



Chainstay

The Peninsula Bicycling Association

February 2014

Volume 44, Issue 1

Monthly Meeting



Monday
February 10, 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: Ontario
Waterfront Trail
by Robb Myer

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Annual Valentine's Dinner

Join the PBA for a Valentine's Day Dinner at 6:30 p.m. on Saturday February 15, 2014 at Al Fresco, an excellent local Italian restaurant located at 11710 Jefferson Ave in Newport News. The food is excellent! Please come out and join us for a most enjoyable evening whether it's for yourself or you and a close friend. Call Anthony or Hazel Woodard at 757-766-9180 or email papawoodard@verizon.net. RSVP no later than Wednesday, February 12 to allow time to make the necessary adjustments to the reservations. P.S. You can justify eating heartily by saying you're carbo loading for a big ride on Sunday! Hope to see ya there.

Ride safe, ride far, and ride fast.

Anthony

February Meeting Program — Ontario Waterfront Trail

Join Robb Myer for his presentation of the Ontario Waterfront Trail from Toronto to Niagara On The Lake (<http://www.waterfronttrail.org/>). The presentation covers the first two days of a six day ride which also included Fort Niagara and the Erie Canalway Trail.





The President's Corner

We've had our first Board of Directors Meeting for 2014. We have several items that we have identified that need to be updated to make the Club work more efficiently. One item that we voted on and approved was funding to start an online method of payment whether it be your annual dues or entry fee to one of our rides that require payment. We will also continue to offer the registration sheet online that can be printed and mailed. This will give you more flexibility to do what works for you.

Another item that was discussed and voted on was the name of our Memorial Day Weekend Ride. In the past, we have called it the "Weenie Ride" because we served hot dogs after the ride. In prior years, it has been launched from the Upper County Park in James City County. For many reasons, we decided to move the location to Windsor Castle Park in Downtown Smithfield. Since Smithfield produces a lot of pork, we put a challenge out to the membership to come up with a better name. In years past, it was called the Colonial Challenge because it was the first long ride a lot of people did due to the cold temperatures over the winter and early spring months. I am proud to announce the winning name for the ride was proposed by Art Wolfson. The new ride will be called the "Smithfield Challenge." Several other entries were submitted that were fun including the Pork Country Ride, Frank-n-Ride, etc. We decided to possibly use Frank-n-Ride for a future late October ride name. Thank you Maria for the suggestion! Art will receive a free entry for the ride valued at \$20. Thank you so much for the idea, Art!

The Smithfield Challenge ride is being coordinated by Patricia D'Elia. She will need a lot of volunteers. Please e-mail her at p_delial@verizon.net if you would like to assist her. She has the location booked, the police escorts lined up, the money appropriated for the food, and several volunteers already. She is having a meeting in two weeks with the team that will help her develop the routes. She also has lined up ham radio operators to help set up communications on the course as well as a lot of road marshals. We are still in the planning phase, but a lot of progress is being made. This year, we will have wristbands for all riders. When you come in for lunch, there will be a two hot dog limit so there are still hot dogs left for the slower riders. If you need more than two hot dogs post-ride, we will offer them for a nominal charge. That will help us to keep the cost of the ride down for everyone else. Those details are still being worked on.

Mary Hughes and Jack Liike are planning a ride leader meeting on Sunday, February 16th at 2:00 p.m. at her home. They are hoping to coordinate a ride before or after the meeting depending on the weather. Expect an e-mail from them soon. We need to get all of the ride leaders organized to ensure that all liability forms are being signed by the riders as well as guidance on what to do with the forms once the ride is finished. Collecting data from the ride leaders is key to marketing our club to prospective members and fellow riders. In addition, they want to get the ride leaders feedback on ways to make the integration of our website, Facebook page and e-mails come together to inform everyone about club events and rides. Please e-mail Mary at mbh01@verizon.net or Jack at jliike@hotmail.com for more info.

Mark your calendar... The General Membership Meeting will be Monday, February 10th at Angelo's Steak House on J. Clyde Morris Blvd. Social Hour begins at 6:00pm and the Meeting begins at 7:00 p.m. Rob Myer will be our featured speaker. We will also have updates from each of the Committee Chairs as well as Board Members that have items to be shared. We welcome your input and suggestions. Just be aware that may lead to us asking for your help. We have a great Board of Directors and Chairpersons, but we cannot accomplish running a successful club with the Board of Directors and Committee Chairpersons alone. Feel free to e-mail me at bochman@cox.net if you have any questions or ideas.

Sharon Bochman



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
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PBA Affiliations:



2014 Officers		
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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.

PBA RIDE ON THE W&OD

Join Sandy Butler and other PBA members on Saturday and Sunday, April 12th and 13th, 2014 for our annual overnight adventure on the Washington and Old Dominion Trail (W&OD) through the rural countryside of Purcellville to the suburbs of Falls Church. The W&OD Trail is the most popular paved trail of the "Rail to Trail" system in the United States. It is 45 miles long with gradual terrain and a few hills that go over roads. (We will be doing 40 miles each day at a C or above pace) This will be the fourteenth year of this popular ride.

We will leave Newport News early Saturday morning and travel to Purcellville, about a 3½ hours drive. We will have breakfast on the other side of Richmond at Cracker Barrel and arrive at Purcellville around 11:00AM. We will then bike to Leesburg where we will have lunch at a wonderful train station bakery. After lunch the group would then travel through Herndon, Reston, Vienna and East Falls Church. We will arrive at our motel (Econo Lodge) between 4:00 to 5:00PM after riding 40 miles (or earlier for you fast riders). The motel is near the 5 mile marker. Once we have rested and cleaned up we will likely take the Metro into Crystal City and have dinner at a California Pizza Kitchen or you can walk from the motel to a nearby restaurant. Sunday will find us retracing our route back to Purcellville with breakfast at La Madeleine, a French restaurant in Reston. After breakfast we will continue back to Purcellville while stopping at Leesburg again. We usually get back to Purcellville between 1:00 and 2:00PM.

If you want to reserve a space or need more information, give Sandy Butler a call at 757-872-9271. The number of people going on this ride is limited. Please note that the weather this time of year can be anything from thunderstorms, downpours, winds and even snow. It can also be beautiful as it has been in the past two years. Despite the bad weather we have usually been able to ride at least one day and the other day has been shopping.

Howard and Leslie Beizer and Anthony and Hazel Woodard have once again agreed to transport our luggage from Purcellville to Falls Church and back. Motel reservations must be made by you and you need to contact Sandy for the phone number and to sign up. Many of the same people return year after year to do this ride.

Hope to see you.

Sandy



National Bike Summit



The National Bike Summit is the premier bike advocacy event of the year, uniting the voices of bicyclists on Capitol Hill. For more than a decade, the attendance of bicyclists like you at the Summit has helped increase investments in bicycling at the state and local level.

[Register today!](#)

The 2014 Summit will be held March 3-5 in downtown Washington, D.C., including the [National Women's Bicycling Forum](#), from 8 a.m. to 4 p.m. on March 3.

[Register today!](#)

Growing in size and prominence since its start in 2004, the 2013 Summit drew more than 750 attendees from all 50 states, the District of Columbia and three Canadian provinces. Join us in 2014!

This dynamic event includes keynote addresses from top government officials, members of Congress, and leaders from advocacy and industry; workshops that highlight innovative advocacy ideas and trends from around the country; and, of course, an organized Lobby Day to bring our message about the benefits of bicycling to our elected officials on Capitol Hill.

[Details from the 2013 National Bike Summit](#)

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.



10 Top Tips for Winter-proofing your bike...

by [David Arthur](#)

<http://road.cc/content/buyers-guide/98456-10-top-tips-winter-proofing-your-bike>

Note: This article comes from Great Britain. You will notice that the Brits have a different dialect than ours. However, they also ride in some really crummy weather year-round. This article contains very valid information about maintaining our bikes in what appears to be a "harsh" Virginian winter. I think you'll agree once you read past the "misspellings." -editor

Riding through the winter can be punishing for your road bike, all that rain, mud and salt can quickly bring it to a grinding halt. Whether you're commuting every day or training for an event next year, or just heading out at weekends, it does pay to pay closer attention to your bike if you want it to keep working smoothly through the winter months.

Here are our 10 top tips for looking after your bike this winter:



1. Keep it clean

Washing your bike frequently might seem like a chore, but it's vital to wash away any dirt and muck accumulated straight after a ride, washing the bike when it's still wet is far easier than letting the road muck dry onto the frame and components. Horse droppings have a particularly tenacity on a bicycle frame. If riding on gritted and salted roads, it is especially important to wash your bike as soon as possible, otherwise you'll come back to your bike the next time you ride it to find some rusty parts.

A bucket of hot soapy water and a good sponge or brush is all you need, and doesn't have to take all that long. You don't have to be absolutely thorough every time you wash the bike, the main thing is to get the worst of the grime and muck off. There are a raft of specialist bike cleaners and degreasers available that will make a proper job of cleaning your bike and that can make even giving it a quick once over that bit more effective too.

2. Lube that chain

Once you've cleaned your bike, a good wet lube is an ideal choice for winter riding. The drive train consists of many expensive parts, and if left un-lubed these will simply wear out more quickly, work less effectively while they do so while making a sound like a load of hungry mice that have just spotted a large lump of cheese.

So invest in a decent lube - don't skimp now - and keep the chain running smoothly over the cassette and chainset. Wet lubes are good at this time of year because they last a long time and work well in adverse conditions. It's best to apply lube to a clean

degreased chain, so it's the first thing you want to do after washing the bike.

3. Winter tyres

If your bike is running them it's worth swapping out the sub-200g race tyres for some heavier duty puncture resistant tyres in the winter. [There are many available](#) with thicker sidewalls and reinforced breaker belts sandwiched between the rubber tread and carcass.

Some manufacturers make tyres with a rubber compound designed to provide a little more traction on wet roads, generally it will be a softer compound. A softer compound will wear out more quickly however. It's the rubber compound and not the tread pattern - those sipes and grooves make marginal difference on such narrow tyres - that is key to a tyre's traction on wet roads.

Wider tyres are a good choice for the winter, as they can be run at lower pressures so offering extra comfort and grip, from the little increase in contact patch. How wide a tyre you can fit depends on your bicycles. Typically race frames won't take anything wider than 23mm, or 25mm at a push. Many touring and commuting bikes, and the new breed of endurance bikes, will take up to 28 and 32mm tyres quite happily.

It's good to keep a regular eye on your tyres. When you're washing your bike, have a close look at the entire tread of the tyre, and remove any flint, glass or sharp stones that might be buried in the tread.

4. Tyre pressure

When the roads are wet, letting a bit of air out of your tyres can increase grip by slightly increasing the size of the contact patch. A little less air will also improve the tyre's ability to absorb vibrations from riding over rough roads, so you get more comfort too.

I regularly run my tyres at about 90-95psi during the winter, and softer than that if the roads are likely to be really wet. You don't have to inflate the tyres to the 120psi maximum indicated on the side of the tyre, that's just a guideline, in fact one school of thought is there is no actual gain from inflating a road tyre above 100psi in any conditions. [\(continued on page 8\)](#)



Inside Job: Indoor Cycling Tips and Workouts ...

by Chris Carmichael, Bicycling Magazine

<http://www.bicycling.com/training-nutrition/training-fitness/inside-job-indoor-cycling-tips-and-workouts>



When it comes to having fun on a bike, most cyclists would rank [riding inside](#) on the trainer somewhere between bonking 20 miles from home and getting hit by a semi. But riding inside doesn't have to be torture: The key is to adopt a get-on-get-off attitude and build more intensity into your workouts so you can spend less time -pedaling to nowhere. Here are some simple guidelines for making the most of your rec-room sweat sessions.

Be Consistent

If an athlete wants to main-tain fitness over the winter, I recommend he or she ride four times a week and build [intervals](#) into three of those sessions. That might work out to two midweek [rides on a trainer](#) and two weekend rides. If two won't fit into your schedule, you could do a program with interval workouts on Monday, Wednesday, and Friday, and (if road conditions are good) an outdoor group ride or long endurance ride on Saturday.

Go Hard, Not Long

Indoor training is all about working at the right intensities without wasting time idly pedaling. Some of the workouts that follow are tough, but you can complete them during a trainer session of just 60 to 90 minutes.

Then Go Harder

You might be riding three or four times a week with a bunch of hard efforts, but if you don't incrementally increase the workload, all you'll do is burn calories. That's not a bad thing, but if your goal is to emerge from the basement a more fit rider, you need to increase time at intensity, starting first by focusing on endurance-building aerobic intervals (tempo), then on harder workouts that will raise your maximum sustainable pace (steady state, climbing repeat) and boost your top-end speed (power intervals).

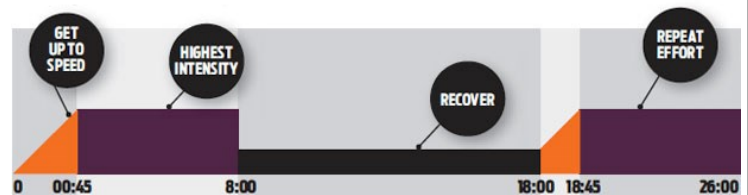
On [page 10](#), you'll find an eight-week plan that uses a winter event as an incentive. [Click here](#) for descriptions of each workout in the chart (including the CTS Field Test).

Your Winter Workouts

Twice a week, do the recommended interval sessions (see chart) as part of a 60- to 90-minute ride. Your third ride of the week should include a long tempo interval during the first three weeks, and three sets of 10-minute steady-state or climbing-repeat intervals during weeks four through eight. On the fourth day, do a long ride or group ride outside, if weather permits.

The Carmichael Training Systems Field Test

The [CTS field test](#) consists of two eight-minute time-trial efforts separated by 10 minutes of easy spinning for recovery. If you're riding outside, try to complete both efforts on the same course and from the same starting point. Spend the first 30 to 45 seconds getting up to speed, then settle into the highest intensity you can maintain for the full eight minutes. Do your best to keep your cadence at or above 90 rpm. For each effort, record average heart rate and/or power, distance covered, and average cadence. Then, use the higher of the two average heart rates to calculate your ideal training intensities, as directed in the workout descriptions below.



NOTE: Your field-test heart rate is not the same as your lab-measured lactate threshold heart rate, so the calculations based on this heart rate are specific to this field test.

WORKOUT DESCRIPTIONS

Fast Pedal

This workout should be performed on a relatively flat section of road. The gearing should be light, with low pedal resistance. Begin slowly and increase your pedal speed, starting with around 15 or 16 pedal revolutions per 10-second count. This equates to a cadence of 90 to 96 RPM. While staying in the saddle, increase your pedal speed, keeping your hips smooth with no rocking. Concentrate on pulling through the bottom of the pedal stroke and over the top. After one minute, you should be maintaining 18 to 20 pedal revolutions per 10-second count, or a cadence of 108 to 120 RPM. Your heart rate will climb while doing this workout, but don't use it to judge your training intensity.

RPE: 7

HR: N/A

Power: N/A

[\(continued on page 9\)](#)

PBA Classifieds

PBA Members Only



NEW LISTING - 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 from broken spokes (*heavy rider*). Upgraded wheels to Bontrager 28-hole Classics. Great for heavier riders! Matte black paint with blue accents. Sale includes two water bottle cages and DuoTrap speed sensor (*cadence non-functional*). 58cm size is good for riders ~5'11"-6'2". Asking: \$1500. Contact Scott at StealthTDI@spamarrest.com ("PBA" in subject, please). (2/14)

NEW - Salsa Fargo XL Frameset - The Salsa Fargo is a drop-bar, off-road adventure 29er bike. Ideal for rails to trails and bike packing, and with touring tires road tours. The XL frame size fits riders taller than 6'2". I built up this frame and after 20 miles determined I needed a size L frame which I purchased and moved the components to the new frame. Includes frame, fork, seat collar and Cane Creek Tank headset. Asking \$325. Contact Robb at rmyer3@verizon.net or 757-826-4433. (2/14)

NEW - VINTAGE 1986 TREK 310 ELANCE, 54 cm, men's red road bike. Great for classic collector to show off. 27 1/4 tires are idea for beginner, for casual rides, and easy to handle on dewy or damp road surfaces. Shimano Tiagra. Rode the Surry Century 100 miler and several duathlon's with ease every time. Tuned and road ready. Asking \$175. Contact Dave at 813-5272 or Zigg0705@aol.com.

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)

NEW PRICE - 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 \$600.00 firm. 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)

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)



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



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. **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 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.

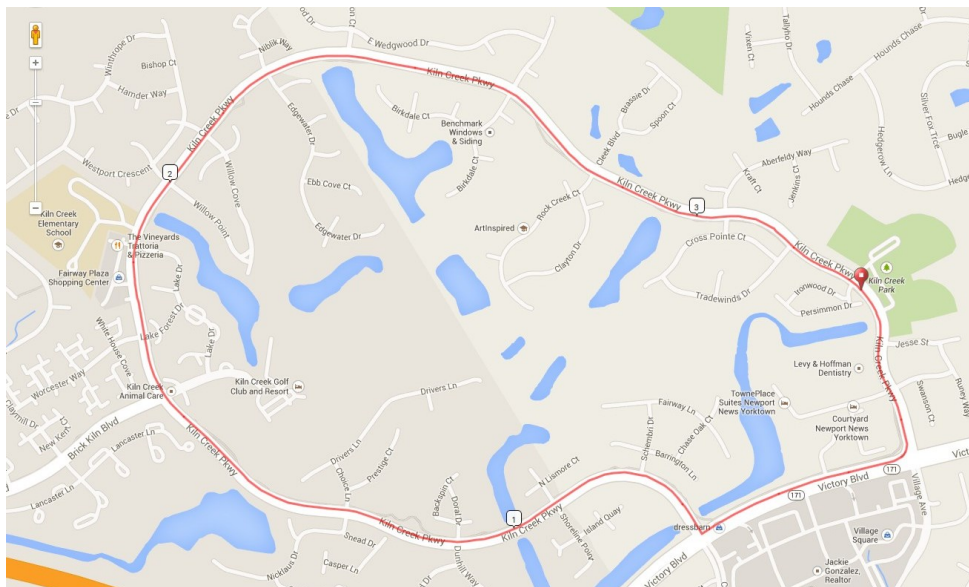
*Mon/Wed/Fri, 6:15 a.m. - **"Squirrel Scalpers" Ride.** 22 miles Pace to suit slowest rider (B pace minimum). Meet at Panera Bread at Christopher Newport University (12368 Warwick Blvd). Call Rod Martin for more information at HM 930-8345 or WK 833-0096.

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...



Winter-proofing...

[Continued from page 4](#)

5. Preventing punctures

During the winter the roads can become coated in glass, flints and debris just lying there waiting for an unsuspecting cyclist to trundle over. Believe me it's no fun fixing a puncture when it's lashing down with rain. Slightly more fun maybe than waiting for a friend to fix a puncture in the rain, that is.

Slime-filled inner tubes, or adding some liquid latex to your existing inner tubes, can help to reduce a flat when something sharp cuts through the tyre deep enough to hit the inner tube. You can buy protective strips that go between the tyre and inner tube, acting as a breaker belt in a tyre, which while adding weight and reducing the ride performance a bit, will greatly reduce the potential for a puncture. I've heard people to slice up an old inner tube and lay it as a strip between tyre and inner tube.



Going tubeless is another good choice. Although it's an expensive upgrade if you don't have tubeless-ready wheels, the main benefit of tubeless is that there is no inner tube to puncture, with the space occupied by a small amount of liquid sealant. When something sharp goes through the tyre, not only is there no inner tube to pop, but the sealant will react with oxygen and plug the hole.

6. Mudguards (aka "fenders")

One way to prevent a lot of the water and filth being sprayed all over your bike as it's churned up by the wheels is to fit some mudguards. Not only do they keep the road spray of your body, but they can help to protect the bicycle, including the brake calipers and front mech, and bearings in the headset.

If your frame is designed for mudguards, then a set of traditional full-length mudguards is a sound investment. They offer the most protection for you and your bike. If you don't have mudguard eyelets on your frame, fret not, there are many mudguards that simply clip on to the frame. Their advantage is they are very light, and can be easily removed.

[Buyer's guide: Mudguards for keeping you dry this winter](#)

7. Avoid rust

Treating those components likely to rust quickly during harsh, wet conditions with a corrosion preventative such as ACF50 will make sure your bike lasts the winter, and that under the encrusted dirt lies a gleaming, unsullied machine just waiting for the restorative flush of hot, detergent-filled water.

8. Regular maintenance

Winter accelerates the wearing process of mechanical components, so it's worth checking them regularly, monthly at the very minimum, but more frequently if you ride a lot of miles. Brake pads will wear out much more quickly in the poor conditions they're having to deal with, so keep an eye on the pads. Most brake blocks will have a wear line indicator, so don't let yourself get caught out with rapidly disappearing brake blocks. It's also worth checking the condition of the blocks regularly, to make sure they are wearing evenly, and remove any grit that might have lodged in the grooves.

If you have disc brakes you might find it easier to pop the wheel out to have a closer inspection at the brake pads. Sintered brake pads are preferable to organic pads in the winter as they're harder wearing, so will last longer.

While you're checking the brakes, pay some attention to the condition of the rims. Are they very concave in shape? That's the sign the rim is wearing out, and for safety reasons you don't want to be riding on rims with a dramatically concaved rim wall. I've seen the result of a rim wall collapsing because it was so worn out. It wasn't pretty.

The drivetrain gets a hammering in the winter, and it's the most expensive collection of parts on your bike. Replacing the chain, cassette and chainset in one go will hit your wallet hard, but an easy way to extend the life of the chainrings and cassette is to regularly replace the chain.

Popping a new £20-40 chain on your bike at regular intervals will save you money in the long run, and is a lot cheaper than buying a new cassette and chainrings when the whole lot wears out at the same time. Some people will replace the chain every couple of thousand miles, if they're keeping track. Or you could buy a chain check tool that, while seemingly an expensive purchase, will save you money in the long-term.

9. Check gear and brake cables

Water can get into the gear and brake cable housing, and over time will reduce the performance of your gear shifts and braking performance. Changing the cables at regular intervals - cables are relatively cheap - is a good idea. Removing the cables, cleaning them and adding some lube as you insert into the cable housing can bring a tired set of cables back to life.

Lined and coated cables for gears and brakes offer a low maintenance solution. The likes of Jagwire produce cables sets with a proprietary L3 liner and Fibrax make a Pro-formance sealed cable kit, which should keep gears and brakes working smoothly through the winter grind.

10. Slippery coating

A top tip from the British Cycling squad is one that stops mud sticking to the frame and other components as easily. A silicone spray, widely available, can be used on the frame and parts of the transmission with the idea to create a slippery surface that dirt and mud just can't stick too.

Be sure not to get it anywhere near the braking surface though. You could use a car wax polish instead for a heavier duty coating on the frame.

Inside Job...

[Continued from page 5](#)

Tempo

Tempo is an excellent workout for developing aerobic power and endurance. The intensity is well below lactate threshold, but hard enough so that you are generating a significant amount of lactate and forcing your body to buffer and process it. The intervals are long (15 minutes at a minimum, and they can last as long as two hours for pros), and you'll want your gearing to be relatively large, with a goal of having your cadence come down to about 70 to 75 RPM. This helps increase pedal resistance and strengthen leg muscles. Also, be sure and try to stay in the saddle when you hit hills during your tempo workouts.

RPE: 6

HR: 88–91% of highest Field test average

Power: 81–85% of highest Field test average

Steady State

These intervals are great for increasing a cyclist's maximum sustainable power because the intensity is below lactate threshold but relatively close to it. As you accumulate time at this intensity, you are forcing your body to deal with a lot of lactate for a relatively prolonged period of time. These intervals are best performed on relatively flat roads and small rolling hills. If you end up doing them on a sustained climb, you should really bump the intensity up to climbing-repeat range, which reflects the grade's added contribution to your effort. Do your best to complete these intervals without interruptions from stoplights, etc. and maintain a cadence of 85 to 95 RPM. In this case, maintaining the training zone intensity is the most important factor, not pedal cadence. Steady state intervals are meant to be slightly below your individual time trial pace, so don't make the mistake of riding at your time-trial pace during the Steady state intervals. Recovery time between Steady state intervals is typically about half the length of the interval itself.

RPE: 7

HR: 92–94% of highest Field test average

Power: 86–90% of highest Field test average

Climbing Repeats

This workout should be performed on a road with a long, steady climb. The training intensity is designed to be similar to that of a steady-state interval but reflect the additional workload necessary to ride uphill. The intensity is just below your lactate threshold power and/or heart rate and it's critical that you maintain this intensity for the length of the CR. Pedal cadence for CR intervals while climbing should be 70 to 85 RPM. Maintaining the training intensity is the most important factor, not pedal cadence. It is very important to avoid interruptions while doing these intervals. Recovery time between intervals is typically about half the length of the interval itself.

RPE: 8

HR: 95–97% of highest Field test average

Power: 95–100% of highest Field test average

Over-Unders

Over-under intervals are a more advanced form of steady-state intervals. The "under" intensity is your steady-state range, and the "over" intensity is your climbing-repeat range. By alternating between these two intensity levels during a sustained interval, you develop the ability to handle changes in pace. This workout can be performed on a flat road, rolling hills or a sustained climb that's relatively gradual (3 to 6% grade). Your gearing should be moderate and pedal cadence high (100 RPM or higher) if you're riding on flat ground or rolling hills. Pedal cadence should be above 85 RPM if you're on a gradual climb. To complete the interval, bring your intensity up to your steady-state range over the first 45 to 60 seconds. Maintain this intensity for the prescribed "under" time and then increase your intensity to your "over" intensity for the prescribed time. At the end of this "over" time, return to your "under" intensity range and continue riding at this effort level until it's once again time to return to your "over" intensity. Continue alternating this way until the end of the interval. Over-under intervals always end with a period at "over" intensity. Recovery periods between intervals are typically about half the length of the work interval. Note: A more advanced version of this interval would alternate between steady-state and power-interval (see below) intensities instead of steady-state and climbing-repeat intensities.

RPE: 9

HR: 92–94% of highest field test average (under) alternating with 95–97% (over)

Power: 86–90% of highest field test average (under) alternating with 95–100% (over)

Power Intervals

These intervals are maximal efforts and can be performed on any terrain except sustained descents. Your gearing should be moderate so you can maintain a relatively high pedal cadence (100 RPM or higher). Ideally, these efforts should look like flat plateaus when you view your power files. Take the first 30 to 45 seconds to gradually bring your power up and then hold on for the rest of the interval. The point here is to accumulate as much time as possible at a relatively constant and extremely high output. The rest periods between power intervals are purposely too short to provide complete recovery, and completing subsequent intervals in a partially recovered state is a key part of what makes these efforts effective. Typically, recovery times are equal to the interval work time, which is sometimes referred to as a 1:1 work-to-recovery ratio.

RPE: 10

HR: 100% of highest field test average–max

Power: 110% of highest field test average (some intervals may be higher than this)

Indoor Training Plan from [page 5](#)

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8
Workout 1	CTS Field Test—to gauge your fitness and set intensity goals for each workout.	3 x (1 min. Fast Pedal + 1 min. RBI)// 2 x (15 min. tempo + 5 min. RBI)	3 x (1 min. power interval + 1 min. RBI) // 3 x (8 min. steady state + 4 min. RBI)	3 x (10 min. steady state + 5 min. RBI)	2 sets of 3 x (2 min. power intervals + 2 min. RBI), with 6 min. recovery spinning between sets, or RBS	6 x (2 min. power intervals + 2 min. RBI)	10 x (1 min. power intervals + 1 min. RBI)	3 x (10 min. over under [1 min. under, 1 min. over] + 5 min. RBI)
Workout 2	3 x (10 min. tempo + 5 minutes recovery spinning between intervals, or RBI)	3 x (1 min. fast pedal + 1 min. RBI) // 30 min. tempo	3 x (8 min. steady state + 4 min. RBI)	3 x (10 min. steady state + 5 min. RBI)	3 x (9 min. over under [2 min. under, 1 min. over] + 5 min. RBI)	3 x (10 min. over under [3 min. under, 2 min. over] + 5 min. RBI)	10 x (1 min. power intervals + 1 min. RBI)	3 x (2 min. power intervals + 2 min. RBI) // 5 min. rest // 4 x (3 min over under [2 min. under, 1 min. over] + 3 min. RBI)
Warm-Up	3 minutes easy // 30 seconds at a high cadence // 30 seconds easy // 2 x (1 min. max effort at high cadence + 1 min. easy) // 3 min. easy							
3rd Ride	Long tempo interval, preferably during a 1.5- to 2-hour outdoor ride			3 x (10 min. steady state or climbing repeat intervals + 5 min. RBI), preferably during a 1.5- to 2-hour outdoor ride				
4th Ride	Group ride or long endurance ride if the weather permits							



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.

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

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