



Chainstay

The Peninsula Bicycling Association

December 2013 - January 2014

Volume 43, Issue 11

Monthly Meeting



Saturday
December 7, 2013
6:30 - 10:00 p.m.

Program: Holiday Cheer

Monday
January 13, 2014

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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*You are cordially
invited to the PBA
Holiday Party
Saturday, December 7,
6:30 p.m. to 10:00 p.m.*

PBA Holiday Party

At the home of Leslie & Howard Beizer
22570 Tally Ho Drive, Carrollton, VA

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 Leslie or Howard Beizer at 757-356-1451 or email hbeizer@aol.com by December 6 to say what you will bring.

[Map on page 7](#)

January Meeting Program — Annual PBA Awards Banquet

The Awards Banquet is the time to recognize the many volunteers who helped make 2013 a successful year for PBA and to say thank you to the 2012-2013 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.





The President's Corner

I would like to thank everyone that has helped me do the events for the last three years. The Club is a very good club and it will continue to grow with the new officers. Of course, the key to success are the members that volunteer!

Be sure to attend the Awards Banquet on January 13, 2014. Door Prizes will be awarded. Usually, everyone wins something!

Thank you and I will see you on the road.

Cindy Wong

PBA's 2014 Club Officers

President - Sharon Bochman

Vice-President - Mary Hughes

Treasurer - John Parker

Secretary - Scott Farrell

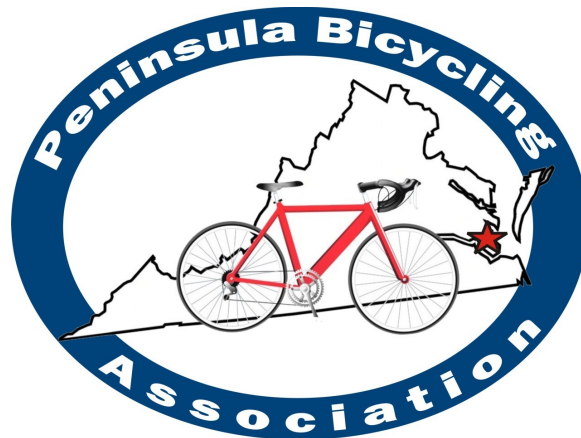
Executive Committee - Bill Nuckles,
Tregg Hartley and Bill Newton

2013's PBA Board meetings were held in conjunction with the membership meetings at the request of club members. The idea was to enable more members to witness the Board meetings so they could hear the discussions which drive the direction of the club. Unfortunately, this format stifled the previously-established socializing which often takes place over dinner (*and the socializing disrupted the meeting*).

As a result, PBA's Board will hold its meetings on the first Monday of each month. The location will be determined and announced on this page each month. The separate format will allow the Board to discuss club business without conflicting with club members' natural desire to socialize over dinner.

The 2014 Board's next planning meeting will be held at 6:00 pm on December 2nd at Village Bicycles, 9113 Warwick Blvd in Newport News. PBA members are welcome to attend. Please bring a folding chair if you wish to have a seat.

The 2014 Board's first official meeting will take place at 6:00 pm on January 6th at *Carmines, Robbins and Company, PLC*, 11815 Rock Landing Dr in Newport News. E-mail Sharon Bochman at bochman@cox.net if you plan to attend. She'll provide precise directions to the office.



PBA Website:

www.pbabicycling.org

PBA Board Meeting

PBA Officers and Executive Committee meet on the first Monday of each month at changing locations. Look here each month to see the location. All PBA members are welcome to attend and contribute to discussions which will form the direction of the club. Business also includes planning 2014 PBA events.



**PENINSULA
BICYCLING
ASSOCIATION**
P.O. Box 12115
Newport News, VA
23612-2115

PBA Affiliations:



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2012 Officers (2013 election is suspended)

President	Cindy Wong, porschecindy@aol.com	804-642-2825
Vice-President	Bill Nuckols, wmnuck@cox.net	757-826-8313
Treasurer	John Parker, johnj1jr@verizon.net	757-898-7147
Secretary	Vacant	
Executive Committee Members	Sandy Butler, sebhike24verizon.net@verizon.net	757-872-9271
	Ron Hafer, recumbentron@msn.com	757-877-7106
	Don Hubbard, hubdizer@verizon.net	757-595-2897

Committee Chairs

Ride Schedule	Jack Liike, jliike@hotmail.com	757-788-1196
Membership	Scott Blandford, csbford@yahoo.com	757-256-9391
Publicity	Leslie Beizer	757-356-1451
Safety	Gale Harvey, harvey.gale@gmail.com	757-723-7148

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 (*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, Jack Liike, jliike@hotmail.com. Chainstay is produced using Microsoft Publisher with photo editing by Corel Photo-Paint. PBA's website is hosted by Network Solutions.

A Message from PBA's New President...

By Sharon Bochman

This is an exciting time to be part of the Peninsula Bicycling Association! We have been working hard to reorganize the club and to make it work more efficiently and effectively. Some of the new changes for 2014 are:

- Partnership with other local bike clubs such as TBA, RCCC, and Chuckatuck Chainring. We will each promote each other's rides to give our members more riding options. We will also reach out to WAB and RABA.
- Partnership with the local BSA Council Chapter. We will provide leaders to teach the Scouts how to ride safely, maintain their bikes and teach them how to ride as a group so they can earn their Cycling Merit Badge. In return, the Scouts will assist us with manpower for our riding events so we can ride ourselves.
- Setting up an online method of payment for dues and ride fees.
- Working with City Leaders to advocate for Cycling Safety with the addition of bike lanes in the City. I just met the new City Manager for Newport News and he is very supportive. We plan to meet soon to discuss how to move that plan forward.
- A different meeting structure. We will now have our Board of Directors Meeting on a different night than our Membership Meeting. The Membership Meeting will be the second Monday of each month and will begin with a Social Hour at 6:00pm followed by the Membership Meeting at 7:00pm.
- The creation of new positions such as Marketing, Publicity, Special Events and Community Outreach. Raising awareness in the Community will translate in higher membership numbers and event attendance.
- Having Team Killer Bees as part of the PBA and our face in the Community to raise money and awareness for MS, Diabetes and Breast Cancer.
- Partnering with the local bike shops to host bike maintenance classes, social events and membership drives.

We are not limited to only making these changes. If you have an idea you would like to share to make our club work better, let me know. We are going to need a lot of volunteers so if there is a position that looks interesting to you, we would love to have you assist us. I can be reached at bochman@cox.net or 757-868-4120.

We have several new Committees in the PBA for the upcoming year and need a lot of volunteers. Some of you have expressed an interest in helping. I invite you to serve in some way this upcoming year. I will give you a brief idea what each open job will be about so you can determine which job would suit you best.

- **Marketing** - Promote the Club by way of creating fun, social events to encourage membership. One idea we had was to have a tent at Port Warwick on Wednesday nights during the outdoor concert series in the summer. Bike Beat and Village Bikes are also willing to host membership drives in their stores so we could use these events as a marketing tool. We are also wanting to create a flyer that could be used to market the club through the bike shops.
- **Publicity** - Send pictures of events and press releases with information about events to the Daily Press, our Facebook page and other local clubs to promote the PBA.
- **Community Outreach** - Team Killer Bees will become the face of Community Events for the PBA. We will represent the PBA while riding the MS150, Tour de Cure and Beyond Boobs ride @ Anderson's Greenhouse.
- **Special Events Committee** - We need a whole team of people to organize four rides per year. We need volunteers to do everything from ride development, road marking, SAG support, registration, food service and cheerleaders to encourage tired riders. We are partnering with the Boy Scouts and Girl Scouts and will get a lot of volunteers there but the PBA team needs to plan the events and oversee the volunteers.

As you will soon see, we have a very aggressive agenda for the PBA this year so we will need a lot of volunteers to make it happen. Our membership meetings will also be very different so I encourage you to mark your calendar for the 2nd Monday of the month. We will begin our meetings with a social hour at 6:00pm and the membership meeting at 7:00pm. I have some great speakers lined up already and intend to make the meetings more light and fun than in years past. Thank you again for your willingness to help. Let me know what area you would like to serve in and we will put you to work!

Finally, I am hosting an After Christmas Party at our home January 4, 2014 at 6:00pm-10:00pm. Our address is 212 Darden Drive in Poquoson. RSVP to bochman@cox.net. We will provide food, sodas and coffee but ask people to bring their adult beverage of choice.



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 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.

Embrace the Season: 5 Tips for Winter Cycling

By Nick White, CTS Senior Coach - Triathlete Magazine

Now that cold winter weather has settled into most parts of the country, it's time to put the bike on the trainer, turn on the TV and sweat the hours away, right?

Not necessarily. No matter where you live, following these five recommendations will help you ride your bike outdoors on all but the most inclement winter days.

Dress for the Occasion

This is the most obvious consideration when you're planning to ride in cold weather, and it also has the biggest impact on your cycling enjoyment. Layering clothing is the most effective way to combat cold and wet conditions and rapidly changing temperatures.

Three layers tend to work best in winter conditions: Start with a snug base layer made from a wicking material, such as polypropylene, wool, silk, or a synthetic product such as Thinsulate. This layer will help move moisture away from your skin quickly to reduce the evaporative cooling effect that sweating has on your body.

Your second layer is your insulator; it should be slightly looser than your base layer to trap air near the skin. This trapped air is warmed by your body and remains there to help keep you warm. The insulating layer can be made of a variety of materials depending on weather conditions: synthetics, wool, fleece and down all work well.

Finally, choose an outer shell that incorporates a wind-blocking and water-resistant material. This final layer should be made of a Gore-Tex or Windstopper-type material that's both impervious to wind and exterior moisture, but still allows perspiration to escape to keep you dry.

More: [When the Temperature Drops, Remember to Drink Up](#)

Your extremities regulate temperature poorly, which is why hands and feet are often the first to get cold; thus, they need some special attention. A variety of different thicknesses and types of gloves, booties, toe-covers and arm and leg warmers may be necessary to accommodate all weather conditions. As you know, an uncovered head is a big source of heat loss. Wear an insulated skullcap underneath your helmet.

Warm Up from the Inside Out

While an appropriate warm-up is important year-round, warming up is especially vital in cold weather. Muscles, tendons and ligaments need significant blood supply to function properly; however, cold temperatures have a constricting effect on your vessels and arteries, which can limit the flow of blood to the areas that need it.

Your winter warm-up should be a little longer than normal in order to give those tissues enough time to heat up and receive adequate blood flow. If you normally spend 15 minutes warming up, boost that to 20 to 25 minutes.

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Feed your Body

No matter how appropriately you dress, your body is still going to have to work harder than usual to maintain its core temperature. This means greater energy expenditure to perform the same amount of work. This increased energy expenditure means you're going to bonk sooner than you would in warmer conditions if you don't take in adequate calories. Make sure you're taking in 30 to 60 grams of carbohydrate per hour for any ride over one hour.

It's also common for athletes to think that drinking fluids isn't as important as at other times of the year. However, if you're dressed appropriately, you're probably sweating nearly as much as you did last summer. Be sure to maintain adequate hydration while on the bike: one to two bottles per hour is a good place to start.

Weatherproof Your Bike

Winter doesn't just bring cold weather; it also brings also sloppy conditions. This means that your trusty ride is going to take a bit of a beating from snow, ice, salt and sand. Corroded chains and cables are very common and can lead to poor shifting and braking. Check them often and replace as needed.

Fenders will also help direct water and corrosive materials away from your bike. A regular bike-washing session can keep things running smoothly, possibly saving you money if you don't have to replace your drivetrain. Save your skinny, lightweight tires for the spring; invest in a heavy duty set of tires that will outlast winter road conditions.

Safety First

When the roads are snow- or ice-covered, a mountain or cyclocross bike may give you a little more stability than your road bike. If conditions are particularly nasty, studded tires (*from companies such as Schwalbe and Nokian*) can give you the traction you need.

Along with adverse weather conditions, winter also means less daylight. A set of lights for both the front and rear of your bike can help you extend your available riding time and keep you safer.

Finally, as always, be a defensive rider in traffic. Drivers may not be expecting to see a cyclist on the road in the winter, and road conditions can affect their control as much as yours.

Riding in adverse conditions can be a fun way to avoid the monotony of indoor training and will often leave you feeling stronger and tougher than if you did a similar workout inside. So dress appropriately, take care of your body and equipment and help maintain your sanity this winter by riding outdoors as often as you can.

Ride Report: Gran Fondo - Tour of Richmond

by Dave Clarke

Gran-Fondo – Tour of Richmond – Quite an Event.

Gran-Fondo means Big Ride and boy was the October 5th event in Richmond just that. Unlike most charity cycling events that seek to support research on diseases or other human afflictions, this one benefited the Richmond Bike-Walk Advocacy Program that *“is committed to making the Richmond area more bike and pedestrian friendly... working to encourage the construction of more paved multi-use trails, sidewalks, and bike lanes in the Richmond Region.”*

This event and its stated cause has widespread support in Richmond with the advocates clearly attempting to place Richmond on-the-map as one of the most bicycle friendly mid-sized cities on the east coast.

And so the Gran-Fondo just to our west caught my attention and intrigued me:

My first puzzlement was that it was a timed event but not billed as a race. Being a B+ pace rider, I was convinced this would not be a race for this old guy (66 years old). I suspected, and it may be true, that the timing is intended to allow each rider to return the following year and better his or her time. I was not 100% correct as a number of the top finishers were hell-bent on gaining the win – for them it was truly a race.

Lastly, although I do not follow NASCAR and would actually rather watch grass grow than spend an afternoon watching cars whiz around an oval, the final ½ mile or so included a cycling lap around the track of this massive stadium – how cool would that be

Gran-Fondo Overview:

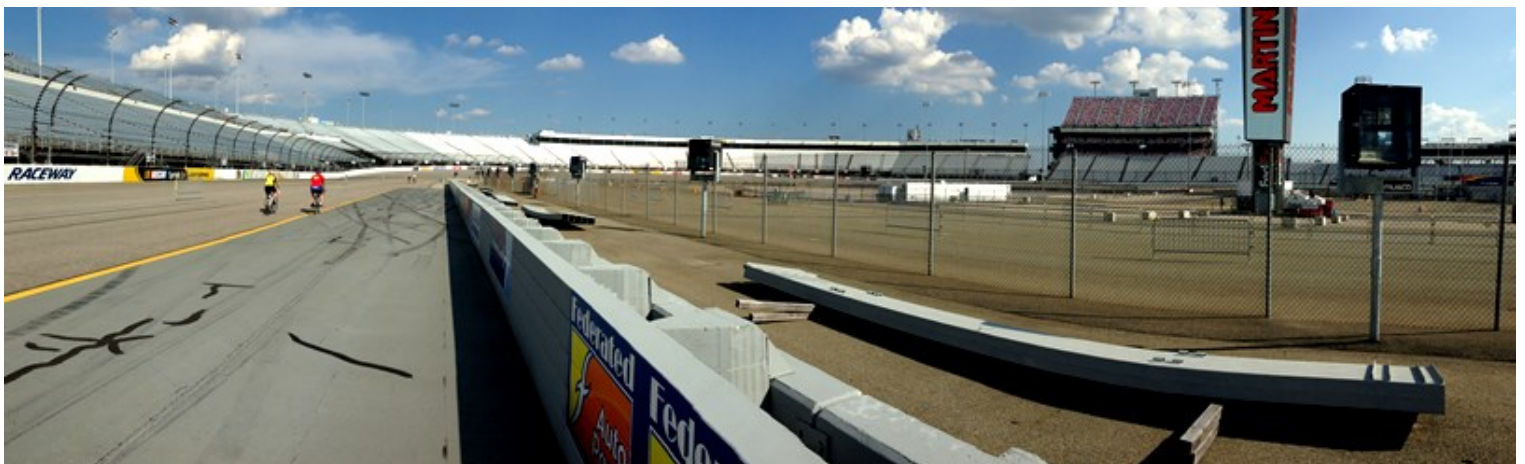
First Impression: On the day of the event, my son and I rolled into the parking lot of the Richmond Motor Speedway just before 7AM and were blown away by the

hundreds of bike-racked cars and the masses of riders sitting atop bicycles of all descriptions at the starting line. I’ve participated in a lot of Centuries over the past few years but this was one of the biggest. There were 473 participants who finished the 106-mile loop, 291 finishers of the 59-mile circuit, and 129 finishers on the 29-mile course. This does not count the scores of riders in the DNF category due to crashes, heat, or mechanical issues. With different starting points on the circuit for each distance, all riders merged for the last 29 miles and met at the endpoint.

The Course: I opted to ride the 106-mile course that took a clockwise circuit around Richmond - beginning and ending at the Richmond NASCAR Motor Speedway. I was a bit surprised by the hills that threw themselves up in front of me – all very short but with killer grades. No way to train for these on the Monday and Wednesday PBA Yorktown rides.

Oh, The Weather: It was a cool humid morning when we arrived in Richmond but the forecast called for sunny skies with projected afternoon temperatures in the mid 90s – very unusual for this time of the year. As it turned out, the heat is what drove scores of riders to abandon. It eventually began to take its toll on me, with my legs and lungs begging for mercy.

Course Safety: The course took us directly through downtown Richmond and quickly passed out into some very high-end suburbs. We then took a sweeping circle way out to the west of the city into the pastoral beauty of Powhatan and other agricultural areas. I was totally impressed with the safety team assembled for this event – every major intersection along the entire 100+ mile route had a police cruiser and an officer directing traffic to allow the Gran-Fondo to pass by without stopping. I have never seen a tighter traffic control network during



How to Ride With Caffeine

A cyclist's guide to boosting performance with the stimulant

By James Herrera, Bicycling Magazine

Caffeine may be the most widely used stimulant drug in the world, especially among cyclists. From roadies who sip espresso to downhillers who pound an energy drink before a race, the allure of a preride pick-me-up transcends cycling's cultural differences. The jolt is very real. Caffeine is an endurance performance booster, says sports-nutrition researcher Stacy Sims, PhD. "It increases your power output and time to exhaustion, and lowers your perceived exertion." In other words, you'll pedal longer, more powerfully, and feel less tired.

How it works

During endurance efforts, caffeine helps the body utilize fat as fuel, so you don't burn through your carbohydrate stores as quickly, says Sims. But a preride cappuccino could improve your town-line sprint as well. "Caffeine increases the calcium content of muscle, which enhances the strength of the muscle contraction," she says—good news for riders looking to hammer big gears. Also, many studies attest to the substance's ability to improve reasoning and memory in sleep-deprived people, which could be useful for ultra long-distance cyclists.

Know your dose

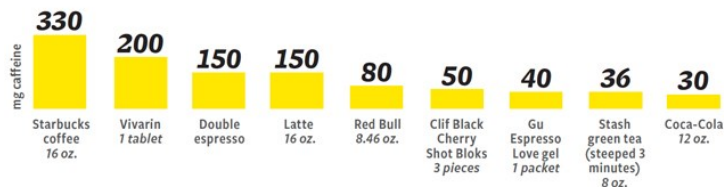
Whether you take caffeine from foods, drinks, or supplements, the International Society of Sports Nutrition has concluded that 1.36 to 2.72 milligrams per pound is most effective. (See how your favorite caffeine source stacks up in the chart below.) For the best results, take 40 to 50 percent of your desired amount one hour before a big event; consume the rest throughout your ride.

As with any drug, you can develop a tolerance. Most of my riders limit their daily consumption so they feel more of a boost when taking it before major training sessions and races.

Listen to your body

Caffeine affects everyone differently. I've seen athletes experience big heart-rate and blood pressure swings and become too amped to focus even with low doses. As with any supplement, dial it in during training rather than debuting it on your big ride.

HOW BIG IS YOUR BUZZ?



Related: [Caffeine Alert](#) - There's a lot more to know about this popular pick-me-up than how to order a proper doppio. Read about six stimulating truths.

SPECIAL EVENT

As Sharon said on page 3, PBA is partnering with local bicycle shops and other entities to offer more opportunities for cyclists to socialize away from the road and to get involved with the communities in which we ride. Our first event is listed below. -Scott

Girls' Night Out!

JEWELRY, PURSES, WINE,
AND BIKES

WHAT MORE COULD A WOMAN WANT

Thursday - December 5th
6:00pm to 8:00pm

Village Bicycles
9913 WARWICK BOULEVARD
NEWPORT NEWS
757.595.1333

Featuring

Origami Owl, Scentsy, Pampered Chef, Sugar Cookies by Sweet Sensations, Silpada, Miche Bags, Isagenix, and Specials on Women's Bikes

Come to shop, socialize, and have fun...

A girl should be two things: classy and fabulous... Coco Chanel

Choosing Your First Bike Light

From REI.com

Bike lights keep getting lighter and smaller while delivering brighter illumination for riding safety. When shopping for bike lights, you first need to ask yourself this: Do you want to see or be seen? Or both? This article will help you choose the right lighting for your cycling needs.

A well-lit bike is equipped with front, side and rear lighting to ensure your visibility to motorists and pedestrians. For commuting or riding after dark—especially on trail rides that are far from ambient light sources—your front light needs to be a high-output lighting system so you see well ahead of you.

High-output lighting systems usually are rechargeable light systems that offer maximum illumination. They are higher priced but much brighter than safety lights, and they help you see where you're going on the trail or road in nearly all conditions.

Front, side and rear safety lights help motorists see you in dim light conditions. The brightest ones also improve your visibility in the daytime. However, they're not bright enough to help you see where you're going for most night riding. The main differences between safety light models are in mounting options, the number of light-emitting diodes (*LEDs*) and whether they use rechargeable or disposable batteries.

Most modern lights use durable housings sealed with weatherproof gaskets. Count on these lights to shine in any weather. What to consider:

- **LEDs:** Energy efficiency and durability make LEDs the predominant light source used in bike lights. They come in a wide range of brightness levels.
- **Lumens:** A lumen is a unit of measurement that quantifies the amount of light falling on the object you want illuminated. Measured at a uniform distance, a lumen describes the light intensity of each lighting unit. Most light manufacturers provide a lumen rating.
- **Beam pattern:** If you commute on streets with streetlights, you may want to choose a front light with a narrow-focus beam. On darker roads or trails, you'll want to go with a wide-focus beam for better peripheral vision. Beam patterns can be difficult for shoppers to compare. Ask your salesperson for help.

Rechargeable systems can be charged hundreds of times, making them an inexpensive and environmentally sound alternative to disposable batteries. Unlike alkalines that dim slowly over battery life, most rechargeables deliver consistent light until their power is exhausted. Therefore, most rechargeable lights have a "fuel gauge" or low-battery warning.

Lithium ion batteries offer excellent power for their weight and they are characterized by their long run times. They are easy to keep charged because they suffer no "memory" effects from being fully discharged.

Most rechargeable batteries are capable of more than 500 charge/discharge cycles. Self-contained units can be charged via a power cord or USB charger. When charging batteries, be sure you fully charge them, especially before storage, but do not

overcharge them. Most systems come with smart chargers that automatically stop when the batteries are fully charged to prevent overcharging. Because inactive batteries lose their charge over time, plug in and charge your system before every use.

Battery life depends on the light's battery type, the power of the system and the kind of LEDs in the light. A flashing light emits an eye-catching pulse (either steady or random) that uses less battery power than a steady beam. Most lights offer flashing and steady modes. It's difficult to see well with a flashing headlight in the dark, so save the flash mode of your headlight for daytime use.

Most rechargeable units have multiple settings. This lets you switch between long-lasting, low-power light and bright, high-intensity light that drains battery power more quickly. Most systems let you select from a range of illumination levels.

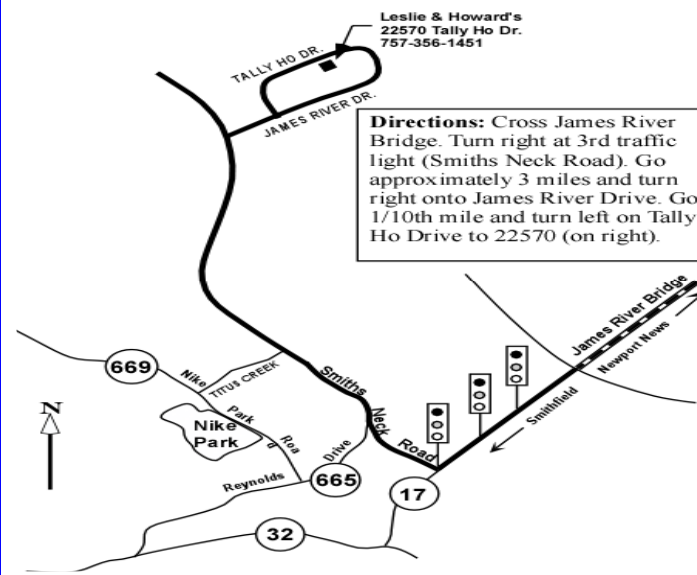
Mounting options include mounting headlights onto the handlebar, but many can mount onto your helmet, too. For nighttime trail riding, you should consider using both types. Beams of helmet-mounted lights can be directed by just the turn of your head, so if you're using only one light, you'll find a helmet-mounted light to be the most versatile.

Rear safety lights can be mounted on your pack, pocket or seatpost. Some can also be mounted on the back of rear bike racks.

Side safety lights usually mount on either spokes or frames. Spoke mounted lights are especially visible because they clearly show your wheels in motion.

Battery packs for high-output lights can be attached to your bike or—since many have dramatically decreased in size and weight—stowed in a pack. Quick-release hardware lets you take your light with you when leaving your bike, especially when the battery and light are contained in a single unit.

DIRECTIONS TO PBA HOLIDAY PARTY



PBA Classifieds

PBA Members Only



NEW LISTING - 2011 Cannondale Synapse WSD 51cm women's road bike. The carbon fiber frame and fork are shades of charcoal gray and in excellent condition. Originally sold and all maintenance performed by Village Bicycles. The bike has about 2,500 miles. Comes with SPD pedals, 10-speed Shimano Ultegra components throughout including SG-X 105 50-F crank. Mavic Ksyrium Elite wheels with Continental Grand Pix 4000S tires. New Bontrager seat. The bike is ready to ride and a dream to own. Asking \$1,200. Contact Kelly or Dave Peck at 757-596-7387 or kellyndave2@verizon.net. (12/13)

Green RANS Cruz Crank Forward Bike - Includes rear rack, kickstand, mirror, cyclometer, water bottle cage/bottle, bell. See <http://www.rans.com/bicycles/cruz.html> for current specifications. Asking \$750. Contact Robb at rmyer3@verizon.net or 757-826-4433. (11/13)

2012 Catrike Expedition - Considered top of the line for recumbent trikes. Bought after hip operation, but found after operation that I preferred my road bike. Just over a year old with less than 150 miles. With rear car rack, value is \$3200. Will sell for \$2000. Call Fred Adams at 757-467-2775. (10/13)

Racor Gravity Bike Rack - Conveniently holds two bikes and up to 100lbs. There are no bolts, screws or fasteners required. The Gravity Bike Rack is free standing, so you can safely and securely store two bikes along the wall and immediately start saving space in the garage or in your home. At just 20lbs, the Gravity Bike Rack can be easily moved and repositioned. Independent adjustable arms accommodate men's and women's road and mountain bikes and keep them level. Asking \$750. Contact Robb at 757-826-4433 or rmyer3@verizon.net. (10/13)

2012 Schwinn "MADISON" single speed bike. Size Large. Frame is black with yellow rims. Purchased \$500 asking \$300. Contact Paul at Pauly14@verizon.net (5/13)

2003 TREK 2200 WSD 51 cm women's road bike. The bike is White and in excellent condition with about 2000 miles. Comes with Flight Deck computer, SPD pedals, 9-speed Shimano 105 components and all original manuals. Rodney Martin at Bike Beat has looked over the bike, made all necessary adjustments and stated that the bike is worth between \$700 and \$800 dollars (we have the receipt). The bike is ready to ride. Asking \$700.00. Contact Anthony or Hazel Woodard at 766-9180 or e-mail at papawoodard@verizon.net. (4/13)

2006 Fuji Newest 1.0, 54 cm, TIG welded Fuji Altair 2 frame with carbon front fork, Truvativ compact crankset (36/50 teeth), Alex ALX R-1.0 rims. Upgraded with 10 speed, indexed Shimano Ultegra shifters, Ultegra rear derailleur, and Shimano 105 cassette (12-27). Fuji saddle is original and still new. (I swapped it out for my own saddle.) Wheel set is like new. Bicycle was ridden one season before I upgraded to a new frame. This is a nice entry level road bike made even nicer with these component upgrades. Asking \$800 OBRO. Call Jan Carlson at 757-898-2870 (renewed 4/13)

Trek 7.3, 20" white 8-speed with 700x28 110psi tires, rear light, side rear view mirror, water bottle cage, kickstand, rear rack. \$300. Call Ron at 757-503-5713. (3/13)

NEW PRICE - 2006 Madone 5.2SL 52cm Road Bike. Ultegra 6600 10 speed, 53-39, 12-25. Purchased and serviced exclusively at Bike Beat Kiln Creek (all records available at BB). Italia Seat with Bontrager seat bag. Madone 5.2SL is less pedals. Selling price is **\$700**. Contact Mel Moss at 757-867-8943. (update 12/13)

PBA members place your free cycling related for sale ad. Send ad to Scott Farrell at StealthTDI@spamarrest.com.

BikeBeat
Discover the Power of the Bike

www.bikebeatonline.com

757 - 833 - 0096
119 - A Village Ave., Yorktown

757 - 229 - 0096
4640 Monticello Ave., Williamsburg



Weekend Rides

RIDE SPEED CLASSIFICATIONS

A-pace: 18-22 mph (fast and steady)

B-pace: 15-17 mph (moderate & steady)

C-pace: 11-14 mph (moderate with stops)

Casual: Up to 11 mph (group will wait for all cyclists)

+ or - indicates the ride will be either at the top end or bottom end of pace range

Ride schedule not available at press time. Visit the [website](#) for possible updates. Always call the ride leader the day before a ride to let them know you will ride. Most rides are “no calls, ride cancels.” That means the ride leader may not show if no one calls to say they intend to ride the scheduled ride. Be courteous! **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.**

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

bikejournal.com

Want a little push to reach your total mileage goal in 2013? 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/](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.



Weekly Recurring Rides

RIDE SPEED CLASSIFICATIONS

A-pace: 18-22 mph (fast and steady)

B-pace: 15-17 mph (moderate & steady)

+ or - indicates the ride will be either at the top end or bottom end of pace range

C-pace: 11-14 mph (moderate with stops)

Casual: Up to 11 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.

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 tide. 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.

*Sundays, 9:00 a.m. - **Various Routes:** A-/A pace (*B-pace with interest*), 50+ miles, Contact Bob Ornelaz at 874-4125 or Mike Cobb at 846-8797 for details. If you'd like to be on Bob's "Sunday Ride" email list, please email Bob at ornelazr@hotmail.com.

*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.

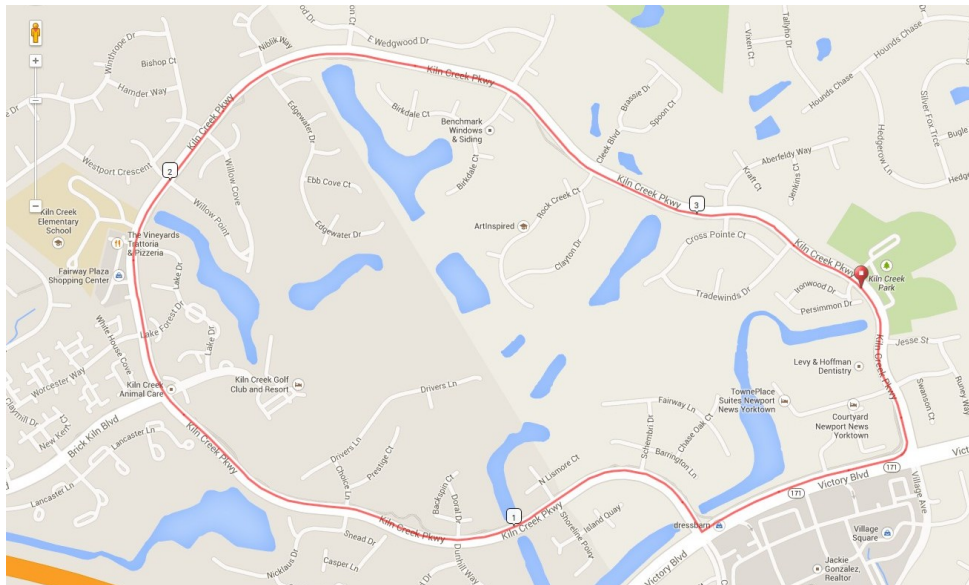
*Mon/Wed/Fri, 6:15 a.m. - **"Squirrel Scalpers" Ride.** 22 miles Pace to suit slowest rider (B pace minimum). Meet at Panera Bread at Christopher Newport University (12368 Warwick Blvd). Call Rod Martin for more information at HM 930-8345 or WK 833-0096.

SEASONAL RIDES (October through March)

PBA's weekday evening rides have come to an end until April. However, there is still at least one group who will ride on weeknights throughout the winter:

*Tuesdays/Thursdays, 5:30 p.m. - **Kiln Creek Park, Yorktown:** B+/A- pace ride leaving from 2901 Kiln Creek Parkway Yorktown, VA 23693. No specific distance. Ride as long as you like! The group rides the 3.3-mile clockwise loop shown below. Most riders start riding at 5:30 while others trickle in as they leave work. The beauty of this ride is you can start early or late and still have a group. If you drop off the pace then you may jump in again when you're caught. If you're overdressed or underdressed then you can stop at your car to adjust your attire and then jump back on the road when the group comes around again. Bring lighting and wear reflective gear. Traffic is not bad. Contact Jeff Gainer at 757-880-6267c or Jgainer@cookandboardman.com for more info. Or just show up!

*Not a PBA ride...



Gran Fondo...

[Continued from page 5](#)

any previous cycling event – top notch and well-coordinated. Another safety nugget was the starting process – riders self-selected their normal pace - those with a 20+ MPH pace started out front with C-paced riders at the rear. As I witnessed in the Cap-to-Cap start, mixing riders of varying capabilities and speeds was a recipe for disaster – sorting riders with the fastest up front allowed a reasonable strung out flow right from the beginning.

The Well-wishers: As I live in Williamsburg, I cycle through a rather grumpy populace that takes a dim view of spandex wearing cyclists. In contrast, the Gran-Fondo trek took us by lines of cars forced to stop to let us pass. Many occupants gave us a thumbs-up or waved with smiles all around. While in the city, there were well-wishers clapping and cheering as we passed by. Even the police manning the intersections often shouted words of encouragement. Out in the countryside it was not unusual to see two or three folks standing by the roadside clapping as we went by. This was a totally new experience for me as I am used to honking, angry gestures, and calls to “get on the sidewalk where you belong!” At about the 90-mile marker, one family was actually assembled at the end of their driveway with Super Soakers and a garden hose... but they actually asked if we wanted to get squirted before they let loose. Fun for the kids (and their dad) and very refreshing for the riders on such a hot day.

Support: Multiple and well-spaced aid stations were manned by volunteers with cold water and Power Aid along with the usual assortment of high-energy snacks. At more than a couple of stops an ambulance was stationed to assist the riders who were suffering. I was also impressed with the presence of Performance Bicycle and other local Richmond area bike shops that provided super mechanical support.

Race or Ride? I was told that the first 50 cyclists crossing the line put on a couple of very impressive sprints. The race winner, John Eiler, certainly did not view this as a “ride” as he finished with a time of 4:27:52 with an average speed of 23.7 MPH. Not too shabby for a 106-mile circuit and, based on the extreme heat conditions, I cannot fathom how the top 10 leaderboard put together the times they did. As for me... this was truly a ride... a very slow ride... and a hot one at that. Although my Garmin indicated an average moving speed of 16.9 MPH I was literally cooked at about the 70-mile mark and lingered longer and longer at each rest stop. Consuming bottle after bottle of liquid and monitoring



my food intake was key to surviving the heat. I could not believe the riders who, towards the end, were walking up hills or littering the sides of the road as they suffered from cramps, heat, and sheer exhaustion.

The End-game: The lap around the Richmond Motor Speedway should have been the highlight of this Big Ride but I was so darn spent at that point all I could do was stop and take a couple of pictures of the racetrack and then get on with it. I suspect the mid-afternoon temp on the track was approaching 100 degrees. The promised cold beer and BBQ at the end of the Gran-Fondo was my motivation at that point and I could not get off the track fast enough.

Final Thoughts:

For anyone who loves to cycle, the Tour of Richmond Gran-Fondo had it all. If you are an A+ paced rider, then this would have been the race of the year with all of the environmental obstacles you could ask for as well as some pretty stiff competition. If a C-paced rider, a 29-mile challenge awaited you as well. As for me it was a bonding time with my son who joined me from CT and we experienced our time in the sun – literally. That said, now that I have completed my Richmond Gran-Fondo reconnaissance ride, I believe next year will be different.

I was lucky enough to hook onto a pace line made up of a USAF Cycling Team from Langley AFB and we put out a 20 MPH+ pace for 20-miles or so – this short burst of speed convinced me that this could actually morph into a RACE – even for an old guy like me. I will set this up as next year’s goal - one that I will enjoy preparing for during my regular PBA and Williamsburg group rides.

Overall it was an impressive event and the BBQ, Beer, and Rock and Roll at the end was not too shabby either.

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



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!"

422-1278

713-19th Street, Suite 101
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

Names of family members who ride _____

Club interests (safety, tours, newsletter etc) _____

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.

Signature(s)

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

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

Unsigned forms will be rejected! Signatures are required to insure both the club and its members.