

# In The Saddle

A newsletter for members of the Panhandle Pedalers Cycling Club • January 2011



## New PPCC Board Announced

The Panhandle Pedalers Cycling Club board members for the 2011 term were announced. Positions were filled as follows: President - Josh Hughes; Vice President - Charlie Fellers; Treasurer - Paul Cugini; and Secretary - Cheryl Morrison. Tom Moslener will remain in his position on the executive board. Congratulations to the winners, and thanks to everyone for being up to the task! 🚲

## RIDE REPORT: The Great Allegheny Passage

🔊 By Peter Kerrigan

Fred Jones and I (Peter and Fred are pictured top right) had a great trip traveling from McKeesport, Pa., to Ohiopyle State Park to Frostburg, Md., to Hancock, Md., to Shepherdstown, W.Va., on the Great Allegheny Passage ([www.atatrail.org](http://www.atatrail.org)). We travelled 62, 62, 79 and 57 miles respectively with spectacular scenery.

We left for Pittsburgh in the pickup on Thursday, August 26, stopping to tour Falling Water on the way. A nice place to visit if you like architecture, history and art. The tour guide was very informative. We spent Thursday at Drew's house in Venetia then Hannah dropped us off in McKeesport Friday morning.

I was towing my new BOB trailer behind a borrowed Diamondback touring bike on Ritchie 700-32 cyclocross tires. I had my Brooks saddle, but still wore two pairs of shorts the last three days. Fred rode his new Specialized Crosstrail with panniers.

The GAP is gently uphill for the first 100 miles and down hill at 2% for the last 30 miles. We camped overnight at the very nice Ohiopyle State Park. Reserve ahead if you are going on a busy weekend. If you are camping there, eat dinner in downtown Ohiopyle before you make the climb to the campsite.

The second night we stayed at the Trails End hotel in

Frostburg. It is at the end of the switchback at the Frostburg trail entrance. We ate dinner at the Sand Springs Saloon and it was worth the walk. The tunnels and bridges on the GAP are very cool.

The third day, we coasted from Frostburg to Cumberland. From Cumberland, we rode the C&O Canal ([www.nps.gov/choh](http://www.nps.gov/choh)) to the Western Maryland Railtrail. We rode the rail trail to the Hancock bicycle store. We slept on the bunks behind the bicycle store for \$10. We ate dinner at Weavers and breakfast the next morning at the truck stop. Then we hopped back on the railtrail, got off on Route 56, rode through Fort Frederick State Park, and then back on the towpath to Shepherdstown where Fred's wife picked us up and drove us back to Bakerton.

The C&O detour around Big Slackwater has some steep hills and pretty busy roads but will be fixed by 2012. Overall, it was a great trip. I plan to ride the GAP again next spring. 🚲



*The club had a big turnout for the Seagull with 15 riders!*

## RIDE REPORT: The Seagull

🔊 By Jamie Marie Marranca

I had only originally planned on riding the metric with Ellen Hughes, since she hadn't ridden that much over the summer and I didn't think I could ride 100 miles. But with Josh Hughes and Scott Bean both wanting to ride the century, we agreed to ride the century route and catch a SAG wagon back to the university when we were tired.

The first 60 miles of the new century route were the easiest. Josh rode with us for the first 20 and then Scott, Ellen and I rode together for the next 60 miles. We each took turns drafting, but mostly drafting off of Scott since he was the strongest rider. We also enjoyed great conversations during the ride.

The wooded parts of the ride were beautiful and the weather was perfect. For the most part, I was able to make it to each rest stop for a bathroom break, and no,

no one let me cut in front of the line! (Note: Jamie was 7-plus months pregnant during this ride.) Ellen and I did stop at a small church on the route, and while they weren't happy about it, they did let us use their bathroom after I used my belly as leverage to get in.

I was tired after 60 miles, but I didn't want to miss out on the ice cream at mile 80, so we decided to keep on going. The route between 60 and 80 was the hardest: extremely flat, no shade, and a lot of wind. Once I reached 80, I really wanted to stop, but I figured I had come that far, I was going to finish! Josh waited for us at mile 80, and we met up with Mollie again, so the five of us rode back together. Then Josh had to take a bathroom break, so we stopped on the side of the road and chilled for 15 minutes.

Mollie Behn made it back first, completing her first century. Coming into the school, Scott and I were in front and Ellen and Josh followed, so we could get our pictures taken together at the end. Since the rest of the club had made it back long before we did, they were all there waiting to cheer us on at the end. I believe it took us about 6.5 hours to ride the century, only 45 minutes longer than it took me last year on the Assateague route. By the time we made it back to the house, I had 108 miles logged on my computer.

Jen Bean added, "The Seagull was really fun, especially because so many club members were riding. I felt great until the last 3 miles, then I hit a wall... but my wonderful hubby Scott (who, by the way, rode the whole thing on a fixed gear) pulled me through to the end. I had set a goal of doing the century thinking that I would just do it one time in my life to be able to say 'I did it!' but I'm already looking forward to trying another 100 miler next year!"

*Congratulations to Mollie, Jen and Cliff Morgan for completing their first century's, and to Jamie, for being able to complete such a feat while in her last trimester!* 🚲

### Jersey Orders Taken Until January 7

Jersey orders are now being taken for 2011, but the deadline to order is January 7. The order will be shipped the week of March 4, and should arrive before the 2011 season starts.

To order, go to [https://custom.voler.com/Custom\\_Ordering/?OrderID=S79Qy/ETFCw=](https://custom.voler.com/Custom_Ordering/?OrderID=S79Qy/ETFCw=) and create your login account (those who ordered before can use the same username/e-mail as before). For those who can't or don't want to order online, contact Josh Hughes about arranging other options at [josh@joshhughes.com](mailto:josh@joshhughes.com) or 301-788-3072. 🚲

### IMPORTANT! Member Dues Are Due Now

Keep your membership in the Panhandle Pedalers Cycling Club current by paying your annual dues now, or join for the first time. Memberships run from January 1st to December 31 each year and cost \$10 for individuals and \$20 for family, however each family member must submit a completed application. In addition, new members must complete a release and waiver of liability with their membership application.

Anyone not having paid their dues by January 31 will have their account disabled on Feb. 1.

Register (or re-register) online with PayPal (click the 'Subscribe' button) or download the application and mail your packet and check to Panhandle Pedalers Cycling Club, P.O. Box 1358, Charles Town, WV 25414. 🚲



**Q** How do I turn my road bike into a trainer over the winter?

**A** There are several types of trainers (fluid, magnetic, wind and rollers) available so do some homework to decide what style will fit your goals and budget. Once you have your trainer, secure your bike properly to the device. Most quick release skewers will work in most trainers, but some have plastic ends that can be deformed while securing or spinning, causing the bike to loosen. Next, it's a good idea to use a different tire than you normally do — use an old tire or buy a special tire for trainers. Also, make sure to get a front tire riser block. This will allow you to keep the bike at a comfortable angle while you train. If it's important to track your miles or create an interval program, it will be necessary to have a sensor for your cycling computer attached to the rear wheel. Many of these now come with cadence sensors to maximize your workout. Several club members will also be having training parties — a great way to try out trainers before committing to buy (keep an eye on the member's page for more details). Always remember to stay hydrated, energized and flexible even while training indoors. Hope this helps until the weather breaks. 🚲

*Got a question for bike tech Jeff Brandenburg?  
E-mail [kfcobb@comcast.net](mailto:kfcobb@comcast.net).*

## Meet a Member: **Charlie Fellers**

*How long have you been a cyclist and how did you get started?*

Well, I've really been a cyclist all my life. Actually it's how I got back and forth to school for some of my early grade school years. I continued to cycle through my teenage years, but really slowed down during my college years and into the early stages of married life. I got back into cycling in my mid-thirties but took another hiatus through my forties as I concentrated on martial arts training. I've only really gotten back into cycling for the past two seasons and hope to continue as long as the body is willing.

*What do you enjoy about being a PPCC member?*

I really enjoy the ability to share in an activity with so many like-minded people. The interaction with other folks who enjoy cycling as much as I do makes for a great experience. The PPCC is truly a diverse group of people who can make you feel welcome no matter what your background.

*What do you hope to bring to the office of vice president?*

My single-most focus is to bring an enthusiasm for cycling to the club that will hopefully encourage other folks to either renew their interest in cycling or give it a whirl as a new adventure. I also want to represent the PPCC in a way that portrays the club as an organization that wants to reach out to the local community and promote cycling as a great activity to be involved in.

*What do you enjoy most about group cycling?*

I enjoy the opportunity to ride with people who share the same types of cycling goals as I do. I know not all PPCC members share the same cycling interests but that's OK, the club can accommodate almost any type of cycling aspirations. I have certainly done my share of solo rides but it sure is more fun to ride with a group.

*Do you cycle with any family members?*

I occasionally cycle with my wife Karin but she has a specific set of criteria that must be met before she will agree to ride with me. Those stipulations include not riding too far, too fast or picking a route that includes any serious elevation. Needless to say, that somewhat limits our ability to ride together.

*Do you have an ultimate cycling goal you hope to accomplish?*

I don't know if I have what you would call an "ultimate cycling goal" — I would just like to continue cycling for as long as I can and feel as if I'm improving upon my abilities as a cyclist both mentally and physically. I'm sure

that attitude will lead to some future cycling adventures even though I don't have it all mapped out.

*Have you ever taken a spill?*

I've been fairly fortunate when it comes to going down but I have had few spills. I guess the worst spill was when I was road cycling back in February of this year. I was out with a couple of other PPCC members on my single speed and took a dump that gave me a pretty banged-up left knee and a sprained left hand/wrist. To this day I really don't know what caused the accident. One moment I was up and the next I was on the pavement. Even though I feel I'm a pretty careful cyclist, I've learned that you really need to stay focused on your riding because things can happen ever so quickly with very dire consequences.

*Speed freak or tortoise: what's your favorite cycling mode and why?*

Well I guess if I have to pick one or the other, I would have to say speed freak. I can certainly enjoy just spinning or a recovery ride but I do like to go fast. There's just something about rolling along in a pace line or sweeping down a decent at 40-plus mph that really gets the juices flowing.

*Where are some of the most unusual/exotic places you've gotten to cycle?*

Nothing too exciting here. I have really enjoyed cycling on the Outer Banks in North Carolina. We usually travel there every summer and I like getting out in the morning for a run from Duck up to Corolla and back.

*If you could make one contribution to cycling, what might it be?*

I guess it would be to encourage others to get involved in cycling so that they might experience the enjoyment and exhilaration from cycling that I have. 🚲



## PPCC Holiday Party Recap

Tom and Marti Moslener hosted the annual PPCC holiday party this year, and the club enjoyed a great turnout! The Moslener's provided a wonderful spread of food and drink and members contributed with sweets and more beverages to imbibe in. In addition to announcing the new board members and acknowledging members who make other contributions to the club, some awards were given (and the winners received not just the title, but a \$25 gift certificate to 3 Points Cycles). Awards were:

Most improved male rider: Cliff Morgan (Dan Oldham was also nominated).

Most improved female: Jennifer Bean (Molly Behn, Theresa Voellinger and Rachel Oldham were also nominated).

Most improved mountain biker: Kelley Renshaw (Mark Renshaw was also nominated).

Most dedicated: Tom Moslener.

A great time was had by all. Here's to another great year of riding together! 🚲



Shane Rauch and Tom Moslener.



Mark Renshaw and Jessica Cugini.



The new PPCC board members were introduced at the party. Cheryl Morrison (sitting), remained the secretary; Tom Moslener, executive board member; Shane Rauch, stepping down as VP with Charlie Fellers (hidden behind Shane) taking his spot; Paul Cugini assumes the role of treasurer and Josh Hughes is the new president.



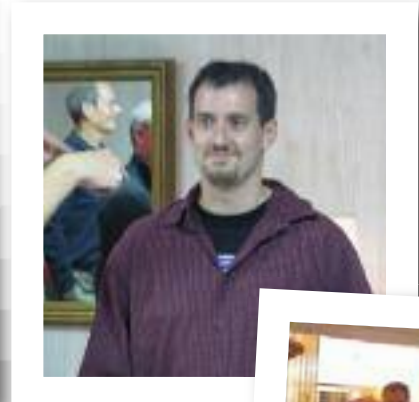
Cliff Morgan and Shane Rauch.



Paul and Jessica Cugini.



Jamie Marie Marranta, Scott Wilkinson and baby Keira.



Josh Hughes.



Partigoers Craig Terry, Cliff Morgan and Paul Cugini.

## Things to Know Before You Ride in the Cold

*Pieces of this article were originally published on BloomBikeShop.com*



### Lesson #1: It's not as cold as you think it is.

In the spring, 52 degrees feels like 70, but in the fall it feels like 30. Of course, in the panhandle, it very well may be 30, which sometimes feels like 10. Dress warm with layers; you can always shed. Suggestions include fleece-lined tights, a thick base layer, a windbreaker, a balaclava, thick socks, shoe covers, and insulated gloves.

### Lesson #2: When Powerbars get cold, they get hard. Rock hard.

They'll break your teeth if you're not careful. They're OK down to 45 or 50 degrees, but you should still be really careful when you bite into them. Try something chewier, keep them close to your body or go with an energy gel, which gets thick in the cold, but take a while to freeze.

### Lesson #3: Going outside on a freezing cold day won't help your training.

It's hard to move when you're weighted down by 10 pounds of restrictive winter gear. And if your body is that cold, it will be hard to move anyway. Your form will be horrible. And then if you get used to it, your form will stay horrible into the spring. Go to the gym or use your bike in a trainer instead.

### Lesson #4: For drink, ditch the water bottles.

Bottles are no good. The lids will freeze shut. You'll need a Camelbak, which should be kept inside your outer layers. Be sure to keep the tube tucked away too, and sip occasionally to be sure the water in the tube doesn't freeze. Replacing water with Gatorade might help, too. All the additives lower the freezing point, so it stays warmer a little longer than plain water does. Another thing to be aware of is that you need your hands to be able to eat and drink. This means some thick gloves to keep them warm. But thick gloves mean you can't easily open a gel pack. And some balaclavas block your mouth.

### Lesson #5: Wear protective eye gear.

In the cold, you'll need to wear some sort of eye protection — sunglasses at the least, but even better: ski goggles. If you wear contacts, they are prone to getting cold (and like Powerbars, they'll get hard), and if that happens, they are subject to falling out or blurring your vision, which is dangerous, so be cautious!



Riding in the cold is doable, if you are prepared, but know when too cold means you should stay inside or go to the gym for your workout. 🚴

## How Well Do You Know Your Bicycle Racing Terminology?

**Broom Wagon:** The vehicle that follows the race, picking up racers who have to abandon the race.

**Clincher:** A traditional bicycle tire that is mounted on a rim with a wire or kevlar bead. Clinchers are easy to replace or repair, but they and their rims tend to weigh more than a tubular.

**Echappee:** The cyclist who escapes from the pack. The "escapee."

**All-rounder:** A racing cyclist who excels in both climbing and time trialing, and may also be a decent sprinter.

**Bag of Spanners:** To totally lose all ability to pedal smoothly after overexertion but still remain on one's bike.

**Brain Bucket:** A bicycle helmet designed to prevent or lessen damage to the head and face of a rider. This term is considered slightly insulting and is usually used by those advocating not using helmets.

**Chain Gang:** A group of cyclists cycling in a close knit formation akin to a road race, normally for the purposes of training. 🚴



**Panhandle Pedalers  
Cycling Club**  
P.O. Box 1358  
Charles Town, WV 25414  
[PanhandlePedalers.com](http://PanhandlePedalers.com)

### Officers

**President:** Josh Hughes  
**Vice President:** Charlie Fellers  
**Secretary:** Cheryl Morrison  
**Treasurer:** Paul Cugini

