked. Simply put, we were swept away by events. But we're remembering you now! In no particular order:

Thanks to Sharon Bochman for planning and organizing the event. Planning rides is getting a little tougher in today's social climate (*insurance, donating space for non-paying "customers" (riders who eat/drink for free outside), porta-potties, hosting strangers who pee in the trees, etc*). Some of the places we used to count on for rest stops and other support simply are not available to us today. Sharon spent a lot of time forging new relationships in order to gather support for this ride. We also have new leads for 2015. New road construction along our usual route provided short-notice challenges as well.

Thanks to Maria Lyons for serving as event coordinator. Maria spent several hours on the road with Sharon helping to design an alternate route and seek new rest stop locations. Maria was a natural choice for event coordinator when it became known that Sharon would be out of town the weekend of the Surry Century. It is difficult to take over coordinating an event that was organized by an absent team member. Maria pulled it off with grace!

The onsite registration team of Sandy Butler, Cindy Wong, Hazel Woodard, Debbie Wells and Diane Herbert never fail to make morning check-ins and walk-up registration a smooth process. They are a polished team who deserve high praise for their dedicated service! Thank you VERY MUCH!

Thanks to Sharon Bochman, Scott Farrell, Doug Begor, Virgil King, Dean Vines and Jos Van Burik for the road markings. This team gets the credit if you completed the ride without getting lost, particularly if you didn't use Scott Farrell's excellent cue sheets.

SAG Support was provided by Scott Farrell, Steve Zajak, Bob Ornelaz, Mike Cobb, Todd Chopp, Jack Liike and Nan Mack. This small group of drivers covered hundreds of miles of roadway, shuttling food

and water while ensuring the safety of Surry Century riders. You may not have seen them, but they were there. Thank you! Special thanks to Scott Farrell and Mike Cobb, who both pulled double-shifts due to unforeseen needs; Steve Zajak, who also staffed a rest stop; and to Jack Liike, who always sticks around to ensure everyone is off the road at the end of the day.

Thanks to Amie Holman and Art Wolfson for ensuring the Surry Elementary School rest stop was staffed and passing out refreshments. Amie brought a team of American Diabetes Association helpers to serve the food and drinks that were

prepared by Risa Bastien, Robin Land, Jack Liike, Linda Carter, Molly Sherman and Cindy Wong. Thank you, food-preparers!

A BIG THANKS to Arba Williamson and his team from Kirkwood Presbyterian Church!!! They were the folks who kept the food cooking and moving at Surry Athletic Field. The food went non-stop without a hitch during the advertised hours. They donated both manpower AND the food, a major benefit and cost savings for PBA. Thank you VERY MUCH!



# Five Common Bike-Handling Mistakes

By Jim Castagneri, for Active.com

From: <http://www.active.com/cycling/Articles/5-Common-Bike-Handling-Mistakes.htm?cmp=276&memberid=161068570&lyrisid=44408020>

We all make mistakes while out riding on the road. Some are minor and relatively harmless—like forgetting a repair kit—while others can mean the difference between staying upright and ending up on the pavement.

Riding or racing in a pack can turn a small error into a dangerous one. When you make an error in a pack, chances are that not only will you crash, others will to. In order to keep yourself and others safe, it's important to continue to improve your bike-handling skills.

Some of the more common mistakes cyclists make out on the road include missed clip-ins and water-bottle fumbles. Here are easy ways you can learn to avoid them.

## Missed Clip-In

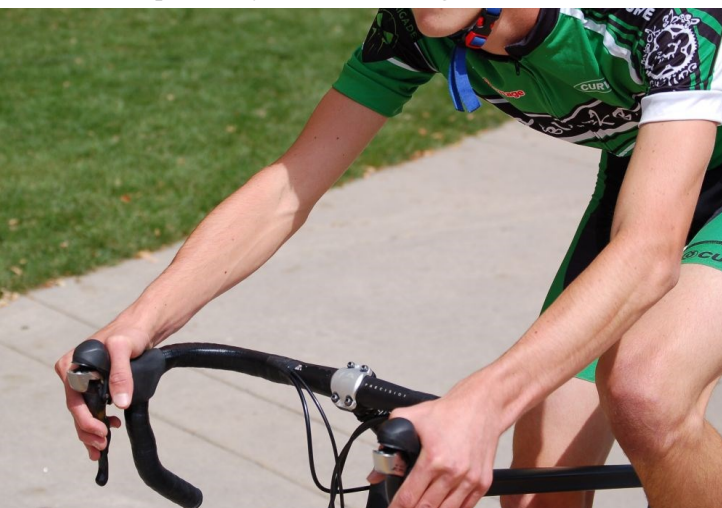
One of the most common mistakes you can make on the bike is the missed clip-in at the start of an event (or even at a stoplight). Everyone has done it. Even experienced pros have a clip-in malfunction from time to time. The cause is almost always psychological. You start to worry that you'll miss the clip-in, and then you do. Pressure to jump off the front at the start, especially when you're in the pack, can lead you to second guess your technique and miss the clip-in.

**More:** [Bike Handling Clinic: Drill That Skill](#)

To avoid over-thinking the clip-in and risk missing it, try these tips when using single-sided pedals:

- Make sure your unclipped pedal is hanging motionless with the backside down.
- Push off with your clipped-in foot and raise your other foot to meet the motionless pedal.
- Tip the front of the pedal forward with your toe before your cleat engages the locking mechanism.
- Once the pedal is horizontal, use additional pressure to seat the cleat.

If after some practice you're still having trouble, consider



swapping out your pedals for a different technology. There are several varieties of double-sided pedals and cleats that can make the process a little easier.

## Water-Bottle Wobble

This is not so much a bike-handling mistake as it is poor riding technique. The wobble occurs if and when you have to look down to find your water bottle to pull it out of the cage for a drink. When your eyes shift down, your brain loses spatial reference with the horizon, and you inevitably wobble from side-to-side to regain balance. If you're in a pack, this wobble can cause an accident. Riders on either side or behind you will likely shout something nasty about "holding your line." At this point, you'll be labeled a squirrely rider by your colleagues or competitors.

You can prevent the wobble through practice. Try removing and re-inserting your water bottle with your eyes on the road ahead of you the next time you're out on the road. It isn't terribly difficult to remove the bottle; putting it back is a bit trickier. On solo training rides, repeat the process over until you can effortlessly remove and replace a water bottle from either cage without using your eyes. Once you have that down, concentrate on replacing the water bottle while maintaining a straight line. Try to keep your wheels on the painted white line on the side of the road as you handle the water bottle.

## Straight arms over a bump

Your arms and hands are two of five contact points between you and the bike. On bumpy roads, it's critical that the mass of

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# Car-Free Cyclists Give Back to the Road

By Elly Blue

From: <http://www.utne.com/economy/car-free-cyclists-give-back-ze0z1401zbla.aspx#axzz3DytYiR9E>

*Author Elly Blue provides a surprising and compelling new perspective on the way we get around and on how we spend our money, as families and as a society. Bikenomics (Microcosm Publishing, 2013) starts with a look at the real transportation costs of families and individuals, and moves on to examine the current civic costs of our transportation system. This excerpt, from chapter 1, "The Free Rider Myth," explains that car-free cyclists are not free-loading off of the transportation system, in fact, it's quite the contrary.*

## Share the Road

"Bikes don't pay for the roads." You see it again and again. It appears on editorial pages, in blog comments, and shouted from car windows, often accompanied by the accusation: "Freeloader!" or something ruder.

The bicycle freeloader myth is a strong and pervasive economic belief. It's implied in rules that require cyclists to stay off certain roads, or ride in a manner that does not affect car traffic. And it's enforced through media headlines, police standards, and the behavior and discourse of cycling advocates and detractors alike.

But is it true?

When you take a trip on a bicycle, you do not pay for gas, and thus you pay no gas tax. You do not stop and pay tolls (and you are generally not allowed on toll roads). You do not pay a license or registration fee, part of which goes toward paving, maintaining, and policing the roads you ride on. Most car insurance companies do not cover bicyclists, so often you do not pay for that either. And you do not pay for parking. No doubt this all seems terribly unfair.

Of course, though there are many people out there who solely get around car-free, chances are good that any given person out riding a bicycle on the road also owns a car, or rents one from time to time. When they do so, they pay all the same fees, fines, and taxes as an everyday motorist does, and just as grudgingly.

But here's the thing: **Cars don't pay for roads, either.**

The idea that roads are funded by user fees paid by people who drive is one of the great myths that buttresses our entire way of life. While the veneer on that myth has been crumbling for some time, we have only recently been forced to begin to look hard at it. And the difference between riding a bicycle and driving a car is surprisingly vast—but not in the way most of us imagine.

What if I told you that by driving a car you become a freeloader, a drain on the economy? That people who bicycle instead are subsidizing a road system that they are largely not welcome on? In order to break even on the cost of roads and pay for every driver who uses them each year, we would need 54% of commuters using a bicycle as their sole means of transportation.

It's not great news for most people. After all, driving a car is extremely expensive; and if you live in the U.S. a car may be your best or only way to get to work and otherwise go about your life. Unfortunately, it is also true. Driving is one of the most heavily subsidized things we do on a daily basis.



Cars pay for about half of the cost of our roads, all told. That's it. Half.

So where does the rest of the road funding come from for all that asphalt? We all pay it—whether or not we drive.

Most of what we pay for the roads is not paid directly, but through our taxes.

Every time we pay sales tax on a purchase, property tax on our homes (directly, or indirectly through our rent), or income tax on what we earn, a portion of that goes directly into our transportation system.

A portion of all of these taxes are paid into a general fund, which is where most transportation money comes from. But the real costs of building roads end up being much higher over the years than what the budget can afford. A growing amount of road costs are paid for with borrowed money. We must eventually pay off these loans through our taxes, with interest that can amount to two, three, or more times the original cost of the project.

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# Three Off-Season Training Myths You Should Know

By Josh Horowitz, PezCycling News

From: <http://www.active.com/cycling/Articles/3-Offseason-Training-Myths-You-Should-Know.htm?cmp=276&memberid=161068570&lyrisid=44384292>

Misconceptions and hard to kill old school attitudes can make it tough to convince some cyclists of the right training methods during the offseason. The truth is, the offseason is one of the most important times of the year to work on your deficiencies—and if you are misled by the wrong training techniques, it can have a major impact on the success of the season ahead.

Let's take a look at three of the most common offseason training myths so you can train smarter this winter.

## Myth #1: Riding a Fixed Gear Improves Pedaling Efficiency and Leg Speed *(Sorry, Jack! -Scott)*

Fixed gear bikes are a great toy for tooling around town, cruising the beach, or propping up for all to see outside the coffee shop, but they have no place in a serious road cyclist's training routine—unless your primary goals include riding on the velodrome.

Here's why:

1. When you practice high cadence training on your road bike, you're forced to recruit muscle fibers that are necessary for quick contractions. On a fixie, the pedals are always spinning in perfect circles at very high speeds no matter how sloppy or inefficient your stroke is. Your muscles aren't required to act—they're really only required to react.
2. Riding a fixed gear is the exact opposite of riding PowerCranks. PowerCranks require your muscle fibers to fire throughout the 360 degrees of a pedal stroke. You're required to push across the top, push down in the front, pull across the bottom and pull up in the back. Your pedal stroke may slow temporarily, but the muscular foundation becomes so solid that it only takes a few weeks of high cadence work on your road bike to turn the strength you've built on the PowerCranks into power.
3. Compared to a fixed gear, even on a regular road bike, your muscle fibers are forced to fire in a very efficient manner. At the very least, you'll have the experience of pushing down and, to some extent, controlling the movement throughout the pedal circle. On a fixed gear, the bike is literally doing all the work for you. You're really not teaching your legs anything but to get tossed around at ridiculous speeds. Think about a gym member who takes indoor cycling classes. They may get their legs whipped around in crazy circles at a cadence of up to 140 revolutions per minute (rpm), but have you ever seen them achieve this on a real bike? Trust me, it doesn't translate.

## Myth #2: Small Ring Only

This old school training philosophy is simple: Shift gears to the small chain ring on October 1st and don't shift up until February 1st. The idea is that by keeping your bike on a small gear, you won't be tempted to hammer the group rides or participate in the club sprints. It also emphasizes high cadence riding during the winter, which is supposed to result in a perfect pedal stroke by the time race season comes along.

The trouble is, it's not going to help you all that much. Leg speed



can be easily developed at any point in the season. You could even do a heavy load of leg speed training immediately before a high priority race. The reason is that it doesn't tax your muscular system, your heart or your lungs. In essence, it's really training your brain.

What you can't do at any point in the season is train strength. Training muscular strength will temporarily slow you down, cause fatigue and require several days of recovery. Can you think of a time of the year where quick recovery and road performance is not at all important? At what point in the season can we afford to destroy our muscles without worrying about getting hammered into the ground at the local race? Winter is the best time for a hard workout.

From this philosophy, the small chain ring gets tossed out the window during winter training. Instead practice pedaling at 70 to 75 rpm (ideally on PowerCranks) for the whole winter. Your legs will feel like blocks of cement and you'll be struggling on the Friday coffee ride. Then, before your first race, you'll do two weeks of high cadence work. When you're standing on the podium, your teammates who saw you struggling two weeks earlier will be calling for a blood test.

## Myth #3: Long Slow Distance

Long, slow rides have been the staple of winter rides for years. But if you're a weekend warrior and you spend six hours per week training, does it make sense to spend half of your training time on a three-hour long slow weekend ride?

On the bike, especially when you have limited time, it's important to get the most out of every second you're on the bike. Cruising around at 16mph on a three-hour ride is junk miles for the majority of cyclists who are preparing for a season of racing.

Originally it was thought that since high stress training breaks down blood capillaries and since capillary density means more

[Continued on page 9](#) (lower-right)

# How to Indulge and Not Gain Weight This Holiday Season

By Suzanne Corey, for Active.com

From: <http://www.active.com/nutrition/Articles/How-to-Indulge-and-Not-Gain-Weight-This-Holiday-Season.htm>

The holiday season means one thing to a lot of people: food. Starting with Thanksgiving dinner and ending with the New Year's appetizer party, some can lose their willpower when faced with the delicious treats that are in abundance this time of year.

Studies show the average person gains one pound between Thanksgiving and Christmas. This may not seem like a lot but, according to the New England Journal of Medicine, most people do not lose the weight they put on during the holidays. After several seasons, this can add up.

Here are some ways to avoid the threat of the office buffet, cookie exchange and Christmas party open bar.

## It's a Holi-DAY not a Holi-week or Holi-month

Thanksgiving is only one day. Christmas is only one day. And, New Year's is only one day. Try not to get in the mindset that this is the time to "let go" and you'll fix it in January. This often leads to overeating and lack of control. Allow yourself to take a day off on the actual holidays; give yourself something to look forward to and enjoy. But, the rest of the time, hold fast to your goals and just say no!

More: [10 Strategies to Prevent the Holiday Bulge](#)

## Keep Moving

To maintain or lose weight, one of the most effective tools is regular exercise. During the holiday season, kick up your workouts to burn extra calories (Remember the sugar cookie you had at work?). If you normally run for 30 minutes, up it to 45. If you work out three days a week, try five for the month of December. Or, prepare for the holiday party by attending spin class instead of walking on the treadmill. It can even be as simple as walking on your lunch break or taking the stairs. Just be active.

## Fight Stress and Overeating with Color

Emily Edison, founder and owner of Momentum Health in Seattle, suggests adding red peppers, greens, blueberries or cranberries to flavor dishes, increase fiber to fill you up and supply antioxidants, which help reduce the effects of holiday stress.

## Never Go to a Party Hungry

Before you leave the house, grab some nuts, string cheese or whole-grain crackers. Having a snack with protein, fat and fiber helps you feel full so when you reach that buffet table, you'll be able to keep your portions reasonable. Also, don't forget your water. Drink plenty before the party so you don't confuse thirst with hunger.

## Bring Healthy Dishes to Potlucks and Parties

Some of Edison's suggestions include: fresh veggie spring rolls with dipping sauce, whole-wheat tortillas with hummus and red and green veggies for holiday pin wheels, and replacing the cheese platter with fresh veggies that have been blanched. Serve the veggies with her High Protein Veggie Dip.



## Emily's High Protein Veggie Dip

- 1/2 package Uncle Dan's Ranch Mix
- 1 carton low-fat cottage cheese
- 1/4 cup 2 percent milk or soy milk (or more to make the consistency you like)

Blend ingredients in food processor until smooth. Serve with fresh blanched veggies.

More: [10 of the Worst Holiday Party Foods](#)

## Avoid Santa Sweaters and Elastic Pants

These clothes allow you to eat without feeling discomfort, which is exactly what you don't want. Feeling the effect of your eating nudges you gently to stop when you feel satisfied.

More: [7 Ways to Trick Yourself Full](#)

## Be Picky

Just because it's shaped like Santa and has sprinkles, doesn't mean it's worth it. Be picky. If it's not something you love, don't even bother. However, if you've been waiting all year for Aunt Jean's fudge, then allow yourself a small treat. But, before you do, grab a piece of fruit or go for a little walk. If you still desire the treat, go ahead and indulge. By allowing yourself one favorite treat, you won't overeat when bombarded with displays of desserts.

More: [A Healthy Makeover for Holiday Desserts](#)

## Manage Your Portions

Try salad or dessert plates instead of dinner plates or small cereal bowls instead of pasta bowls to help keep your portions down. Another trick is to pour drinks into tall skinny glasses instead of the fat, wide kind. The United States Department of Agriculture states: "Most people eat and drink more when served large portions. Choosing smaller portions can help you lose weight and keep it off."

More: [Use Your Hands to Control Portion Sizes](#)

# Ten Weight Loss Tips from Pro Cyclists

From the Editors of Bicycling Magazine

Pro cyclists might get their bike clothes for free and have VO2-max ceilings the rest of us can only dream about, but many of them are like us in one surprising way: If they don't watch what they eat, they gain weight fast. We asked 10 racers how they stripped the fat--from 10 to 80 pounds--from their bodies and transformed themselves into lean machines. Their tips are refreshingly simple and undeniably effective.

## I LOST 55 POUNDS

The Racer: Dan Schmatz

The Body: 5-foot-10, 160 lb.

The Team: BMC

The Secret: "Exercise early, abstain late."

Schmatz's hard-core routine isn't for the faint of heart: He doesn't eat after 7 p.m., and he often does a 30- to 60-minute run, ride or hike before breakfast. Some studies show that low-intensity exercise before breakfast helps the body burn more fat than usual. Schmatz cautions that if you try this, don't cancel the benefit by pigging out: "A lot of people don't realize that a breakfast of a gourmet coffee drink and a bagel can pack 1,000 calories," he says.

## I LOST 10 POUNDS

The Racer: Jeremy Horgan-Kobelski

The Body: 6-foot-1, 150 lb.

The Team: Subaru-Gary Fisher

The Secret: "Eat dinner like a pauper."

The winner of four consecutive national mountain bike championships, Horgan-Kobelski says, "The single biggest thing that has helped me lose weight has been eating a light dinner. Even after a huge day of training, if I fueled properly throughout and after the ride, I can usually get away with eating just some salad or steamed or grilled vegetables with a small amount of lean protein."

## I LOST 10 POUNDS

The Racer: Betina Hold

The Body: 5-foot-6, 125 lb.

The Team: Cheerwine

The Secret: "Chew more."

When she was desperate to lose weight to transform herself from muscled-up competitive rower to lean cyclist, Hold stumbled onto one of the simplest ways to lose weight. Studies have shown that simply chewing your food longer--as many as 100 times per bite, in some research--results in reduced caloric intake. Hold also began chewing gum at the first craving for food. She says it gives her time to decide, "Am I really hungry or am I bored, nervous or stressed? I find in many cases, I just chew some gum and I don't really need food."

## I LOST 80 POUNDS

The Racer: Jack Seehafer

The Body: 5-foot-6, 145 lb.

The Team: Einstein's cycling

The Secret: "The simplest way: Ride more, eat less--and drink less beer."

Seehafer packed on 100 pounds during seven years of inactivity when he stopped cycling after high school. After he started riding again, the weight came off, which motivated him to cut calories from his diet. This can be as simple as using smaller plates at home, always leaving several bites on your plate, or waiting 15 minutes before deciding whether to go back for seconds. When Seehafer met lean pro Kori Kelly, whom he eventually married, he adopted her eating habits and chiseled away more weight. Today, he keeps the pounds off with vigilance: "As soon as I notice that I've gained a couple pounds, I immediately adjust what I'm eating and increase my exercise," he says.

## I LOST 40 POUNDS

The Racer: Devora Peterson

The Body: 5-foot-1, 118 lb.

The Team: Tokyo Joe's/Golite

The Secret: "Seek professional help."

Peterson says that paying a dietitian to analyze her intake and recommend changes was worth the money because there's less for her to think about. After you submit a detailed, multiday food record to your dietitian, you will receive a meal plan customized to your needs, specifying how many servings of foods you should eat from each food group. Some plans chart out each meal, and explain basic information such as what size a serving is. Says Peterson, "It keeps me honest."

## I LOST 16 POUNDS

The Racer: Brooke O'Connor

The Body: 5-foot-8, 142 lb.

The Team: Hub Racing

The Secret: "Drink water."

O'Connor lost weight when, she says, "I started drinking water, not caloric beverages." Now pregnant (and starting to show), she's less focused on being lean.

## I LOST 60 POUNDS

The Racer: Mike Jones

The Body: 6-foot-2, 175 lb.

The Team: jelly belly

The Secret: "Ride base miles to blast fat."

Jones says that when he was at his heaviest, he used his bike mainly as "transportation to and from pizza shops, burger joints and bars." One winter in Upstate New York, he began logging lots of slow, steady miles on his bike (out of boredom) and noticed the pounds burning off. "The more base miles you can put in, the better," he says. "Not only does it prepare your aerobic engine for higher-intensity work, but also the sheer volume of exercise means you burn tons of calories." Once he had some momentum, Jones increased the rate of weight loss by downsizing his portions and cutting "empty" liquid calories such as beer and soda.

[Continued on page 13](#)



# Six Tips for Riding at Night

By Kim Cross, [Bicycling Magazine](#)

From: <http://www.active.com/cycling/Articles/6-Tips-for-Riding-at-Night.htm>

Carnivals, concerts, baseball games—they're all better under the lights. Riding can be, too. Here's how to do it right.

## Go Disco

Most states require you to ride with a front light at night. A model with 100 lumens (a measure of brightness) should work for most situations. Look for one that also has a strobe function—the flashing light makes you more visible to cars.

## Blink, Blink!

In addition to a front light, you'll want at least one rear-facing red blinky light so you're visible to drivers behind you. Most mount easily to your seatpost and some are rechargeable via a USB port, which eliminates batteries.

## Double Up

If your route takes you on poorly lit streets, consider two front lights. Mount the brightest to your handlebar to light your path; put another on your helmet so you can see around corners when you turn your head.

## Know Your Road

Stick to routes you know until you're comfortable riding in the dark. You'll need to focus on detecting obstacles and avoiding automobiles—not searching for street signs or scanning your GPS device.

## Get Reflective

Look for clothing, backpacks, and other gear with reflective accents or piping, especially on your shoes and legs—the up-and-down movement of pedaling helps drivers distinguish you from a car.

## Stay Loose

You will have less time to see potholes or swerve around debris in the road. Keep your arms and shoulders relaxed so you can react quickly to hazards or absorb the blow if you can't get out of the way.



## Training Myths...

Continued from [page 6](#)

blood to working muscles, it's advisable to avoid any high stress training in the winter so to nurture the growth of those capillaries.

However, there's a new concept now in European endurance training. It's called MP: Motor Pacing!

Sounds a little more intriguing than anything with the word slow in it, right? The concept behind MP is that it teaches your body speed and helps your muscles to fire at an extreme endurance intensity, just below anaerobic threshold. It's a pace commonly referred to as zone 3, and the pros do it for up to six hours a day.

If you have a loving spouse who doesn't mind driving along at 28 mph, three hours a day, causing massive traffic jams everywhere you go, then you're all set.

For the rest of us, you can simulate this on your own. The challenge is the focus it takes to keep the pace just right. These rides are done just above endurance pace and just below anaerobic threshold. You must concentrate the entire time to make sure you don't go above or below. Do these rides on your own with a heart rate monitor or power meter as your guide.

# Opinion: Are We Being Overrun by Killer Bees?

By [Scott Farrell](#)

Some of you may be surprised to hear about an undercurrent of PBA members who wrongfully believe that Team Killer Bees has “taken over” PBA. I’ve heard it from several PBA members. I’m hesitant to give space for this hogwash. But, since I don’t know exactly who’s perpetuating this myth and I have extra white space to fill, I’ll address it right here in the open. Let’s set the record straight without sugarcoating (*it’s what I do; plus, some of us are tired of hearing about it*).

Team Killer Bees (*TKB*) formed over 15 years ago from within our own ranks as “PBA Killer Bees.” “PBA” was dropped from the name in order to make TKB more inclusive to other peninsula riders, especially members of the newly-formed Williamsburg Area Bicyclists (*WAB*). TKB’s focus is (*and always has been*) charity rides, namely [BikeMS](#), aka “The MS-150.” TKB has always served as an informal group rather than a standalone club. As a growing group of active cyclists, it was only natural that TKB members would have an interest in the direction of PBA.

I’ve only been with TKB and a (*returned*) member of PBA since 2010. Even in that short period, I’ve seen PBA members, who also happen to be Bees, advocate for the PBA to meet the changing needs of today’s active cyclists. Some needs were met, while others were not. Some blamed the PBA officers. Others blamed the lack of action on the part of club members. As a PBA member, I’ve seen PBA leadership (*or long-time influence*) either dismiss or chide the ideas of its members. Some of the very ideas that were scoffed right to my face are now a success! As a PBA officer, I’ve seen club members present all kinds of ideas that were cool so long as someone else was doing the work to make it happen. I know my predecessors saw it regularly, too. They warned me about it.

Let’s face it: No club can function or implement new ideas, programs, activities or services without people who are willing to step forward and make it happen. Say it with me: “VOLUNTEERS.” Is it TKB’s fault that Bees happen to be volunteering for PBA’s most visible positions?

I think we can agree that no organization can be everything to everyone. I think we can also agree that when an organization fails to meet the needs or wants of its members (*or customers*), those members will go elsewhere for said service. [CVS’s recent ban of cigarette sales](#) is a real-world example. Just as smokers have likely taken their money across the street to Walgreens or Rite-Aid, so will PBA cyclists take their memberships to where their needs are met (*or create a new club or NO club in its place*).

Do you think I’m wrong? WAB formed when PBA was unable (*or unwilling?*) to meet the needs of cyclists in the Williamsburg area. WAB has prospered and has a far stronger bicycle advocacy program than PBA ever had. Chuckatuck Chaining is another large group, comprised mostly of “un-clubbed” cyclists, who religiously ride 150+ miles a week along the roads of IOW and Surry counties, all



without the influence of PBA. A group will always form where there’s a need. Do you want to know who’s next? GLOUCESTER has a growing band of riders and is ripe for the formation of a bicycle club, especially if PBA isn’t reaching out to meet their needs. Mark my words: It’ll happen! It may take 5-10 years, but it’ll happen. I already have a name and acronym in mind.

Back to the subject: Is the PBA being overrun or “swarmed” by Killer Bees? I say absolutely not! Although it’s true that several PBA officers and committee chairs are also Killer Bees, we are leading, serving and working to improve THE PENINSULA BICYCLING ASSOCIATION. Killer Bee leadership has had no significant influence over the direction of PBA, at least not since a brief period in 2012, when Art Wolfson formed a committee to recommend changes for PBA to better serve the newer, younger cycling community (*riders we are trying to attract*). He and others spoke up as PBA members seeking to improve the PBA; not as Killer Bees trying to “take over the PBA.”

Even today, more than a year after our alleged “coup,” Team Killer Bees has only a small (*but rightful*) presence on our website, almost no visibility on our Facebook page (*TKB has [their own FB page](#)*) and only occasional mention in Chainstay when I’m advertising the Tour de Cure and BikeMS. Tell me again how PBA has been “taken over” by Killer Bees? Team Killer Bees originated, and has now returned, as the charity arm of the PBA.

The truth is MANY different members, old and new, are working to make PBA better. Just look at the relatively new and/or non-Bee PBA members on [our committees](#). The Surry Century and The Smithfield Challenge cannot happen without people who are willing to get off their bikes (*or couches*) and sacrifice some time for other riders, especially for those visiting from out of town. Thankfully, we still have outstanding club members who are willing to volunteer. And, not to pat my back, but I now know first-hand that serving as a club officer is no cakewalk, either. Just like in a paceline, everyone who wants PBA (*the pack*) to succeed should “take a pull” in leadership and then take a rest (*code for “this PBA board is not staying here forever”*). The day we lose the caliber of member who serves the club will be the day that the PBA will wither regardless of its leadership.

# Bike Handling...

Continued from [page 4](#)

your body is supported independently from the bike. Try to maintain a relaxed posture with slightly bent elbows. When the road gets bumpy, take weight off your saddle by transferring a small amount of body weight to your feet and hands. This might not feel natural at first, but with time, your elbow and shoulder joints will thank you with fewer stress-related injuries. You'll also be able to absorb those sudden unexpected bumps more easily.

Don't make the mistake of staying in the saddle when you encounter a dip in the road. This is a common mistake inexperienced riders make while racing criteriums. The corners on criteriums are also the spot where engineers design dips in the road for water runoff, which makes it easy to be bucked off the saddle when the rear wheel drops in and out of the dip. If you're lucky, you can maintain control and stay upright. Sometimes the rear wheel pops up and swings to the outside due to the force of the turn. When your tire impacts the road again, you can lose traction and crash.

The next time you're at a race, watch how experienced riders enter corners and see if their bikes dip. If the dip is significant, notice how racers will raise-up slightly off their saddle with bent elbows and allow the bike to drop down into the dip while keeping their upper body at a constant level. Their arms and legs serve as shock absorbers to allow the bicycle to move up and down following the road.

Your body is the largest mass in the whole human-machine equation. If it remains stable through the turn, you can always control the bike.

**More:** [3 Drills to Improve Pedaling Efficiency and Cadence](#)



## In Search of Guest Speakers

We're looking for would-be guest speakers to come forward and volunteer to speak at one or more of our monthly meetings. Anyone who is a professional in a cycling, fitness or sports medicine related field, anyone who is knowledgeable about cycling related topics (*riding, mechanics, projects, law, etc.*) is encouraged to step forward and share their insights with the membership. Please contact Sharon Bochman at [bochman@cox.net](mailto:bochman@cox.net) or 757-868-4120 if you are interested in making a presentation. The club can provide a projector and will pay for your meal that evening.

### Pedaling through a hard turn

It's easy for a beginning racer or novice century rider to forget to raise the inside pedal during a turn. Once that inside pedal drags the pavement, you're almost certainly going to crash.

Admittedly, it's hard to gauge how steep a turn you can make while still turning the pedals. Trial and error isn't an option. Here's an easy rule of thumb: If you're making a right angle turn at race pace, raise your inside pedal. If you're following the gentle curve of a road, you can probably pedal through it.

### Sprinting with hands on the hoods

For beginners, riding the hoods can be more comfortable and make you feel like you have more control over the bike. Unfortunately, while it might feel more comfortable, you're losing a great deal of power due to a higher center of mass over the bike. By firmly holding the bars in the drops, you can exert more force on the pedals by transferring more of your strength through the handlebars. This results in more power going to the rear wheel for a faster sprint.

To conquer this skill, you'll need to practice standing on the pedals with your hands in the drops. At first, only try this alone on flat, smooth roads so that you don't lose your balance and crash. Once you're comfortable enough, practice increasing your speed or sprinting with one of your buddies on a low-traffic road.

# Cyclists Give Back

Continued from [page 5](#)

Worse, this funding gap increases every year. With the economy dragging, we drive less ... and as fuel and material costs rise, construction grows more expensive.

Roads are enormously expensive to build and maintain. If you look only at the highway system, the user fees paid by drivers come much closer to paying for them than half, though the system still operates at a loss. But if you look at local roads, on which most of our daily travel happens, the gap is even wider. The cost to maintain local roads is, on average, more than 6 cents per mile for each car each year. How much of this do drivers actually pay? Less than a penny. What does this mean for bicycling? While people do not pay to ride bicycles on the road, bicycling also costs almost nothing—less than 1% of money spent on transportation infrastructure in the U.S. goes to anything bike-related, and bicycles do not contribute significantly to other road-related expenses like potholes, crashes, or congestion.

People who ride bicycles also pay taxes, which means they often pay more into the road system than they cost it. By one estimate, a car-free cyclist would overpay by an average of \$250 a year—a few dollars more than the amount that an average driver underpays. While cyclists represent all income levels more or less equally, the half who ride for transportation alone and do not own cars are on the lower end of the income spectrum. For them this is the very definition of a regressive tax—like the lottery, a program by which the poor subsidize the better-off.

By that measure, to pay for the cost of keeping one driver on the road, you need someone else who is not driving—that is, paying taxes but putting minimal wear and tear on the system. But two thirds of people in the U.S. drive and most of the rest travel in cars and on buses as passengers. It's a recipe for debt, yet there is a constant demand for more roads to be built so that more of us can drive farther and more often.

Despite a growing number of bicycles on the roads, there are not nearly enough to balance out this equation. But even if motorists were to double the fees they pay—and if those fees were indexed to inflation—it would still not be enough. Our road system is in bad shape, and we have not been able to spend nearly enough on it in the last decade to keep it even in minimally good working order.

That's just the beginning of the story, though. Roads, economically unsustainable in their own right, result in towering externalities, costs or benefits attributed and paid for elsewhere, indirectly. When you take these costs into account—from health to safety to local economies to global energy—by the most conservative estimate, the cost to keep each car on the road is 30 times the cost of each bicycle.



Yet not a month goes by without some clever politician deciding that the best way out of our transportation funding crisis is to license and register bicyclists. Every year it is up to weary bicycle advocates to do the math once again to show that there is no way for such a scheme to break even on its administrative costs, never mind the cost of accommodating a sudden increase in cars on the road and passengers on transit.

The humble bicycle, long a scapegoat, may yet prove our salvation from a transportation system running at a deficit.

This is not so far-fetched as it might seem at first glance.

Take Copenhagen, where forty years ago the incursion of cars and roads looked very similar to that in today's U.S. cities. But today, 84% of the city's residents regularly ride bicycles. Each mile traveled on a bike earns the city, by one analysis, 42 cents. That same mile driven in a car costs the city 20 cents. Bicycling rates there have begun to decline in recent years, and city leaders are scrambling to make bikeways more comfortable and convenient. They know they can't afford not to.

In the U.S., we can't afford not to either, but it's harder for us to see—bicycling hasn't grown into normalcy in the same way. But when you consider that almost 70% of our car trips are under two miles—a forty minute walk or a twelve minute bicycle ride—change seems more feasible. More than two thirds of people in the U.S. say that they wish they bicycled more often, and an increasing number are doing so. The barriers are real, but can be overcome cheaply and quickly. And the benefits multiply and spread into every aspect of our economy and our lives.

Read more: [How Bicycling Can Save The Economy](#) by Elly Blue and published by Microcosm Publishing, 2013.

## Dieting Tips...

[Continued from page 8](#)

### I LOST 20 POUNDS

The Racer: Tom Danielson

The Body: 5-foot-10, 130 lb.

The Team: Discovery

The Secret: "Burn more than you eat."

Danielson was never overweight, but to compete at the highest level of the sport, he needed to dramatically increase his power-to-weight ratio, a feat he could achieve only by losing pounds. Danielson monitors how many calories he burns while riding (with an SRM power meter), then adjusts his caloric intake to make sure he eats 200 to 300 fewer calories per day than he burns. "The weight loss is slow and gradual, no more than two pounds per week," he says. One important point: "Don't diet on the bike." Restricting calories during a ride can make you feel weak--and destroy motivation.

### I LOST 22 POUNDS

The Racer: Tomarra C. Muhlfeld

The Body: 5-foot-3, 116 lb.

The Team: Trek/VW

The Secret: "Eat at home."

Studies have shown that people who eat out the most also weigh more than normal--a stat Muhlfeld proved to herself. When she stopped eating out most nights, she began losing weight. "When you eat at home you're in control," she says. "You know exactly what you're eating, the portions and how it's prepared. When you eat out, there are so many hidden calories, even when you try to order healthy choices."

### I LOST 12 POUNDS

The Racer: Christine Vardaros

The Body: 5-foot-8, 122 lb.

The Team: pruneaux d'Agen

The Secret: "All veggie, all the time."

When Vardaros decided to do something good for the environment, she didn't expect her philanthropy to pay off so personally. "I switched from being a vegetarian to being a vegan, and the weight just dropped off," she says. You don't have to follow a strict regimen to see some improvement, according to researchers at Johns Hopkins University who say that going meatless just one day per week can result in weight loss -- a plan they call Meatless Monday (meatlessmonday.com). One other surprisingly simple and effective tip from Vardaros: Keep bread in the freezer so you have to think about, and sometimes pass on, preparing that PB&J sandwich.

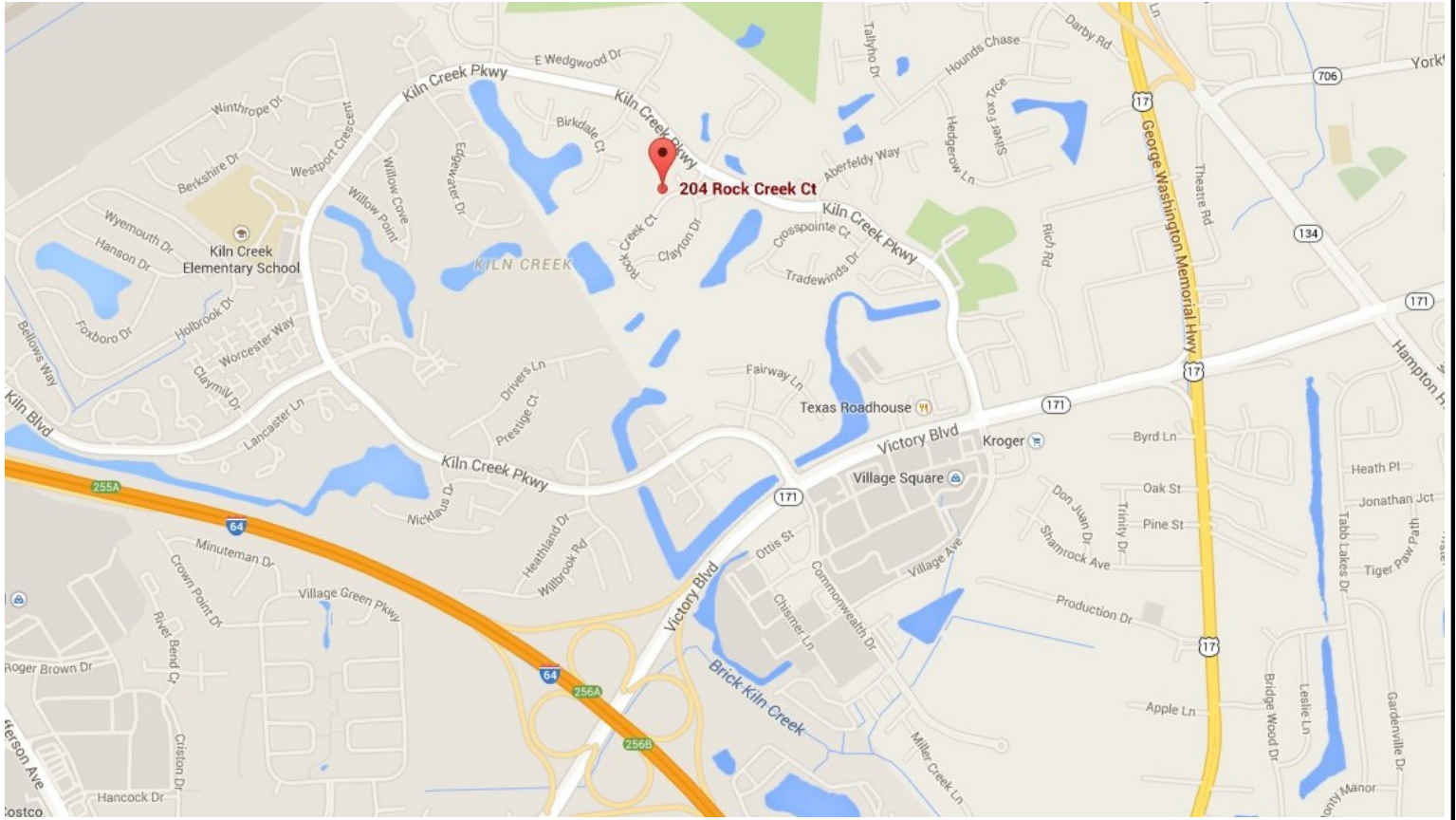
## PBA Committees...

Membership	Scott Blandford
Webmaster	Jay Thompson
Publicity	<b>Volunteer Needed</b>
Marketing	Tu Ritter
Business ( <i>Insurance</i> )	Ken Hodge
Business ( <i>Taxes</i> )	Tom Carmine
Smithfield Challenge Organizer	Jackie Shapiro
Hot Diggity Dog Ride Organizer	Rona Altshuler
After the Fourth Ride Organizers	Billy Glidden Russell Parrish
Ice Cream Ride Organizer	Steve Zajak
Surry Century Organizer	Sharon Bochman
2015 Holiday Party Organizer	<b>Volunteer Needed</b>
Hospitality	<b>Volunteer Needed</b>
SAG Director	Scott Farrell
Meeting/Guest Speaker Organizer	Glenn Young
Nominating Committee	Linda Carter Anna Leverenz Elisa Pannetta Risa Bastien

Please contact Sharon Bochman if you are interested in serving in vacant positions or augmenting existing committee positions. Thank you!



# A Map to PBA's Holiday Party



# bikejournal.com

Want a little push to reach your total mileage goal in 2014? Join your fellow PBA members and log your miles at [BikeJournal.com](http://www.bikejournal.com). Basic membership is free. Point your browser to <http://www.bikejournal.com/> to sign up and create a profile. Configure your profile through the "Riders" menu. Configure your journal from the "Journal" menu. Be sure to join the "Peninsula Bicycling Association (PBA)" club through the "Club" menu. You can be a member of multiple clubs. After you ride, visit Bike Journal and add the ride. Don't worry — you can enter multiple rides and rides from previous days, or edit past rides. If you make your journal public, then others may see your mileage and you can see theirs. At next year's awards banquet there will be a Bike Loggers drawing similar to the "door prize" drawings. For each 1000 miles, you get one chance in drawing (e.g. 7420 miles earns 7 chances, 2210 miles earn 2 chances etc.). The more you ride, the better chance you have of winning. You must be present to win.

## 2014 Total Distance Stats

Rank	Rider	Location	Distance (Miles)
1	<a href="#">B1keBox</a>	Hampton, VA	7835
2	<a href="#">WonderWoman</a>	Poquoson, VA	6542
3	<a href="#">LoneRanger</a>	Poquoson, VA	6273
4	<a href="#">PtrckJohnston</a>	Yorktown, VA	5972
5	<a href="#">fatmanriding</a>	Hampton, VA	3946
6	<a href="#">csbford</a>	Yorktown, VA	3668
7	<a href="#">hulksmash</a>	Newport News, VA	3218
8	<a href="#">CaptOverpacker</a>	Newport News, VA	2522
9	<a href="#">coast2coastpaul</a>	Williamsburg, VA	2383
10	<a href="#">JOECOOL73</a>	Gloucester, VA	2268
YTD club mileage (inc. riders w/ private mileage)			62,823



*presents the 2nd annual*

# RICHMOND ENDURANCE ATHLETE SYMPOSIUM AND EXPO

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BENEFITS



## PBA Classifieds

PBA Members Only

**Seven Alaris SG** - (2005 construction, 2009 purchase), titanium frame, Ultegra groupset, Chris King headset, Seven carbon fork, slightly used cassette, very little use on cranks and chainrings, 57.2 cm top tube, new Fulcrum 7 wheelset. Has been maintained and checked over by Rod at BikeBeat, Newport News. Very good condition. Decals need touching up. Asking \$3000 OBRO. Call/leave a message, Jan at 757-898-2870. (10/14)

**2011 Trek Madone 4.5 (58cm)** - Shimano 105 (except crank/brakes). Purchased in March 2012. Has approximately 6500 miles. Maintained by Bike Beat in Kiln Creek. Excellent condition with exception of minor paint chips in seat stay and chainstay. Upgraded wheels to Bontrager 28-hole Classics. Matte black paint with blue accents. 58cm size is good for riders ~5'11"-6'2". Asking: \$1100. Contact Scott at [StealthTDI@spamarrest.com](mailto:StealthTDI@spamarrest.com) ("PBA" in subject, please). (2/14)

**2012 Schwinn "MADISON"** single speed bike. Size 24" frame (*middle of crank to top seat post*). Frame is black with yellow rims. Purchased \$500 asking \$300. Contact Paul at [Pauly14@verizon.net](mailto:Pauly14@verizon.net) (5/13)

PBA members may place your free cycling related for sale ad. Send ad to Scott Farrell at [StealthTDI@spamarrest.com](mailto:StealthTDI@spamarrest.com).



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119 - A Village Ave., Yorktown

757 - 229 - 0096  
4640 Monticello Ave., Williamsburg





# Weekly Recurring Rides

## RIDE SPEED CLASSIFICATIONS

A+ pace: 22-24 mph (fast and steady)

A pace: 20-21.9 mph (fast and steady)

B+ pace: 18-19.9 mph (moderate & steady)

B pace: 16-17.9 mph (moderate & steady w/stops)

C+ pace: 14-15.9 mph (moderate with stops)

C pace: 12-13.9 mph (group will wait for all cyclists)

D/Casual: 10-11.9 mph (group will wait for all cyclists)

Call one day prior when planning to attend a ride. This allows time to inquire about directions, the weather or to discover last minute changes in the schedule. **Ride leaders are not obligated to lead a ride in inclement weather, when the temperature is below 40 degrees or when no one calls to inform them there is a group to lead.** PBA recommends helmet use for all cyclists. They may be required by individual ride leaders. **PBA's Weekend Ride Schedule is no longer published in Chainstay** due to it's dynamic nature. [See it online.](#)

## YEAR-ROUND STANDING RIDES

\*Saturdays, 7:30 a.m - **BikeBeat Kiln Creek:** B+ pace 32/42 mile ride. Contact Chris Scales at 833-0096.

\*Saturdays, 7:30 a.m - **Women's Shop Ride BikeBeat Kiln Creek:** 22 mile no drop ride. Road bikes only. Contact Avaneil at 833-0096.

\*Saturdays, 8:45 a.m. - **Village Bicycles:** 25 mile A & B pace ride from 9913 Warwick Blvd, Newport News. Call Walter at 595-1333.

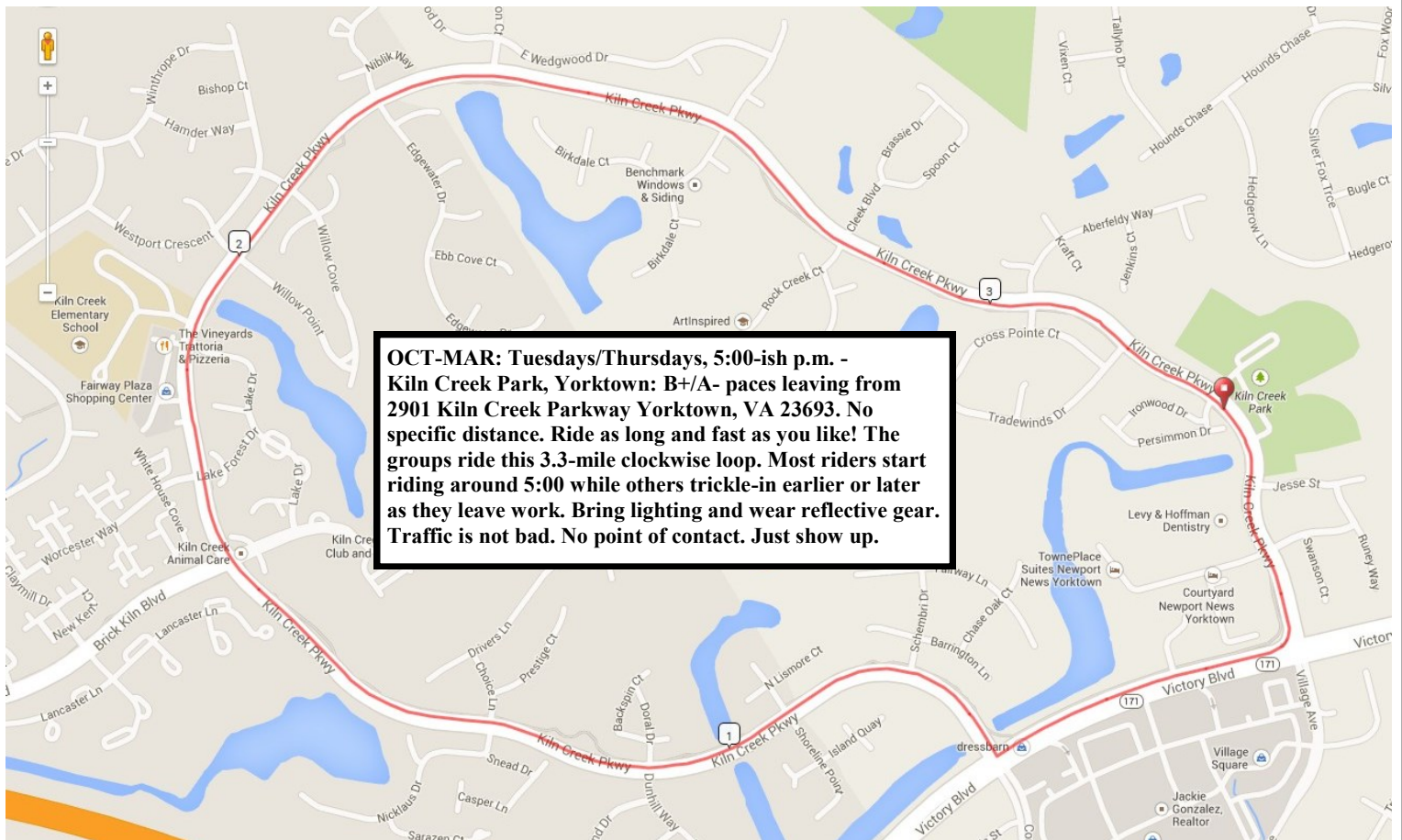
\*Saturdays, 8:00 a.m. - **Washington Square parking lot, Grafton:** B+/A- pace ride leaving from Food Lion at 5210 George Washington Memorial Hwy. Contact Jeff Gainer at 757-880-6267c or Jgainer@cookandboardman.com for more info.

\*Sundays, 8:45 a.m. - **Village Bicycles:** 50 mile A pace ride from 9913 Warwick Blvd, Newport News. Call Walter at 595-1333.

\*Tuesdays, 1:30 p.m. - **Village Bicycles:** ~20 mile C-B pace ride from 9913 Warwick Blvd, Newport News. Call Connie at 757-595-1333.

**Wednesdays, 9:00 a.m. - Dismal Swamp Trail on Rt 17 in Deep Creek.** Fran & Fred Adams lead a ride for seniors, retired people and anyone who has Wed. off. About 30 miles with a stop at G.R.I.T.S. for snacks. Contact Fran at 467-2775.

\***Mon/Wed/Fri, 6:15 a.m. - "Squirrel Scalpers" Ride.** 22 miles Pace to suit slowest rider (B pace minimum). Meet at Panera Bread at Christopher Newport University (12368 Warwick Blvd). Call Rod Martin for more information at HM 930-8345 or WK 833-0096.



2015 MILEAGE LOG

Month	Sun	Mon	Tues	Wed	Thurs	Frid	Sat	Week	Cum
Jan	5	6	7	8	9	10	11	11	
Feb	12	13	14	15	16	17	18	18	
Mar	19	20	21	22	23	24	25	25	
Apr	26	27	28	29	30	31	1	1	
May	2	3	4	5	6	7	8	8	
Jun	9	10	11	12	13	14	15	15	
Jul	16	17	18	19	20	21	22	22	
Aug	23	24	25	26	27	28	29	29	
Sep	1	2	3	4	5	6	7	7	
Oct	8	9	10	11	12	13	14	14	
Nov	15	16	17	18	19	20	21	21	
Dec	22	23	24	25	26	27	28	28	
2015 Total	28	29	30	31	31	31	31	31	

Month	Sun	Mon	Tues	Wed	Thurs	Frid	Sat	Week	Cum
Jan	4	5	6	7	8	9	10	10	
Feb	11	12	13	14	15	16	17	17	
Mar	18	19	20	21	22	23	24	24	
Apr	25	26	27	28	29	30	31	31	
May	1	2	3	4	5	6	7	7	
Jun	8	9	10	11	12	13	14	14	
Jul	15	16	17	18	19	20	21	21	
Aug	22	23	24	25	26	27	28	28	
Sep	29	30	31	1	2	3	4	4	
Oct	5	6	7	8	9	10	11	11	
Nov	12	13	14	15	16	17	18	18	
Dec	19	20	21	22	23	24	25	25	
2015 Total	26	27	28	29	30	31	31	31	

Month	Sun	Mon	Tues	Wed	Thurs	Frid	Sat	Week	Cum
Jan	4	5	6	7	8	9	10	10	
Feb	11	12	13	14	15	16	17	17	
Mar	18	19	20	21	22	23	24	24	
Apr	25	26	27	28	29	30	31	31	
May	1	2	3	4	5	6	7	7	
Jun	8	9	10	11	12	13	14	14	
Jul	15	16	17	18	19	20	21	21	
Aug	22	23	24	25	26	27	28	28	
Sep	29	30	31	1	2	3	4	4	
Oct	5	6	7	8	9	10	11	11	
Nov	12	13	14	15	16	17	18	18	
Dec	19	20	21	22	23	24	25	25	
2015 Total	26	27	28	29	30	31	31	31	

Monthly Cum 2015 Best

## AIR TEMPERATURE (DEGREES FAHRENHEIT)

Wind Speed (mph)*	+50	+40	+30	+20	+10	0	-10	-20
5	48	37	27	16	6	-5	-15	-26
10	40	28	16	4	-9	-24	-33	-46
15	36	22	9	-5	-18	-32	-45	-58
20	32	18	4	-10	-25	-39	-53	-67
25	30	16	0	-15	-29	-44	-59	-74
30	28	13	-2	-18	-33	-48	-63	-79
35	27	11	-4	-20	-35	-51	-67	-82
40	26	10	-6	-21	-37	-53	-69	-85
		Little Danger				Increasing Danger		Great Danger

\*Current speed - tailwind = actual wind speed; Current speed + headwind = actual wind speed

Business Cards - Check out PBA's new business card. We're still working out printing details. But they're ready to print from any home printer to pass out at rides. [Click here](#) for the PDF file.



Peninsula Bicycle Association  
P.O. Box 12115  
Newport News, VA 23612-2115  
[www.pbabicycling.org](http://www.pbabicycling.org)



Come ride with us!



It might be his United States Cycling Federation Masters Level, age-graded District Championship gold, silver, and bronze medals; it might be his three top ten placings in the national championships; or it might be his 18 years legal experience representing cyclists; Any way you look at it, on or off the bike, his track record speaks for itself. A dedicated cyclist successfully representing cyclists. Find out what serious cyclists already know... "When they don't see you, see him!"

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Virginia Beach, VA 23451



**Reminder:** VDOT is widening Rt 17 to six lanes between Hampton Highway (Rt 134) and Wolf Trap Rd (aka Denbigh Blvd). The project has begun on the section between Mill Rd and Showalter Rd, a section well-traveled by bicycle groups. Groups typically travel in either direction on the northbound shoulder. Some say this is a dangerous practice under normal circumstances. It will prove to be even more dangerous with construction in progress and potential lane closures testing motorists' patience. Please consider routes which do not include this portion of Rt 17.

The good news is this section, when completed at the end of 2014, will have a shared-use path between Mill Rd and Showalter Rd. This will make our rides through this section much safer. The entire project will finish in 2017. Visit VDOT's [project site](#) for more information.

## PBA Membership Application

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City/State/Zip \_\_\_\_\_ Age (if under 21) \_\_\_\_\_

Type of membership  Individual  Family  New Member  Renewal

How are you willing to assist?  Ride Leader  Event Support  Publicity/Marketing  Adopt-A-Spot

Reasons for Joining:  Club Rides  Tours  Newsletter  Advocacy  Socializing

Names and emails of family members who ride \_\_\_\_\_

**RELEASE:** In signing this application, I (we) hereby make it known to whomever it may concern, that during Peninsula Bicycling Association activities---with full realization that there are known and unknown hazards to these activities---I (we) do hereby: assume all risk for injury, loss, or damage foreseeable or not, which I (we) and/or any children under the age of 18 in my (our) care may sustain as an accident to such activities. I (we) warrant to make no claim at law or equity against the Peninsula Bicycling Association or any participant arising out of any injury, loss, or damage from whatever cause during a bicycling activity PROVIDED HOWEVER, that this release shall not be construed to limit my (our) right to proceed any class of persons specifically excluded herein, who negligently cause injury, loss, or damage to the persons named on this application.

All persons over the age of 17 and parents/guardians of minors must sign below. **Unsigned forms will be rejected.**

Signature(s)

**Dues: Individual \$12, Family \$15 per year**

Mail to: Peninsula Bicycling Association, P.O. Box 12115, Newport News VA 23612-2115