



These events are being planned.
Watch Facebook and your email for more details.

◆ **RIDER'S CUP RIDE**

This is a joint ride with the Williamsburg Area Bicyclists to celebrate this friendly, yearly mileage competition

◆ **OCTOBER 11 MEMBERSHIP MEETING**

◆ **DECEMBER HOLIDAY PARTY**

PBA IS ROLLING.....

Summer weekly rides continue through September in Newport News, Hampton, Poquoson, Yorktown. Check the [PBA Facebook page](#) and the [PBA web page](#) for ride announcements and information.

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PBA Board Members and Directors

President	Jamie Clark
Vice President	Open
Treasurer	Tom Carmine
Secretary	Open
Advocacy Director	Open
Safety/Training Director	Tregg Hartley
Marketing Director	Beverly McLean
Communications Director	Todd Goodhead
Newsletter Director	Melanie Payne
Ride Director	Jen Faas
Program Director	Robb Myer
Membership Director	Richard Armstrong

Additional Positions

Volunteer Coordinator	Open
SAG Coordinator	Open
Awards/Statistics Coordinator	Robb Myer
Webmaster	John Bright

PBA Website:
www.pbabicycling.org/

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.

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

The 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.

A Letter to the PBA Membership.....The Future of the Club Depends on You

August, 2021

Dear PBA Members,

The club's Board of Directors needs your input on the future of the Peninsula Bicycling Association (PBA). Fortunately, as vaccinations increased and restrictions decreased, we have been able to resume many of our weekly group rides and our monthly summer programs. Our financial situation is healthy; however, our volunteer status is not as strong.

Most members of the Board of Directors have served for multiple consecutive years and there will be several vacant positions at the end of 2021. Historically, getting members to take on leadership roles has been challenging and we have had vacant Board positions over the last two years. We have also struggled at times to get volunteer commitments and staff essential positions for our larger bicycling events. Our monthly programs are manageable with a small team, but the work needs to be shared by more people so that the same group of people isn't always responsible. At this point, the Board does not feel that we have enough volunteer strength to hold either of our larger fundraising events (Pedal for the Pig or Surry Century).

(continued on next page)

(Letter to the Membership continued)

The Board does want to recognize that our dedicated ride leaders do a great job week after week, and that both riders and club officers appreciate their efforts. That brings us to the important question, “Do club members want to continue being an incorporated cycling club in 2022 and beyond, or is it the desire of members to just ride together?” This is a weighty question that deserves serious consideration and input from all club members. To help understand the difference between the two options, please read the article Tom Carmine wrote in a previous Chainstay: [Why Do We Need a Bike Club?](#)

After considering this question, a follow up question is, “If you wish for the PBA to continue as an incorporated cycling club, will you personally volunteer in some capacity?” This is not a theoretical question. If you say yes, please expect to be called upon to help the club in some capacity.

Feel free to discuss this with other PBA members and give feedback to any ride leader or any Board member listed below. The Board will also call a membership meeting (to be announced) for group discussion. We ask that you do not take this discussion to the PBA Facebook page, since most people in that group are not actually dues-paying PBA members. The discussion is not a secret, but only PBA club members will have a voice in the conversations that ensue.

Thank you for your careful consideration.

The PBA Board of Directors,

Richard Armstrong	Vice President	snortofafghanistan@hotmail.com
Tom Carmine	Treasurer	tomcarmine@gmail.com
Jamie Clark	President	sibertigr4@aol.com
Jen Faas	Ride Coordinator	jnfaas@gmail.com
Todd Goodhead	Communications	opusbloom@gmail.com
Tregg Hartley	Advocacy	pbafatmanriding@gmail.com
Beverly McLean	Marketing	beverlym@covtrav.com
Robert Myer	Membership	rmyer3@verizon.net
Melanie Payne	Secretary/Chainstay	pbamel@aol.com

PBA Club Affiliations



**Adventure
Cycling**
AFFILIATED CLUB



WELCOME NEW PBA MEMBERS

David Bowman
Debbie Bullard
Erin Gehlhausen
Jiquan Guo
Janice Hartley
Melissa Hatti
Heather Johnson
Darcy Marion

Nicholas Marickovich
Jack Phillips
Carolyn Poissant
Elisa Raney
Charles Rossi
Brendan Smith
Scott Surbrook

Membership includes a 10% discount on selected items at most local bike shops. Thank you to members who have renewed their membership.

We look forward to riding with you!

2021 PBA BIKE JOURNAL UPDATE

PBA members are cycling strong. **53 PBA** members have already recorded **114,098** miles (as of August 31). PBA remains in second place of all the Virginia clubs listed on Bike Journal.

Logging your miles on Bike Journal is an excellent way of tracking your miles. Kudos to our top ten riders in alpha order:

Helene Drees
Robert Drees
Sally Jackson
Wade Jackson
Patrick Johnston

David Jones
Roy Kidwell
Richard Maruyama
Robb Myer
Bob Silva

bikejournal.com
Ride. Log. Repeat.

The upcoming long Labor Day Weekend, Friday, September 3 through Monday, September 6, is our second "open-season" for all members to qualify for the Birthday Club.

2021 BIRTHDAY CLUB CHALLENGE

There are three age categories for the Birthday Club Challenge.

Vanilla: Age 50-59

Peaches and Cream: Age 60-69

Rocky Road: Age 70 +



Congratulations 2021 Riders

Peaches & Cream
Jennifer Allen
Paul Street

Rocky Roads
Bob Carter
Linda Carter
Robb Myer

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 [Member Challenges](#).



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:

- * Ride your birth year 12 times in 2020.
- * Ride no more than two in a single month.
- * If born in 1962 or later, ride 62 miles.
- * Periodically, send birth year, date and miles to Robb Myer, Awards/Statistics Coordinator.

Member Musings.....

A Rising Tide Raises All Bikes

By Tom Carmine



In the summer of 1974, I had a summer job downtown, but no car to get there. I had permission to take my mom's car, but I wanted a little more independence. One Monday morning, instead of taking her car, I rode off on my Peugeot 10 speed to 34th St. and Warwick Boulevard, a seven mile trip.

I lived in midtown Newport News, just across from the Hot Dog King. Jefferson Avenue still had dirt shoulders down to Main Street. To get to downtown, I traveled from Ivy Farms through Brentwood, to Sedgefield to Main Street and Jefferson. From there I had a four-lane divided highway to Wilcox Bait and Tackle at Center Avenue. Center took me to Warwick where I slipped into Huntington Park to get to River Road. From there it was straight down Huntington to 34th Street. The trip took 20 minutes to drive and 30 minutes to bike. I worked in a lumber yard, so sweat was not an issue. I just changed from shorts to long pants when I got there.

Going home was different. It was a 3.5 mile sprint to beat a thousands of cars leaving the Shipyard mostly going the same way I was. In order to get to Main Street first and its safer 25 mph speed limit, my employer let me clock out ten minutes early to give me the head start that I needed. All in all, it went well for the summer. I only had one crash with no injury. I cycled over 600 miles earning my Presidential Fitness Badge for Cycling, and I learned that I did not need a car every day.

I did not see other bike commuters, but a year before was a different story. The oil embargo made gasoline scarce and pricey. Well, we thought it was pricey at the time. That year the fence in front of the Shipyard was lined with chained up bicycles.

People were riding all the way from Denbigh. One would have thought that year might have changed behaviors, but a year later, most of those bikes were back in their respective garages.

Back then there was no thought of bike lanes, sharrows, or bike paths. Sidewalks were off limits for bikes. The official opening of the 76 Bi-Centennial was still two years away. When Rails to Trails was founded in 1965, they report there was only 250 miles of Rail Trails in the Nation. Folks, we have come a long way, but we are on a very long journey.

Cycling will continue to grow and with it will be better access to bike infrastructure. It is essentially mandated now in new highway improvements such as the bridge over Lake Maury on Warwick Blvd. The future focus of urban bike infrastructure will be largely on functional cycling in order to encourage people to choose walking or bicycles over cars for commuting and errands. That means interconnected networks.

Changes will come more quickly when the average citizen supports and demands better infrastructure, and just as important when the rest of the citizens quit opposing everything that improves cycling. Case in point, the division among Smithfield residents that rose over the bike path from Nike Park into town.

I am a regular reader of the *Virginia Gazette* and its public forum. Here is a sampling of the comments raised this summer by their non-riding readers.

Now that the state legislature has legalized all the bad riding habits that bicyclist in Virginia portray, one thing they forgot to do was to require bicyclists to carry liability insurance so that when someone gets hurt because of their carelessness, they can be held financially responsible.

In reference to the recent comment about cyclists: part of the part of the problem is like last weekend when the roads in the upper part of the county were closed because of bicycles. Then a whole flock of bicycles just goes by on a Wednesday morning and they always pick the skinniest

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(A Rising Tide Raises All Bikes continued)

roads they can find in the country and they want to ride too wide and then you can't get around them. And they just poke along and **that's why people are tired of the bicycles.** (Emphasis added)

If they want to use their \$75 million bike path to Richmond that was paid for by property taxes from cars and license plates and gasoline, then fine. Go get up there and stay off the roads, but don't be in the roads getting in everybody's way and holding us up.

Some of you are now saying those people are idiots. Yes, many are misinformed, but they drive cars that can injure you, and they can vote against candidates that favor cycling improvements. The forum postings are anonymous, although you do have to identify yourself when you submit a comment. I have authored a number of rebuttals over the past few years trying to point out the lunacy of their posts.

This week there was some good news. In the August 23, 2021 issue of the Williamsburg Yorktown Daily (wydaily.com) they reported the following headline: **York County Moves Forward with Walkway and Bikeway Projects.**

The article went on to say:

In a York County Memorandum from Aug. 4, County Administrator Neil A. Morgan said that there are twenty projects underway to create more bicycle and pedestrian networks throughout York County. "I believe we are making tremendous progress toward making York County a much more bike and pedestrian friendly community, consistent with the desires of the citizens as expressed in the Comprehensive Plan citizen survey," Morgan said.

My point is this. As cyclists we are all in this together, and what helps one helps the other. The guy riding to work down Jefferson Avenue on the bike path on his Huffy mountain bike on his way to work will be more important in getting infrastructure than all of us Saturday morning riders together. Urban improvements will be about getting people out of cars to walk or ride. But remember, a rising tide of support for infrastructure will ultimately improve the conditions for all bicyclists.

What is the Birthplace of America Trail (BoAT)?

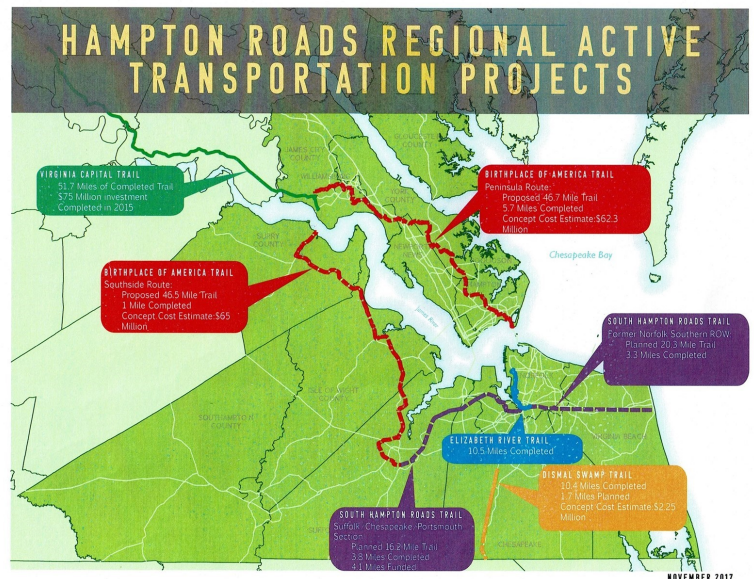
The Birthplace of America Trail (BoAT) is a prospective regional bike and walking trail that will ultimately connect South Hampton Roads to the Virginia Capital Trail (VCT).

The BoAT starts in Jamestown with the northern leg heading to Fort Monroe on the Peninsula and the southern leg crossing the James River into Surry and through Smithfield and eventually ending in Suffolk. This terminus is where it picks up the South Hampton Roads / Seaboard Coastline Trail that will eventually link to the Virginia Beach oceanfront.

Once completed, this trail will be a paved, off-highway route traveling approximately 90 miles. One day, you will be able to ride your bike from Virginia Beach or the Peninsula to Richmond on a completely designated bike/walking path!

Become a Friend of the BoAT by joining this group. <https://www.facebook.com/BirthplaceofAmericaTrail>

Follow the progress of the trail. Lend your input and support as we work with the Active Transportation subcommittee for the Hampton Roads Transportation Planning Organization (HRTPO), which is a regional VDOT division. The BoAT will ensure that Hampton Roads has a stellar active transportation system for residents and visitors but we need your help. Become a Friend of BoAT today.



Getting to know you... Bob Carter



This issue's spotlight member is the other half of the Carter duo, Bob Carter.

Bob is a long-time PBA member, ride leader, and co-ride leader with Linda. He jokingly calls himself the "Domestique" and loves to take a panoramic selfie (or two or three) on group rides. Read on to find out why

Bob is the most interesting man in Poquoson!

Tell us a little about yourself.

My viewpoint is you trapped sitting on a bench, waiting for a bus. I'm talking to you from the other side with a white feather drifting over me and soft music playing.

The first thing I can remember well is celebrating the end of World War II. My father, a Naval Officer was coming home. Along with my uncles they told many interesting war stories and I sensed the thrill of air combat at an early age. I would learn the associated intense fear part later. I built and flew gas powered aircraft models—I always wanted to fly! As a military family we lived near Naval Bases on both coasts and the Panama Canal Zone. My dad was a curious character who taught me to learn about mechanics and electronics by taking things apart.

As a "Rambling Reck" from Georgia Tech, I graduated with a degree in Electrical Engineering. One of my personal maxims is, "It's hard to hit a moving target!" In succession, I attended Navigator School, Electronic Warfare Officer School, and a follow-on assignment to the B-57 "friendly enemy squadron." Shortly after I was assigned to Fighter Weapons School then onto an "unfriendly enemy" assignment in Southeast Asia. (Why do they shoot at you when they don't even know you?) I was an F-105 Wild Weasel Surface-to-Air Missile hunter-killer Squadron, a first in aviation history.



After completing 100 combat missions over North Vietnam, I attending pilot training and was assigned to an air refueling squadron where I returned to fly missions in support of the B-52 raids of Linebacker II,

which brought the end of hostilities in Vietnam. Next, I was assigned to graduate school in Electrical Engineering.

After graduating I requested duty at Langley AFB so I could sail the Chesapeake Bay and have a couple more kids. I became a stationary target! After 8 years I received an assignment to the AF scientific Research Office in Washington, DC. Our family stayed in Poquoson and I commuted on weekends and rode my bike to work from Mount Vernon to Bolling AFB in SE D.C. when I could.

After graduating from the Air Force, I became a pilot for TWA. Linda said I needed to get a job where they told me what to wear. I did some biking on layovers. My favorite ride was around Lake Zurich on an August day. I rode all around Paris and found the hub and spoke street layout to be a navigation challenge cloudy days. Because of a subsequent merger, I retired from American Airlines.

It's time for the white feather to drift away! We will write new music from now on. Yes, life really is like a box of chocolates as we, with the spinning feet, well know on the long and winding roads of our lives.

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

Up until my retirement from the airlines, my interest in biking was mainly due to my participation in triathlons. My primary exercise was swimming. However, during a furlough, Robb Myer and I did my first cross-state ride, the bike ride across Tennessee. Even with the mountains, I really loved it. Robb's enthusiasm was contagious.

After retirement, Robb and I did bike rides across Florida, Georgia and North Carolina. These efforts motivated Linda to begin training for the NC Mountains to the Coast ride and we both are sincerely thankful and owe our cycling motivation and participation to Robb.

Since I hooked Linda on bike trips, we've completed another twelve or so NC Mountains to the Coast rides, several NC Spring rides, Coast to Coast Southern Tier; Erie Canal; several Green Spring, Ohio rides; a number of Bike Florida Rides; two trips to the Netherlands; Cologne, Germany to Rome, Italy; Colorado, rides, and Cincinnati to Cleveland, Ohio plus numerous one and two-day and weekend rides. In addition, Robb and I completed a five-day ride against the wind around Pamlico Sound and a trip from Fredericksburg to Yorktown.



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(Getting to Know You continued)

What is your favorite PBA ride?

It would be really hard to pick out a favorite of our club rides. My first rides were with Ron Hafer, which started in Newport News Park and subsequent club rides in Tabb on Thursday night and Saturday in Poquoson with Robb Myer. Both Robb and Ron provided encouragement and guidance that kept me coming back for more riding experiences.

What advice would you give a new cyclist?

1. Look only where you want the bicycle to go.
2. Look ahead two seconds and 10 seconds for preview of coming distractions.
3. Be predictable—avoid unnecessary moves and signal your intentions to other riders before deviating.
4. Avoid target fixation—if you stare you will steer towards the object of fixed attention.
5. Glance in mirror every 5-10 seconds.
6. When riding in a line, pace yourself on the rider ahead of the one you are following.
7. Stay alert, watch for other vehicles, and don't ding!

We all know it can be difficult to get out and ride some days. What motivates you to keep riding?

I motivate myself by making a prior commitment to either ride with another person or leading a ride which involves others relying on me to show up. For example, when I commuted by bike in D.C., my British riding buddy was always waiting at 6 am at Mt. Vernon.

When Linda started riding, my motivation increased tenfold. Committing to the organized club rides is another example and setting goals and contests also help. Our cross-state rides have been forced marches, i.e., if you don't ride you are left behind.

Describe your favorite day on the bike.

"Oh, what a beautiful morning," as the sun breaks the horizon, the breeze is at your back and other friends are riding with you. We're heading for a new destination!



When not biking what do you like to do?

Swimming, playing the piano and accordion, working on cars, and kayaking. Sailing, until we gave our boat away.

Tell us something we don't know about you.

-Andy Warhol said, "everyone is famous for fifteen minutes" and that's true for me also. Here is the story. Flying a Boeing 727 from St. Louis to San Antonio, chatting with the Captain, I noticed the aft air stair warning light was on. I decided to go back and inspect trying to saunter down the aisle so as not to alarm the passengers (no, I didn't whistle), I discovered that the aft stairs were flapping in the breeze.

The Captain and I were puzzled because, there was a "D.B. Cooper switch" which aerodynamically activated to prevent the door from ever opening in flight. (D.B. Cooper hijacked a Boeing 727, opened the aft stairs door, and bailed out with his ransom money. Google D.B. Cooper for the whole story).

I volunteered to go back with a rope tied around me and try to close the door. We moved the passengers forward as much as we could, descended and depressurized the aircraft. With the rope tied around me, I opened the back door and became D. B. Cooper without a parachute. I discovered the D.B. Cooper switch malfunctioned and when I tried to activate the close function the switch prevented the door from fully closing. I then took two seat belt extensions and jury rigged a fix to hold the door closed with continued hydraulic pressure. We landed successfully and were kept away from the press.

Later, in the library, I saw a header in *USA Today*, "Height of Courage on a Jetliner" and thought I was going to read an interesting story. Apparently, the press had interviewed passengers and there was an account of an unnamed crew member performing some kind of a "Die Hard" action to close the door. Other accounts appeared in the NY newspapers, implying the crew member closed the door from the exterior of the plane. (Apparently, they made assumptions since I was carrying a rope down the aisle.) So, that's my fifteen minutes of nationwide fame! Just my name is missing!



In 1984 I swam across the Chesapeake Bay at Annapolis in a organized race. Traversing the current in the two deep water channels was challenging.

If you could ride with two famous people, who might they be?

Richard Feynman—he was a curious character and a jokester. He worked on the Manhattan Project and had a great ability to explain complicated things in simple terms.

Pope John Paul II – our airline, TWA, was "Travels With Angels" when we flew him, but I never got a chance to meet him. I think he is a reflection of the love of our creator.

Memorial Ice Cream Social and Bike Ride

By Robb Myer



The exact date the club was founded is unknown because it was several years before its charter, but we are approaching 50 years. For the past five years the annual ice cream ride was named in honor of founding member and early ice cream ride host, Don Hubbard. This year the event was expanded to include other club board members and ride leaders who made a positive contribution to the cycling community. When you participate on group rides, it isn't always easy to see that there are many volunteers contributing to the biking and walking environment we enjoy.

This year we honored eight who we have good reason to be grateful for their contributions to the club. In addition to **Don Hubbard**, **Bill Nuckols**, **Bob Richardson**, and **Jimmy Pereira** all made lasting contributions. Bill developed the original Surry Century routes, Bob designed the City of Hampton Bike Route system thirty years ago, and Jimmy created the route maps for our rides and those used on the Great Peanut Bicycle Tour in Southside Virginia. **Mark Dulaney** was PBA president and when he moved to Williamsburg was one of the founders of the Williamsburg Area Bicyclist. He is also the source of the name of our fund-raising team, "The Killer Bees." During the years he was ride director, many club members started riding with **Ron Hafer** as he normally led three or four rides a month at what is now referred to as "party pace." Ron was also a recumbent and later an e-bike mentor to many. We lost younger members, **Mike Toole**, and **Brian Tune** way to early. Mike was a huge Killer Bee supported and fund raiser and popular ride leader Brian died in a hit-and-run crash in 2018.



Close to 50 current and past members attended the August 14th ride and social at the Bethel Recreation Area, which was also the annual legacy PBA jersey/T-shirt event.



There were four different pace/distance rides with different brief/roll times that returned within a few minutes of each other for the ice cream. Thank you, **Tom and Linda**, and **Beverly and Todd** for the ice cream and toppings.

What's RAGBRAI?

By Jack Liike

I first heard of this ride in 1973—the summer before starting my senior year of high school in Omaha, NE. I read the news and saw on TV that a bunch of cyclists were going to ride their bikes across Iowa. (You know there are these things called CARS and INTERSTATES, right?) It started out as a joke with two reporters from The Des Moines Register newspaper who had become avid cyclists during the prior few years, and were looking for a way to ride across the state, write articles about the state and its people along the way, and get the Register to pay for it! Their editor thought it was a good idea, and suggested “they invite the readers along.” They envisioned maybe a dozen or so and were astonished to find over 250 cyclists waiting for them in Sioux City. Thus the FIRST Great Six Day Bike Trip was born.



This ride turned into the second annual Great Bicycle Ride Across Iowa (SAGBRAI) the following year, 1974. The 70's were infamous for acronyms, and the newspaper caught on to "... include the Register in the name." So the third year, 1975, it be-

came the Register Annual Great Bicycle Ride Across Iowa, using roman numerals to designate the number of years (i.e., RAGBRAI III). The tradition was born, along with the West to East route.

My first introduction to the ride was in 1999, the 27th (XXVII). I'd done a couple Bike Virginia's and MS-150's already. Hearing so many other cyclists talk so enthusiastically about RAGBRAI just piqued my interest even further, so I bit the bullet, sent in my application, chose a charter group to spend the week with, and headed to Iowa. Little did I know what I was in for!

The MS rides had a few hundred riders and Bike Virginia had 2,000 riders. IOWA had TEN THOUSAND! It was amazing! The first morning heading out of Rock Rapids, there was nothing but bicycles in front and bicycles behind. Food vendors were set up in town, in farm yards along the route, in all of the pass-thru towns. Pancakes, breakfast burritos, turkey legs and tenderloins, smoothies, ice cream—it was all there. Entertainment was everywhere too, including a guy playing guitar and singing by the road as riders rolled by. A gentleman playing his tuba in the town square. The high school band kicking out the jams in front of their school. A DJ cranking out the tunes in



front of the fire station, with a dozen lycra clad sweaty bodies dancing their a\$\$es off, then hopping on their bikes to ride another 15 miles to the next pass-thru town.

The greatest thing I always remember – the people of Iowa who welcome us with open arms and smiles. Having been born and raised in Iowa, I've heard the phrase “Iowa Nice,” but to experience it with this crowd gives one the chance to really come to know what that means.

Every morning it felt like someone flicked a switch ON, and all this excitement and energy just poured onto us all day long. On my two day drive back to Virginia, I felt a massive sadness since I was in so much energy and excitement for a week and suddenly was alone just feeling like the bottom dropped out. That's where I knew I'd be coming back again.

This year was my 20th adventure. Yeah, I came back. Having family ties in and near Iowa also pulled me that way too. It's even cooler to be able to experience the ride, and then be able to spend time with family.

Don't get me wrong because for each of those happy, smiling, emotional moments, there were occasional physical and emotional extremes in the opposite

(continued on next page)

(What is RAGBRAI? Continued)

direction. Events that occasionally made me ask “Is this going to be my LAST time doing this?” Over those past 20 years, some are quite memorable. Storms scare the crap out of me which is even a worse experiencing in a tent. Several windy days. Several COLD days. Several wet days and nights. Several cold, windy, and wet days. Tornado watches and warnings. Knee going out.

And dehydration. That was an unfortunate lesson learned this year. On the first day. Only 30 miles into an 80 mile day. Think again if you think you’re properly hydrated, especially if it’s really hot and humid.



The Air Force Cycling Team has been riding and providing support for RAGBRAI for quite a long time. Anytime they see someone stopped, they stop. Whether changing a tire, or pouring water down your neck and resting a hand on your shoulder while you lay on the side of the road heaving your toenails up – these guys stayed with me till I was able to get back on my bike and ride again. A HUGE “THANK YOU” to these men and women!

Any of those “less positive” items are by far outweighed and multiplied by so many positive and permanent memories too such as the friends you meet and look forward to riding and hanging out with during the week, sitting on the lawn of a farm yard eating breakfast while hundreds of bikes roll by, coming to the top of a hill and seeing several miles of straight and gently rolling road in front of you, a very strong wind from the west and you’re going east, grabbing a beer at the beer truck located a few miles



from the next overnight town, dancing your feet off in the overnight town while Huey Lewis or Three Dog Night or Cheap Trick or whoever up on stage is pounding out a great beat.

And the food! Other positive memories include talking to the local people—hopping off the bike and sitting and chatting with a family in their driveway, stopping by the farm where the owner has set up a 150 foot slip-n-slide on the front lawn, along with a keg on ice, and a state barbecue champ manning the grill with some of the BEST BBQ I’ve ever had. Oh yeah, there’s a



band playing too. And they’re GOOD. See that pool beside the house—hop on in. These people go through this effort and preparation all in anticipation of 10,000 bicyclists riding along in front of their yard and their farm for a day. Several hundred guests in your front yard! No admission—there’s a tip jar that you can drop a few bills into if you want. Almost all do.

There are just so many happy memories that have been stored and filed in my mind that bring such joy and happiness to me. I’m hoping that as long as I’m able to get my leg over the top tube, I’ll still plan on spending that last week of July in the corn and beans and towns and with the people of Iowa.



Riding Along the Delaware

By Robb Myer



lower Sunday thru Thursday, we considered this during trip planning. We arrived Sunday afternoon and shared the trail and rest-stops which hundreds of other cyclists and walkers. The next couple of days there were few others on the trails and no-wait at our lunch stops.



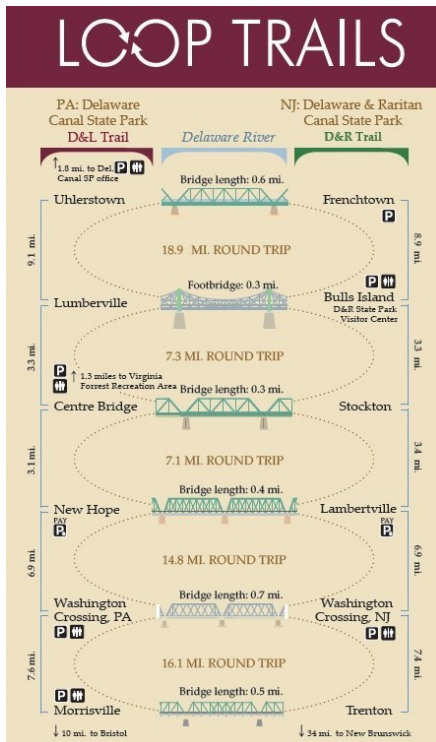
The bridges across the Delaware River all have walkways with cyclists required to walk not ride, but the view is worth the extra time. The bridges range from 0.3 to 0.7 mile in length and are of different design. Sections of the trails are on railroad right of way and others on canal tow-paths with lots of trestles and bridges over streams, aqueducts, and water gates to the Delaware.

Fans of rail-trail riding speak of Xenia, OH and Greene County as the “trail hub” because it was once a railroad hub, but if you are looking for a “hub” as a multi-day ride base you might want to consider New Hope, PA which is over three hours closer to the Peninsula by car and in the center of the Delaware Canal Region.

You can combine rides on the Delaware and Lehigh (D&L) in Pennsylvania with the Delaware and Raritan (D&R) in New Jersey using several bridges that cross the Delaware River. This is the perfect family adventure, as you can create canal loops ranging from 7 miles to 60 miles and have the river as a reference. The trails are great and there are lots of small towns along the way.



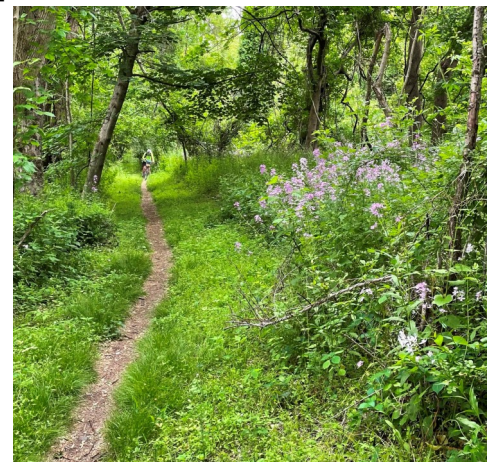
There are also a couple of covered bridges crossing or near the trail and several Delaware Canal locks. For nearly 100 years the canal transported coal to Philadelphia, New York and other towns on the east coast.



So, after riding the upper D&L between White Haven and Easton, PA, my son, and I decided a few days of loop trail riding would be both fun and an opportunity to check the area out for a future family adventure.

As New Hope is a very popular weekend getaway with the parking, restaurant wait times and lodging costs much

While most of the rail-trail and tow path trail sections are at least six feet wide, we encountered some single-track sections on rail right of way that may be added to the official trail in the future.



After three days of riding, we’ve added these trail loops to the family adventure ride-it list.

Biking Ohio's Trails

By Sandy Butler



In late July, Cindy Wong and I decided for this year's summer vacation we would not go to the crowded National Parks, but to spend some time bike riding a few of Ohio's "Rails to Trails." Having ridden a number of "Great Ohio Bicycling Adventure" rides, I was impressed with Ohio's bike trails all over the state. As a "Rails to Trails" member, I knew that Ohio has the second largest number of Rails Trails in the country behind Pennsylvania and to add to that, a number of them are fairly flat and paved.

On our way out to Athens, Ohio we stopped off to take a short ride on one of my favorite trails in West Virginia, "The Greenbrier Trail." The weather was perfect, low humidity and in the 70's. We spent the night in Beckley, and went white water rafting for a half day on The New River the next day. It was a great time on the river, lots of fun and we didn't fall out! We left there that afternoon and headed to Athens and biked that evening on "The Hocking Hills Athens Trail."

The next day we hiked a beautiful, delicate canyon in Hocking Hills State Park. The canyon is about 2/3rds of a mile long and over 100 feet deep with lots of water falls and hidden caverns where settlers made their homes. If you know the history of the first hikers of the Appalachian Trail, Grandma Gatewood would hike in this canyon frequently and

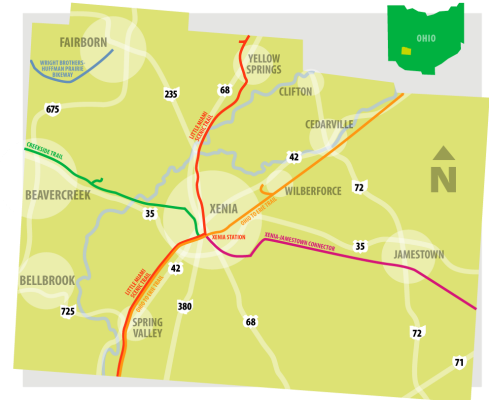
has a trail named after her. She became famous as the first solo female thru-hiker of the 2,168-mile Appalachian Trail in 1955 at the age of 67. Arriving at the Visitor Center one would have no idea that the canyon is right behind the center because it is hidden by the trees. Really a beautiful place.

Once we left Hocking Hills State Park we drove to Springfield, Ohio, where we spent two nights. The next day we rode to Urbana on the "Simon Kenton Trail" and back. Flat with great views of the urban life slowly changing to farms with beans and lots of corn fields. There was plenty of shade also. We arrived at the updated train station that had been turned into a nice coffee and sandwich place doing a fabulous business—so busy we did not eat there.

The next day we took the paved "Little Miami Trail" to Xenia and back for 40 miles. We biked through many small towns with cafes adjacent to the trail, so food and water was not a problem. That afternoon we drove 30 miles to Xenia

which is a bike hub for at least five bike trails. We spent three nights here at the Hampton Inn where we met many bike riders eating breakfast each day

before they headed out on the trails. We drove to the The National Air Force Museum in Dayton on a rainy Sunday to take a break from riding.



On our last day of riding we did 20 miles on the "Creek side Trail" (which can take you to Dayton) and then we did 22 miles on the "Jamestown Connector Trail" which was my favorite. We traveled through farmland with impressive barns and were graced with the singing of birds and flowing creeks parallel to the trails with trees gracefully protecting us from the sun. After about 30 miles of riding we were getting hungry and met a lady on the trail who gave us directions to a pizza place in Jamestown. We enjoyed a relaxing lunch and headed back to Xenia where our room at the Hampton Inn awaited with an evening spent watching the Olympics.

We headed home early the next day for our nine hour drive back, mostly on four lane highways. We had a great bike time and would love to do some of the other Ohio trails.

Trail Town, USA: Damascus, VA

By Robb Myer



At the end of last year's Great Allegheny Passage (GAP) and Chesapeake and Ohio Canal towpath (C&O) family adventure my four-year-old granddaughter said, "I have an idea Grampy, let's do this again next year." (See Chainstay WINTER 2020, p 9-10). I was fortunate, my daughter and son-in-law selected Damascus, VA and my daughter-in-law found a house near the Virginia Creeper Trail (VCT) on Whitetop Laurel Creek that used to be a church parsonage. All I had to do was coordinate five biking and hiking outings. At least four scenic trails, including the Appalachian Trail (AT), U. S. Bicycle Route 76 and VCT converge in Damascus, so it was a fun challenge.

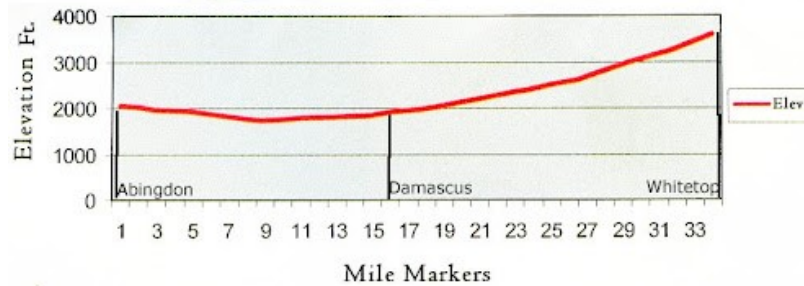
If it were just my son and I, the plan would be to ride the entire 68.5 miles from Abingdon to Whitetop and back in one day, but with the number and age spread of the family we decided on 8-10 miles of cycling or 4-5 miles of hiking with multiple "fun" stops along the way each day.

The number of grandkids in the group and their "wheels" changed this year as well. We increased from five to six young ones, with the birth of another granddaughter in May. Several of the other grandkids, being a year older have changed bikes, now two on 20" single speeds and another moving from a co-pilot to tandem stoker, with two-month-old Mary in the Burley trailer.

The Virginia Creeper Trail Conservancy (VCTC) breaks the trail into two sections, the "Upper Section" - 17+ mile Whitetop Station to Damascus and the 16+ mile "Lower Section" - Abingdon to Damascus, which are very different. On the elevation profile below there is almost a 1600' drop on the "Upper Section," while the "Lower Section" has a gradual descent from each endpoint and the low point near Old Alvarado Station (around mile marker 9).

Counting the number of vans with bike trailers, shuttling cyclists to Whitetop Station is, at least in summer, a major enterprise with over 500 cyclists a day "rolling downhill."

Elevation Profile of the Virginia Creeper Trail
Abingdon to Whitetop



We found on the first three miles from Whitetop Station to Green Cove Station, there is no need to pedal at all, and most of the time you are guarding the break levers. Seventeen miles exceeded our planned mileage, so we self-shuttled between Whitetop Station and Green Cove Station, which had an additional benefit. The trail extends almost a mile past the Whitetop Station parking lot where the shuttles unload and almost all the riders start down from there. The trail terminus is southeast from the parking lot and mostly single track, making for a nice short hike. I only saw one other hiker on the trail, and their objective was getting a picture of the end of trail sign. If my Garmin is accurate the "End of Trail" sign is over 100 yards into North Carolina.



After self-shuttling, I rode back to Whitetop Station, and we rolled down to Green Cove Station. They all had great fun, but I enjoyed the climb so much that after they discovered the playground next to the Green Cove Station, I rode back up to Whitetop Station again.



After the main group drove back to the Parsonage, my son and I continued to Damascus, passing through Creek Junction, Taylors Valley and Straight Branch on the way. Between the last two the VCT and AT share a common section and we decided the next day's hike would follow the Whitetop Laurel Creek between these trailheads.

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This was a great choice for hiking the AT with young grandkids. Not only because it is relatively flat but by following the winding creek, we had the opportunity



to walk over many of the 47 trestles and bridges on the VCT and creek walk looking for rainbow and brown trout. We encountered several fishermen riding the trail with rods and gear in special holders on rear racks. Reminded me of the surf fishing pole holders for trailer hitch popular here and in the Outer Banks.



The last three days found us on the “Lower Section” basing from Old Alvarado Station, the Watauga Trailhead and the Abingdon Mile 0 access point near the Norfolk and Western 433 steam locomotive.

I don't want to leave with the impression that all we did was bike and hike. When you travel with your grandkids you need to find time for S'mores and ice cream.



Thinking of Getting an E-Bike? READ THIS FIRST



We have several PBA members riding e-bikes and I'm sure there are more members thinking about riding one in the future.

All e-bikes have motors, and there are several classifications of e-bikes for insurance purposes based on their speed and abilities. The classifications are as follows:

*** Class 1 electric bicycle shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.**

*** Class 2 electric bicycle shall mean an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.**

*** Class 3 electric bicycle shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.**

Therefore, based on the language from the PBA's insurance policy, losses arising from the use of a **Class 2 electric bicycle would not be covered under the PBA insurance program.**

Bob Carter, Mark Van Raam, and John Atwood are e-bike enthusiasts. Talk to one of them for their opinions and expertise, if you are interested in purchasing an e-bike .



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

Cycling definitely runs in the family.....

Bob and Linda Carter's grandson, Grant Carter, who just turned 17, is making a name for himself in the junior bicycle racing world. Below is a blurb from last year's DC Velo site listing some of Grant's past accomplishments. He is on the DC Velo development team. Ride on, Grant!



Grant returns to the dcDevo program from the 2020 season, where he achieved podium finishes at the top national junior races in the country (Valley of the Sun, in Arizona, and Tour of the Southern Highlands, in Georgia) and men's races (Tour of North Georgia and Johnson City). Grant also landed podium finishes at 2018 Road Nationals in the road race and criterium and hopes to put in a strong national and international showing on the road in 2021.

Grant is a two-time junior national champion on the track, winning the omnium event back-to-back in 2018 and 2019. He holds the national record (with his teammates) for the 15-16 junior pursuit race on the track. In 2018 he was selected for the USA Cycling Olympic Development Track Endurance Program and has participated in the ODP program since it began.

During his last international track race, he won the 15-16 omnium event and sprint tournament at the Ontario Provincial Championships in Canada. He hopes to get an opportunity to represent the US for Junior Track Worlds in Cairo Egypt in April of 2021.

Grant got his start in racing with the Ttown JPA program out of Trexlertown, Pennsylvania. He is a 16-year-old junior at Emmaus High School in Macungie, Pennsylvania.

A Great Resource.....

Visit <https://www.cyclingva.com/> to see a listing of all future Virginia cycling and racing events.



MEMBER CHALLENGE UPDATE

The long Labor Day Weekend is our second "open-season" for all members to qualify for the Birthday Club (i.e. Friday, September 3 through Monday, September 6).

Also, if you rode 50 or more miles in a single day during the Memorial Day weekend challenge you completed the first of the 50-50 Club Challenge qualifiers. You complete the challenge by doing it again during this "open season".

See <https://pbabicycling.org/Member-Challenges> for the Birthday Club criteria.

Once you complete a challenge, please email Robb Myer at threespeed67-pba-ride-leader@yahoo.com.

Bicycle Safety Act Signed Into Law Went Into Effect July 1, 2021

On March 31, 2021, Governor Northam signed [HB2262, the Bicyclist Safety Act](#), to take effect July 1.

The new law *requires motorists to change lanes while passing cyclists, and allows cyclists to ride two abreast at all times*. Both of these provisions will encourage safer passing, and eliminate excuses for passing too closely.



The "Idaho Stop" or "Delaware Yield" provision, allowing cyclists to treat stop signs as yield signs, was dropped; but replaced with a directive for the State Police to study the issue, for a future change in the law.

SUMMER 2021 PHOTOS



The Oozlefinch Gang



Wednesday Rivah Cruise



Memorial Ride "B" riders honoring Brian Utne



Tabb Library Ride



Thursday Lunch Bunch



Saturday Morning Poquoson Pedalers



Saturday Poquoson-Yorktown Ride

TREK
Bicycles



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!



The easiest and preferred way to join the Peninsula Bicycling Association is at <https://pba44.wildapricot.org/membership> (or you can still complete 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