



Chainstay

Quarterly Newsletter of the Peninsula Bicycling Association

Newport News, VA

WINTER 2023

VOL. 52, ISSUE 4



*You are invited to the
Annual Holiday Party
at the Poquoson Community Center
49 Odd Rd.
Poquoson, VA 23662
Friday December 8, 2023
6:00 pm*

Please make a reservation on the club website.



31st Annual PBA Valentine's Day Dinner

*You are invited to the
31st Annual PBA Valentine's Day Dinner
Saturday February 17, 2024
6:15 pm
at Al Fresco Italian Restaurant
11710 Jefferson Ave.
Reservation will open on the club website, Thursday, February 1
and closes Tuesday, February 13*

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2023 BIRTHDAY CLUB CHALLENGE

Congratulations and Happy Birthday to the following members for completing the Birthday Club Challenge:

Vanilla Ages 50-59

Rodney Abare, Brendan Donahoe, Milda Donahoe, Richard Flannery, Wade Jackson, and Craig Longdon.

Peaches and Cream Age 60-69

Jennifer Allen, Darrell Cofsky, Helene Drees, Robert Drees, Jane Elkin, Dean Foster, Inae Kellum, Raleigh Martin, and Ken McFarland.

Rocky Road Age 70 +

Bob Carter, Richard Maruyama, Robb Myer, Mark Suiter, and Dale Watkins.

Note: When you complete your Birthday Club Challenge ride, please email Robb at threespeed67-pba-ride-leader@yahoo.com. Birthday Club guidelines can be found at Peninsula Bicycling Association - Member Challenges (pbabicycling.org).

2023 BORN TO RIDE CHALLENGE

Born to Ride guidelines can be found at Peninsula Bicycling Association - Member Challenges (pbabicycling.org).

Helene Drees
Sally Jackson
Robb Myer

2023 MEMBER TOP 10 MILEAGE UPDATE

Our top ten riders who recorded their mileage on Love to Ride, in alpha order, as of Nov 30, 2023

Helene Drees
Robert Drees
Sally Jackson
Wade Jackson
Patrick Johnston
Roy Kidwell
Rob Liles
Richard Maruyama
Darren Melhuish
Robb Myer

Way To Log Your Miles

1. Join the Peninsula Bicycling Association (PBA) group on Love to Ride (URL:https://www.lovetoride.net/usa/groups/2518?group_invite=true).

Note: those using Strava or MapMyRide, can sync to Love to Ride to automatically log their outdoor miles.

2. Email the miles you've ridden to Robbatthreespeed67-pba-ride-leader@yahoo.com.

As member challenges are for active club members, please use the same name and email in your Love to Ride profile that you use in your club profile.

BIG BIKE RIDE SUMMER 2024

Bike Across Canada June 22-Aug 31, 2024, 4,350 miles, \$15,000, SAG, bike mechanic, meals, camping. This is a fund raising event that supports local charities.

<https://www.lovesweatandgears.org/home>



RIDE REPORT: HALLOWEEN CRUISE

By Robb Myer

While our most popular rides are B-pace and faster, you may be so focused on the road and riders ahead of you that you miss the surroundings. Try some of our casual rides, led by Sandy Butler, Rodney Abare, Melody Daniels and others and you'll see what you've been missing. Sandy's cruise along the James River the day before Halloween is a recent example. The 23-mile ride on either side of Christopher Newport University passed dozens of homes decorated for Trick-or-Treaters. Several of the homeowners were still putting up their decorations and we had the opportunity to stop and chat with them.



Many of the decorations included lights and audio, ensuring some of the young visitors the next evening would have second thoughts about going up to the front door.



We enjoyed seeing a theme in a yard, as in the dragon display above. Others were politely eclectic, filling up every bit of the yard with displays.



For the costumed children, it's mostly about what's in their Trick-or-Treat bag at the end of evening. After a hard ride Saturday, I really enjoyed scary the sights on this Sunday cruise.



COFFEENEURING CHALLENGE @ 13

By Robb Myer

After completing an autumn century, many recreational cyclists thoughts turn to watching football or maybe skiing. Not Mary G, a Randonneur (*long distance cycling sport where riders pass through predetermined controls*) from DC. Thirteen years ago, she envisioned a

simple challenge where a cyclist plans, executes and documents “fall foliage” rides, enjoying the offerings of a coffee shop during the ride. The objective isn’t speed or distance, so only a two-mile ride is required to qualify. The challenge includes at least seven rides over six weeks with a maximum of two qualifiers per week, but many participants ride more often and further than the minimums. After all, what’s not to like about a challenge where you ride a bike, drink coffee, and eat pastry?



Ride-Drink-Eat-Repeat

Former club secretary and Randonneur, John Sprock, was the first PBA member to complete a Coffeeneuring Challenge. After he and then club president, Tregg Hartley, published articles to the Chainstay, several of us joined the annual challenge, with 2023 being my sixth year (the patches from my five previous challenges are shown above).

There’s been a few changes over the years, including the introduction of “Coffee Shop Without Walls,” which allows you to ride to a park or other outside location and prepare your own drink. Even the drink is no longer limited to “coffee” as nearly any hot or cold drink qualifies. The other change was encouraging participants to create their own challenge “theme.”

Coffeeneuring has three phases: planning, execution and documentation. Since the introduction of participant created “themes,” the challenge has become fun to follow on Facebook. Before “themes,” you’d ride somewhere for a cup of coffee, but now you can develop your own theme and then plan your rides to be consistent with your theme.

Popular themes include the coffee destination (e.g., different locations of the same company, all independent coffee shops, college campus coffee shops etc.), enroute features (e.g., angel statue, cemetery, city hall etc.) Since the challenge takes place around Halloween, this year one rider’s theme was 12-foot skeletons. I thought that it would be hard to find seven different examples, especially since you can only count two rides a week and most people have their decorations up for two weeks or less. But the planner also included several animal skeletons

from museums which had nothing to do with the Halloween yard decorations but were consistent with her theme.



2023 Coffeeneering Themes: "Twelve-foot skeletons and "Angel statues"

“Coffee Shop Without Walls” themes have included rail-trail trestles, different rail-trail mile markers, sunrises, etc. Joining in the planning fun, my theme last year was “Baywatch” where the locations were all beaches along the Chesapeake Bay from Cape Henry to New Point Comfort in Mathews County.

This year my theme was “You’ve Got Mail” where each coffee shop was in a different ZIP Code and the ride stopped at the USPS Office at some point during the ride for a photo op. The rides were in Hampton, Newport News, Poquoson, Yorktown, and Williamsburg.

Coffeeneuring Challenge 2023 #5
Location: Indulge Bakery & Bistro,
Hilton Village, VA 23601
Date: Sunday October 22, 2023
Pastry: Cinnamon Scone



Robb's 2023 Theme "You've Got Mail" at Indulge Bakery & Bistro, Newport News

Once the planning phase is complete, the execution phase is usually routine, but not always. My Williamsburg ride this year happened to be the same day as the William & Mary homecoming and I spent more time walking than riding in the Colonial Williamsburg's Merchants Square area. Also, the closure of the Mellen Street Bridge between Fort Monroe and Phoebus resulted in a real-time reroute. Every year, rain or wind causes a rescheduling but that's typical for many autumn rides.

There are almost as many ways to document your rides as theme possibilities. Mine are basic image collages showing the location, coffee/pastry, bike, cyclometer, and data dialogue. Below are the documentation images from a "Coffee Shop Without Walls" ride in 2020 and another from this year.

Here's how one rider from the Seattle area has story-boarded his rides.

Coffeeneuring # 3 2023

When: 10/24/2023
Where: Kaffeeklatch
What: Americano
Distance: 33.6 miles

Things we saw



Five Dick's Drive-Ins
The route was inspired by an attempt to visit each of the locations of Seattle's famous hamburger joint



← Actually saw this after the ride - thanks to this route



Megan Kelsos
AMAZING political
Art cartoon outside
Climate Pledge Arena



The Thomas G. Thompson
The UW's Ocean research vessel



The Ugly Mug's grotesque



The Castle in the Sky
robot statue in
someone's front yard.
What's the story?



← Seattle loves Barcodes

Crazy Papers and stickers

10
23
PS

One rider from Iowa combines intricate planning, execution and documentation with his routes spelling "Coffee" and captured using Strava.

A few use WordPress or other web content management systems, some of which appear to take much longer to complete than it did to plan and ride. But that's the fun of the challenge and the reason for its popularity, you can tailor it anyway you want.

If you want a Challenge memento, there's a patch created for each challenge, with the design announced toward the end of the challenge. This is a motivator for me to finish before the deadline. Last year's patch has bicycle chain links and coffee beans on a brown background. This year's patch design retains the coffee bean chain ring, but now in a steaming mug. When it arrives, I'll add it to the right of the others displayed in front of my bike trainer.



2022 and 2023 Coffeeneur Challenge Patches

The number of Coffeeneuring Challenge finishers has grown nearly every year from the initial dozen in 2011 to 490 in 2020, 22 of which are from Virginia, following only California and Washington DC. The challenge is now international with about 10% of the finishers living outside the US. Next year, we'll schedule some club Sunday and mid-week Coffeeneuring Challenge rides. Please consider joining us in the fun.



Floyd and Angel Newman

CYCLING THE TRAILS OF THE MIDWEST

By Floyd Newman

When my wife, Angel, retired mid-September, we decided to celebrate with a road trip. Our goal was to travel to North Dakota to see our daughter, camping along the way, and riding as many bike trails as possible. We had made a similar trip two years ago when I retired, so we wanted to revisit some of our favorite trails from that trip and experience some new ones. After several months of planning, departure day finally arrived and we headed to our first stop – Meyersdale, MD, and the *Great Allegheny Passage*. The GAP was one of our repeat trails, but we decided on a different starting point. On the earlier trip, we had started from Helmstetter's Curve about four miles west of Cumberland, and the steep climb to Frostburg in the July heat made for a very unpleasant experience. We didn't even make it to the Big Savage Tunnel.

This time we started from Meyersdale and traveled east. The grade was much more comfortable, and we saw both the Eastern Continental Divide and the Big Savage Tunnel. The views on the east side of the tunnel were spectacular. It was about a 20 mile out-and-back ride, with only about 37 feet total ascent. I liked this trail a bit more than my wife, but this may be the last time we ride the GAP.



The Eastern Continental Divide near the Big Savage Tunnel on the GAP Trail in Somerset County, PA

A couple of days later found us in Richmond, IN, and the start of the **Cardinal Greenway Trail**, another repeat from the earlier trip. The trail is paved and runs through some rural areas of Indiana. It was the first trail on which we encountered the ubiquitous Midwest crop: corn. The trail is a bit hilly, but we had no problem riding about 30 miles with 540 feet total ascent. The main problem with this trail is that it is dull. The trail runs through tall brush for several miles before opening to vistas of corn fields. There are a lot of birds that feed on the berries along the trail, if you like birdwatching. We will not seek out this trail on subsequent trips. Two days later we were on a trail that we were both looking forward to revisiting. The **Fox River Trail** runs 44 miles north from Oswego to Algonquin, IL. It follows the Fox River, traverses several parks and is one of the most scenic trails we have ever ridden. The weather was perfect with temperatures in the low to mid 70s, and we rode about 30 miles with an ascent of 564 feet. On the way back, we stopped at a café on the route and had one of the best grilled cheese sandwiches I have ever eaten. They started by putting shredded cheese in the pan and placed the sourdough bread on it, forming a tasty cheesy crust on the *outside* of the sandwich. Delicious!

This is a beautiful, paved trail, but if you decide to try it, I recommend you map out your route ahead of time, because it lacks adequate signage at crucial points. I failed to do this, and we got lost at the same spots as two years earlier. But this is a quibble. It remains one of our favorite trails.



The Cedar Valley Nature Trail, Linn County, Iowa

Two days later (are you seeing a pattern here?) we set out from Evansdale, IA, on the 52-mile ***Cedar Valley Nature Trail***. This trail was new to us, so we were looking forward to a novel experience. The Cedar Valley Trail is paved and in good condition. It runs through forests, fields, and small towns, and was our first introduction to two of the characteristics typical of the midwestern rail trail: they are flat and straight. We enjoyed this trail, and would have ridden further, but when we reached La Porte City at about 13 miles, it began to rain. We decided to turn around and scoot back to the trailhead. I would gladly revisit this trail.



The best part of the Casey Jones State Trail in Minnesota



The Casey Jones State Trail was flat, straight and breezy.

The next stop was Pipestone, MN, and the ***Casey Jones State Trail***. We had chosen Pipestone as a stopping point before we knew that there was a trail nearby, and we would be able to easily ride our bikes from the campground to the trailhead. Unfortunately, that proved to be the only positive note for this trail. The Casey Jones is partially paved and starts in a prairie grassland before continuing through cattle farms. It is straight but runs steadily downhill from Pipestone so we had a slight but tiring climb for the return trip. There just wasn't much to see on this trail. We rode until the paving ended and decided to turn back. It had started to rain, and the third characteristic of the Midwest trail became evident: the stiff prairie breeze. Cold and wet, we ate wind all the way back to the campground with only 18 miles to show for our efforts. Although it might be more pleasant in the summer, we will not return to this trail.

After the Casey Jones Trail, we met our daughter in North Dakota and headed down to the Black Hills of South Dakota for one of my favorites: the ***George S. Mickelson Trail***. It was named after the governor of South Dakota in the early 90s, who helped transition the Deadwood to Edgemont Burlington Northern Rail line to a multi-use trail. It's crushed limestone and is neither flat nor straight, but the scenery is spectacular. Two years earlier, we stayed in Hill City and rode north to Mystic and back, with a total ascent of 1,417 feet. The trail is hillier in the northern portion. This time we were camping in Custer, so we rode from a trailhead south to beyond Custer and back, just over 25 miles and 900 feet. The stars of this trail are the rugged rock outcroppings and wildlife. While passing a field, I saw what I first thought was a gray fox, but which must have been a coyote, based on its size. I hope to one day ride the entire trail.



Rock outcoppings on the Michelson Trail in the Black Hills of South Dakota

After the Black Hills, we returned our daughter to North Dakota and began to work our way home. Campgrounds were beginning to turn off the water at the campsites, so we needed to go south and east. The next bike trail we could ride was the ***Paul Bunyan State Trail*** in Minnesota. We stayed at a campground by Lake Bemidji and the trailhead was onsite. The Paul Bunyan Trail is paved and skirts the lake before cutting through the town of Bemidji and heading into the forest south of town. It's a nice trail, but by November 9 it was getting chilly. The temperature at the start of our ride was in the 50s, but the prairie wind was lowering the perceived temps a good 10 degrees. We still managed a 24-mile ride, and I would consider returning to this trail if we are ever in the area.





High Trestle Trail Bridge, Boone County, Iowa, day and night

I've been hoping to see Iowa's **High Trestle Trail** for many years and this trip provided an opportunity. We found a campground in Altoona, Iowa that offered easy access to several trailheads. We started our ride in Slater and continued to Woodward, crossing the famous trestle over the Des Moines River. The trail was flat, straight, and breezy with cornfield vistas again, but still a very nice ride. In a testament to the popularity of this trail, there's a trailside bar called the Flat Tire Lounge near the town of Madrid.

But as nice as this trail is by day, the big attraction after dark is the lights on the trestle. They form a hypnotic pattern that looks like a portal to another time or place. The bridge superstructure, formed from the old railroad ties, was designed to reference the mine shafts worked by Italian immigrants who settled nearby and represents the view through a mine shaft. For the night ride, we started at a parking area only about a mile from the trestle. Coming around the corner and seeing the lights was an impressive experience.

Iowa has several nice trails. The **Chichaqua Valley Trail** passed right by our campground, so of course we had to try it. It was similar to the High Trestle Trail we had ridden the day before, and I didn't take many pictures, but it was still very nice. This trail did have more "tree tunnels", where the trees encircle the trail like a tunnel. Iowa also has the best trailside amenities I have ever seen, with numerous shelters and toilets.

While researching trails for this trip, I found **Tunnel Hill State Trail** near a good stopping point for the return leg of our road trip. It looked interesting, and I have already confessed my love of tunnels. So we checked in to a campground near Vienna, IL. On the first day, we traveled south from Vienna and enjoyed a woodland ride through bogs and ghost towns

doomed by the demise of the railroad the trail replaced. It was pleasant but without much variance in the scenery. We rode 25 miles and were not very impressed.

The next day we journeyed north from Vienna and found a much more interesting ride. The trail climbed gently to the namesake tunnel in less than 10 miles. The scenery was better, and the tunnel was great. My overall impression of the trail was improved greatly by the second day.



The C&O Canal National Historic Park Towpath

The last ride of our trip was another good one: the ***Chesapeake and Ohio Canal National Historical Park***. We had booked a campground near Harpers Ferry, and had planned to start our ride there, but the main bridge over the Shenandoah River was closed for maintenance. So we headed upriver to Shepherdstown, WV, and headed east toward Harpers Ferry.

The portion of the C&O that we rode on has an odd surface. It felt like pavement but looked like packed stone. Whatever it was, it was easy to ride on. The C&O follows the towpath of the old C&O Canal. To our left (north) was the channel where the canal once flowed, now the home of vegetation. To our right (south) was the Potomac River. Fallen leaves had covered the trail to the point that it was hard to tell where the edges of the trail were. Along the way we passed stonework locks and other reminders of the old canal. It was pleasant and the trail was flat. We made it to Harpers Ferry and turned around. Our total trip was about 25 miles with only 115 feet of climbing. It was a good trail to end our trip, and I would like to explore more of it.

We were glad to be home, but we loved the experience of riding so many trails. All told, we rode 291 miles, climbed 4,699 feet, and visited 13 breweries. But that's another tale.

BACK TO THE GREENBRIER

RIVER TRAIL

By Robb Myer

I enjoy finding and riding new rails-to-trails and add several each year to the biked-it list. But there's also something about returning to an old favorite. In September, our family returned to the [Greenbrier River Trail](#) in West Virginia for our fourth extended family week-long adventure. The first two times were before we had become grandparents, so a small cabin where “the front yard is the Greenbrier River and the backyard is the Greenbrier River Trail” fit our needs, with only two adult children. On our next trip in 2015, our daughter, Becca, was married and we had our first grandson, Thomas.



Grandson Thomas in 2015 and 2023.

We were now twelve: me, my wife, Annette, our daughter Becca, her husband, Michael, their four children: Thomas, 9, Sara 7; Daniel 5; Mary 2. Also our son Robb, his wife, Andrea, and their two children: Elise, 10 and Alec, 8. The good news was they were all in for a week of biking, hiking, and paddling. The challenge was finding a place on the trail that could accommodate us all. Two years ago, on another rail-to-trails family vacation, we were 11 miles away from the closest trailhead, which presented a challenge to morning rides. This year we found a larger place for all of us and our bikes just across the river from the trail and next to one of the bridges, called the Lodge on the Greenbrier River. It was so much nicer to be able to just get on our bikes and hit the trail.

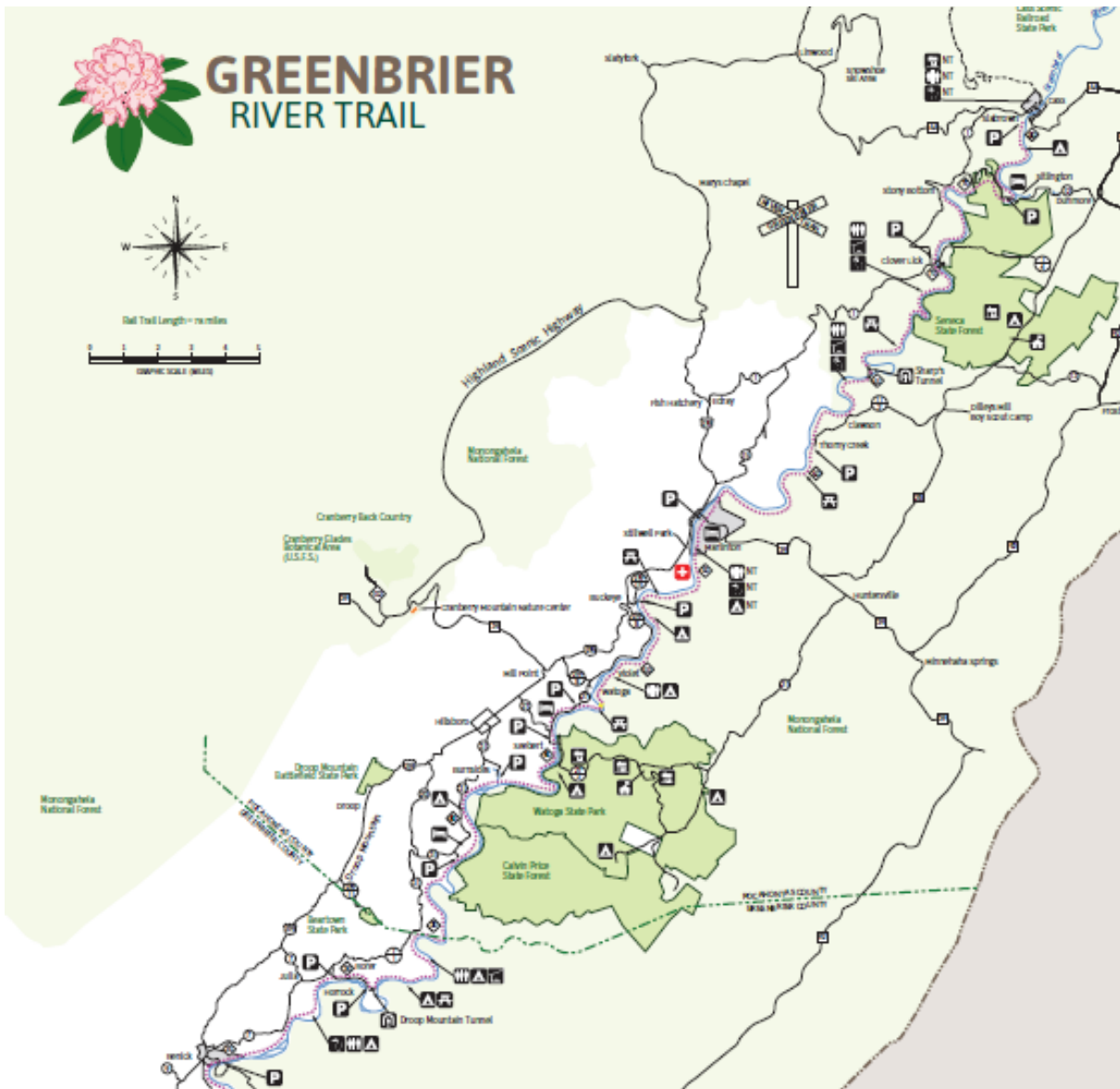


Three vehicles with bike racks for 12 riders in front of the Lodge on the Greenbrier River

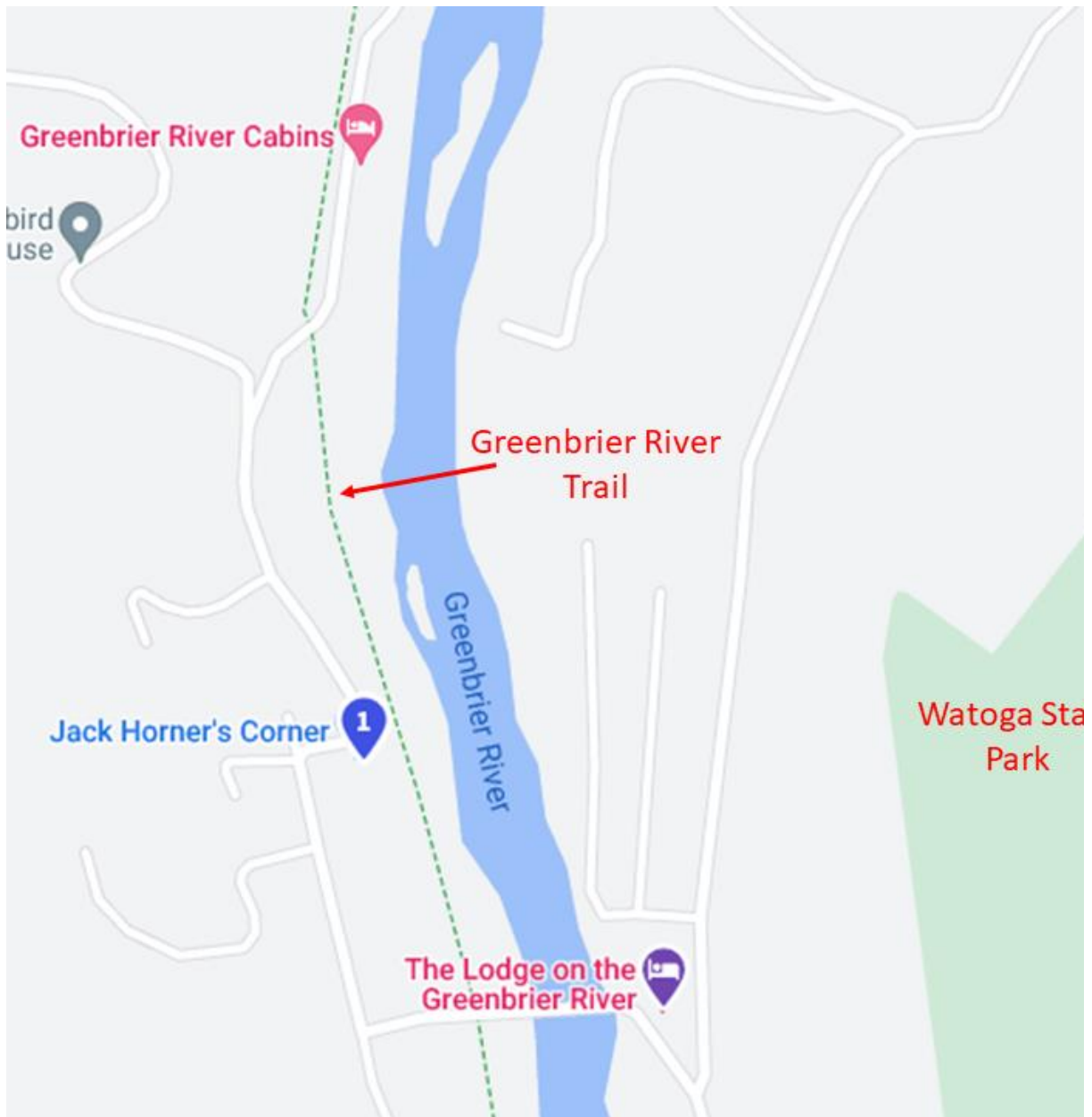


My son, Robb, with Alec and Thomas

The Greenbrier River Trail is 78 miles long with 35 bridges and two tunnels. The only town of over 1,000 inhabitants along the trail is Marlinton, which is around mile marker (MM) 55.



The Greenbrier River Trail, a 78-mile former railroad, is in West Virginia.



Jack Horner's Corner on the GRT

We preferred the unincorporated community of Seebert at MM 45, which was close enough to the middle to add variety every day and was the home of Jack Horner's Corner (JHC), a general store with almost everything you'd need: bike/water sports outfitter/rental, pizza, beer and ice cream. JHC is a two-minute bike ride from where we'd stayed previously and just across the river from the Lodge.

While we didn't need to purchase any bike accessories this trip, it was a good feeling to know there was a supply of tubes, tires, cables, and lubes available. It was also adjacent to Watoga

State Park with hiking, paddling, and swimming. We spent our mornings on the trail and on several afternoons, we headed to the park.

Of the two tunnels, Droop Tunnel is closer to Seebert at MM 31 and Sharp's Tunnel is past Marlinton at MM 65. The grandchildren rode a variety of bikes, from 1x11 and 3x9 gearing for the oldest to single speed to balance bikes for youngest. This made route planning a little challenging. It was a major effort with lots of breaks to ride to Droop Tunnel and back. Rides to Sharp's Tunnel started with loading bikes into the vans and driving to Marlinton.



With my granddaughter, Mary, on a hike through Droop Tunnel.

We were pleased that Sara averaged eight miles per day, riding a single speed bike with training wheels. She skipped several rest-stops so she could be the first to reach the next mile marker.

Our goal on the family adventures was not to ride trails end-to-end but for everyone to enjoy every mile they ride. When my son and I want to ride the entire trail, we go up for a much shorter trip. After all, on the family trips he captains a tandem, first with Elise, who now rides her own trail bike, and now Alec.

When we started our family rails-to-trails adventures, there were only four of us, and the planning was minimal. But now that there are twelve of us, we needed a little help. Robb found “wanderlog,” a free travel app (<https://wanderlog.com/>), which was perfect for us. While the ap can be used to find lodging and activities at your destination, we used the ap for menu collaboration and creating shopping lists. While I planned the trail rides, my son-in-law, an experienced Appalachian Trail backpacker, planned the hikes and my son planned the water activities. We also used the ap to create menus and shopping lists. Unlike other years when we had to make frequent shopping trips, this year we only went out for ice cream after bike rides or hikes.

The only food planning error was mine. I was responsible for the ride and hike rest stop snacks. While I had the hydration tablets, energy bars and trail mix on the list, I forgot to add bananas. I bought bananas but since neither my son nor daughter saw them on the list tasked to me, they also brought a dozen or more. The result was we had enough bananas to keep Curious George happy for a long time. Fortunately, we froze them which allowed us to have banana and mango smoothies often after we got home.

Next summer we are planning on riding the Virginia Capital Trail. Once the holidays have passed, planning will begin for our 2024 adventure in earnest. If you have pre-teen grandchildren and would like to join us, let me know.



RIDE FOR PIE

By Robb Myer

Bike Delaware's Amish Country Bike Tour uses the hashtag #RideForPie as a reference to the apple, cherry, and pumpkin pie they serve riders at the last rest stop, a working Amish Schoolhouse in Dover, Delaware. When I started riding, the League of American Wheelmen, now LAB, promoted September as "Century Month," with the Great Peanut Tour in Emporia, RABA's Heart of Virginia Century, and our own Surry Century.

Since The Great Pumpkin ride and the Surry Century rides are no longer held, I registered for the Amish Country Bike Tour, with a Dover motel reservation, at the recommendation of our PBA club president, Carl Foster.

The event had routes for everyone willing to make the 210 mile drive up the Eastern Shore. In addition to the century, there was a metric century, 50-mile and 25-mile options. There was even a 16-mile family friendly route, with all routes stopping at the Amish Schoolhouse, so you didn't have to ride the century to get your slice of pie.

The ride began and ended in front of the Delaware Legislature Hall and adjacent to the Legislature Mall. Parking wasn't an issue, as all the government employee parking lots were open to riders on Saturday morning. They used a staggered 30-minute group start with police and Amish buggy escort. While there is no requirement for riders to join the group start for their route, it was a good decision to start with the group because crossing traffic was stopped while the groups rolled by. There were a lot of stop signs and traffic lights the first couple of miles heading out of town.



The PBA used to get a lot of out-of-the-area riders to Surry Century because our routes were flat. The Amish countryside is even flatter, and the only hills were the highway overpasses. Once we got into the county, we encountered as many horse-drawn buggies as cars.

I didn't see any Amish on bicycles, but there were quite a few on push scooters, which were not black as the buggies were but blue, red, and green, among other colors. There was a total of five rest stops, but the only rest stop common to all the routes was the Amish Schoolhouse, so there were hundreds of riders there when I arrived. The Delaware Department of Transportation (DelDOT) closed the road to vehicles about three-tenths of a mile before the rest stop and lined the road with orange-cones, marking single entry and exit points to the schoolhouse. I was pleased with the ease of access, given the number of riders and bikes in a small area.

So which pie did I go with? Hard choice, but I went with pumpkin because we rode past many pumpkin fields and saw several trucks loaded with pumpkins headed for market.

As a bonus, because the ride was held during one of our Birthday Club Open Seasons, I was able to get my birthday ride “in the books.” To register for the 38th Annual Amish Country Bike Tour, visit <https://www.bikede.org/amish-country-bike-tour> early in 2024 for the early-bird pricing.





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STORAGE

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TREK



Don't forget that our local bike shops, Trek Bicycles Newport News and Village Bicycles, offer PBA members a 10% discount on supplies and accessories. Check with each shop for their specific discounts. Thank you Trek Bicycles of Newport News and Village Bicycles for supporting PBA.

CHAINSTAY is the quarterly newsletter of the Peninsula Bicycling Association, published using Word for Apple. The Club encourages and supports all types of bicycling on Virginia's Peninsula. Email your cycling-related photos and story submissions to Jane Elkin, Chainstay Editor, at jelkin87@gmail.com. PBA's website is hosted by Wild Apricot Membership Management Software.

To join the Peninsula Bicycling Association log onto <https://pba44.wildapricot.org/membership>

PBA Club Officers for 2023

Voting:

President - Carlton Foster
Vice President - Rob Liles
Treasurer - Tom Carmine

Secretary - Vacant
Advocacy Director - Mark Suiter
Safety & Training Director - Tregg Hartley
Community Outreach
and Volunteer Director - Tom Bauer
Newsletter Editor - Jane Elkin
Rides Director - Robb Myer
Programs Director - Chip Williams
Membership Director - Richard Armstrong

Non-Voting:

Awards, Recognition and
Statistics Coordinator- Robb Myer
Webmaster - John Bright
Historian - Sandy Butler

The PBA Officers and Executive Committee meet on the first Sunday of each month, electronically at 7 PM. Contact Carlton Foster for login directions or to have your topic added to the meeting agenda. *All PBA members are welcome to attend.*

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