

# Chainstay

The Peninsula Bicycling Association



June-July-August 2019

Volume 49, Issue 2

## Upcoming Annual Events

After the Fourth Ride and Picnic  
at Fort Monroe  
July 7, 2019 (\*)

Don Hubbard Memorial Ride  
and Ice Cream Social  
August 17, 2019 (\*)

Surry Century  
September 14  
See [page 11](#) for registration info.

(\*) Details TBA

So we are almost halfway through the year now and there are a lot of events starting to occur. Along with May having been Bike Month starting things out, one can usually find some sort of bicycling event almost every weekend now, somewhere in the local and even the regional area.



We are getting into the warmer, well, hotter months now that summer is upon us; get ready for the heat and humidity of a Virginia summer. With this type of weather in the 80s and 90s and the humidity on the rise, it is a very, very good idea to bring extra fluids and food on your rides; it's never a good thing to run out of either on a ride and still have miles to go before finishing. On any ride over 20 miles, at any pace, it is a good idea to have at least one large water bottle, with either plain water or an energy drink, and a snack. I will typically have 2 water bottles for a ride 30 miles or more, and 3 (24 oz, 20 oz, and 16 oz) for rides near 50 and above, especially if there is no place to stop and refuel along the route.

Sunscreen is also a very good idea as we are staying out in the direct sunlight for longer periods of time. If in a group ride, keep an eye on one another for indications of heat exhaustion or even more serious—heat stroke, especially in the hotter periods of the day on a ride. Sometimes it may be difficult for someone to realize that they are in danger of either one of these situations. This is where we can be good stewards during a ride and help each other out in keeping our rides safe and fun.

I did have the opportunity to ride the Pedal for the Pig bike ride on Saturday, May 25<sup>th</sup> with several of my biking buddies. It was a beautiful day and the whole event, planned and executed, went on without any major hitches!!! It was great to see so many of you, those I know and others who I don't, out on your bikes enjoying the day and the festivities, a great way to keep the event going through participation and camaradery. I understand that we had over 300 riders registered, more than last year's event, and everyone finished safely.

This event could not have run so smoothly without the tireless efforts of the club's Event Coordinator, Sharon Bochman. She has done a MASTERFUL job at getting this event ready and executed!!! Thank you Sharon and hats off to you and your staff for producing such a fun and entertaining event. I know she will say that it wouldn't have been possible without the work of all the volunteers, so to them as well I want to say THANK YOU for all your preparation and work during the event.

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*(President's Corner continued)*

to see that the rest of us enjoy the event entirely. There were also several organizations that Sharon connected with to assist the club. There are too many to mention individually, but I know of several club members who dedicated their time, both before and the day of the ride, providing volunteers at key points during the event. The club will be providing donations to those organizations as our way of thanking them for their time and effort. This event is a big thing for the PBA and we hope to keep it going for years to come.

For me the next big cycling event will be the Lancaster County Covered Bridge Ride in Lancaster, PA on August 18<sup>th</sup>. They have a few different distances offered, a 16, 34, metric, and full century rides each with a fair amount of elevation ranging from 692 ft (16-mile) to 5,623 ft (century) along with appropriate rest stops. I will be doing the metric century for the second time in my life. The vistas and people in the area are just amazing. If anyone is interested in attending this ride, please contact me and I can provide a few more details. In the past there have been members of the club participating in this ride and I would love to see a large contingent of PBA club members show up to this ride.

And I am very pleased to announce that **Justin Wilbur** has stepped up to serve as PBA Vice President. Thanks Justin! I hope to see and meet many of you on our club rides—Ride On!!!

*Jamie Clark*

**PBA Board Members and Directors**

President	Jamie Clark
Vice President	Justin Wilbur
Treasurer	Tom Carmine
Secretary	John Sprock
Advocacy Director	Tom Howard
Safety & Training Director	Tregg Hartley
Marketing Director	Beverly McLean
Communications Director	Todd Goodhead
Newsletter Director	Melanie Payne
Rides Director	Jen Faas
Programs Director	Open
Membership Director	Open

**Additional Positions**

Events Coordinator	Sharon Bochman
Volunteer Coordinator	vacant/open
SAG Coordinator	John Sprock
Awards/Statistics Coordinator	Robb Myer
Webmaster	John Bright, <a href="mailto:john_s_bright@yahoo.com">john_s_bright@yahoo.com</a>

**PBA Website:** [www.pbabicycling.org/](http://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 Sunday of each month at changing locations. See the webpage for location and contact Jamie Clark 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.

**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](mailto: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.



I apologize for this issue coming out late, but I just got back from a wonderful bike/boat tour that included riding in Newport, Bristol and Block Island, Rhode Island. I'll report on it in the next issue. I know many of you who are taking summer bike trips/tours and I know other members would love to read your stories in the fall Chainstay.

Thank you to all who submitted articles, photos and ideas. Keep them coming! The next quarterly issue will be published on September 1, 2019. Happy Summer riding!

Melanie Payne ([pbamel@aol.com](mailto:pbamel@aol.com))

### Welcome to All New PBA Members



We look forward to riding with you! And a big thank you to all members who have renewed their membership.

*A Peninsula Bicycling Association membership is automatically included with your Pedal for the Pig registration.* PBA is a bicycling and social club for people of all ages. Club cycling is the best way to get into riding on a regular basis, meet other cyclists, learn about equipment, riding techniques, and the best places to ride on and off the Peninsula. Membership also includes a 10% discount on selected items at most local bike shops. Come ride with us!

### 2019 PBA Bike Journal Update

As of May 31, 2019, **49 PBA** members have already recorded **45,090** miles. Logging your miles on [bikejournal.com](http://bikejournal.com) is an excellent way of tracking your miles. Kudos to our top ten riders (in alpha order as of May 31):

**Kevin Butler-Au**  
**Jamie Clark**  
**Helene Drees**  
**Todd Goodhead**  
**Tregg Hartley**

**Patrick Johnston**  
**Richard Maruyama**  
**Robb Myer**  
**Victor Sorenson**  
**Steve Zajac**



### 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/Statistics Coordinator.

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, Frank Dixon and Robb Myer** for completing this challenge in 2018.

### 50/50 CHALLENGE

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

### And the Birthday Club Continues for 2019

Congratulations

**Tom Carmine**  
**Bob Carter**  
**Helen Drees**  
**Raleigh Martin**  
**Vic Sorenson**  
**Barbara Zevallos**



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](mailto: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...*It Takes Two to Tandem*



**Barb and Raul Zevallos**

### **Tell us a little about yourselves.**

Barb, a native New Yorker, pursued a career as a nurse from a very young age, eventually becoming a Navy nurse and finding herself serving in combat zones in the Middle East. Raul grew up in Puerto Rico, although he was born in Peru. After becoming a naturalized US citizen, he went on to Tulsa, OK in pursuit of a broadcasting career, which he did achieve briefly before finding a career in the Navy that took him nearly around the world. Both Barb and Raul retired from the US Navy. Barb met Raul on a dare (they were both on active duty at the time), which she (and Raul) totally won. They'll celebrate 25 years of marriage this June.

### **When did you first get interested in cycling as a sport?**

Barb also bicycled as a child and a teen. It was her main means of transportation to friends' homes, to the store, etc. Barb's bicycling went dormant for a few years until she entered the Navy at which time she purchased a Miata road bike and did frequent rides while stationed at Great Lakes Naval Station near Chicago, IL. After she met Raul, she purchased a couple of Huffy MTBs so that they and their children could ride along the wooded trails in Virginia Beach. Later Barb got Trek and Specialized hybrids, which she still rides today.

Raul bicycled from an early age delivering newspapers and riding with his friends on single speed steel Schwinn bikes with banana seats and baseball cards rattling in the spokes. Cycling habits went dormant during college days, but started again in 1987 during his Navy tour of duty in San Diego when he purchased his first true road bike, a Schwinn Traveler—a 12-speed steel entry-level road bike with downtube shifters and "clip" pedals with a strap for his feet. Cycling remains in his blood to this day, as does that bike (and a few more too).

### **How and when did you first get interested in riding a tandem as a couple?**

About six years ago, we met a number of couples who rode tandems through the, now defunct, Tidewater Bicycling Association. The experienced tandem couples warned us that tandem riding would accelerate where our relationship was going (good OR bad!). Since we actually like being together, and Barb desired riding longer distances while keeping up with Raul, we started thinking about tandems and ended up

going to Mount Airy, MD, for an introduction to tandems by Larry Black. That is how we ended up acquiring our trusty "Bluesy" Cannondale Los Dos tandem that we've been riding ever since.

### **Most of us have never ridden a tandem bicycle. Besides two bodies on the bike, what is different about riding a tandem?**

Riding a tandem requires coordination, anticipation, and patience. The longer wheelbase and additional mass mean wider turns and longer acceleration/deceleration time/distance. You will gain amazing speed downhill, crawl up hills, and drafting others can be a challenge as a result. However, everybody loves drafting off you! Also, new rules apply that take getting used to: 1) the stoker is never wrong, and 2) anything that happens is the captain's fault!

Riding a tandem is a total team effort requiring constant communication between the captain and stoker. It is an exercise in total trust as well, since the stoker pedals but has no control over steering, shifting nor braking and often cannot see over or around the captain. The role of the stoker is to keep pedaling to assist the captain and serve as navigator and an extra set of eyes and ears for the captain. The captain must call out bumps for the stoker, and call out shifting so as to not jar the stoker. An injured stoker equals double work for the captain!

### **How do you decide who is the captain and who is the stoker?**

Barb is always right (rule number 1), so she's the stoker! Steering, shifting, braking responsibilities defines the captain role, as the stoker does not steer at all. Raul is the stronger and more experienced rider so the responsibility naturally fell to him. It also takes strength to balance and maneuver the bicycle effectively.

### **Does the communication and cooperation fostered while riding a tandem naturally transfer to life off the tandem for you as a couple?**

Absolutely, and it actually goes both ways. As we said before, it will take your relationship to where it was going, just faster. Raul did learn that having an argument while riding results in an additional three to four MPH in speed, but might cost a day or two in the dog house. Barb is on to that trick now though!

### **Pros and Cons about riding a tandem?**

Lots of Pros, such as both getting a workout despite being at different fitness levels, getting to the destination together, more eyes on traffic, better (cheaper?) navigation, and getting that jolly comment wherever we go that "she's not pedaling back there!" The Pros also include the less experienced or endurance rider, Barb in our case, can go on longer distance rides at a usually faster pace since the pedaling and energy load is shared.

The Cons really come down to initial cost and transportation of a much larger bike to riding locations, or safekeeping while on longer trips. If communications

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*(It Takes Two To Tandem continued)*

between the couple are not good off the bike, it could put further stress on the couple while riding.

### **When not riding, what else do you enjoy doing?**

Raul likes photography and editing videos for fun, but mostly enjoys travelling to all kinds of places with Barb. Barb loves to travel and stays active in the areas of history, antiques, genealogy, church activities and spending time with family and friends.

### **What's on your biking schedule for the rest of the year?**

We have a light schedule: Cap2Cap, Tour de Chesapeake, Pedal the Pig, Surry Century, Ride Between the Waters (CBES), Williamsburg Winery Sunday rides and then taking a cruise around the British islands, working towards eventual retirement in December. As far as biking goals, we hope to complete our first Century on the tandem this year as well.

### **If you could choose someone else besides your spouse to ride a tandem with, living or dead, who would it be?**

We would love riding with our other family members (mom, brothers, daughters, grandson), but it would be fun riding with a famous former or current professional cyclist, such as Kathryne Bertine (whom we met at W&M not too long ago), Chris Froome, or one of the presenters from Global Cycling Network (GCN) like Simon or Matt. That would be a hoot!

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## **CK and John Gular** (on their "new" Santana)



### **Tell us a little about yourselves.**

CK is native to Foxhill USA (aka Hampton), and has been here for pretty much her entire life except for brief forays into Indiana, Virginia Beach and Newport News. She has had a varied "career path" including being

the lone office "staff" for a small business where she did payroll, purchasing, bid proposals, and everything else that the owners needed to be done right! She then took the next 30 years and raised our three children which then lead into being a caregiver. After testing the retail world, she now happily works with a dentist here in Hampton. John was born in southeastern Pennsylvania and moved to Northern Virginia in the mid-seventies. After a brief stay at Virginia Tech, he came to Hampton to work at the shipyard where he has

worked for the past 38 years.

CK and John have been married for thirty-four years, have three adult children, and four (soon to be five!) grandchildren. They all currently live in this area which makes us very happy and fortunate.



### **When did you first get interested in cycling as a sport and how and when did you first get interested in riding a tandem as a couple?**

We became interested in cycling together when we vacationed in Chincoteague about five years ago and on a whim, rented a tandem beach cruiser. We had a little experience with "tandems" as we already owned a tandem kayak. Once we got back from vacation, the universe lead us to our first tandem bike purchase which was a 1957 Schwinn beach cruiser. We starting hearing about these things called group rides and got hooked up with PBA. Soon thereafter, we bought a nice Sun Brickell from Village Bicycles which allowed us to start doing the PBA "C" rides through PBA. We have thoroughly enjoyed riding the Linda and Bob Carter "C" pace lead rides from the Farm Fresh shopping center over there in Poquoson. We also took that bike from Jamestown to Richmond and back on the Cap Trail, and on a few other rides such as the Pedal for the Pig, Surry Century, Bikes 'n Beers in Richmond, Bikes 'n Brews in Norfolk, Tour de Fort at Ft. Monroe, and the Ride Between the Waters out of Onancock.

We, maybe more John than CK, decided we should "up our game" and buy something that would allow for some more speed to where we could maybe move into some "B" pace group rides. Again the universe was looking out for us as we found a 1992 Santana Arriva in really great shape. We've been enjoying this "new" bike ever since we bought it about two months ago. We've dipped our toes in the water on a couple of "B" pace rides and are very satisfied with how we were able to hang in there. We still have a ways to go, but we're enjoying the Santana a lot. I see a century in the near future for us!

### **Most of us have never ridden a tandem bicycle. Besides two bodies on the bike, what is different about riding a tandem? How do you decide who is the captain and who is the stoker?**

We have learned that there are certain dynamics in play with a tandem that I imagine are different than with a single bike. Weight, balance, braking distance, acceleration, turning radius—all of these are probably different on a tandem. As far as who is captain and stoker, we kind of just fell into those roles. As the stoker, CK is very happy pedaling away and being the navigator while taking in all the sights. Meanwhile, I am okay being busy with the shifting/braking and steering aspects of the team experience. We think we make a great duo!

### **Does the the communication and cooperation fostered while riding a tandem naturally transfer to life off the tandem for you as a couple?**

Riding a tandem is a nice way to do something together as a couple and helps us get a little exercise along the way. It helps us work on a few things that are important as a married

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*(It Takes Two To Tandem Continued)*

couple. We have to communicate effectively, trust each other, work together as a team, compromise, and have fun! Since we started riding out on a tandem, we really can't compare riding one to riding a single bike.

**When not riding, what else do you enjoy doing?**

We both enjoy spending as much time as we can with our grandchildren and children. We also enjoy spending time outdoors ....usually at a beach someplace! We also have seven cats.....yep, we're those people. All of our cats have a "story" about how they found us....ask us about them when you see us, if you are interested. Alas, we try to keep our health in mind as we get a little longer in the tooth. We focus on what we eat, and obviously with the biking, we try to get as much exercise as we can.

**What's on your biking schedule for the rest of the year?**

We just got back from our first cruise to the Bahamas which was really nice since we departed right there from Norfolk. As far as riding, we always do the Bike/Walk events that the City of Hampton sponsors on the last Sunday of each month. They are fun casual rides that promote cycling in and around the different neighborhoods in the City of Hampton. We'll do the Pedal for the Pig in Smithfield, the Surry century, the Wednesday Rivah Cruises lead by Tregg, the Thursday night group rides from Tabb Library and we'll probably do the Ride Between the Waters on the Eastern Shore again this year. We might sign up for another Bikes 'n Beers event again, if there is one close by over the summer or this fall. Next year, we'll try to set some goals so that we can continue to improve our riding experience.

**If you could choose someone else *beside your spouse to ride a tandem with, living or dead, who would it be?***

John and CK would like it if we could get ET to ride on the handlebars just like in the movie!

**CONGRATULATIONS TO THE WILLIAMSBURG AREA BICYCLISTS (WAB) WINNERS OF THE 2018 RIDER'S CUP**



Last year, a friendly, new challenge to encourage club members to ride was instituted between the Peninsula Bicycling Association and the Williamsburg Area Bicyclists—*The Rider's Cup*. Club members would keep track of their outdoor mileage either on the WAB website or Bikejournal.com, and at the end of the year, the top thirty member's mileage would be compared—and a winner declared.

Thus far, both clubs have shared the honors. PBA won the challenge in 2017 and WAB won the challenge in 2018. 2018 was a great year for members of both clubs as the top thirty members of the two clubs rode over 215k outdoor miles for the year, with WAB riding 5k more miles than PBA.

The joint WAB/PBA Rider's Cup celebration ride was rained out last year, but this year, the weather cooperated and on April 20, 2019, about 35 riders enjoyed four pace groups in and around Yorktown, Seaford and Dandy.

Before the rides, both the 2017 award (to PBA) and the 2018 award (to WAB) were presented by club presidents, Jamie Clark and Rick Nevins



## TREGG HARTLEY—CYCLING ADVOCATE EXTRAORDINAIRE!

By Melanie Payne

Everyone knows our past PBA President, Tregg Hartley, as a friendly, easy-going cyclist, but many of us do not know of all the time and work Tregg puts in to promote safety and advocacy within our cycling community and the Hampton Roads area. We owe him our gratitude and kudos.

Tregg received the impressive Hampton City Council's Spotlight Award in April – Earth Month - for his hard work in service to the community. Hampton's Spotlight Award recognizes just a few of the people who have chosen their own special way to improve the environment.



Tregg has a long history of service and advocacy to the local biking world. Advocacy began for Tregg when he started a new job in 2011 at Langley Air Force Base and started commuting by bike in rush hour traffic. He then started reading everything he could find about commuting safely, state laws, and local ordinances and quickly found that laws that were on the books had changed dramatically over the year. Tregg started paying closer attention what our law makers were doing and wanted to do what he could to make cycling safer in Virginia.

Tregg is the author of the PBA Ride Leaders Manual and created and taught the Ride Leaders Training Course to give new and experienced ride leaders a foundation in bike safety. Wanting to increase his formal credentials as a bike safety advocate, Tregg became a League of American Bicyclists League Certified Instructor and has taught bike safety classes for PBA and the City of Hampton.

Tregg was very active in the Hampton Bike and Pedestrian Steering Committee that developed Hampton's

Bike and Pedestrian Plan and now is serving a three-year term with the Hampton Bike and Pedestrian Advisory Committee. The plan has been the foundation of the new bike lane and trails that have been created and there are many more in the works.

While serving as PBA President in 2017, Tregg worked with Hampton City planners to hold the first annual Tour de Fort at Fort Monroe. This has become an annual event that is well attended by experienced riders and newcomers alike. PBA ride leaders continue to shine by leading every ride! During this time, the monthly Hampton Cruise rides began—a very casual ride that serves as an introduction to group riding to new riders.

Tregg is currently working with the Bike and Pedestrian Advisory Committee and the City attorney to change some old and out of date City of Hampton ordinances still had on their books. Gone is the requirement to use bike lanes if provided, a mandatory bike bell, and an ordinance that allowed police to confiscate your bike.

Tregg is a founding member of the Tidewater Trails Alliance that plans to work to extend the Virginia Capital Trail from the Jamestown trail head, to the Southside through Surry and to Fort Monroe. The new trail will be called the Birthplace of America Trail or BOAT.

So Tregg, thank you for all you've done for PBA and for helping us make our area a better and safer place to bike and walk. We appreciate your efforts and look forward to what's to come in the future.

## Become a PBA Cycling Mentor

By Jamie Clark

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?

**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 [sibertigr4@aol.com](mailto:sibertigr4@aol.com) at 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—Your email or phone # number.**

## Group Riding Can Be A Joyride—Give It a Try

By Raul Zevallos

Many of us absolutely enjoy riding our bikes in a group of like-minded people who share a common bond centered on the simple joy of riding. Many don't. I do understand the joy of riding solo, and I also know that riding in a group enhances the value and safety of my own cycling experience. These thoughts may allay the concerns many of you may have toward group rides.

True, finding a good group takes a bit of trial and error, a process that many find frustrating. Picking the wrong group risks either getting dropped like a hot potato (more on that later) or crawling along at a pace far below your own skill level. Not only that, many (especially newer riders or those new to the area) find group bike riding scary and stressful. These concerns have merit that I feel with some insight can be overcome and help encourage you toward trying and benefiting from the group riding experience. I believe these insights will reduce frustration and improve the experience for all levels of riders.

So, why group riding? One thing about riding in a group is safety in numbers. Alone, you have few resources when you are farther away from society, fewer if you're incapacitated. In a group, at least the other persons can render assistance with a mechanical or in a crisis calling 911. Another benefit already mentioned is the social element of sharing the company of like-minded folks who enjoy bicycling as much or more than you do. Once you find your group you will find motivation for your continued attendance and effort keeping pace with the group—another reason to find a riding group. To be fair, group riding introduces risks non-existent in solo riding. For example, a group ride risks mishaps from wheels touching, which comes from being in close proximity to other riders that may be dodging holes or squirrels. However, the probability of a mishap remains low and manageable in a group.

Okay, maybe now you'll think about group riding given the potential benefits but how do you find a group ride suitable for you? Finding the right group includes considering at what level the group operates compared to your own your skill and fitness level. The other consideration centers on your own objectives such as being social or competitive during the ride. Thankfully, the many clubs, associations, and local bike shops take extra efforts describing their group riding events. They specify quite clearly paces and distances, a great indicator of intensity and effort required. The clubs and associations train their ride leaders on expected responsibilities, including briefing ride rules, regrouping, and

contingencies should anything occur, from mechanicals to medical emergencies. This information should guide your choices, and of course you can always speak with the ride leaders or friends who have been on those rides.

Once you start riding in a group you'll notice as your fitness (and that of the group) improves that speeds and distances generally increase and socializing decreases during the ride as the focus shifts more toward the ride itself. Slower paces suit social banter, sightseeing, and other chit chat not possible when operating at an elevated heart rate. Even as your fitness improves you should not



exclude slower group rides. These slower rides shift the focus back from fitness escalation back to recovery, focusing on just riding and relaxing while being somewhat active. You may not break a sweat, but you'll get many of the same benefits that you get from a higher intensity ride. Your body will appreciate the recovery time and the social banter should fill that social charge we cyclists so much enjoy.

Finally, about getting dropped. Yes, nothing crushes self-esteem more than pedaling at your capacity and still find yourself falling off the last wheel of the group, and then laboring back all by yourself on a ride. This happens from time to time to any and all cyclists for all kinds of reasons, so getting dropped should be considered a temporary setback. Since this could happen to anyone at any time for any reason, all riders should have a plan should you fall out of

the group. Know the route, have a map, use your phone or GPS device, or even better, have your new best buddy guide and pace you back.

You may feel you held back the person or the group, but in fact that person may have needed a reason for backing off the pace that day, or maybe they remember their own experience getting help when they were just starting and are paying it back. Either way, take the help, don't feel you're holding up anyone, and press on at your level. You will now know where your fitness and skill levels lie, helping you decide whether this group fits or not.

Putting all this together should help you find a good group for your fitness and socializing goals, and I highly recommend you try it, as you will learn quite a lot about riding from doing it as you do talking about it over light refreshments after the ride. See you out there!



## Hey—That's My Bike!

By Tom Carmine

If you saw someone riding your bike in the distance, would you know it was your bike? Some of us have bikes with character, and some of us have bikes as pristine as the day they left the bike shop. If you are in the latter group, how do you describe your bike so that it is easily identifiable to someone who thinks all road bikes are still 10-speeds?

That question troubled me when I rolled my Trek 520 out of the store one week before riding in Bike Virginia in 2012. My solution at the time was yellow electrical tape and mailing labels. I had two goals: make my bike distinctive from 50 yards away and make it traceable back to me.



**Tom's taped bike**

I figured anyone who might ride off on my bike could not quickly remove anything distinctive so I wrapped yellow tape around the upper forks, the triangle and the rear stays. I taped mailing labels to the frame in two spots with my contact information. I figured it was a lot easier to scan around for a brown bike with yellow accent stripes than just a brown bike.

Contact information has always been recommended in case someone stole your bike. The most common practice in the old days was to drop a card in the seat tube. At least if you had to prove ownership in a pinch against someone else claiming ownership you could flip the bike over and shake out your card.

I do several bike travel tours a year, so I am especially concerned about my bike when I travel. In addition to my old yellow stripes, I have added reflective tape down the forks and stays for more nighttime visibility and more distinctiveness. I still have contact

information that are visible plus labels on the inside of each of my rims. I also have my frame's serial number in my phone and a good quality picture that could be texted or emailed.

Those of you wanting something a little more upscale should consider labels from [veloink.com](http://veloink.com). They make high quality 3M vinyl decorative stickers. For \$9.95 you get six customized stickers in colors that will work with your bike. At least one PBA member has them, and I saw several on the NC Coastal Ride this year.



**Veloink example**

Our bike is not the only thing that needs identification. What about you? I ride alone a lot, and if I am found unconscious on the side of Richneck Road, I want the first responders to know who I am and who to contact. I wear an identification bracelet from [roadid.com](http://roadid.com) that has my name, my wife's and my son's cell phone number, our home number and that I have no known medical issues. In addition to that ICE number you may have in your phone, I suggest that you should carry an emergency contact card in your wallet.

I was the medical power of attorney for my 79-year-old uncle who lived alone. I had given him a laminated emergency contact card to carry in his wallet and another one for his refrigerator door. One afternoon I received a phone call from the State Police. My uncle had been involved in what became a fatal motorcycle accident. If he had not carried that card, I might not have known that he had been injured until I read about it in the paper.

Identification is important for the bike and for the rider, and while you are at it, put an identification label on the back of your cell phone.

# Sprichst Sie Deutsch?

By Robb Myer

Many of you, like us have done rides that cover at least two states (e.g. Ride TheFault Line and GAPCO - Great Allegheny Passage & Chesapeake & Ohio Tow Path) but VBT's "The Czech Republic, Germany & Austria" was our first tour that included three countries. After a non-biking pre-ride visit to Prague we started the bicycle tour in Crsky Krumlov riding along the Vltava River.



We next pedaled through the Sumava National Park and crossed the Czech-German border at a pedestrian/bicycle crossing that was closed during the days of the Iron Curtain. After lunch we rode through beautiful Bavaria on a German "Rails to Trails".



The next day we looped along the River Inn which is the border between Germany and Austria. We crossed the river into Austria at the town of Scharding. I should mention that my Showers Pass rain gear proved itself nearly every day, with temps in the low 50's accompanied by drizzle or light rain. In this image my right foot is in Austria and the left in Germany.



We started the next day with cruise down the Danube. VBT transported our bikes to the disembark point by trailer but the boat was full of bike tourist, most on e-bikes. Up

until now the preference was first Czech and then German beer, but today was the transition to Austrian wine as we entered winemaker country.



river again to Durnstein on small pedestrian ferry with a 10 HP outboard motor.

VBT provided morning and afternoon "Ride with GPS" routes as well as cue sheets so we never got lost in the rain on our two-wheeled adventures. In fact we liked riding along rivers so much our next trip will be a bike and barge tour of Holland and Belgium.



**TREK**  
BICYCLES



1957 **CONTE'S**  
BIKE SHOP

## 27th Annual Surry Century



**Saturday, September 14, 2019 7 AM—4:40 PM**

45 School St., Surry, VA

- ◆ **UPDATE\*\*.** *Early Bird Registration is open to the first 150. This will sell out so get registered!*
- ◆ **Go to [www.pbabicycling.org](http://www.pbabicycling.org) to register.**

This is a scenic bike tour of beautiful Surry County where the earliest English settlers lived. Ride along the James River through a Roundabout, past historic sights such as Bacon's Castle and Chipokes Plantation State Park.

This is a unique Century. There are three loops giving you the option to ride 25, 50, 75 or 100 miles... your call! The team of SAG drivers and riders shadow along the way to ensure all riders are completely safe and supported. There are multiple rest stops along the way to keep everyone nourished and hydrated.

## PBA RIDE SCHEDULE FOR SPRING AND SUMMER MONTHS



The PBA Seasonal Standing Rides (April—September) are going strong.

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

The PBA weekly summer standing rides can be found at <http://pbabicycling.org/standingrides>.

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

- Congratulations to **Barb and Raul Zevallos** for completing their *first century on a tandem* at this year's Tour de Chesapeake!



### • ORDER YOUR PBA JERSEY AT THE PRIMAL STORE TODAY THROUGH TUESDAY, JUNE 11

You may order a PBA "Historic Hampton Roads" men's or women's short sleeve jersey from Primal for \$50. Jerseys will be bulk shipped to me around July 19, saving members shipping cost.

There are size charts, fit and measurement guides available for the ordering page. Feedback and personal experience from our past orders, most members should add one size for comfort. Sizes range from XS to 5XL. Once you place your order, please email me your contact information to [threespeed67-pba-ride-leader@yahoo.com](mailto:threespeed67-pba-ride-leader@yahoo.com)

The store link is <https://via.primalcustom.com/collectionst00360b>



- PBA ride leader volunteers ready for the MS150...rain or shine.



- **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](#).

- PBA represented at the Poquoson Memorial Day Ride and Poquoson Memorial Day Service.



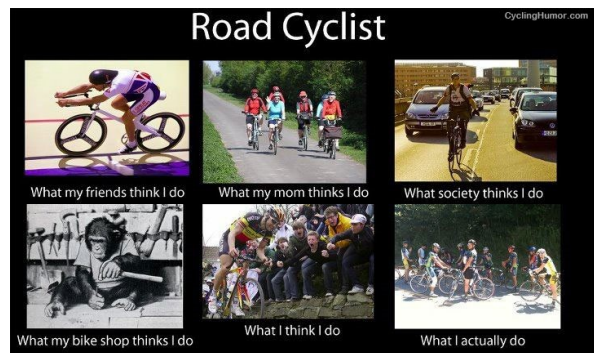
- **Something new for S'Cool.** In 2018, about 30 students at Anatole France, a public elementary school in the town of Louviers, have been taking the S'Cool Bus—essentially a large tandem bike with electric assist—under the supervision of a "bus" driver. And based on the initial success of this bus, the S'Cool Bus is coming to 10 more French schools in 2018.



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

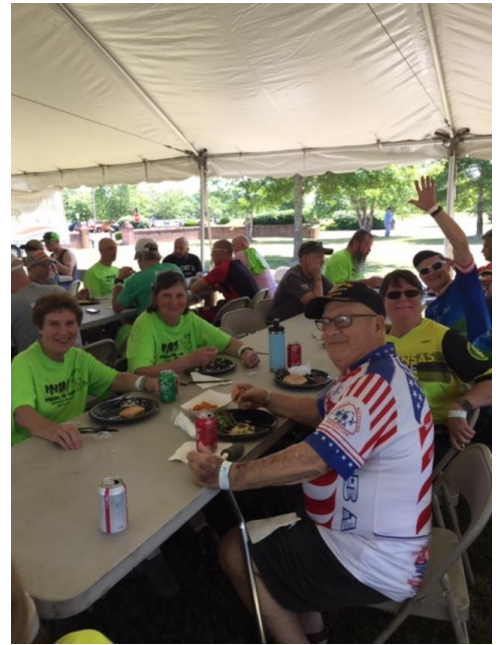


- **Some Cycling Humor**





**PEDAL FOR THE PIG  
MAY 25, 2019**



### 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 Bicycles Yorktown, 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 Bicycles, Village Bikes and Conte's for supporting PBA!



Join the Peninsula Bicycling Association at <https://pba44.wildapricot.org/membership> or use the form below.

## 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