

Chainstay

The Peninsula Bicycling Association



December-January-February 2019

Volume 48, Issue 5

Upcoming PBA Events

Watch for email and Facebook announcements

- **Saturday, December 8. Holiday Party..** Details TBA.
- **Monday, January 14—Annual Meeting and Awards Dinner**
- **Monday, February 11—Membership Meeting**
- **January 1—Pedal for the Pig registration opens.**

Inside This Issue

President's Corner.....	Page 1
Clubs Stats & Challenges....	Page 3
Getting to Know You.....	Page 4
I'd Like To Share A Secret...	Page 6
What Keeps Septuagenarians Cycling.....	Page 7
Riding the Greenbrier Trail.....	Page 8
My Marathon Century.....	Page 10
Tis The Season.....	Page 13
In Brief/Member News.....	Page 14
PBA Happenings in Photos.....	Page 15

Where has the time gone? Seems like the “riding season” just got started! Of course, for those who dress appropriately, the season never really ends. I am one who rides in all seasons, but I do miss the warm summer group rides. Time to start doing some interval training, get to back work on my core, and maybe do some lifting. How about you? Are you going to train through the winter?

What will next year hold for us? Will you be riding with the Killer Bees in the Tour de Cure or Bike MS? How about the Pedal for the Pig and the Surry Century? Will you train for your first century ride like several members did this year? Perhaps some of you will take look at some Randonneuring rides with the Tidewater Rando folks. Don't forget Hampton's Tour de Fort. We are truly blessed to have so many riding opportunities from Richmond to Hampton and across the Southside.

As many of you know, my season as the president of this fine club is coming to a close. I have mixed feelings as I prepare to step down, but I know I am leaving the club in great hands. Jamie Clark has volunteered to take the helm in 2019. He is a great leader and the club will do well with him in charge. There are still some positions on the board that need to be filled. If you would like to see our club continue to grow, consider taking a position on the board. One meeting a month that usually includes beer. That's all it takes.

Jamie has proposed a plan to expand the size of the board from the current eight members to twelve. This will involve separating some duties and lightening the load across the team. Since this expansion requires changing the by-laws, we will present this expansion to the members after going through the proper process outlined in the by-laws. Gotta keep everything on the up and up. Jamie has asked that I continue to serve in a Safety and Training or Advocacy position and I have agreed. Both are near and dear to my heart.

Short history. I joined the PBA in 2012. I was asked to join the Board of Directors in December of 2013 with Sharon Bochman as incoming President. I knew Sharon would be awesome to work with, so I said yes. We got to work with Sharon's new staff, updating the web site that would allow online membership renewal, creating a Facebook page to help build community, and creating two of the best supported rides around. After about six months, our Vice-president had to step down and Sharon asked me to step up. This meant I was in charge of the ride leaders. I had never lead a ride before, so I had some learning to do. We have some great ride leaders that were willing to take me under their wing and teach me the ropes. In the process, I developed our Ride Leader training manual and class. I took all of the great knowledge that was passed on to me and wrote it down for future generations of ride leaders. We have held at least one ride leader class each year since. The following year I attended a LAB Smart Cycling class in Williamsburg and knew I wanted to bring that training to our club and local communities. In 2017, the first year of my presidency, I attended

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the League Cycling Instructor class in Williamsburg and got certified to teach bike safety. We have held a couple of classes this year and I expect we will hold many more. Along the way I have developed a passion for cycling advocacy. I will continue to work in this capacity to make cycling safer for all of us, our children, and grandchildren.

Thank you for your faith in me. Thank you for all your encouragement along the way. Thank you to all the volunteers that make running this club possible. Thank you for allowing me to set the pace, for I have thoroughly enjoyed my time at the front of the paceline.

We are still working on solidifying the location of the Holiday Party. We will get the word out as soon as possible.

On 14 January 2019, we will have our annual awards dinner. We will have awards for best mileage, most enthusiastic rider, ride leader of the year, birthday ride, and so on. It will be a great time to get together and plan some adventures for the new year. We will vote in the new Board of Directors as well, so I hope to see you all there!

In January, the City of Hampton will resume their Hampton Cruise bike rides. We are coming up with new routes and expanding some of our existing ones. Last year we visited 10 different neighborhoods and even got to take in a baseball game. We are planning several bike events in May to include a bike ride with the Mayor, Words on Wheels (think Scrabble) hosted by Sly Clydes Cidery, the Third Annual Tour de Fort hosted by Oozlefinch Brewery on Fort Monroe. Plan to celebrate Bike Month with the City of Hampton.

Tour de Fort



Tregg

PBA Board Members

President	Tregg Hartley, pbafatmanriding@gmail.com
Vice-President	Beverly McLean
Treasurer	Tom Carmine
Secretary	John Sprock
Chainstay Editor	Melanie Payne, pbamel@aol.com
Board Members	Sandy Butler, Jamie Clark, Todd Goodhead



PBA Website:

www.pbabicycling.org/

Join the Peninsula Bicycling Association on Facebook to interact with other PBA members and for up-to-date announcements.

PBA Board Meeting

The PBA Officers and Executive Committee meet on the first Monday of each month at changing locations. Contact Tregg Hartley for the location and to have your topic added to the meeting agenda. All PBA members are welcome to attend and contribute to discussions which will form the direction of the club. Business also includes planning PBA events.

Advocacy Coordinator	Tom Howard
Awards, Recognition and Statistics	Robb Myer
Event Planner	Sharon Bochman
Event Support (Food)	Sharon Bochman
Event Support (Water)	Scott Farrell
Holiday Party	TBA
Historian	Sandy Butler, John Parker
Membership	Katie Mallory
Online Marketing	Beverly McLean
Rides - General	
Ride Coordinator	Beverly McLean
Ride Leader Coordinator	Steve Zajac
Ride Leader Training	Mary Mitchell
SAG Director	John Sprock
Volunteer Coordinator	TBA
Webmaster	John Bright, john_s_bright@yahoo.com

PBA's Club Affiliations



Adventure Cycling
AFFILIATED CLUB



Chainstay is published quarterly or as required for announcements and items of member interest. Send all Chainstay submissions to Melanie Payne, PBAmel@aol.com. Send all other club business to the P.O. box listed on the last page (*bottom of membership application*). Chainstay is produced using Microsoft Publisher 2016. PBA's website is hosted by Wild Apricot.



Thanks to everyone for submitting articles, photos and ideas for the *Chainstay*. I know there is a lot of talent out there and there are a lot of bike trips and riding going on, so please contact me with articles and ideas for future issues. The next quarterly issue will be published on March 1, 2019.

Happy winter riding and I hope this issue provides you with some happy reading.

Melanie Payne (pbamel@aol.com)

**Welcome To New PBA Members
(August 27– November 29)**



We look forward to riding with you!

And a big thank you to all members who have renewed their membership.

**Connor Butler
Hannah Butler
Jennifer Butler
Kevin Butler
Mason Butler
Stacey Cilenti
William Clark
Daniel Crofts
W. Bradley Fielding**

**Paul Krieschen
Mical Kupke
Michael Nuckols
Meagan Riley
Bradley Scott Sealey
Stephanie Thomas
Rich Trayford
Cindy Williamson**



THE BORN-2-RIDE CHALLENGE
A Challenge For All Ages

The Birthday Club is very popular with 50 year old and older members, especially the Rocky Road set, but feedback from the

millennials has been "how about us?" We listened and are happy to have the "Born-2-Ride Challenge." To qualify:

1. Ride the number of miles in the last two digits of your birth year 12 times during 2018.
2. Ride no more than two in a single month.
3. If born in 1962 or later, ride 62 miles.
4. Periodically, send birth year, date and miles to Robb Myer, Awards, Recognition and Statistics Committee Chair.

Here are some examples of ride lengths:

Birth Year	Miles to Ride
1942	42
1955	55
1960	60
1968	62
1979	62
1985	62

Congratulations to Bob Carter, Linda Carter and Robb Myer for completing this challenge.

**50/50
CHALLENGE**

Ride 50 or more miles in each of PBA's signature rides—"Pedal For The Pig" & "The Surry Century".

2018 PBA Bike Journal Update

As of November 29, 2018, **46 PBA** members have recorded **96,301 cycling miles**. That's almost four times around the Earth's circumference! Logging your miles on bikejournal.com is an excellent way of tracking your miles. Kudos to our top ten riders (in alpha order):

**John Atwood
Linda Carter
Jamie Clark
Frank Dixon
Todd Goodhead**

**Craig Hanson
Tregg Hartley
Patrick Johnston
Robb Myer
Bob Ornelaz**



**And the Birthday Club
Continues for 2018**



- ◆ Jennifer Allen
- ◆ Bob Carter
- ◆ Linda Carter
- ◆ Frank Dixon
- ◆ Helene Drees
- ◆ Robert Drees
- ◆ Inae Kellam
- ◆ Richard Maruyama
- ◆ Robb Myer
- ◆ Michael Noehl
- ◆ Ruben Rodriguez
- ◆ Michael Shapiro
- ◆ Paul Street
- ◆ Mark Suiter

There are three age categories for the Birthday Club.

Vanilla: Age 50-59
Peaches and Cream: Age 60-69
Rocky Road: Age 70 +

If you have ridden your birthday miles, email Robb (threespeed67-pba-ride-leader@yahoo.com)

with your birthday, age, date and miles ridden so you get your name on the list to be eligible for prizes at the annual January membership meeting. Birthday Club guidelines can be found on the PBA website at <http://pbabicycling.org/Member-Challenges>

Getting to know you...



This issue spotlights **Patrick Johnston**, who is consistently our club's high mileage guy. Patrick also organized and coordinated the memorial ride for Brian Utne. Patrick is a real cycling enthusiast and an integral part of our cycling community. So let's find out more about Patrick!

How long have you been a PBA member?

I've been a member since 2012, I think. This was right around the time when my cycling significantly picked up and I started getting exposed to others who shared the passion.

Tell us little about yourself: where were you born, work background, high school or college Alma Mater, family, etc.

I'm originally from New Providence, New Jersey, a small town about 25 miles west of New York City. I spent 21 years in the Air Force and retired in 2009. The Air Force gave me the opportunity to live and bike all over this great country and in various other parts of the world. I've been married for 31 years and my wife and I settled in Yorktown when we came back from an assignment in Italy. We have three 20-something sons. I now work as an Air Force civilian.

What is your next favorite hobby or activity after cycling?

Hmmm...good question. I'm a huge sports (primarily football and hockey) and music fan. Most would be surprised that my favorite genre of music remains heavy metal such as Iron Maiden and Metallica. Say what you want, the energy and intensity just fits me well.

When did you first get interested in cycling for sport?

I've actually been cycling since my teenage years but significantly picked up the pace (both in speed and distance) after retiring from the Air Force. I commuted at every nearly every assignment, but never was really a group rider until I hooked up with a couple friends who suggested I join the Back Alley ride. I was hesitant at first because I had been used to solo riding for so

long. Plus, I wasn't sure I could hold the pace and didn't want to get embarrassed. However, over time, I learned a lot from riding with people who had their own experiences and my skills and fitness increased significantly.

You are one of PBA's high mileage riders, and most years the club's highest mileage rider. How do you rack up all those miles each year?

Most of mileage gets racked up commuting to work. I'll drive in on Monday with my clothes for the week and my bike, and then drive home on Friday with my clothes and my bike. In between, my bike becomes my primary means of transportation and my car sits quietly in the parking lot at work as an emergency backup. If I were to take the most direct route from my house to work it's about 14 miles one way. But I doubt hardly any of us take the most direct route when we are on our bikes.

I work on Langley AFB so when I get to the base I usually tack on an extra lap and end up with somewhere between 20-25 miles for the ride in. On the way home I also take a few detours so that is also 20-25 miles (there are days in the summer where I could go longer but my wife says I have to be home by 6:30!!) On the weekend we have our group ride or a sponsored ride somewhere and that is anywhere from 50-100 miles. All told, a typical week is around 210 miles (more in the summer, a little less in winter).

I have to admit, it's turned into a bit of an addiction. I set my annual mileage goal at the start of the year and have a spreadsheet which I use to track my miles. The spreadsheet calculates the amount of miles I need each day to achieve my goal so I always have something to chase. To avoid burning out, I make sure to give my body a rest day, which for me is Sunday.

Advice for keeping your bike in top shape when you ride so many miles.

I make it a point of cleaning my bike every week, usually on Saturdays after I'm done riding for the week. It only takes about 30 minutes or so, but cleaning the grime off of the frame and most particularly the drivetrain is critical in my opinion. I never really paid attention to how important that was at first. Then once I gave it a good cleaning, the following ride there was a noticeable difference. That was that. Routine cleaning was here to stay. I also try and rotate my tires once a month (roughly every 900 miles or so). Helps extend their life and evens out the wear.

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(Getting To Know You...continued from previous page)

What is the hardest thing about using the bike for transportation?

Honestly the hardest thing about commuting is getting my clothes for the week ready by Sunday night and then remembering to pack everything before I leave for work on Monday. Since I drive in on Mondays I can take whatever I need. So a week's worth of clothes, underwear, tee shirts and shower supplies must come with me (as well as my helmet, bike shoes, bike clothes...). Doing a little inventory before I leave my house is pretty important. Thankfully I have a shower at work, but there have been a few times when I realize, way too late, that I left something critical such as my towel at home. In those moments you realize the amazing number of bathroom paper towels it takes to dry off a 5'6" person!!

One significant benefit of bike commuting is saving on gas. I've put gas in my car only nine times this year. And while the bike commute obviously takes longer than driving, I actually get quite a workout in in less time than if I were to drive to and from work and to and from the gym. My commute is essentially my gym time.

It can be difficult to get out and ride some days. What keeps you riding?

Two things come to mind. First, the spreadsheet I mentioned with my mileage goal. I make the goal challenging, but achievable and log my miles once I get home. Gives me a marker to strive for each day. It's a clear indicator that I'm either making progress or not and it can't be cheated.

Second, if I bike home and leave my car at work, my options are limited to get to work the next day so I'm kind of forcing my hand. Thankfully, a friend of mine, and fellow cyclist, lives nearby and also works on base so in the event the weather forecasters missed the mark (surprise!) and it is raining and unsafe to ride, I can coordinate with him for a ride.

Finally, I get inspiration from people at work who are always asking about my ride. Some have taken up the sport and others live vicariously through those of us that ride, but their genuine interest provides a little bit of boost on those days when I am feeling slightly sluggish.

If you could ride with two famous people, living or not, who would they be?

That's a tough one. If I had to choose, I would prefer to ride with people I can relate to rather than someone

famous. But, if I had to choose, I suppose Robin Williams would have been one. He was an avid cyclist and a comic genius and seems he would have made for a good time no matter the circumstances. I'd like to have a casual ride with any of the pro riders just to get a little perspective. I'd get dropped like a sack of potatoes immediately I'm sure, but it would be cool to have the experience.

Finally, I'd like to add one additional word of thanks to all of you for your support, whether in person or in spirit, at the memorial ride for Brian Utne. Some of us knew Brian as our ride leader and friend, others as someone who participated in some group rides, while others simply as a fellow cyclist. Whatever the case, we came together to honor his memory and express our solidarity. For in reality, Brian's tragedy could have befallen anyone of us. We are vulnerable on the road. We must practice safety and maintain situational awareness at all times. But we must also recognize that we have a right to be there. And that we are ambassadors for our sport whenever we venture out. There are some who will dislike us just for being out there. There is nothing we can really do about them. However, there are many others who have opinions and attitudes that can still be shaped. If we conduct ourselves appropriately then we can influence things in a positive direction. Ride safe and ride on.

In Loving Memory...



Brian Leonard Utne
September 2, 1968—October 25, 2018

I'd Like to Share a Secret

By Robb Myer



Everyone who has been on one of my rides knows I encourage participating in the Cycle North Carolina spring Coastal and early autumn Mountains to the Coast annual rides.

This year **Mark Van Raam** and I joined **Bob and Linda Carter** for the last three days of Mountains to the Coast ride. Bob and Linda started in Black Mountain and had ridden four days before we met them in Southern Pines. If the climbing, necessary training, time commitment or cost have kept you from participating in the best organized ride this side of the Mississippi River, then the three option desires a closer look.

We averaged 65 gently rolling miles a day with great rest stops and overnight towns. I've completed nearly two dozen CNC events and don't think I enjoyed any, as much as this ride from Southern Pines to Oak Island.

The route for the 2019 event will be announced in February, with October 3 to 5 the dates for the last three riding days. I encourage you to consider joining me.



Robb at Oak Island—2018

CALLING ALL PBA MEMBERS!!!

By Jamie Clark, Board Member



Have you ever thought about instructing or been approached by another cyclist to impart some of your knowledge of BICYCLING? Or maybe you've wondered what are some good routes in my area, or how do I prepare for a ride, or what's the best bike/equipment out today?

Our club members have a wide variety of experience and knowledge about this wonderful activity, from the novice to the more advanced riders. We have come up with an idea of how to assist members in both cases and see if there is interest among us—**The PBA Mentorship Program.**

This is a voluntary program where we place members in pairs to foster the sport of biking and hopefully promote friendships. The idea is to pair riders together who would benefit mutually from the connection. Whether it be imparting general tips of how to ride, to proper gear for certain types of rides, how to prepare for a distance ride, good etiquette while riding, etc., or just having someone else to ride with on occasion.

If this seems like something of interest to you, please email me and our Membership Coordinator with the following information:

Name—Gender—No. of Years Riding—Pace you ride at—Want to be a Mentor or Mentee? Preference of Gender & Pace to be matched with—Contact information (email or phone #)

My contact information is Jamie Clark, sibertigr4@aol.com and our Membership Coordinator is Katie Mallory is ssanbur@vt.edu.

What Keeps Septuagenarians Cycling?

By Melanie Payne

What is a septuagenarian? It's not a new species of dinosaur or a variety of some new, rare disease, it's someone who is blessed to have made it in this life to between the ages of 70 and 79 – in one's eighth decade. AKA—Old Folks on Spokes!

Being a septuagenarian is not as cool sounding as being a sexagenarian, being between 60 and 69 years of age, but in Peninsula Bicycling Association terms, it means you are part of the very special and very proud PBA Birthday Club members – *the Rocky Roads*.



Couch potato and inactivity are not in our vocabulary. So even with declining muscle mass, lower VOX2 max capacity and numerous aches and pains, we keep on pedaling. But what keeps us septuagenarians cycling?

I asked some of my PBA Rocky Road (RR) cronies what keeps them cycling and the answers were varied, but ran along a common thread – keeping as healthy as we can be for as long as we can be.

Here are some of the RR replies:

- ◆ To prevent obesity.
- ◆ To keep my heart strong and avoid strokes.
- ◆ To be like **Bob and Linda Carter** who are strong cyclists and are part of the RR group.
- ◆ To stay healthy as long as I can.
- ◆ For the excitement and variety of it.
- ◆ And, of course, an all-time favorite of all age groups—when else could I wear spandex and not be ridiculed?!?

And it's all true. The secret to staying young? Get on your bike! Research find cyclists in their seventies are physically much younger than most people their age, had

muscle strength similar to younger people and that cycling keeps the body and the mind staying young

I started cycling nine years ago after I retired at 62 and quickly developed the passion for cycling. At first, I was gung ho to increase my speed and become a B-pace rider, which turned out to be a personal delusion. But the cycling gods have slapped me back into reality and my focus has changed from performance and being very driven to focusing on health, getting in as many miles as I can and for the pure enjoyment of cycling.

There are some very fast RR's, and I greatly admire them. To quote **Robb Myer**, assignor of the Birthday Club category names and PBA Statistician, "Rocky Roads usually don't sprint during rides, unless **Frank Dixon** is riding!" Frank is an amazing RR who trains and races regularly.



RR Robb

RR Frank

So RR's, don't let age slow us down. Keep on cycling those miles, stay healthy and pass on the wisdom of experience and age to those young'uns! :)



Some resting RR's

Riding the Greenbrier Trail in West Virginia

By Tom Carmine



The Greenbrier Trail is 80 miles of mountain rail trail bliss running from Cass on the North end to Caldwell on the South end. The trail is gravel and mostly double track, and it follows the Greenbrier River on a gentle downhill from Cass.

Rails-to-Trails added it to their Hall of Fame list in 2012 describing it as “the crown jewel of West Virginia’s impressive rail selection”. I have been wanting to ride it for years, but my first attempt a few years earlier with a PBA group was rained out. My second

attempt in May this year was also rained out. My third attempt should have been rained out, but we went anyway.

Logistically speaking, Greenbrier is not an easy trail to ride because you either need two vehicles, a sag driver, or a shuttle service. We opted to pay \$170 for a shuttle service and scheduled a 1:00 PM pickup at the trailhead in Caldwell with Outdoor Adventures. Weather for that Friday was showers, but it was June and in the 60’s so we decided it was a go regardless of the forecast.

A rockslide had closed the final fourteen miles which forced us to leave our vehicle at the Trailhead in Anthony. When we arrived, Tracy was waiting, and as soon as we started to transfer the bikes and gear the first of many downpours let loose. The ride to Cass was about 90 minutes. Tracy, a school teacher, gave us plenty of history on the drive.

Our plan was to depart Cass by 3:00 and arrive in Marlinton by 5:30. We made the departure time just as another downpour commenced. For the next 25 miles we rode through five torrential showers. The gravel trail mostly drained, but we did ride through sections that held water. Thankfully, we both had touring bikes with fenders, but we had very wet feet.



A rainy start to the ride.

The route was scenic with the river on one side and sheer rock walls on the other. Clouds hung low, but mostly our view was mostly on the trail. There were several short trestle bridges, and I smelled the creosoted timbers before I looked up to see the entrance into Sharps Tunnel. By Marlinton, the rain had let up as we pedaled to the Old Clark Inn a block from the trail. The Old Clark caters to cyclists with a covered bike area in the back and a hose ready to wash off the day’s grime. They also allowed us use of their washer and dryer to clean and dry our gear.



The view from inside Sharp’s Tunnel.

When you are traveling by bike, you have three overnight options. Primitive tent camping is allowed in several places along the trail. Five additional sites provide pit toilets, a fire ring, and well water. The closest one to Marlinton was mile post 48, seven miles further south. There were cottages also south of Marlinton in Seebert, but they required a two night stay. There were hotel options in Marlinton as well, but the Old Clark seemed like the best option, and they were kind enough to waive the cancellation fee we should have incurred when I cancelled our May trip at the last minute.



The Old Clark Inn on the Greenbrier Trail

We were the only cyclists staying the night, but there were other guests whom we met at breakfast the next morning. Saturday’s weather forecast was more promising with just a chance of rain. We were only doing 41 miles, but they were long miles because a soggy trail does not ride like an asphalt road.

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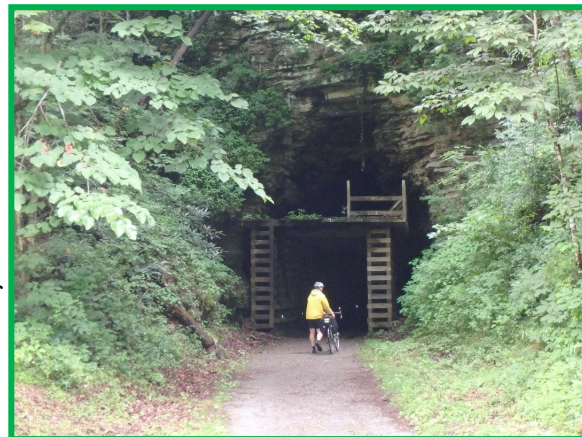
(Riding The Greenbrier Trail continued from previous page)

There are really no places to buy provisions along the trail, and no cell phone service except for AT&T in Marlinton. We only passed one convenience store which was in Seebert on the whole trip so it is important to begin the day with plenty of water and snacks. We started with Subway sandwiches and two water bottles which I drank dry. I should have refilled at one of the campsites, but I didn't and I suffered at the end.

Day two was more trestles, another tunnel, farm scenes, and kayakers on the river. Although the river looked gentle when we saw it, I had to wonder because we would often see backboards tied to trees for emergency river rescues.

When we got back to the Anthony trailhead, we met up with other cyclists who had been just ahead of us having started their day in Seebert. They had solved their transportation problem by having one rider drop his car at Anthony and riding up to Seebert the day before. The others dropped their stuff at Seebert the next day and drove him to Cass for the start. That worked because they had to rent the cottage for two nights anyway.

The trail was beautiful, but if I go back I want to do it in the fall. Did I miss those last 14 miles? No. Not at the time. I was tired, thirsty and hungry at the end. We spent the night in nearby Lewisburg, and then toured the bunker complex at the Greenbrier Inn on the way home on Sunday. It was a great weekend despite the rainy start on Friday.



Entrance to the Droop Tunnel

PBA RIDE SCHEDULE FOR FALL AND WINTER MONTHS

The PBA Seasonal Standing Rides (April-September) have wound down for the year, but rides pop up during the winter months all of the time.

Be sure to check the PBA website at www.pbabicycling.org and the PBA Facebook page at <https://www.facebook.com/groups/pbabicycling/> for ride announcements and other important information.

The PBA website also lists year round bike shop sponsored rides <http://pbabicycling.org/standingrides>.

So dress for the weather and keep riding.



Trek Bicycle

Formerly





My Marathon Century

By Katie Mallory

I think everyone this side of the Mississippi knows that I trained all year for my first century - the Surry Century on September 8th. Well...September 8th has come and gone, and it didn't go as planned. It definitely wasn't the century that I'd dreamed of...but it ended up being so much more.

I guess I should explain first why I HAD to accomplish a century. The last three years have been filled with injuries, multiple surgeries, recoveries, and more injuries. The hardest part in all of that was losing running, which I loved. Running was my coping mechanism for stress, so when stress was thrown my way, without my coping mechanism...well, it made for some very hard times.

The initial injuries had happened at the start of my marathon training cycle, literally right after I'd gotten enough courage to tell myself I could accomplish completing a marathon. So I never got my chance to meet that goal and that ate at me for years. Even after I started cycling, I still ached to be able to run a marathon. Emotionally, I needed to close the loop. I knew the only thing to quiet that voice would be a century....100 miles on a bike in one day. This was a tall order for someone who could only manage 7 miles on my first bike ride.

I used my first year of cycling with my cross bike to learn the basics and then got my road bike - my fast bike, my carbon fiber steed built to eat road miles. Christmas last year all focused on gifts to help me reach my century goal: bike computer, trainer, sensors. In January I hit the trainer rides hard. Too hard. I ended up not getting many miles in February due to aggravating injuries. In March, I picked it up again and I guess my "formal" century training started in April. I didn't have the advantage of a cycling coach or a century training plan. Pre-packaged training plans were all too compressed for my nagging hip and knee injuries, so I had to create my own plan based on how I knew my body reacted to strenuous riding. I took a regular plan and stretched it out to include more recovery time.

I hit the miles hard all summer, increasing my long ride by ten miles each month. All told I did three fifty, two sixty-two, one seventy, and two eighty mile rides to prepare. Most were solo but I did enjoy the amazing training company of Michael Noehl, who was also doggedly pursuing his first century. Tregg Hartley, Steve Zajac, Beverly McLean and Todd Goodhead joined me for some miles, too and all were very welcomed riding companions.

As the last weeks approached, I did everything right. I eased up on my rides and tried to enjoy the taper. I focused on nutrition and hydration and even studied carb-loading. I intentionally treated myself to the music I always reserved for running - the songs that brought back memories of an amazing half marathon and all those good times running fueled me (albeit with a few tears) to focus and mentally prep for the century. It was an emotional week, in a good way. I knew soon I'd have the closure I so sorely needed.

I slept great the night before the ride and woke at 3:43 (two minutes before my alarm), ready to go. Michael picked me up and before we knew it, we were at the Surry ball fields, the starting point for the Surry Century.

Michael and I linked up with Beverly and Raul (my very first cycling buddy - a close coworker who witnessed a very emotional breakdown from me on the day I learned running was no longer an option), and Jody Gaskins, who was aiming for the 50 mile ride that day.

We started smooth and strong, averaging 15.6 for the first several miles. While my first goal of the day was to simply finish the century, my secondary goal was to have an overall average of 15 mph for the whole ride. We were well on our way to achieving both. Until mile 12.

We hit an uphill and I shifted around for a good climbing gear. But I couldn't climb even in my granny gear. Something was clearly wrong. I got off the bike to investigate, expecting to find an easily fixed flat. The tire looked solid and I was truly puzzled. Everything looked fine. I knelt next to my rear wheel and began feeling for the problem, hoping my hands could find what my eyes couldn't. And then I felt a spoke move. A broken spoke. I'd never broken a spoke before and wasn't sure if I could continue.

Two cyclists stopped to help and we tried to figure out how to keep the spoke clear of my cassette so I could limp the bike on. Raul and Michael rode back to check on me and amongst all the suggestions, I ended up wrapping my broken spoke around another and hoping that fixed the issue, I checked to see if the wheel would spin. It would not. Those gathered around my bike grew quiet as Raul pointed out that my wheel was no longer round and it was so out of true that it wouldn't move through my brake calipers at all. My rim was cupped. It was a ride-ending mechanical failure, and no one needed to say it out loud. They all looked on with sympathy. I'd trained so hard for all year. I'd given up hours with family to pedal. I'd ridden in the rain and wind, bound to be prepared for all inclement weather. I'd lost gallons of fluids riding in the heat and sped through recovery with aching joints to get more saddle time. Now it looked like I wouldn't even make it to the first rest stop. I was stunned. This couldn't happen. Not on this day; not on this ride. My mind raced. I called Ken (who hadn't left home yet and was over an hour away) and blurted out a plea: "Can you bring my cross bike?" My cross bike....my heavy off road, mud-caked-tire non-climbing bike.

He heard the desperation in my voice and I heard the comfort in his when he said "I'm on my way."

I sent Michael off to chase the century without me, assuring him that I'd hit 100 despite the setback. Raul rolled on to the rest area to wait for me, and before long, Tom Howard from sag support loaded my sad bike onto his truck. He brainstormed about giving me the wheel from his road bike and it became apparent that everyone on the course wanted me to accomplish the 100 miles as much as I did. It was moving.

We got to the rest stop at mile 14 and I carried my non-rolling bike to the building. Raul and I hydrated and fueled while I paced. Mom checked in on me and I told her I was fighting back heartbreak but knew it would be better once Ken arrived. Tom Carmine and Tregg Hartley checked in, both sympathetic and supportive. Tregg, being the sweeper for the first fifty mile

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route, explained with remorse that the rest stops would close after he passed through them. He offered to wait for me, but with my cross bike still at least a half hour away, I told him to go ahead. I knew with the time delay, our ride was going to be without supported rest stops from here on out. Luckily, I'd somewhat prepared for that scenario, albeit for a wholly different reason. Because of the promise of thunderstorms later in the day, I knew there was the potential for the courses to close due to weather. Bound and determined to not let rain ruin the ride, Ken and I had already stocked his truck with water and food to support our group in case the courses never opened back up once the possible storms passed. We would eventually have our own rolling rest stop once Ken arrived

Ken immediately raced my way with Abby and the cross bike. Once he arrived at the rest stop, he swapped out my pedals, gave us each an extra bottle of water, grabbed my damaged road bike and had a plan: he sped off to Village Bicycles for an emergency repair.

I set out with my riding partner Raul, who had gallantly insisted on waiting with me for my cross bike to arrive. I knew there was no hope of achieving my speed goal for the century on my cross bike with its knobby tires and heavy frame, so we just pedaled. And pedaled. And pedaled some more.

Village Bicycles literally dropped everything as soon as Ken got to them and in 15 minutes, my spoke was replaced and the wheel had been trued. (I can't thank Connie and Walt enough for jumping in to help me on my biggest cycling day yet.) Ken sent me a picture of Walt truing the wheel and that certainly brought a smile.

The miles on my cross bike were very slow but steady. I didn't have any concept of if my bike would need any other repairs or how long those would take. I tried to just focus on the road ahead and not think about what the rest of the ride might look like. "Head down, Katie. Head down and pedal. Just cross off what you can." I kept reminding myself of those words I learned on the longer solo rides. My cross bike has never been a speed bike, but I was thankful for it. At this point, miles were miles. Raul pedaled silently next to me, never passing me on a hill. I could tell he knew I needed some time to process the setback and refocus on how to move forward.

To our surprise, Tom Howard showed up in his truck with water and fuel. Seeing him shook me out of my mental fog and made me smile. He's come back to check on us. He waited as we ate and refilled bottles somewhere around mile 27 or 28 and let us know the 40 mile rest stop was staying open for us. The sun was growing hotter by the minute, but the support was amazing and we continued on.

I hadn't gotten any updates since the last picture from Ken, so I grew concerned that Walt had found another issue. We pedaled onward and reached the 40 mile rest stop. Tregg was waiting and we chatted a bit. He was about to head off when a familiar silver truck approached. With Ken inside. And my road bike! Ken had my repaired road bike!! I let out a shout of excitement and we quickly swapped all the gear from the cross bike back to my road bike. Tregg hung around long enough for us to close out our rest stop and the three of us headed out together to finish the first half of the ride.

We were so delayed that lunch at the fifty mile rest stop was nearly gone. Ken texted that he would grab the three of us some

food and once we arrived, we were met with an onslaught of ice water towels placed on our shoulder and head to cool us. Susan and Brad were fantastic caring for all the riders at the stop. Those towels were a blessing and Susan kept bringing them! We

ate what we could and filled bottles and I got to see Michael set off on his last 25 miles. It was so wonderful to know he was killing his ride. He'd trained hard for it. I got a call from the ride organizer who explained that the next loop on our route was closed - we'd missed the time cut off. I let her know we understood that Raul and I would be on our own for food and fuel, and then explained how my amazing husband would be at each stop with supplies. She wished us luck.

Miles 50-66 had a lot of big climbs and looming clouds. The afternoon storms were pounding areas around us and the wind picked up. Raul and I methodically ticked off the miles, chatting here and there to pass the time. This was a big event for him, too - he'd nearly finished a century a few years prior but had to stop only a few miles from the finish due to heat exhaustion. This needed to be his day, too. It was fitting that we were sharing this journey. He'd saved me once before on a ride - my chain ended up in a nasty knot and he actually left work to come untangle it for me and send me on my way. I couldn't have asked for a better ride partner.

Ken was waiting at the Chippokes rest area for us. Words can't even express how amazing he was for supporting our ride for hours on end. We again fueled and filled our bottles. We had just over ten miles left on this leg before the final loop. Wary of more climbs but eager to be at 75 miles soon, we rolled out amidst distant thunder. Then - raindrops. And more raindrops. And a blissfully falling temperature. The rain felt like a gift from God. The cloud cover was welcomed and we found ourselves rejuvenated. Before we knew it, we were at mile 75, back at the center of the course where Michael, Tregg, Tom, and Jon Sprock had been waiting to cheer us on for the last leg of our century. Jon gave some last minute advice and offered batteries for our bike lights. Tregg offered words of encouragement and I congratulated Michael on his wonderful century completion. He wished us luck as Raul and I headed out once more. We had one more rest at mile 92 and then the finish line at 102. I was hoping we would beat the sun lowering in the sky.

At some point I started to realize the ride was almost over. I realized

that this singular ride had been like my journey of the last three years - struggles

and downfalls, heartache and bright spots of triumph. Learning to move on from adversity, to recognize the growth from beating a challenge. Not stopping. And support - amazing support - from all sides. It was poetically ironic and we ticked away the remaining miles.



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The last rest stop was a blur and I turned my playlist on as loud as it would go. It was time to celebrate the last little bit of distance we'd eaten away at all day. My old running songs fueled me, and old running memories merged with new cycling accomplishments and a smile permanently affixed itself on my face. We counted down. My phone was going crazy with texts from my parents, my coworkers and friends. They'd watched the live track of our progress all day and cheered us as we closed in.

With my Garmin at 7% battery and 12 hours after our initial start, the mileage rolled to 100. Phillip Phillips' voice sang "Gone, Gone, Gone" on my playlist and I instantly thought of Ken - the song had long reminded me of him and fate's timing was perfect. The lyrics "When life leaves you high and dry, I'll be at your door tonight if you need help..." described his actions perfectly that day (and every other day) because without him, none of this would have happened. It was a beautiful moment and I am still so thankful.



I don't remember much about the last two miles except that they went quick and I didn't feel the climbs at all. We saw the fire station, that beautiful fire station we'd ridden past several times earlier, and rounded the turn, and there it was - the end of the course. 102 miles. We rolled easily through the (mostly) deserted finish surrounded by shouts and ringing cowbells from my small family. My in-laws brought Abby with them and she held up a sign reading "Broken Spokes, Bent Tire Did Not Stop My Mommy". I was so thrilled to give her a big sweaty hug.

Ken revealed a special congratulations video from my long-time physical therapist who'd tried to make it to the finish, but was unable to due to our delays. There's probably a subliminal message in there about making sure to not injure myself anymore (ha!) and I was touched to see his message.

The amount of folks pulling for me after a less than stellar start was staggering. I still look back and smile - the volunteers and fellow riders were amazing.

Having written all of that, I'm still struggling to describe the emotions. My mom has since asked me if I'd consider another century...but I'm not sure one would compare. It's an amazing feeling accomplishing a feat that's taken years to achieve. It's been a long time coming and it's a wonderful shining release.

Many thanks to all of you.

Photos from the Surry Century



Congratulations Helene & Robert Drees - 100 miles



Ellen Montemurno loves her pickle juice!



Congrats Karen Roulet & Olga Surmaj O'Donnell

Tis The Season...

Need a unique gift for a cyclist. Check out some of these unique and useful (?) gift ideas from *40 Rad Bike Gadgets to Rock Your Ride*. <https://www.brit.co/bike-gadgets/> by Anjelika Temple · May 5, 2013.

Bike Planter (\$45): You've likely seen this floating around Pinterest, Etsy, and the like – it is definitely one of our favorite ways to add a little green to your bike.



Retrofitz (\$50): Instead of forking over the cash to buy a new pair of bike shoes, turn an old pair of sneakers (or any flat shoe, for that matter) into a pair of bike shoes!



boomBottle (\$150): This portable speaker is weatherproof, rugged, and fits right in your water bottle holder! Just don't forget to install a second bottle holder for your water :)



Wooden Handlebars (\$140): Looking for an old school look? The dream of the 1890s is definitely alive.



Striped Bicycle Bell (\$20): How sweet is this little bell?



6-Bottle Bike Bag (\$55): Though we can't recommend drinking and riding, this six-pack is great for heading to a potluck dinner or an evening in the park.



Revolights (\$217 and up): While these look like yet another LED party trick, they're actually a great way to bike responsibly in the evening.



Chalktrail for the young rider. (\$20): We've written about this before, and we'll probably mention it again. Chalktrail is an attachment that hooks onto the back of your bike and creates, you guessed it, a trail using sidewalk chalk.



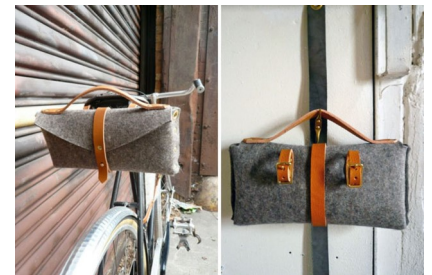
LightSkin Seat Post (\$69): If you want a sleeker set of bike lights, these LightSkins are light, bright, and seamlessly integrate into your bike.



Bushetrekka Bicycle Camper Trailer (\$685): Going for an overnight adventure or two? Carry everything you need and catch a little bit of shuteye at the end of the day.



Saddle Bag (\$160): A saddle bag that kind of look like a clutch?



In Brief....Member News and Items of Interest

- ◆ **Remembering Brian Utne** - If you would like to donate to the Virginia Capital Trail Foundation in memory of Brian Utne, mention in the "Additional Information or Notes" section that it is in memory of Brian Utne. Donate [here](#).

- ◆ **Join Team Killer Bees and Team Captain Vincent D'Elia** for the 2019 TOUR DE CURE — Hampton Roads Virginia on April 27, 2019 to help fight diabetes.



To join or support the team go to <http://main.diabetes.org/site/TR?>

- ◆ **Connie Maxwell** discusses safety practices for cyclists for the Daily Press November 27, 2019 issue. Check it out at: <https://www.dailypress.com/visuals/video/109740338-132.html>



- ◆ **PBA HISTORIC HAMPTON ROADS JERSEY EXCHANGE**

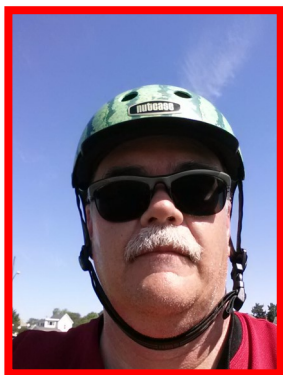
The "Historic Hampton Roads" jerseys arrived last month and all have been delivered. Since we placed the order in January a lot of members have asked if had ordered extras for future sales, which we did not. A few members have also mentioned to me that their jersey is either to large or small and are willing to sell or exchange. As the next order will not be until January 2019, if you in the market to buy, sell or trade please add a comment to **Robb Myer's** recent Facebook post. All transactions are solely between individuals. For reference the cost of the short sleeve jersey was \$50 and \$55 for the long sleeve jersey (shipping was extra).



The PBA donated bike repair stand on the Capital Trail in Charles City.

Thank You!

Tregg Hartley



Thank you for your awesome year as PBA President. You have been integral to club growth, activities and rides and advocacy and safety for all cyclists. You're the man!!!

- ◆ **Get your PBA decals & car magnets...** See any Board member for a decal. **Jamie Clark** has magnets available on rides and at membership meetings



PBA HAPPENINGS



November 12 Poquoson Shenaningans



The Coffeeneuring Crew



Lit up bike marshals, Katie and Michael, for the Nov 20 Holiday Light Stroll



Nov 10 Saturday Morning Ride



Seagull Century Riders



A September Todd Stadium Ride

Sporting red, white and blue for the Veterans Day ride and the Poquoson Veterans Day Ceremony.



The Brian Utne Memorial Ride



PBA BUSINESS CARDS

Check out PBA’s business card. They are available and ready for ride leaders to pass out at rides. Contact a board member for a supply.



LOCAL BIKE SHOP DISCOUNTS



Don’t forget that our local bike shops, **Trek (formerly Bike Beat), Village Bicycle and Conte’s** (in Tech Center, Newport News) offer PBA members a 10% discount on supplies and accessories. Check with each shop for their specific discounts. Thank you Trek Bicycle, Village Bikes and Conte’s for supporting PBA!



Join the Peninsula Bicycling Association by mail (use form below) or go to the PBA website and join online at <https://pba44.wildapricot.org/membership>

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 \$15, Family \$20 per year

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