P.O.R.C.

Pensacola Off-Road Cyclist

March/April 2008

Letter from the President

Happy Anniversary PORC! It's been 8 years since our Elders started the club in March of 2000. We are now 45 members strong and continue to grow. It's great to see so many new faces around and the positive energy they bring to our group.

The trail adoption program has been a great success and the efforts of our members show. With over 2600 hours logged-in for trail maintenance at UWF and Blackwater our trail systems are improving every day. A big thanks to everyone, member and non-member alike, who have stepped up to help!

Don't forget to join us for our monthly meetings. They will be posted on the calendar with plenty of time so you to make arrangements to be there. Also, if any of you would like to play a more active role in the club, please let us know. We are always looking for members who want to take on leadership roles and help out with events.

Please continue to check the forum and calendar for upcoming events including overnight & day trips, trail maintenance days, skills clinics, and other social rides we try to put on a at least a few times a month. The Turkey Run was a big success thanks in large part to Dave McDuff and family, the "wife ride" has been helpful in getting the wives/ girlfriends out enjoying the trails, and the "Time Trials" add a little competitive fun pointing out the fastest of the fast from the not so fast.

Upcoming events we are working on for 2008 and early 2009:

The "Poker Run" (probably in May)
PORC get together and Membership drive (May or June)
PORC end of the year social and trail maintenance awards ceremony (December)
IMBA's trail maintenance school (3 days in December)
UWF Fat Tire Race (November 2008 or early 2009)

Happy trails and safe riding to all!

Paul Machado

Over 2586 hours of trail maintenance since 2000

Our Bikes

By Eric Sorensen and the Sightline Institute

THE BICYCLE IS A MASTERPIECE of physics. It harnesses human muscle power directly to that old-time marvel--the wheel--and yields a vehicle more energy efficient than any other devised, ever, by anyone. A human on a bicycle is more efficient (in calories expended per pound and per mile) than a train, truck, airplane, boat, automobile, motorcycle, skateboard, canoe, or jet pack. Cycling is more efficient than walking, which takes three times as many calories per mile. Pound for pound, a person riding a bike can go farther on a calorie of food than a gazelle can running, a salmon swimming, or an eagle flying.

Oh, and the bicycle is hugely democratic: It is equally available to all. That's why on the highways, byways, and bikeways in most of the world, the bicycle is the most ubiquitous transport vehicle. Bicycles outnumber automobiles almost two to one worldwide, and their production outpaces cars by three to one. Even in the wealthy cities of Europe and Japan, a large share of the populace gets around by bike. Only here is it treated as little more than a plaything. About 50 million U.S. adults (and 40 million children) ride their bikes at least once each year, but only about 2 million are regular bike commuters.

A bike is a blessing for your wallet, health, and legs, but bicycles are wonders because of what they *don't* do to the world. At zero pounds of carbon dioxide emissions, versus a car's one pound per mile, a bike does not alter the global climate. A cyclist fuels up on carbohydrates, not fossil fuels and imported oil. And bicycles are not the leading killer of Americans and Canadians 2 to 24 years old or, worldwide, of men 15 to 44 years old. That distinction is reserved for the automobile.

British author H. G. Wells summed up cycling's promise best more than a half century ago: "When I see an adult on a bicycle, I do not despair for the future of the human race."

This article is excerpted from Seven Wonders for a Cool Planet, *by Eric Sorensen and the Sightline Institute (Sierra Club ks, May 2008).*

TECH TIPS

Kevin Tisue
About.com

Mountain bikes do require some maintenance. A quick before-you-ride mountain bike lube can be an essential part of this maintenance but should not replace a more thorough mountain bike lube that should be done every 15 or so hours of riding. This is what to do when you're getting ready to head out and want a good smooth quiet ride. That's pretty much every ride. Some lubes will last for more rides than one but if things get loud or your shifting gets sticky it's time to lube. Try to use a waxy lube like White Lightning on my chain only and use thinner lubes such as Tri-Flow on just about everything else.

Here's How:

Chain - Apply a generous amount of mountain bike lube to your chain as you crank the pedals around backwards. It helps to find a spot to steady your hand up against such as the back of the frame while you crank the pedals around. Watch out for the cranks and chainrings as they move.

Front Derailleur - Lube the pivots on the front derailleur. Just a spot of lube everywhere you can see movement between parts when you move the shift lever.

Rear Derailleur - As with the front derailleur, lube the pivots on the front derailleur. Just a spot of lube everywhere you can see movement between parts when you move the shift lever.

Pedals - Some clipless type pedals need to have the release mechanism lubed. Only lube your release mechanism if you have this type of pedal and your foot tends to get stuck when it isn't lubed.

Put Everything Into Motion - Shift your gears, crank the pedals, bounce your bike around. If anything makes a squeak see if it has moving parts that can be lubed.

Wipe It Clean - After you've lubed everything and moved it all around simply clean it all back off. Use a rag to wipe away all the lube you can from everywhere you lubed including the chain. This leaves the lube in between the parts but cleans it away from everywhere else where it's not needed. This keeps your bike from collecting dirt that dries everything out while you ride.

Never get any lube on your disc brakes. Don't lube the discs themselves or the caliper that clamps them. Make sure that as you lube the rest of your bike you don't allow any oil or oily rag to come into contact with the discs.

Carl's Blackwater Update

"I built a temporary bridge out of a 2×12 plus some bracing for the erosional ditch. It's about 10 feet long and maybe 50 lbs, more than I wanted to carry through the woods. David volunteered to help me haul it so I strapped it on the roof of the 4Runner, grabbed the bike, picked up David and headed to Blackwater. Luck was on our side since I knew the combination to the first gate and the second gate was unlocked. We managed to drive within maybe 100 yards of the ditch. We dragged it through the woods and had it installed within an hour. I didn't stake it in the ground because I don't know if it will pass the safety test. Then David did some hole filling while I debated on whether to cut out the little oak tree or leave it. I left it and cut a small trail around it. The tree is a little to high for me to hop over but I bet someone could. We were back at the truck and doing laps by 11:00. We did a lap just to check out the trail, then 2 consecutive laps at a good pace. Then we had a quick lunch followed by another slow lap. I was tired by the end of the day. David and I got in 2 hours each.

When we were getting ready to eat lunch, a tractor came driving down the dirt road followed by four dogs. When the lady saw us, she whipped it around like she was running away but she stopped. She was just out collecting pine straw for her garden. She came by to talk to us and it turns out she works with Mike G. She also owns the donkey I've heard braying along with an alpaca. She seemed nice but it wouldn't surprise me to find donkey and alpaca footprints on the trail soon. Some signs will be posted shortly after.

The phase 1 section of trail has gotten much faster, even the sections I was going to work on are now doable. The leaf litter makes it slightly slippery but I was able to keep my speed almost the whole 1.5 miles. The phase 2 portion is not so easy which is what I wanted. It's up hill for quite a ways with several momentum killers thrown in. It flattens out a little but then after the bridge it's back up hill again. I had to stand to climb due to the roughness killing my speed. There's one more uphill section that winds through a pine forest that's also kinda tough but once it flattens out, it's fast. There's one log crossing then it's a shortcut back to the dirt road. It's on this shortcut that I built a skinny out of a fallen pine tree. That was my project for today along with smoothing a bad section on phase 1. The shortcut is only temporary so the skinny wasn't built to last and it probably won't since it was mostly rotten but I think it will work for a few months. When I got done smoothing the rough spots, I collected pin flags along the established sections of phase 1. These I used to pin flag the trail along Redrock Road. I got about 2000 feet flagged but I need to go back through it to check some tortoise holes.

Something that's amazing to me is that here in town, everything is starting to leaf out and the dogwoods are in full bloom. Up there in the forest, it's still stark and leafless and the dogwoods are just starting to bloom. It's hard to believe there is that much difference in climate. The schnauzer and I got 4 hours."

The history of PORC
As told by Scott Grubbs

During the 90's, a group of adventurous trailblazers were riding the trails of UWF every weekend. Some of these riders can still be found making tracks on the trails today: Ed Sarfter, Ed Ballow, Carl Dualmann, Dale Long, Mark Woolson - along with a few others, such as Mike Hurley & Scott Burke. Around this time, Scott Grubbs was taking computer classes at UWF. As part of a project for class, he had to put together a website so he did it on mountain biking at UWF. At the time Scott didn't really talk about it with the group since he thought it was no big deal. Scott's original website is still out there today, although the location has moved and the theme was changed from UWF trails to SE USA trails once PORC came along (http://www.geocities.com/grubby2day/). Around the same time all this was taking place, the equestrians were meeting with the University to start a club and UWF was encouraging the MTB club to do the same. Soon after that, Ed found the website and realized the site belonged to Scott through some of the pics. Ed brought up the idea to Scott of putting a club together and to use the website to help get it going so Scott put a form on the site and asked people to make suggestions about a club name. They got all kinds of responses - - some of them were nutty – and Scott wishes he had kept them. After the input from people in the cycling community on the website, the group came out with a short-list of names. One Scott remembers was PATE (Pensacola Area Trail Enthusiasts). There were a few others so the group, which included most everyone mentioned at the top plus a few others, came to the meeting one night at the old historic Brews Brothers to vote on a club name. Those founding members voted, and PORC won out in highly democratic fashion. From that point, they were able to work on getting a domain name for the website and come up with an objective for the club (Trail maintenance). Soon after that, the UWF MTB club started and PORC has worked hand-in-hand with them since that time. The club's first newsletter was a few months after and it's still on the PORC site: http://www.porc.org/pp.pdf. Past presidents were: Ed Sarftert from 2000 to about 2005. Dustin Grubbs from 2005 to 2007 and then Paul M. Dale has been Secretary since 2000 and I've done the website/forum. Currently two of the Elders-Carl and Ed B. pretty much does whatever it takes to help the club but neither have an official title at this time. Mark Woolson was indoctrinated into Elderhood in 2007 since he's been involved since day one. The Club officially became incorporated in 2007. And there is our family tree. Now go ride and support PORC!

Designing and Building Sustainable Trails
Presented at the 2006 IMBA Summit/World Mountain Bike Conference

Speakers: *Rich Edwards, IMBA; Woody Keen, Trail Dynamics; Tony Boone, Arrowhead Trails* ***Facilitators:***
Kristin Butcher and Ryan Schutz, IMBA

The speakers, all master trailbuilders, began by offering three goals they all strive for when designing and building trails: 1) limit environmental impacts; 2) keep maintenance requirements to a minimum; 3) avoid user conflicts.
They continued by offering a checklist for building sustainable contour trails. A contour trail is a path that gently traverses a hill or sideslope. It's characterized by a gentle grade, undulations called grade reversals, and a tread that usually tilts or outslopes slightly toward the outer edge. These features minimize tread erosion by allowing water to drain in a gentle, non-erosive manner called sheet flow. When water drains in thin, dispersed sheets, dirt stays where it belongs - on the trail.

Contour Trail Tips:

1. Do everything you can to keep the water off the tread, and users on it
2. Build on the contour and use frequent grade reversals - surf the hillside
3. Follow the half-rule: A trail's grade shouldn't exceed half the grade of the sideslope
4. Maximum grade should be 15 percent (except for natural or built rock structures)
5. Average grade should stay under 10 percent (with grade reversals)
6. Route trails to positive control points (viewpoints, water, other attractions)
7. Use bench-cut construction, and excavate soil from the hillside
8. For reroutes, reclaim old trail thoroughly - the visual corridor as well as the trail tread
9. For highly technical trails where grade will sometimes exceed 15 percent, use natural rock, rock armoring or other rock features to add challenge and improve sustainability.

Two Critical Trail building Tips

1. **Avoid the Fall Line**

Fall-line trails usually follow the shortest route down a hill - the same path that water flows. The problem with fall-line trails is that they focus water down their length. The speeding water strips the trail of soil, exposing roots, creating gullies, and scarring the environment.

2. **Avoid Flat Areas**

Flat terrain lures many trailbuilders with the initial ease of trail construction. However, if a trail is not located on a slope, there is the potential for the trail to become a collection basin for water. The trail tread must always be slightly higher than the ground on at least one side of it so that water can drain properly.

An ideal trail will simultaneously incorporate all five sustainable trail principles.

1. The Half Rule
2. The 10-Percent Average Guideline
3. Maximum Sustainable Grade
4. Grade Reversals
5. Outslope

Additional IMBA Resources:
Trail Solutions: IMBA's Guide to Building Sweet Singletrack

Local Sweet Rides

Main Loop-Pate Road Trails - Tree Hugger Trail - Greenbrier - Cambodia Trail - The Chute, Wantz Way, The Gorge, Valley Way, Coke Can, Crist (Gulf Power) Falls, 4 Dogs, Bone, etc)

Trail Description

The Pate Road and Tree Hugger Trails are all on the west side of the power-lines (south of Pate Road) and have lots of bermed curves with some long straight trails for higher speeds. One downside of this trail is its tendency to become sandy in places. There are a few easy log obstacles, several dips, and some long but low grade climbs. Treehugger leads into the Greenbrier Trail, which is a fairly new trail and it tight and curvy, but no sand.

The other west power line trail is what is known as the **Cambodia Trail.** This trail also has some low grade climbs and decent and is relatively fast. The hallmark of this trail is the dense vegetation in places which really makes for the optimal single track effect. Typically, this trail does not have much sand at all, even after stretches of dry weather. There are no major log obstacles to speak of, and no notable dips or drops. Just consistent single track, some fairly rooty sections, and one narrow bridge.

Cambodia leads to Carl's Trail, which is tight, curvy, and little to no sand.

How to Get There

Go to 10 Mile Road (Just North of 9 Mile Road or Hwy 90), east of Chemstrand Road, and find the service road that takes you to the Crist Power Plant -- **Pate Road**).

Go just past the homes on the right (the backyards of homes in the *Country Ridge Subdivision*). There is a dirt road which runs beside Pate Road, take this road because it leads to parking area just outside the trail head (if you are driving). There is a fence and piles of dirt blocking a dirt road -- the trail entrance is to the right of the fence which is the "Pate Road Trail". Some of the trails ride along the water's edge and take you within clear view of the power plant (Crist Falls). Also, a large portion of the trail travels up, down, and through a deep, wide trench which was created about 100 years ago by loggers (Valley Way). One drawback of these trails are the way in which they cross-over themselves at several points, so if one is not familiar with the trail it's easy to get turned around. Another drawback is the occasional sandy spots at some locations.

Here's a great way to connect the trails into a nice loop that does not have you crossing over the same trail twice (click here). This was also the course for the 2006 Fat Tire Challenge.

Los Dog's Kitchen

Beans and rice, with ham bone or ham hocks, along with optional smoked sausage.

INGREDIENTS:

- **2 cups red beans**
- **1/2 cup chopped onion**
- **2 cloves garlic, minced**
- **2 teaspoons seasoned salt**
- **1 bay leaf**
- **dash cayenne pepper, or to taste**
- **1 meaty ham bone or ham hock (or you can use ham steaks cut up)**
- **hot cooked rice**
- **smoked sausage, optional**

PREPARATION:

Wash beans, soak overnight. Drain well. In a large kettle, combine beans with onion, garlic, salt, bay leaf, pepper, and ham hocks; cover with cold water. Bring to boil, reduce heat and simmer until done. If desired, add sliced smoked sausage about 30 minutes before serving. Serve with hot cooked rice. Enjoy and don't forget the Tabasco and french bread!!!
Serves 6.

Rules of the Trail

The way we ride today shapes mountain bike trail access tomorrow. Do your part to preserve and enhance our sport's access and image by observing the following rules of the trail, formulated by IMBA, the International Mountain Bicycling Association. These rules are recognized around the world as the standard code of conduct for mountain bikers. IMBA's mission is to promote mountain bicycling that is environmentally sound and socially responsible.

1. Ride On Open Trails Only.

Respect trail and road closures (ask if uncertain); avoid trespassing on private land; obtain permits or other authorization as may be required. Federal and state Wilderness areas are closed to cycling. The way you ride will influence trail management decisions and policies.

2. Leave No Trace.

Be sensitive to the dirt beneath you. Recognize different types of soils and trail construction; practice low-impact cycling. Wet and muddy trails are more vulnerable to damage. When the trailbed is soft, consider other riding options. This also means staying on existing trails and not creating new ones. **Don't cut switchbacks. Do not short-cut trails. Do not skid.**

Also, be sure to pack out at least as much as you pack in.

3. Control Your Bicycle!

Inattention for even a second can cause problems. Obey all bicycle speed regulations and recommendations.

4. Always Yield Trail.

Let your fellow trail users know you're coming. A friendly greeting or bell is considerate and works well; don't startle others. Show your respect when passing by slowing to a walking pace or even stopping. Anticipate other trail users around corners or in blind spots. Yielding means slow down, establish communication, be prepared to stop if necessary and pass safely.

5. Never Scare Animals.

All animals are startled by an unannounced approach, a sudden movement, or a loud noise. This can be dangerous for you, others, and the animals. Give animals extra room and time to adjust to you. When passing horses use special care and follow directions from the horseback riders (ask if uncertain). Running cattle and disturbing wildlife is a serious offense. Leave gates as you found them, or as marked.

6. Plan Ahead.

Know your equipment, your ability, and the area in which you are riding -- and prepare accordingly. Be self-sufficient at all times, keep your equipment in good repair, and carry necessary supplies for changes in weather or other conditions. A well-executed trip is a satisfaction to you and not a burden to others. Always wear a helmet and appropriate safety gear.

Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling.