

Chainstay

The Peninsula Bicycling Association



FALL 2022

Volume 52, Issue 3



- SEPTEMBER 5** Labor Day Tour de Hampton Metric Century Plus from Sandy Bottom Park. C Pace. ~62-75 miles with multiple rest stops. Take advantage of the *PBA Member Challenge "Open Season"* and complete your Birthday Ride or a 50-50 Club Ride. (*)
- SEPTEMBER 10** DC Bike Ride. Register by September 7 See next page for more info.
- SEPTEMBER 25** Tour de Fort Ride at Fort Monroe
- OCTOBER 10** (Tentative) General Membership Meeting—Trek Bicycles Newport News. Helene & Robert Drees will present their coast to coast trip.

Watch PBA [Facebook page](#) and weekly email for details.

Watch for ride announcements on PBA [Facebook page](#).
(*) Register for club rides on the PBA [website](#).

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2022 PBA Board Members and Directors

President	Carlton Foster
Vice President	Rob Liles
Treasurer	Tom Carmine
Secretary	Jamie Clark
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Safety/Training Director	Tregg Hartley
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Rides Director	Robb Myer
Program Director	Vacant
Membership Director	Richard Armstrong

Additional Positions

Historian	Sandy Butler/John Parker
Awards/Statistics Coordinator	Robb Myer
Webmaster	John Bright

Website

www.pbabicycling.org/

PBA Board Meetings

The PBA Officers and Executive Committee meet on the first Sunday of each month at changing locations. Contact Carlton Foster to have your topic added to the meeting agenda. *All PBA members are welcome to attend.*

The *Chainstay* is published quarterly. Send all *Chainstay* submissions to Melanie Payne, PBAmel@aol.com. *Chainstay* is produced using Microsoft Publisher 2016. PBA's website is hosted by Wild Apricot.



**Adventure
Cycling**
AFFILIATED CLUB

Virginia
Bicycling
Federation



www.vabike.org

**League of
American
Bicyclists**

DC BIKE RIDE

SATURDAY, SEPTEMBER 10, 2022



[There's still time...you can register through Sept. 7](#)

Like RAGBRAI and Five Boro, the DC Bike Ride is a "rolling party" while pedaling 20 miles past monuments and memorials on car-free streets. There are stocked rest stops, music and a Finish Festival in front of the U.S. Capitol.

The organizers offered PBA a group rate discount registration fee of \$50 for adults with code "PBA". This is an \$19 savings over the standard registration fee of \$69. Register for the DC BIKE RIDE at <https://debikeride.com/>. There is a Peninsula Bicycling Association team you may wish to join, but is optional and not required to use the discount code.

There will be an optional ride Sunday morning on the Mount Vernon trail. Information will be emailed to everyone who registers for the event [here](#). This is not a PBA lead ride and the club insurance does not apply. Some optional hotel considerations are: Hampton Inn & Suites Alexandria Old Town Area South, 5821 Richmond Hwy, Alexandria, VA and Quality Inn Mount Vernon, 7212 Richmond Hwy, Alexandria, VA.

TOUR DE FORT IS COMING BACK!

OCTOBER 25, 2022

Fort Monroe, near Oozlefinch Beers & Blending,



After taking two years off for COVID, the Tour de Fort is coming back.

The Tour de Fort is the annual Hampton City National Bike Month event. The club provides volunteer ride leaders for a number of rides as well as the distribution of club information and interaction with potential members. It is possible to man the information table and either lead or participate in a ride.

There will be five rides again for this year— 20 mile B pace, 12 mile C pace, 7 mile casual, 3 mile family friendly, and a Historic Fort ride. The three shorter rides will remain on the Fort.

Oozlefinch is sponsoring the event which will be on the 25th of October at 2 PM. We will need ride leaders for each distance. Tregg Hartley will be leading the 7 mile casual ride. Ride leaders are needed for the other paces.

WELCOME NEW PBA MEMBERS (as of Aug. 31)

**Jonathan Andreano
Arthur Berkley
Randall Callam
Megan Carter
Deborah Chandler
Kimberly Collins
Daniel Czapka
Denise Holdorf
Richard Hubbert
Dongjoong Im**

**Callie Lawrence
Sam Maggio
Milton Rivera
Jonathan Romero
Bill Russell
Kathy Spencer
Sande Tyson
John Vanderhoven
Suzanne Vanderhoven**

Peaches and Cream Age 60-69

**Jennifer Allen, Jim Day, Helene Drees,
Robert Drees, Inae Kellam,
Raleigh Martin, Shirley Martin,
Ken McFarland**

Rocky Road Age 70 +

**Bob Carter, Linda Carter, Robb Myer,
Mark Van Raam, Dale Watkins**

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!

2022 MEMBER TOP 10 MILEAGE UPDATE

Our top ten riders who recorded their mileage on Bike Journal or Love to Ride, in alpha order, as of September 1:

Helene Drees	Patrick Johnston
Robert Drees	David Jones
Dan Girouard	Roy Kidwell
Sally Jackson	Robb Myer
Wade Jackson	Jack Phillips

Three Ways 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). This is the preferred method for new challenge members and those using Strava or MapMyRide, as they will sync to Love to Ride.
2. Challenge members currently using Bike Journal, may continue to use it in 2022, which may be of interest if you do not use Strava or MapMyRide. (URL: <http://bikejournal.com/>)
3. Email your miles ridden to Robb at threespeed67-pba-ride-leader@yahoo.com.
As member challenges are for active club members, you must complete your BikeJournal/Love to Ride profile (i.e. real name and email) to be identified.

2022 BIRTHDAY CLUB CHALLENGE

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

Vanilla Ages 50-59

**Don Alexander, Jamie Clark,
Bob Flynn, Sally Jackson,
Wade Jackson, Patrick Johnston,
Alex Ramirez**



If you have ridden your birthday miles, email Robb at threespeed67-pba-ride-leader@yahoo.com. 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 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/Stats. Coordinator.

Details about all member challenges can be found at <https://pbabicycling.org/Member-Challenges>

Bike & Barge Tour through the Netherlands and Belgium

15 days, June 4-18, 2022

By Linda Carter



As you know many trips were planned and then postponed once COVID hit our planet and this trip was no exception. We originally planned to embark on our adventure in 2020, then 2021 and finally June 2022 saw it all come to be. We were lucky that we were able to roll our trip without any loss of funds or incurring additional charges, except for a fuel surcharge,

including our pre-trip non-refundable hotel and a full refund from Delta. Subsequent booking with United resulted in a welcomed upgrade on our flight to the Netherlands, courtesy of our son's many miles traveled.

We flew from Dulles Airport on United to Amsterdam leaving on June 1 and arriving June 2. We try to arrive a day or two before any overseas trip to allow for any snafus that may occur. At Dulles we were waved to the front of the security line...don't know if it was because we were old or Bob had on his TWA hat, but whatever the reason, we'll accept it. A good start to our trip. After arriving in Amsterdam airport, going the wrong way on the train and riding the tram to our hotel we met up with Robb and Annette Myer who also were on this adventure. After a nap to adjust to the local time we met up for dinner.

June 3rd was spent on a walking tour of one of the oldest neighborhoods in Amsterdam called the "de Jordaan" followed by dinner in a local eatery. It was a wonderful time to get reacquainted with our friends from prior trips. We also got to see one of the larger bike parking lots... several thousand bikes, don't worry about where you parked at Dulles Airport (take a picture), but can you imagine forgetting where you parked in a bike lot/garage that size?



We boarded the Princess Royal Saturday afternoon and immediately set off through the canals of Amsterdam.

This trip will take us through the Dutch countryside of Zeeland and the Flanders region of Belgium to Maastricht, the southernmost city in the Netherlands. During the second part of the tour, we will follow the river Meuse and regularly cross borders, between Netherlands, Germany and Belgium ending back in Amsterdam on the 14th day with disembarking for home on the 15th day.

Included were 14 breakfasts, 12 dinners and packed lunches. Each night after dinner was a briefing of the next day's ride and expected activities plus a walking tour of the town where we were docked, with maybe a stop at a local pub. There was also a bar on board to enjoy. Meals were good and adapted for those with special requests. We even celebrated two birthdays and an anniversary and had some with impromptu dances in the lounge in the evening.

Our rides varied from 19-40 miles each day and one rest day. You could stay on board if you didn't want to ride. We had rain on several of the days of the first week and half of us decided not to ride on the heaviest of the rain days. We were gifted with a very knowledgeable tour guide, who Bob nicknamed Major Tom. He provided us each day with historical references for each area we visited plus visits to various sites along the way and stops to enjoy the lunch we packed each morning.



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(Bike & Barge continued from previous page)

Besides all the beautiful scenery, canals, pastoral scenes, architecture of each region, some of the sights included visiting Zilverstad know for its silver smiths and seeing all their wares displayed in the market; and Kinderdijk, famous for its 19 large windmills which is an UNESCO cultural heritage listing, a ride on a waterbus and several ferries; cruise of the port of Antwerp; various city centers; the Canadian War Cemetery; a gin museum, travel through numerous locks; several churches, castle gardens; and we were able to observe the art of traditional glassblowing. Several days before we were to return home, the U.S. lifted their COVID testing requirements. Yea!

Costs:

As noted earlier, some of our costs were based on our 2019 bookings, so the amount will probably differ here in 2022. We flew out of Dulles International Airport (IAD) near D.C. We elected to park in their Economy lot at \$12.00/day. Some choose to stay in hotels the night before or after where they are able to leave their cars. We flew United on a direct flight from D.C. to Amsterdam for \$1,320/ per person including all taxes, charges, fees etc. We stayed two nights in the Eden Hotel in Amsterdam at \$261.00 per night including breakfast buffet. The two week Boat Bike Tour was 2,330 EUR per person plus a 60 EUR fuel surcharge per person. -Two-week Rental bicycle including helmet and panier was 170 EUR and for an E-Bike was 370 EUR.

Gratuities:

We did get travel insurance, but that cost really varies primarily based on length of trip, cost of trip, age of individuals and any additional special coverage you may want. We obtained some EUR from our bank before the trip and just used only bank ATM's while traveling for additional withdrawals and of course credit cards as needed for any side excursions or snacks and travel card in Amsterdam for the tram, bus or subway.

ANNUAL MEMORIAL ICE CREAM RIDE—August 13, 2022

Over 25 PBA members and guests enjoyed riding and the after ride ice cream social. Thanks to our ride leaders - Rob Liles, Carl Foster, and Sandy Butler, who also, with Eleanor Hubbard, spoke about today's honorees and how they contributed to the club.

Those remembered were Mark Dulaney - Club officer and ride leader, passed in 2000; Ron Hafer - Club officer, ride leader, recumbent and e-bike mentor, passed in 2020; Don Hubbard - Founding member, club officer and early ice cream ride host, passed in 2015; Bill Nuckols - Club officer, ride leader, creator of the Surry Century routes, passed in 2021; Jimmy Pereira - Club officer, ride leader, created all the PBA and Great Peanut Ride route maps, passed in 1993; Bob Richardson - Club officer, ride leader, developed the City of Hampton bike routes, passed in 1995; Mike Toole - Ride leader, Killer Bee supporter, passed in 2009; Brian Utne - Ride leader, died in a hit-and-run crash in 2018.

A big thank you to Linda and Tom Carmine for working the delicious "ice cream stand." And who knew that Ray Nations was a harmonica virtuoso as he played Happy Birthday to Sandy Butler.



My RAGBRAI Experience

By Jane Elkin



I just completed my seventh RAGBRAI, the “Register’s Great Bicycle Ride Across Iowa,” the world’s largest multi-day bicycle touring event. In 1973, two newspapermen from the

Des Moines Register and 300 of their best friends rode across Iowa for the first time. The second year there were more riders. Now the ride has about 20,000 riders. The ride always goes west to east because of the wind direction.

RAGBRAI is my mental health week. My goals for the week were to ride my bicycle, feed myself, enjoy the smooth roads without vehicle traffic, the scenery, the food, and the people. It’s life stripped down to the basics. Knowing that I can always find a bicycle mechanic completes my peace of mind.

The 2022 RAGBRAI was a “Northern” route, with a planned Century Day. My personal goals for the ride were to ride “E.F.I.” “Every Friggin’ Inch,” and to complete the Century. I also looked forward to the last day of riding through the Driftless, the unglaciated region of North-east corner of Iowa, which is rocky, hilly and scenic.



RAGBRAI is famous for teams. The team’s support vehicles for moving their camping gear from town to town are often an old school bus, repainted, with a rooftop deck for securing up to 25 bicycles. Sometimes there are beer taps connected to the side of the bus. The buses will often have an outdoor shower and bathroom facilities. Some people try to photograph as many of these team busses as possible. Many of the teams are now intergenerational.

The RAGBRAI Route Announcement Party in January, when the names of the host towns are revealed to the public, is a big deal. Being a host town for RAGBRAI is an economic boom for Iowa small towns. Every year I tune into the internet to await the announcement. I’ve heard that the route has already been determined for next years’ 50th anniversary ride, and I suspect that’s because it will be the same route as the 1973 ride.

In 2021, I joined a team called The Flamingos. The team camped in the yards of people’s homes, and occasionally in

basements. Although I saved money, the seldom-used basement toilet backed up in one of the host homes. Although someone eventually found a plunger, I decided that I didn’t want to start having to carry a plunger in my luggage. Being directionally challenged, and with overloaded cell towers, I also spent quite a bit of time searching for the host homes. The Flamingos were a fun group of people, and I appreciated them letting me join them.

This year, I used the tent charter service, Pork Belly Ventures, because the older I get, the more support I need. Pork Belly Ventures provides a tent, showers, charging stations, complementary beer and coffee, meals for a small fee, water bottle filling stations, bicycle pumps, and a bike mechanic on staff. My only complaint is that the tent could be hot in the afternoon sun, so next year I’m bringing a set of black-out curtains that I can rig up inside the tent. My lightweight folding cot and small camping stool worked well.

Getting from Virginia to Iowa is always the hardest part of RAGBRAI. In the past, I’ve simply loaded my bike into my vehicle and driven west on the interstates. Although it took a few days, it’s logistically simpler. This year, with the price of gas, I decided to ship the bike using Bike flights, fly to Omaha, and catch Pork Belly’s shuttle to Sergeant Bluff. Although I thought that I had built in enough time for flight delays at Chicago’s O’Hare Airport, it was midnight when I finally landed in Omaha, dragging two large rolling duffels. I negotiated a \$300 trip from Omaha to Iowa with a taxi driver who jabbered in a foreign language and drove a vehicle with bald tires. Around 2 AM I exited the taxi with my two rolling duffels. Unable to locate Pork’s tent city, I unfolded my cot and sleeping bag near some RAGBRAI tents and slept for a few hours under the stars.

My duffels contained seven large zip-lock plastic bags with my cycling clothes and seven smaller zip-locks containing \$40 cash (per diem food cost) and the days’ electrolytes. For me, consuming an entire container of Nuun over the course of the day seems to provide the right combination of electrolytes during RAGBRAI.

At daybreak, I dragged my two rolling duffels several blocks until I found the Pork Belly tent city. Then I found my bicycle --reassembled by Bike Flights--survived a scolding for my poor flight scheduling, changed into my kit, loaded up on chamois cream, sunscreen, water, air in my tires, complimentary coffee, a Church Lady breakfast, and joined the stream of bicycles already heading east out of town at dawn.

Since most of the RAGBRAI’s elevation is in the western part of the state, the first two days had some pretty good rollers. The first couple of days also tend to be the days with the worst crashes. It seems like every year somebody dies on RAGBRAI, mostly from a heart attack. When someone crashes, and there’s a crowd gathering around the crash victim, the

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(RAGBRAI continued from previous page)

crash etiquette is to yell “stopping,” mute the music, pass respectfully, and don’t take any photos. The rescue vehicles are always there in minutes, and there are numerous health care professionals who are on the ride.

The century on Wednesday turned out to be a breeze, relatively flat, with a sweet tailwind. The Iowa wind turbines confirmed the wind direction.

The parties in the towns are always hilarious, and sometimes the towns are only ten miles apart. There’s music, sometimes karaoke, sometimes live music, slip ‘n slides, rope swings and food vendors. This year there was a fundraiser, “Chicken sh** Bingo,” involving a chicken walking around on a numbered grid. One year a town attached a “swim-up bar” to an above-ground pool, which had a volleyball net, pool toys, and alcohol for sale. There was a pull-up contest, with the women’s record of 14 and the men’s record of 24. There’s a gravel loop, which I never do, a mile of silence for Iowa bicyclists killed by motor vehicles, a College Jersey Day, tutu Tuesday, and thong Thursday. I love that it’s one party after another. Everybody else is just as relaxed and happy as I am. I also enjoy goat yoga, although I suspect that the goats are hungry and thirsty. One town had a sign on the route out of town, “Thanks for last night. Now get on your bike and get out of town.”

I like to listen to music while I ride, from a speaker of course. People will ride alongside of me for the duration of a Jimmy Buffet song, or, say, Creedence’s “Suzy Q.” Streaming services, like Pandora, don’t work very well, because of spotty cell service issues. I’ve been building my RAGBRAI playlists for months by querying various Facebook groups for the best up-tempo work-out songs.

The Air Force Cycling Team provides bike repair services to the public at no cost. There’s also bike mechanics and bicycle gear vendors set up in each town. I try to pay the Air Force free bicycle help forward, by leaving big tips at the fundraisers.

All types of bicycles and non-bicycles are on RAGBRAI. Parents pull their kids in bike trailers, people roller blade across the state, and disabled people use hand cranked, horizontal bicycles. Electric bikes, tiny travel bikes, ellipticals, tandems, old fashioned high wheeled bikes, girls dressed as babies, guys wearing nothing but speedos and American Flags, and runners all travel across the state.

The smoke of the grills of Mr. Pork Chop’s pink bus can be seen several miles away. There’s usually roasted corn on the cob and sassy lemonade for sale along with 12-ounce pork chops, and a nice set of shade trees. People nap during under the shade trees. Sometimes it’s hard to tell if someone is napping or if they have a medical issue.

There’s a beer garden near the end of every day, and the Amish “Beekman’s Homemade Ice Cream,” with free sunscreen. Why eat an energy bar or a gel pack for regular fueling when there’s homemade pie available in every town, with home-made crust?

Every town has a free water filling station, usually a garden hose connected to PVC pipes with multiple holes. My goal at every town was to find the water filling stations, so I didn’t have to buy plastic water bottles. Sometimes when it’s really hot, I can soak my clothes in the water stream and the evaporation has a cooling effect until the next town.

I’ve been on organized bike tours where I had to sign an agreement not to drink alcohol while on the bike tour, because the insurance company wouldn’t allow it. Although the alcohol flows freely at RAGBRAI, each town has a roped-off section for the consumption, which are closed down by the state police after certain hours to make sure that everyone moves on down the road before dark.

I’m not the only one with the complaint that the final day of the ride was too long and had too much elevation. It was 65 miles to Lansing, Iowa, with nearly 3000 feet of climb through the Driftless Region, and my bus to the airport was leaving at 4:00 PM. Although I made it with two hours to spare, I had plenty of business to take care off, so I had to skip the ceremonial tire dipping in the Mississippi River. Finding my charter, Pork Belly, in the town wasn’t easy. Then I had to find Bike Flights, get the bike ready to be shipped, find the bus, transfer my luggage to the bus, and eat something, so there wasn’t time for a shower.

I’ve done the ceremonial tire dipping plenty of times, perfecting the technique of lifting the bicycle over my head. It’s important to remove the gear from bicycle first. Last year I even watched somebody scatter something that that appeared to be ashes at the Mississippi River dip site, so yes, the tire dipping in the waters the Mississippi is considered sacred.

I’m already planning for next year. My goal is to see how many RAGBRAIs I can do in my lifetime, although I got a very late start. I’m 65. At some point I may stop doing EFI, because RAGBRAI provides a good SAG wagon. (They don’t actually call it the “Quitters Van.”) One fellow I met told me this was his thirtieth RAGBRAI. “It’s addictive,” he stated.

If you’re interested in learning more about RAGBRAI, please contact me. Jelkin87@gmail.com

GETTING TO KNOW YOU.....

This feature continues spotlighting the 2022 Board of Directors. Get to know the 2022 Safety/Training Director, **Tregg Hartley**, and **Robb Myer**, PBA's Rides Director. Thank you guys for stepping up to club leadership roles and for your service to our country.

Tregg Hartley—Safety/Training Director



Tregg, who originally hails from Iowa has been a long-time, very active PBA member. In addition to being our current Safety/Training Director, Tregg is a past PBA Vice President and teaches Safe Cycling classes as a League of American Bicyclists LCI.

Tregg recently taught a Safe Cycling class for the Newport News Sister Cities organization, and he has also taught Safe Cycling classes for the Hampton City School System.

Tregg is retired Navy and currently works as a Cloud Security Engineer for the US Air Force. During Tregg's service to our country, he was deployed overseas and cycled on Mount Farnon in Toulon, France and on Crete.

Tregg and his wife, Janice, are empty nesters and enjoy spending time together. Tregg's primary hobby is cycling, but he also enjoys fly fishing, fly tying, and working on his genealogy. Tregg has been known to pack a fly rod on the bike to hit some local fishing spots.

Tregg sees cycling as a lifestyle of freedom and adventure, the ultimate stress release and a fun way to spend an hour or two. He would rather commute to work by bike than drive. Many of his neighborhood rides become errand-based rides. He also enjoys a good group ride with the conversation, cooperation, and a sprint every so often.

Robb Myer—Rides Director



Robb joined PBA in October 1988 and has served the club in many, many ways, in addition to his being the club's current Rides Director and Awards/Statistics Coordinator. He was born in Westchester County, New York, raised in Miami, Florida, and attended college in Indiana. He retired from the US Air Force after serving for 26 years.

Robb is a lifelong bike rider and began his biking career with a paper route as a child. His "threespeed67" email address was coined after riding 50+ miles while in college from South Bend, IN to Lake Michigan on a three-speed Schwinn Tourist bike. Since then Robb says that he has spent more time on bikes than in planes.

Robb and his wife, Annette, live in Hampton and often ride a tandem together. Robb says that Annette always encourages him to "find time for a bike ride." With her help, he rides over 300 days a year in all kinds of weather. In addition to bike touring, Robb enjoys scuba, paddling, and rambling.

Robb's favorite rides include the 2017 Coast-to-Coast ride with Mark Van Raam, tours to Ireland, Italy and the Netherlands with Annette and the annual Great Allegheny Passage/C&O tour with his son, Robb.

My Biking Journey

By Joe Matzen

Greetings! My name is Joseph Matzen, and I just joined the PBA this year. My first ride with the club was during the National Bike Month Join/Renew Ride Event from Traditions Brewing in Newport News on May 1, 2022. The story of my cycling journey really started after test driving many bikes including some sweet Specialized Roubaixs (for which I may have been slightly over the weight limit!) back in the 2014/2015



timeframe. I finally purchased a Cannondale Synapse endurance road bike after getting some great discounts when I initially joined REI co-op, and after having placed some blind faith in the bike as it won Cycling Plus Magazine's 2014 Bike of the Year. I barely fell within the weight limit for this carbon fiber bike. Special thanks to Village Bicycles in Newport News and Carytown Bicycle Company in Richmond for helping me with the hunt, but I simply could not pass up the deep discounts that I was able to take advantage of at REI.

I rode the Cannondale Synapse, affectionately known to me as the "White Comet," sporadically for the first couple years, and then it tended to collect dust in my garage for a number of years. In hindsight, I attribute this to never really "dialing-in" the bike fitment properly, and found it anywhere from slightly to majorly uncomfortable in those early days. I finally decided that this was the year to get serious about biking. I just turned forty this year and wanted to set myself up for a more active and healthy lifestyle so that I could be more engaged in my children's extracurricular activities as they grow up and as I head into the second half of my professional career. My two children, Rebecca and Matthew, are currently 7 and 10 years old, respectively, and I could not have asked for better children from my wonderful wife, Erin who recently had a battle with breast cancer that was diagnosed last November. But I am happy to report that after a successful surgery and four rounds of preventive chemotherapy, we have been able to declare her cancer defeated and we are all moving toward restoring a normal life again!

Back to the biking story. I wanted to get some bikes that we could just hop onto without having to don much special equipment such as cycling shoes for clipless pedals. Accordingly, I bought bikes for my family and for myself last Christmas with the hopes that the two Trek Verve 3 models (non E-bike variants) purchased from East Coast Bicycles in Norfolk would reinvigorate my love for cycling that I initially discovered in my childhood. I can report "mission accomplished" as we have taken many leisurely rides around the neighborhood, and my son uses his shiny new red Trek Wahoo 24 bought from the Trek store in Newport News to ride to his friends' houses in the neighborhood. My daughter is still riding a Huffy that my Dad bought her a couple years ago, but I think she finally is able to stay upright enough that she will be getting her own new bike in the near future.

My experience with the PBA has been nothing short of exceptional. Through careful attention to my diet and using cycling to break through my weight loss plateaus, I have lost over 35 pounds in the last year, and feel like I am in the best shape of my life. I really enjoy the variety of ride locations and paces that the PBA offers. I have been on group rides in Hampton, Newport News, Poquoson, Williamsburg, Yorktown, the Tour de Chesapeake, and even a special event in my hometown of Smithfield.

I have primarily ridden on the "White Comet" when participating in club rides, and have progressed from C-pace riding with Robb Myer at the Helm at 12-14 mph to B+ pace riding at 16-18 mph with Rob Liles and Tom Bauer leading the way. My recent rides even include some sprint segments where I can push into the mid-20s for brief stints.

Early in this riding season, I tweaked the handlebar geometry and my riding position by shortening the reach 1 cm, adjusting the handlebar angle, and adding Specialized bar tape complete with gel underneath the grips. I also had a few rounds of trial and error to dial in my saddle height and angle. I rode early on with a great Cloud 9 saddle with very thick padding, but after losing weight and getting my hind parts used to riding, I have progressed to a Specialized Romin racing saddle. I did have a degree of bottom bracket creak at one point, but some Park Tool grease took care of that quickly. I did have to disassemble the bottom bracket to service those bearings, but the Cannondale BB30 system is very nice and has a "self-extracting" crank feature where you only need to use a standard allen head on a socket wrench, and cranks just come right off, leaving you staring at the sealed cartridge bearings within the bottom bracket. I did also buy the official PBA kit jersey and bib shorts, which are both very high quality I really love them both. Gotta be aero and look the part!

Any new bike rider's story would not be complete without a lesson in equipment failure. I feel like I have received proper indoctrination to the sport as I experienced my first flat front tire on some Continental 5000s that are not the most rugged daily-use type of tire, but boy are they a fast riding and comfortable tire. Thank you to the PBA folks that helped me get that tire changed quickly while on a joint PBA/WAB ride in Williamsburg. My Lezyne high-pressure pump and Pedro's tire levers really came in handy there, and of course, the spare Schwalbe inner tube that I was carrying made the change fairly easy.

I never thought I would be able to say that I have ridden over 600 miles in a year, and I have only been riding with the club for four months! I have really enjoyed all the friendships that have been created along the way, especially with many of our retired military members. Thank you for your service to our great nation!

The creation of this article was initiated via a conversation with Melanie Payne, whom I have been on several great rides

(continued on next page)

(My Biking Journey continued from previous page)

with. I thought I was going to write a bike tech article regarding lights that Melanie and I had discussed, but when I sat down to create this, I felt a calling from the heart to chronicle my overall cycling journey in my first article for this publication. Maybe there will be some bike tech articles coming in the future from me, but I would like to apologize to some of the riders behind me that may have been blinded by some bright Lezyne taillights before I learned how annoying those bright lights can be to fellow cyclists.

Once again, thank you to the club for being so welcoming, and for everyone's great attitudes and uplifting spirits! I would like to give special shout-outs to all of the fantastic ride leaders, Dean (you know your last name, but sorry, I don't), Bob and Linda Carter, Mark Van Raam, John and CK Gular, and Melanie Payne for really making me feel at home with the PBA!

Serendipity: finding valuables not sought for

By Robb Myer



While there is a long list of health benefits from regular cycling that after a while, we take for granted, and another list of social benefits we all appreciate, lately I've found value from riding that was totally unexpected. Last fall while participating in the Coffeeneuring, "Coffee Shop Without Walls" Challenge, I discovered that water is just as important as the coffee bean when using your Jetboil. On my first ride of the challenge, I brought along distilled water from home and the coffee was great, but on the next ride I used water from the fountain at one of our local parks and it was the worst cup of coffee I ever tasted. Same Jetboil, same coffee, only the water was different.

Frequently on rides I make a wrong turn, deviating from a normal route only to discover a park, a view or have a new wildlife encounter. In early August I did just that, made a wrong turn on the return segment of a rails-to-trails ride in Pennsylvania only to find a black bear dining on berries.



Cycling serendipity even occurs on club group rides. In July, on one of my Tour de Hampton rides we met at War Memorial Stadium because after the ride we were going to take in a Peninsula Pilots baseball game. When I arrived, the Pilots were having batting practice. While I was taking my bike out of the bike rack, a player hit a home run out of the park that rolled to within a few feet of where I was standing. A few minutes later while I was riding warm-up laps around the parking lot, another home run hit the pavement close to me. Made for a great story when I gave the baseballs to my

two young grandsons.



SAME RIDE, DIFFERENT VIEWS



Camping at the NC Coastal Ride in Edenton

By Tom Carmine

I like camping. I like bicycling. I like Edenton. I really like it when the NC Coastal ride comes to Edenton. This year, 2022, was my fourth NC Coastal ride in Edenton. It was the first mass ride that I participated in where I went alone. There were a couple of others from the PBA there in 2013, but I was camping alone.

The first ride was a cold one. On Thursday afternoon it was cold and sleeting. I opted to stay in Newport News till early Friday when the rain passed and mostly skipped out on the Friday ride. I chose to camp on the green in front of the historic courthouse that terraces down to the Sound, and I have returned to the same spot the other three times that I have camped there. Others camp in one of the two parks on the waterfront. To me they are more congested, and you have more distance to walk to your car.

I camp because I am cheap. I believe my bicycle adventures should not break the bank. Adding three nights in a hotel would add over \$300 to the event cost. If my wife and I did this together, the hotel would be fine, but since she does not ride, I camp.

There's a camaraderie among the campers on the green. Some are there as a group. Others are there as singles, or maybe they have friends staying in campers, hotels or an Airbnb. In the afternoon after the rides, it is easy to pull up a chair and join in a group. I like that.

This year the group next to me was from Pennsylvania and a couple was there from New York. I also met Warren. He was about to set up his tent when he realized he had no tent poles. "Not to worry", I said. "I have an extra tent." We take care of our each other.

Edenton is compact town and the coffee shop, restaurants, and a nice used book store and tea shop are just around the corner. Let me not forget to mention the wonderful orangeades, limeades, lemonades and ice cream available at the downtown pharmacy. I love an orangeade after a ride. The hotels and the RV camping are further away. Hotels even farther. Camping is so convenient.

The ride provides two shower trucks. This year Jim Clayton, a former club member and local entrepreneur, had the contract for the shower trucks. Porta-potties are provided at each camping site. To prevent folks from hogging sites, this year no one was permitted to set up before 1:00 PM and before they registered. Nonetheless, I did stake out my parking spot about 11:30 AM, and I do not move my car till I leave on Sunday.

(continued on next page)

Staying in a Motel in Edenton the NC Coastal Ride

By Melanie Payne



I like cycling and I like Edenton, but unlike Tom Carmine, I do not like camping—anywhere. Somehow taking a shower in a shower truck with others and using porta-potties is not on my list of things I like to do. So I opt to stay in a motel in Edenton.

Edenton is small town with a few motels, a couple of inns, and some Airbnb's, but they all fill up fast as soon as the ride is announced. The inns are the priciest and they have the fewest rooms. The Hampton Inn rates a couple of more stars than Americas Best Value Inn and always fills first. I've done the Edenton ride twice, and twice myself and other PBA members were able to get reservations at the Americas Best Value Inn on Virginia Road Rt. 32. Americas Best and the Hampton Inn, across the street, are only about two miles to the route start near Waterfront Park in downtown Edenton. It only takes about 10 minutes of cycling to the route start near Waterfront Park in downtown Edenton. The restaurants and shops are also nearby so the location is very convenient. There is a grocery store, some fast food and some restaurants close to the motel.

Americas Best is an old property, looking like a throwback from the 60's or 70's, but has the basic amenities, meaning a bed, a bathroom, towels, small fridge, etc. Always request a first floor room, so you don't have to lug your bike and stuff up narrow stairs to the second floor. A room for myself was only \$238 for three nights and I thought that was pretty reasonable. The Hampton Inn across the street would be more than that, and the inns even more, although I will try for the Hampton Inn next time as it seems a bit newer and better maintained.

The first year the Americas Best motel lost my reservation and I almost had to camp out on the Carter's motel room floor, but they finally came up with a room that had been flooded and had fans running. I took it! The second time we stayed at this motel, there was a lot of remodeling going on in the reception area and on the outside. There was no breakfast offered as advertised, but Robb Myer did manage to get a banana from the clerk! The room did have a coffee maker, so that made me very happy. We either shopped for or brought breakfast food and/or snacks to keep in the room and share with others.

Each morning we would decide upon our routes and gather for the ride to the start. So motel folks also have camaraderie as we occasionally gathered in each others rooms to socialize or carpooled or biked to dinner. And it's always fun to meet up with our camping or RV'ing friends like Tom Carmine, Sandy Butler and Cindy Wong either on the routes or at the Saturday night barbeque.

(Camping continued from previous page)

One of the nicest offerings of the NC Coastal ride is you can choose a routes from 10 to 100 miles. I like to do my long ride on Saturday so I can take it easy on Sunday, but this year the places I wanted to see were on Friday and the route I preferred was going to be right at 60 miles. Neither I nor my friend Steve wanted to ride the full 60 so we may our own route. Rather than do the long clockwise route to Hertford and back, we opted to ride the route counter clockwise to Hertford and then picked up the remainder of the route to the places we wanted to see. That brought us in around 45 miles which was plenty for two out of shape bikers on day one.

Saturday generally takes the ride across the 3.5-mile bridge over the Albemarle Sound. I have crossed the Sound Bridge hundreds of times in my lifetime by car going to visit family further south, so I found it thrilling when I first crossed in by bike in 2013. The original bridge was flat with a drawbridge, but the current structure has a high span in the middle. It also has low Jersey Wall height sides which offers a great view when you cross. Destinations are Columbia for the 100-mile days and Somerset Plantation for the one around the metric century.

The NC Coastal Ride features lightly traveled country roads. We will cross a few highways but seldom ride on one for more than a few hundred yards. The Sound Bridge is a major crossing, but even that has light traffic and a generous shoulder helps. I believe it had even been swept prior to the ride. The morning parts of the rides usually have lots of shade as the scenery switches from fields to forests. Rest stops are about every 20 miles. At the main Friday stop in Hertford there was free ice cream at the pharmacy this year. The 100-mile route will include a lunch stop.

There are no open fire pits allowed in the camping areas, but you can bring a cook stove or grill and cook if you prefer. Many do, but I prefer to sit down for a nice meal downtown. On Saturday night, there's always a big meal of chicken, fish and BBQ. We had a new caterer this year, and the food was good including the banana pudding dessert.

The weather this year was wonderful. Sunday morning as I was sitting in the early morning breeze, I really didn't care if I rode or not. I could have easily sat in my high-back camp chair and read till it was time to pack up. As the song goes, "Nothing could be finer than to be in Carolina in the morning." That was certainly true for me this year.

WHAT IS A DUTCH BIKE?

By Robb Myer

It is common knowledge that biking is in the Dutch blood, so on our summer bike-barge vacation in the Netherlands we were not surprised to learn that in the large cities there are more bicycles than people. In fact, many of those who ride traditional road bikes on weekend club rides, ride a Dutch-style bicycle during the week.



We pedaled several hundred miles on Dutch-style bikes during the bike-barge tour and have a few "take-aways." The step frame makes it easy to mount and dismount and is convenient when your ride profile has frequent stops, and the upright seating position improves visibility to both the front and sides. This is important, as many one-way streets only apply to motor vehicles, meaning that for bicycles they are two-way streets. More than once I cleared for motor vehicle only to have bicycle traffic cross in front of me coming from the other side.

Most Dutch-style bicycles are built to be stored outside year-round, meaning they are designed to be what they call "four-season" bicycles, which is a euphemism for "heavy." Our pre-tour information package said our bicycles weighed around 16 kilograms including rear-wheel lock, fenders, rear rack, and covered chain case. On first reading, I misread kilograms as pounds and was impressed, until I converted kilograms to 35 pounds. Fortunately, the Netherlands and Belgium are Tidewater flat, but we had many short climbs up dikes and bridges every ride and our seven-speed internal gear bikes saw lots of shifting.

So, will Dutch-style bicycles catch on here? For sure e-Bike versions are already becoming popular, but our local alternative transportation infrastructure needs to continue to improve before we can claim "more bikes than people" as they do in Holland.

SUMMER RIDES PHOTO COLLAGE



SUMMER RIDES PHOTO COLLAGE



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PBA Membership Application



Name _____ Email _____

Address _____ Phone _____

City/State/Zip _____ Age (if under 21) _____

Type of membership Individual (\$20) Family (\$25) 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 \$20 Family \$25 per year