

Chainstay

The Peninsula Bicycling Association



WINTER 2021

Volume 51, Issue 4

PBA ANNUAL HOLIDAY SOCIAL

SATURDAY—DECEMBER 11, 2021

6:00—9:00 pm

Falcon Creek Condo Clubhouse
4900 Falcon Creek Way, Hampton



Put on your jingle bells and come join your PBA friends to celebrate the holidays and another year of cycling! [Please RSVP your attendance here.](#)

Guests of PBA members are always welcome - the more the merrier!

The party will be a pot luck, [Sign up here for what you will bring.](#)

There will be an **optional** Secret Santa gift swap exchange. If you would like to participate, bring a wrapped gift that is biking-related (\$20 -25 max).

Annual PBA Valentine's Day Dinner



Saturday February 12, 2022—6:15 pm
at Al Fresco Italian Restaurant
at 11710 Jefferson Ave.

RSVP no later than 7:00 pm

Monday, February 7th

TO RSVP or for more info contact Anthony at papawoodard@verizon.net

PBA IS STILL ROLLING...

Be sure to check the [PBA Facebook page](#) and the [PBA web page](#) for pop-up ride announcements and other information.



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2021 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.

So this will be my last message to all the club members who enjoy reading or just perusing our newsletter, as I will be stepping down as President of the club.

I have had a great couple of years leading PBA and certainly look forward to working with all the new people joining the Board of Directors and seeing in which direction they steer the club.

I will be staying on as the Secretary for the Board, as I believe there are still a lot of great things to be done by the club, and to help foster in the new leaders on the Board. I would first like to give a big THANK YOU to the current Board members who have worked with me these last few years. Without your ideas, communication, participation, and camaraderie it would not have been as successful as I believe it to be. Second, I'd personally like to welcome **Carlton Foster** as our current nominee for President, and **Robert (Rob) Liles** as the Vice President nominee. We also have joining us on the Board **Dale Ashcom** as the Programs Director, **Mark Suiter** as the Advocacy Director nominee, and **Tom Bauer** as the Communications/Marketing Director nominee. I know each will bring new and fresh ideas to the club as well as keeping the traditional aspects of this long-standing club.

It has been an interesting year for cyclists in general. We were able to have more choices for group and major organized events throughout the year—much more than last year. I praise all the organizers of the different events for ensuring the safety, health, and welfare of all those cyclists who chose to participate in the multitude of events. I did not participate in as many as in previous years, but was happy that there were several to choose from; albeit many were limited in numbers of registrants, but it is to be expected.

I do hope that this will continue into 2022 and it be an even bigger year with more events opening up to as many cyclists as are possible! I hope to see many of you in 2022 at the normally scheduled group rides, locally as well as seeing who is heading out to some of the beautiful scenic rides around this state, as well as in neighboring states. Please stay safe, watch out for each other, and as always Ride On!!!

Jamie Clark



WELCOME NEW PBA MEMBERS

**Patricia Fielding
Phillip Jennings
Craig Miller**

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. **54 PBA** members have already recorded **157,018** miles (as of November 30). 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:

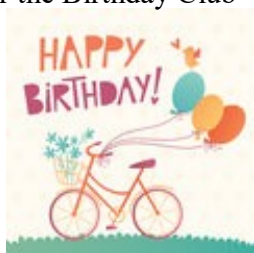
**Jamie Clark
Helene Drees
Robert Drees
Sally Jackson
Wade Jackson
Patrick Johnston
David Jones
Roy Kidwell
Robb Myer
Bob Silva**



2021 BIRTHDAY CLUB CHALLENGE

The three age categories for the Birthday Club Challenge are:

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. Birthday Club guidelines can be found on the PBA website at [Member Challenges](#).

Congratulations 2021 Riders

Peaches & Cream
**Jennifer Allen Robert Drees
Shirley Martin Michael Shapiro
Bob Silva Paul Street**

Rocky Roads
**Bob Carter Richard Maruyama
Linda Carter Robb Myer**

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 2021.
- * 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.

Congratulations to the following members for completing this challenge in 2021

**Richard Maruyama
Robb Myer
Bob Silva**

Natchez Trace—More Than Just a Bike Ride

By Robert Drees

Multi-day rides are one thing Helene and I have long planned to investigate when we retired. We didn't want to begin with an arduous climbing trip or a bike packing tour. A serious supported ride was the goal.



Helene found the Natchez Trace Parkway ride in an ad in Adventure Cycling magazine. The company is Cycle of Life Adventures (CoL) based in Blowing Rock, NC. The eight-day tour began the first evening with hotel check-in, orientation, and dinner. Those who drive to the tour leave their car at the hotel for the ride. All lodging, airport transfers, and meals are covered. Van support and a mechanic are along for the ride as well.

The Trace has 442 marked miles from just south of Nashville, Tennessee to Natchez, Mississippi on the banks of that mighty river. We ride for six and a half days for about 70 miles each, with 40 on the last. There is usually an option to ride from the Trace to our evening lodgings and Helene and I usually took it. We managed to rack up about 500 miles.



The ride was truly incredible. Two phrases stood out from the orientation briefing: "The best riding surface in America" and "monotonous beauty." The Natchez Trace is smooth light brown asphalt from end to end. It became an informal game to spot the first pothole. On the second day we found one, but they were very few and well-repaired.

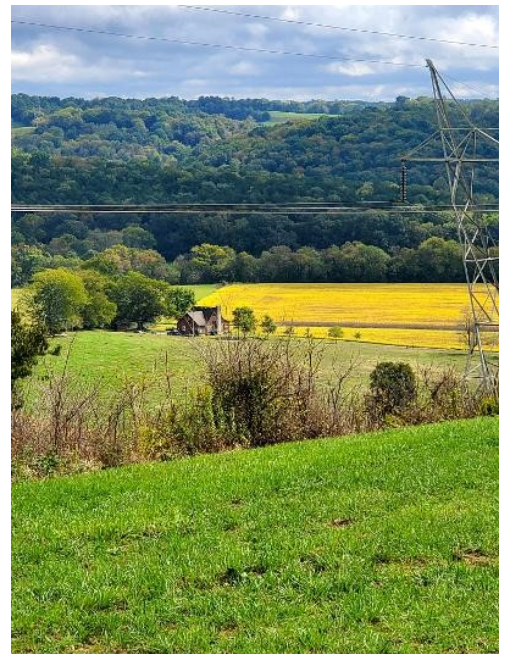
So, what is this monotonous beauty I mentioned? It is mile after mile of tree lined highway. The trees often met over the Trace and provided ample shade. It is crossing and stopping to admire a myriad of streams

and a few rivers along the way. It is also well tended grass or private farms on many of the wider sections. And lastly, it is the peace and quiet to enjoy it all. There are very few cars on the Trace. We often rode for miles without seeing a car or motorcycle, and I didn't find it monotonous at all.

We began our first day riding from our hotel in Bellevue, just southwest of Nashville. The overnight bags were packed in the trailer, the bikes were checked, and we had our final brief. The sky was grey and mist was in the air. Everyone took time to grab or don rain gear before we left. It was a few miles to the official start of the Natchez Trace Parkway and the rain had found us before got to our first stop.

Lots of pictures were taken of smiling riders unfazed by a little rain. Everyone was eager to go but also wanted a reminder of the beginning. We started out again together, but soon enough sorted ourselves into various groups of pace or inclination. Sometimes we would get short pace lines together for a while. Often, we would hopscotch past each other at one of the 90 different historical markers along the Trace. Everyone really did ride their own ride.

It wasn't long before I realized the Trace in this section was a series of long rollers. I call them long because their peaks might be a mile or more apart. The climb was generally so easy as to be forgettable until you neared the peak, where it might rise to the 3-to-6-degree range before declining, sometimes rapidly, on the back side. I learned a lot about using my small ring for more than climbing walls. Our elevation the first day was around 4000 feet in 65 miles,



slightly more than our Covered Bridge Classic Ride in Pennsylvania. I was surprised since it didn't feel like it!

(continued on next page)

(Natchez Trace continued)

The following days were much like the first. After the second day, it was sunshine all the way. The winds were never a bother, and the temps were fine. We mixed it up as we travelled south, chatting and getting to know each other. The historical markers broke up the pace and gave us opportunities to stretch or regroup.

The markers themselves were interesting. I gained a greater appreciation of the long history of this old trail and the people who travelled and lived along it. Correctly, I think, most of the story was of the indigenous people. The Trace was like living by a river which bought commerce and society together. It performed a similar function for the colonists, tying together the southeast of the young nation. We learned a lot as we rode, but mostly just enjoyed the ride.



Day six brought a treat for history buffs. The Trace passes near Vicksburg, Mississippi, and at this point CoL offered the option to leave the bikes and tour the battlefields. They hire a docent for the afternoon to help you get the best understanding out of what you are seeing. The downside from this is you miss about forty miles of the Trace. Four of us decided to continue our ride. We enjoyed our ride while the others enjoyed their tour. Everyone was happy and had much to tell around the dinner table.



Before I finish, I must say a few words about the best part of our trip. The Natchez Trace Parkway is of course the star of the trip, but it's the friendships you make that add the luster. Helene and I spent a lot of time with our fellow riders off the bike. The tour includes wonderful breakfasts and dinners at an eclectic range of very good restaurants and fine B&Bs. I remember talking with new friends while sitting in rocking chairs on the front porch of a stately house in Alabama. On another night, we were rocking on the porch of an old log

cabin overlooking a field surrounded by woods. The next morning, I would spot an owl in one of those trees while we shared breakfast.

Our riding partners included a couple from Manhattan, friends from Minneapolis, single riders from Colorado, San Francisco, Nashville, and everywhere. Among them was a vast amount of experience to share. They had ridden on three continents, including all over America. It made for many interesting conversations that really put the icing on the cake of a wonderful trip.

PBA Club Affiliations



**Adventure
Cycling**
AFFILIATED CLUB



Coffeeneuring Challenge 2021

By Robb Myer

For the past five years, the first Sunday of November has meant two things in our family. The first, being “fall back” on the clocks as daylight saving time ends. The second, is to start the annual “Coffeeneuring Challenge” in earnest.

Most club members are somewhat familiar with the challenge, and more are participating each year. Last year, I participated in the “Coffee Shop Without Walls” category and used my Jetboil to brew coffee in several local parks. I chose this category as I’d visited the local coffee shops numerous times during previous challenges and on my between-challenge Always Be Coffeeneuring (ABC) rides.

This year I was pleased to discover that two new coffee shops had opened in downtown Hampton, so added both to my ride list. I was pleased that I did and highly recommend them to members. The 2021 challenge has ended but ABC rides continue year-round. I’m looking forward to scheduling ABC rides from Air Power Park to both “fika coffee-house and café” and “Guilty Pleasure Coffee Shop.” These will be great opportunities to see if Coffeeneuring is your cup of tea—or coffee.



The Rolling (?) Hills of Vermont

By Melanie Payne



The fall foliage in New England, specifically in the Green Mountain area of Vermont, is gorgeous in October. So that’s why I decided to take another bike tour with Great Bike

Tours, a company actually based in Vermont, for a fabulous week of leaf-peeping and wonderful cycling.

Little did I know that a Vermonter’s definition of “rolling hills” is very different than a Virginian’s

perception of the same. It seemed like the rolling down was much shorter and less steep than the rolling up portions. We had the option of cycling over two gaps (aka mountain passes) and all riders, but two on E-bikes, including myself, chose to take the vans to the top and have the thrill of tearing down the slope on our bikes at top speed for a fun and invigorating descent. (The Brandon Gap has an average grade of 15% with a maximum grade of 24%, and the Middlebury Gap has an average grade of only 6%, but a good portion is the maximum grade of 27%.)

The guides gave us tips for the riding uphill. They suggested a cadence at the rate you would sing the refrain “Stayin’ alive, stayin’ alive....” or “Another one bites the dust, another one bites the dust....” (cute). This tip actually helped me conquer some of the larger hills I might have not done otherwise.

One of the highlights of the trip was biking on the beautiful Lake Champlain causeway that goes right through the middle of the lake. This rail trail is listed as one of the “10 Best Rail Trails” and riding with that large lake on both side of the narrow causeway was awesome.



We biked each day either from the Amee Lodge Bed & Breakfast in Pittsfield or after a short van ride to the start of the day. The action-packed week not only had great biking on Vermont’s country roads, but also gorgeous fall colors, peaceful farm countryside, covered bridges, small villages with their quintessential country stores, local artisans, micro-brew beers, a winery, locally-sourced organic food, raspberry picking, and of course *everything* maple syrup.



East Coast Greenway: A Tale of Rivers, Bridges and Ferries

By Robb Myer

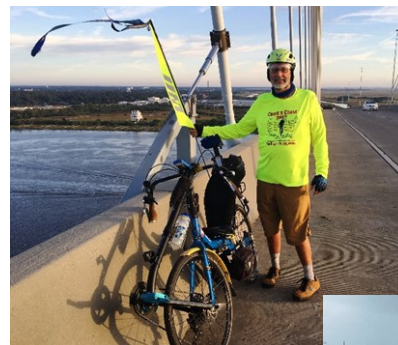
Riding from where I was born just north of New York City to where I grew up in Miami had long been on my “Bike-It List.” When I discovered the East Coast Greenway route went within two miles of our houses in both New York and Florida, I decided it was a prime bike adventure candidate. And when Timberline Bike and Hike Adventures offered an ECG tour in their Odyssey series, I was hooked.



While riding the trails fit the “more-fun-per-mile” profile, it was often hard to maintain a safe distance from cars/buses/trucks on roads without adequate bike lanes when not on trails. Narrow shoulders with rumble strips are not bike lanes even when the state labels them as such. To take my mind off these roads, I started thinking in terms of the rivers we crossed. Eventually all river water runs into the ocean either directly or flowing into another river/bay first. Any tour down the East Coast must cross a lot of water, which means lots of bridges or ferries. The image with the Timberline van and trailer was taken on the Cape Fear River ferry, one of four ferries on the route. I started noting every time we crossed water, by the time we reached Key West we had ridden over 129 bridges and taken four ferries. Some of the bridges were high like Sidney Lanier Bridge in Brunswick, GA and the Card Sound Bridge entering the Florida Keys, but most were like the John Glenn and Gus Grissom bridges on Mercury Boulevard. Forty-two of the bridges were in the last two days in the Keys as we leaped from key to key.

So, what is the East Coast Greenway? It is a vision that connects 15 states on our East Coast from Calis, Maine to Key West, Florida by a 3,000-mile linear park trail. Currently it is more dream than reality, as two-thirds of the route is on roads. Half of those roads are low-traffic secondary roads like you may be used to if you’re a Bike Virginia or Cycle North Carolina veteran, but the other 1,000 miles are on high-traffic urban and/or high-speed roads without bike lanes like U.S. Route 1 or U.S. Route 17. In other words, while two-thirds of the ECG would be enjoyable for self-supported cyclists, my recommendation is to undertake the tour with van support as I did. The ECG Alliance lists over 150 trail segments included in the Greenway, some a couple of miles or less, others 50 miles or longer. The longer the trail, the more likely it is a non-paved rails-to-trails segment, while the shorter segments are usually asphalt greenways.

Timberline broke the Odyssey into approximately four two-week segments. I joined six four-segment Odyssey riders in New York. About a dozen other riders joined the seven of us for a single segment on the way to Key West. As is common with other small tours, Timberline provided two guides, one riding with us and the other driving the van. In addition to carrying our luggage to that night’s lodging, the van provided a rest stop every 20-25 miles.



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(East Coast Greenway continued)

It's not easy to pick the best memories from a six-week tour, but among them are looking back across the Hudson River through the twin walls of the Empty Sky memorial to the site of the World Trade Center and our arrival at the Southernmost Point in Key West at the end of the tour.



Bottom line, it was such a great tour that I intend to go back for the ECG Maine to New York segment in 2022.

What's In Your Bike Bag

By Robb Myer

Bicycling Magazine annually publishes a “Gear of the Year” issue full of WOW products, few of which fill any of my needs. But leave it to long time club member, Mark Van Raam, a retired Newport News Shipping engineer, to solve the problem that all “day-long” cyclists routinely encounter – “How to keep my banana fresh.”

Bananas are a cheap and quick fuel source on longer rides and tastier than most of highly advertised energy

bars, but they don't travel well. Simply put, bananas start to turn brown within a few days because they continue to ripen once picked, long before they reach us. Mark is not the first cyclist to address the problem. The “NanaBotCage” was introduced about 10 years ago, but at \$30 it takes many years to recover the cost unless you ride a century every week.



Mark's solution, the “Banana Saver” that is available on Amazon for \$7 for a multi-color three pack. At less than \$2.50 you do not have to use it very often before it pays for itself. From experience, I can confirm that pushing bananas into a handlebar bag or rack top bag often results a mushy mess by the time you want to eat them. If you don't have a bag on your bike, the “Banana Saver” fits in your jersey rear pocket the same as an unprotected one.

If Bicycling Magazine accepts reader nominations for 2022 “Gear of the Year,” I propose we nominate the “Banana Saver.” And thank you Mark since all the cyclists in my family will get one this year as a stocking stuffer.

RAGBRAI 2021

By Richard Armstrong



This summer I rode as a member of the Air Force Cycling Team (AFCT) in the iconic touring event, RAGBRAI. Starting in La Mars, Iowa (ice cream capital of the world), I rode for 7 days across Iowa,

braving heat, humidity and (I swear) constant headwinds to reach the town of Clinton on the Mississippi River. I was ceaselessly confronted with drinking opportunities, loud music, and the most wonderful and enthusiastic cyclists and Iowans you could hope to hang with.

If you are not familiar with RAGBRAI, it is the largest multi-day cycling event in the world, with over 15,000 riders. Each year the ride takes a different route from the Missouri River to the Mississippi River (the western border to the eastern border of Iowa) with towns vying to host the ride, either as pass-through or overnight towns. The event lasts 7 days and typically covers approximately 500 miles. This year's basic route was 450 miles, but with the gravel and century alternate routes (I did both) it ended up being about 500 miles. Daily distances averaged in the 70's, with the longest day for me being 114 miles. Since most of the host towns are small farming communities with limited hotel accommodation, this is essentially a camping trip (but your gear is transported for you each day – yay!).

So what was riding in RAGBRAI like? Well, the day normally started before 6 a.m. when, while slumbering happily in my tent, the sun not even up yet, I would hear all the Dudley Do-Right's around me breaking down their tents and packing up. Bleary eyed, I'd slither out of my tent and



start the first event of the day – making my way to the nearest porta-pottie! That done I would break down my tent, pack up my gear and take it to waiting trucks that would move

it to the next overnight town. Joining up with my friends, we would peddle from our designated camping area to join the already thick stream of cyclists headed out

of town in search of their first cup of coffee and breakfast. Generally this might occur before we even left town, as local organizations like fire departments, VFWs, etc. would sell breakfast opportunities as fundraisers.

Forgoing (or not finding) the initial opportunities for that cup o' Joe and breakfast burrito, it was usually about a 10-mile ride to the next town, where the theme was definitely breakfast. Pancakes, breakfast burritos, avocado bowls, and Bloody Marys could all be had from various vendors set up along Main Street. Typically with pass-through towns we were forced to dismount and walk due to the mass of people. However, we would be enjoying live music or a DJ playing as we indulge in the local "cuisine" and hospitality. From here, with the caffeine levels restored and the belly full, it would be time to enjoy the rest of the day.



Drinking is a large part of RAGBRAI, both to stay hydrated and for "recreational" purposes. While staying hydrated in the hot Iowa sun was a constant challenge, the sheer number of "adult" drinking opportunities was staggering. Along with the aforementioned Bloody Marys for breakfast, we would pass the first micro-brewery-sponsored beer gardens within a couple hours of the start, and they would already be crowded (even at 8:00 in the morning). There was also an afternoon beer garden each day close to the end of the ride, and finally, plenty of opportunities to drink and party in the pass-through and overnight towns while listening to live music. State Police followed along behind, closing down events and ensuring cyclists stayed on track to realistically make it to the next overnight town by 5:30 p.m. (and to return the roads to the good people of Iowa).

Each town had its own unique form of hospitality. This is the biggest event that happens in most of these towns and they take full advantage. It's an all-hands-on-deck event and they go all out to be great hosts. Along with the "standard" vendors present in every town, we saw a host of local organizations selling everything that a hot, hungry cyclist might want. Riding through the towns (or past farms) people would sit in groups at the ends of their driveways, watching the spectacle of 15,000 cyclists passing by, waving and shouting encouragement, often asking where

(continued on next page)

(RAGBRAI 2021 continued)

we were from, while their kids would be busy trying to get us with hoses (and occasionally with water balloons). In one town I came across Maddie Poppy (American Idol) singing and playing her guitar in a small park gazebo. “Iowa-nice” is a real thing!

Rolling into the designated overnight town we had to watch closely for signs directing us to our designated camping area (miss it and you end up out the other side of town...alone). As you can imagine with 15,000 campers rolling into town, every patch of green space is designated for camping. Basic RAGBRAI riders will usually camp in the largest areas (such as fair grounds or school grounds), with smaller charters and organizations being designated small parks or church lawns. Once we arrived at the AFCT’s designated camping area, our tents would already be set up waiting for us (our team included support people who would do this for us). All we had to do was set up the inside (sleeping bag and pad) and we were ready to head into town for the evening’s festivities, right? Well no--we were exhausted, sweaty, stinky, and usually needed to take care of other human needs as well! So the next adventure was finding toilets and showers nearby. Porta-potties were plentiful in all the towns along the way and around most of the designated camping areas. Showers, not so much. While there were shower trucks available for a fee (if we could find them), and the occasional municipal pool, the option I came to count on the most was the basic hose-pipe shower. Yes, it seems less than desirable the first time round but you get used to it. All you need is a kind Iowan to offer up their hose-pipe (remember Iowa nice?), a washcloth and some body-wash, and you are all set. Oh, and giving up a little dignity as you try to give yourself a complete wash is required as well. Cold but very refreshing when it’s 90 degrees.

The ride itself was literally 500 miles of corn and soy fields as far as the eye could see. The terrain was rolling, not flat like you might imagine, with a constant stream of cyclists from horizon to horizon visible as we rolled over the hills. And those cyclists were amazing. I met an older rider that was doing RAGBRAI for the 35th time, and a 14-year-old who was doing it for the 7th (he said he had been on a “tag-along” for the first two and had ridden his own bike ever since). I met families on double and triple tandems with toddlers in trailers, folks carrying speakers strapped to both sides of their bikes that looked like jet engines blasting great 70’s and 80’s music, obnoxious pace-lines tearing up the left side of the road demanding all move out of their way (yes, that’s how they looked from the perspective of most riders), recumbents, elliptical bikes, and even rollerblades (I passed a woman who was at mile 90 of the 114-mile route on a pair of rollerblades). Every one of those cyclists had a story to tell and the joy of each day was learning as many of their stories as possible.

Really the only thing that was “hard” about RAGBRAI was the logistics of getting my bike and gear to the starting line, and then home again afterwards. Most people contract with companies and either park at the finish line and get transported to the start, or visa-versa. Since I was riding with the AFCT, I had to drive the 1100 miles to Des Moines where I

left my car on a National Guard base and was transported to the start and then back from the finish line by buses and trucks chartered by our team.



The ride itself was cheap (\$135), but we left a stream of cash in our wake as we helped keep small town Iowa alive. I was spending about \$50/day for food etc., along the way—but I’m sure that would have ballooned if I was drinking as well (AFCT members were not allowed to drink during the day since we were riding in uniform).

And finally, a quick word about the Air Force Cycling Team. We are a 110-person service organization whose mission is to help riders who are having mechanical difficulties (flat tires, broken chains, etc.) get back on the road. We would scatter out in groups of 2 or 3 throughout the ride and watch for cyclists on the side of the road. I fixed countless broken chains and flat tires along the way. Ask anyone who has done RAGBRAI and they will know who we are and probably someone who was helped by us.

So that’s it. If you love riding, camping, drinking, music and just generally socializing, this is a ride you need to do at least once--it happens the last full week (Sun-Sat) of July every year. Be there. Here are links to a couple of great videos if you’d like to see what RAGBRAI was all about. These are both entertaining to watch:

[The Ultimate Marriage Test – 450 miles on a tandem bicycle](#) and [RAGBRAI 2019 \(Ryan Van Duzer\)](#)

CAPITAL TRAIL ALERT

Construction is underway on the long wooden bridge near Jamestown High School (between MM 1 & 2). VDOT is completing a **full deck replacement with epoxy-coated deck boards**. The work will be done in two phases and is expected to be completed by Spring 2022.

The detour route is on Greensprings Trail. Please be cautious as the route is narrower and made of crushed gravel. The trail is normally closed to cyclists so if riding, please be patient and announce yourself as people may not be aware there are bikers on the trail. For more info on Trail alerts and closures visit virginiacapitaltrail.org/trailalerts

“Big Ring Dave” - Almost All In

By Dave Scheessele



My wife, Susan and I have lived in Yorktown for 33 years. We are both from Indiana and met while students at Purdue where I was attending on a caddie scholarship. We got married several years later on my 29th birthday and will be celebrating our 44th anniversary in December. I can truthfully say that I have never forgotten an anniversary. After two children and two grandsons, we are enjoying retirement as empty nesters. With a degree in Aeronautical Engineering, I worked as a test engineer for three years on the initial Skylab project including being at Cape

Kennedy for the evening launch which was spectacular. After attending a comprehensive training program in nuclear engineering, I spent the next 36 years working in the Naval nuclear program dividing my time between our home office in Pittsburgh and our field offices in several shipyards that constructed and/or serviced the nuclear fleet.

I got a late start in cycling after repeated running injuries in my thirties and forties that led to taking up casual riding for recovery. I bought a Cannondale hybrid and started touring the Peninsula at a leisurely pace and in a comfortable upright position. In my early fifties, I realized that cycling was much more than just a means of transportation and/or recovery and I started doing group rides on the hybrid. I quickly received much encouragement to try a real drop bar road bike instead. I did, but still prefer an upright position as much as the front stack and stem incline will allow.

It wasn't long after that until I began racing and earned my nickname Big Ring Dave (BRD). In one of my early races at Todd Stadium, I was spinning in the small ring about as fast as humanly possible trying to hang with the lead pack. Each time I passed the start/finish line, I could hear my teammates (Walt and Connie - Village Bikes) hollering at me, but could only make out my name. I thought they were just cheering me on. Instead, they were urging me to shift to the big ring by saying “Big Ring, Dave!” I was so focused on just staying upright and out of trouble that I didn't realize that I had never shifted out of the small ring until the last lap when the pace increased even more and I

couldn't shift the rear derailleur any further. Ever since, I have proudly worn the nickname Big Ring Dave.

I had a very satisfying and successful racing career even though I had an extreme dislike for time trials. I stopped racing in my early sixties, but continue to ride at every opportunity. A few years back, I broke my neck in an accident with a deer that plowed through the pace line resulting in a four vertebrae fusion operation. My surgeon said I was just a few millimeters from severing my spinal cord. That got my attention and I feel extremely fortunate to be able to continue the activity that gives me so much pleasure. When not riding, I enjoy time with my grandsons, trail jogging, golf, yardwork (for real), wood working, and just about anything outdoors.

Along the way, I have met and made many good friends and was fortunate to receive a lot of good advice. Every morning I check the weather to see if this day will be another riding opportunity. I really enjoy group rides but I'm fine going solo as well. If it involves two wheels, I'm all in, unless of course its a time trial.

Recent Shared Lane Marking or “Sharrows” Eye-Opening Experience

By Robb Myer



Like many cyclists, I believed that replacing the old “Share the Road” street signs with “sharrows” and “Bikes May Use Full Lane” street signs was a positive step in reducing potential risk of injury. That is until I had an encounter with a Miami-Dade Transit bus in Golden Isles, Florida the first week of November. There was an appropriately marked

(continued on next page)

(Sharrows Eye-Opening Experience continued)

bike lane on State Road A1A in Broward County but crossing the county line into Miami-Dade County the bike lane was replaced with “sharrows” and “Bikes May Use Full Lane” street signs.

There is a two-mile gap on Ocean Blvd between the Broward County line and the start of the scenic Miami Beach Atlantic Greenway which I was looking forward to riding. Unfortunately, before I was halfway to the start of the trail, a Miami-Dade Transit bus approached in the right lane with no indication of moving to the left lane, or slowing, which meant I exited the road into a driveway quickly.



There was a gap in the adjacent sidewalk which caused me to crash hard on the concrete. The bus did not stop, but a woman in a car following the bus did, and after noticing I was bleeding called “911.” Within a couple of minutes two different law enforcement officers arrived. The first noticing I was also bleeding on my face called EMS who cleaned me up nicely.

The second officer turned out to be the past president of the local bicycling club and we ended up talking bikes for a long time. He noted that the section of Ocean Blvd has the highest numbers of cyclist injuries in the entire town. They average more than one call a week on this short section, which is popular with riders whose route includes both the Hollywood Beach Boardwalk and the Miami Beach Atlantic Greenway trails.

“Sharrows” and “Bikes May Use Full Lane” street signs give riders a false sense of security and are poor substitutes for bike lanes and many feel are “more dangerous than doing nothing”. Thanks to the woman that stopped and made the “911” call and the Golden Isles responders, especially Officer Dan Rosenberg, I was able to complete my tour.



Bears and Bikes

By Michael McLain



Cycling one of the lighter traveled roads in the countryside, I was heading to a “T” intersection with a stop sign. I noticed a car coming up behind me, so I put out my left arm to signal a left turn. I also moved over towards the centerline of the road.

I came to a stop and looked and there was no traffic coming, so made my turn. Checking my mirror on the handle bars to see what the car was doing, paying little attention to the road in front of me, the car pulled up beside me and rolled down the window.

I saw the patch on the arm and the computer on the dash. The person was a North Carolina Highway Patrolman. I stopped. He asked me if I saw the bear that almost hit me. Of course I did not! He stated it ran into the woods right beside me.

A lucky day on the bike!

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

Rider's Cup Award—September 11, 2021



In 2017, a friendly challenge to encourage club members to ride was initiated between the Peninsula Bicycling Association and the Williamsburg Area Bicyclists—*The Rider's Cup*. The club with most outdoor rider mileage of the top thirty riders wins the trophy.

Thus far, both clubs have see-sawed the honors. PBA won the challenge in 2017 and WAB won the challenge in 2018. In 2019, the award went back to PBA, and in 2020, to WAB.



On September 11, 2021 a double hand-off of the 2019 and 2020 Cup was held, due the 2020 Covid hiatus.

WAB Past President, **Rick Nevins**, awarded the trophy to PBA President, **Jamie Clark**, who promptly awarded it back to current WAB President, **Jim Day**.

After a moment of silence in memory of those who died on 9/11, about forty cyclists from both clubs enjoyed three pace groups in and around Yorktown, Seaford and Dandy.

City Cycling Challenge Results



STADTRADELN

Fifteen club members joined other local riders as members of the Newport News team in a 21-day cycling challenge in May. This is primarily a European event which we learned about from Newport News's German "Sister City" - Greifswald. Newport News was the first American city to compete. Nearly 2,200 cities participated worldwide, with Newport News finishing in the middle, and our "Sister City" finishing 154th.

Participants will receive their commemorative tee shirt at the club Holiday Party. Congratulations to **Jennifer Allen, Tom Bauer, Bob Carter, Linda Carter, Jamie Clark, Melody Daniels, Helene Drees, Robert Drees, Sally Jackson, Wade Jackson, Rob Liles, Robb Myer, Melanie Payne, Mark Suiter and Mark Van Raam.**

November 11 Membership Meeting

On November 11, the PBA General Membership Meeting was held at Trek Bicycle in Jefferson Commons in Newport News. About 20 members were present, plus one Trek customer who joined us.

Trek Store Manager, Chris Scales, gave an informative presentation about how the geometry and features of gravel bikes, mountain bikes, and road bikes differ. He also shared some of his preferences for various maintenance products.

We enjoyed a buffet of Donato's Pizza with drinks supplied by the club, and Trek gave away two nice door prizes. It was a fun and social meeting in an informal setting. Don't miss the next General Membership Meeting – it's a great way to get to know each other and learn more about the joy of cycling we all share.



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!



morningstar
STORAGE

2360 Hampton Hwy,
Yorktown, VA
757-865-8200

Thank you for supporting the
Peninsula Bicycling
Association.

The easiest and preferred way to join the Peninsula Bicycling Association is at <https://pba44.wildapricot.org/membership>. Or you can complete the form below Mail to: Peninsula Bicycling Association, P.O Box 12115, Newport News, VA 23612-2115

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