



Chainstay

Quarterly Newsletter of the Peninsula Bicycling Association

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ANNUAL MEMORIAL ICE CREAM SOCIAL AND BIKE RIDE

Nearly 50 members attended the September 12 Annual Memorial Ice Cream Social and Bike Ride, including Anthony Woodard, husband of memorial honoree Hazel Woodard and Stuart and Patricia Fielding, son-in-law and daughter of memorial honoree Bill Nuckols.

Thank you to the Ice Cream Man, Tom Carmine, who has added Brownie Chef to his many talents. Thanks to my fellow ride leaders: Robert Liles, Dale Watkins and Debbie Wells. Also, thanks to the members who brought donations for the Bicycle Co-Op of Williamsburg.

Helene Drees won the raffle for donors and received a copy of Jim Homerosky's book, *Road Biking Virginia*. Jim is 2023 memorial honoree; he and his wife Wendy F. Homerosky active members of both the PBA and WAB.

The other first-year memorial honorees were John Atwood and Mary Turnbull.



Stuart and Patricia Fielding and Anthony Woodard



MARY TURNBULL MEMORIAL RIDE

Mary Turnbull was past president of the Peninsula Bicycling Association and the first president of the Williamsburg Area Bicyclists. For 20 years she was also known as “Ms. Hospitality” by the participants of Bike Virginia, which was directed by her husband, Allen. Mary loved bicycling and was a true ambassador for all aspects of bicycling including transportation, exercise, and environmental benefits. On June 25, Allen hosted a 15-mile ride through Williamsburg on one of Mary’s favorite routes. The event was attended by many members of both clubs.



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 and Craig Longdon.

Peaches and Cream Age 60-69

Jennifer Allen, Darrell Cofsky, Helene Drees, Jane Elkin, and Ken McFarland.

Rocky Road Age 70 +

Mark Suiter, Bob Carter and Robb Myer.

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 \(pbabicycling.org\)](http://Peninsula Bicycling Association - Member Challenges (pbabicycling.org)).

2023 MEMBER TOP 10 MILEAGE UPDATE

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

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

Robb Myer
Brendan Smith

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 Robb at threespeed67-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.

REGIONAL BIKE RIDES

Sep 7-10

[Airforce Heritage Monument to Monument Ride](#)

Kitty Hawk, NC to DC

Sep 9

[Heart of Virginia Bike Festival](#)

Hanover, VA

Sep 9

[DC Bike Ride](#)

Washington, DC

Sep 9

[Sixth Annual Warrior Ride](#)

Broad Run, VA

Sep 16

[Cannonball Century](#)

Fredericksburg, VA

Sep 23

[50 State Ride](#)

Washington, DC

Sep 30-Oct 7

[Mountains to Coast Ride](#)

North Carolina

Oct 7

[Culpeper Cycling Century](#)

Culpeper, VA

Oct 7

[Virginia Cystic Fibrosis Cycle for Life](#)

Richmond, VA

Oct 14-16

[Shenandoah Fall Foliage Bike Festival](#)

Staunton, VA

Oct 14

[Sea Gull Century](#)

Salisbury, MD

Oct 28

[Between the Waters Bike Tour](#)

Eastern Shore, VA

Nov 4

[Bikes & Beers](#)

Williamsburg, VA

Nov 19

[Bike the Bridge](#)

Cap 2 Cap Trail

Oct 14

[Surry Challenge](#)

Surry County, VA

FAMILY MEMBERSHIP DUES TO INCREASE

By Tom Carmine, Treasurer

For as long as I can remember, the PBA has maintained a \$5 difference between Individual and Family membership dues, although we have reached a point where is necessary to raise the dues of the Family Membership to cover the expenses to the Club.

The PBA has two primary expenses: our web platform and our insurance. Both expenses are determined by the number of members. In 2023, the cost of insurance for a member was \$8.50, so we lost money on family memberships. I anticipate our 2024 insurance expenses will be closer to \$9 per member.

The PBA Board has approved a Family Membership dues increase from \$25 to \$30 annually, effective October 1, 2023. If you have a membership renewing in October or November, you may wish to renew early to avoid the increase.

The PBA Board appreciates your understanding and your continued support of the Club.



RAGBRAI L REVIEW

A number of PBA club members rode the 50th Register's Annual Great Ride Across Iowa (RAGBRAI), the largest, oldest, and longest group bike ride in the world. July 2023 was the hottest month on record, there was a bad storm on the last night and the numbers of riders was significantly higher, probably numbering greater than 30,000 bicyclists. It was a tough ride, and we share our stories below.



RAGBRAI TEAM RED, WHITE AND BLUE

By Carlos Rodriquez

This was my first RAGBRAI. I was invited by Rich Flannery, a fellow member of PBA, along with Darryl Cofsky. We drove to Iowa in Rich's pickup, which accommodated my recumbent bike nicely. Once we arrived in Iowa, we connected with a veteran's group, Team Red, White and Blue, which had seventy riders.

The seven-day RAGBRAI route was wonderful and very challenging. I'm accustomed to riding difficult courses on my recumbent and had to rely on my previous rides to help me get through the ride--the rough road conditions, climbs, heat, and the storm that hit on the last night of our camping adventure.

The people in Iowa were so welcoming. One evening, we pulled into a camp site with rustic accommodations. When the neighbors behind us saw us setting up camp, they asked what we were doing. Both neighbors were veterans and invited us to camp on their beautiful lawn instead.

Team Red, White and Blue did a great job tracking the storm as it was approaching, so we had ample time to evacuate to the safety of a brick church, where we spent the night. Since the storm hit on the last night of camping, it was easy to pack up everything that was wet with no worries of having wet camping equipment.

I would give the ride an A+, except that the camping locations in the host towns were far from the RAGBRAI food vendors, entertainment, and showers. It was a wonderful experience, and I would do it again.



Jack Liike at the tire dip site on the Missouri River on Day One of RAGBRAI in Sioux City, Iowa.

IT CAN'T BE ANY WORSE NEXT YEAR, CAN IT?

By Jack Liike

I'm from Iowa and this was my 22nd RAGBRAI, but it wasn't typical. First, it was the fiftieth anniversary of RAGBRAI, so the number of people was probably 50-100 percent higher than the normal number of 20,000. To avoid the crowds of people, I found myself taking shortcuts this year. I bought food at Casey's, the Midwest version of 7-11, which had excellent coffee, breakfast items, snacks, beer, and no lines. Instead of walking with the crowds through the pass-through towns, I took the side streets. If there were long lines for the KYBOs (Iowa's porta-potties), I used the cornfields.

Each day of the ride, it got hotter. The weather on the previous few years had been quite pleasant; last year the highest temperatures were in the mid 80's, but I had a feeling that this year was going to be payback for the nice weather of the past years. One saving grace was the high cloud cover on several of the hottest days. Friday was the worst day, with temperatures in the upper 90's, no clouds, and almost 90 miles of riding.

A very bad storm happened on the last night, after we had set up camp and were settled in. At about 9:30 pm, the air raid sirens went off. A wall of wind hit about 15 minutes later, and the rain came down in torrents. Tents flew, fiberglass poles snapped, and aluminum poles bent. We took refuge in a school gym.



A few hours later, I found my rental tent in a pile of snapped poles. Everything was soaked; clothing, sleeping bag, air mattress. We pitched in to set up the tents that weren't damaged, and those of us who no longer had a tent took an air mattress off the charter truck and returned to the school for a sleepless night of listening to snores

and other bodily sounds, while shivering, because there were no covers. Then my legs decided it'd be a great time to start cramping up. That night I searched my soul about whether I'd ever do RAGBRAI again. There were hundreds of other RAGBRAI riders who had the same experience that I did.



In the morning, I poured water out of my bags and helped clean up camp. Out of 150 charter rental tents, about 30% were damaged, with broken poles and ripped fabric. Since I was no longer in the mood to put on wet cycling clothes and ride another 70 miles to the end of the ride, I SAGGED with one of the charter crew to the end town of Davenport and dipped my tires in the Mighty Mississippi. The night after the ride, I had a hotel, A/C, and a nice bed with covers.

Of course, I plan to return to RAGBRAI next year. RAGBRAI is in my blood and on a tattoo on my leg. It can't be any worse next year, can it?

NOT ITCHING TO DO IT AGAIN . . .



The ride sometimes came to a standstill with so many riders.

By Sally Jackson

This was the first RAGBRAI for Wade and me. All the charters were sold out by the time we were sure that we were going, so we brought our own tent and camped with the masses. We drove to Iowa and spent a week in Michigan visiting my family. Then we drove to the eastern side of Iowa, rented an SUV, parked our own car and drove the rental car to the ride start in Sioux City on the western side of Iowa.

When we arrived in Sioux City, we set up camp, kitted up, put our bikes in the back of the rental SUV, and drove to the SUX Airport (real name!) to return it. Then we rode our bikes back from the airport to the campground. Renting an SUV one-way across the state worked out great for us: it was cheaper than charter transportation, reduced camping by one night, and it gave us the flexibility to visit friends in Des Moines along the way.

We don't have prior years to compare it to, but we loved the riding, just not the heat and the crowds. Despite knowing that there were more than twice as many riders as the previous biggest year, the main ride (non-charter) organizers were not prepared with enough resources to handle the 28,000 people. The first morning, the line to drop off our luggage was about half a mile long and not moving. We stood in it for an hour and a half with little forward progress until the (one!) scale broke and they stopped weighing each bag. They didn't have enough trucks for all the bags either.

The luggage drop-off process slowly improved each day until it only took a few minutes in the morning to drop off our bags. Also, while not an issue for us, they didn't have enough campground space to accommodate everyone. They had to add an emergency campground location in Sioux City. And people set up their tents

about a foot apart on all sides every night--so close you could hear your tent neighbors clearly all night long. (LOL!)



Sally Jackson was greeted by Cy the Cardinal when the RAGBRAI route took a spin around the Iowa State University football stadium in Iowa City.

Due to the heat and the crowds, each day riders started leaving earlier and earlier in the morning. By mid-week, riders were streaming out of the main campground at 3AM, well before the 6AM official start time. We were consistently among the last riders to leave the campground at about 7AM.

Then there was a competition at each destination town to get a good spot for your tent because it was so hot and there was little to no shade. Ten minutes after you set up your tent, it was a sauna and there was nowhere to go for A/C. It was way hotter at the campground than it was while riding. Our friends from the Midwest were all with charters, in completely different camping locations, so most nights we didn't get to hang out with them around camp.

Other notes on the crowds: the church and school dinners started at 3PM and ran out of food by 5PM, the lines for the food and porta-potties were long and slow moving and we learned not to stop at the first stop of the day because that's when most people stopped.

People in Iowa were super nice but our friend who lives there rode with us one day and was so put off by the crowds that he took a different route to get away from the crowds.

We did the optional century loop and that was super fun. Unfortunately, with just a couple of days left of RAGBRAI, my dad had to enter hospice care in Michigan, so we left RAGBRAI and went back to MI to be with him. There must have been a lot of folks who left when we did because all the rental cars on the eastern side of Iowa were sold out. Super grateful for our Iowa friend who spent several hours round-trip to get us back to our car.

I don't think we missed out on anything the last couple of days. It sounds like it was just more of the same. Overall, we're glad we did it and feel like we got the RAGBRAI experience, but we're not itching to do it again. There are so many other states and countries we want to explore on bikes and see something different.

LOOKING FORWARD TO MY NEXT RAGBRAI!

By Craig Logsdon

One of our fellow PBA members talked me into doing my first RAGBRAI. I rode with the group when we were together, and we camped together at our charter campsite. Usually, they waited for me in the towns we were passing through. Most nights we camped in a group so that in the morning we were prepared and ready to ride when we got up and got our gear packed.

My parents live in Illinois, so I was able to visit them for a couple days before I made the drive up to Davenport.

Besides the grueling heat, there's really no way to condition your body for the rolling hills Iowa had to offer but riding in the crowds wasn't that bad. You just had to be attentive and call out your signals, so people knew what you were doing.

I did pass quite a few accidents which appeared to me to be caused by inexperienced riders in a crowd. Overall, I had a great time and look forward to my next RAGBRAI. Since I tattooed up my right calf with the RAGBRAI logo, I must go show it off.



MY SEVENTH RAGBRAI

By Jane Elkin

I was excited, but nervous, about this year's RAGBRAI, my seventh. I signed up to be a Porker, with the RAGBRAI charter company, Pork Belly Ventures and I purchased indoor camping for three nights, which turned out to be a great decision.

From Virginia, I flew to Omaha, took a Pork Belly bus to Sioux City, and shipped my bike using Bike Flights. I thought I would save money by shipping the bike in a cardboard box. Pork Belly did a great job of accepting the shipped bicycle in the box and assembling it. Although the cardboard boxes were stacked neatly on the grass, if there had been a rainstorm, the cardboard boxes would have become soaked and unusable. So, if you decide to ship your bike to RAGBRAI using BikeFlights, use a bike case, not a cardboard box.

Except for my cardboard box issue, Pork Belly Ventures is my kind of charter. The shower trailer is named, "WHEN PIGS FLY," and the luggage trailer, "IT'S NOT SO MUCH THE HEAT IT'S THE STUPIDITY."

I met up with some friends with whom I had cycled Coast to Coast in 2018 with Bubba's Pampered Pedalers. They also wisely opted for the three nights of indoor camping, since we all had had plenty of experience camping indoors on the C2C ride and knew about the benefits of A/C and being safe in a storm. Only a few of them completed EFI (every final inch) of RAGBRAI L.

Normally I enjoy Mr. Porkchop and some of the other well-known vendors, but the lines were so long that I found myself eating at odd places, although the food was just as good. I ate delicious home-baked treats, a sublime Thai dish, a homemade ice cream sandwich, a ribeye sandwich, iced coffees, and spent about \$40 a day on food.

It wasn't just the long lines at the food vendors which were an issue. In the porta-potties (KYBOs) that I visited, I seemed to be sitting very close to the material that was being collected, and there was a distinct aroma coming from the main campgrounds.

The first three days were hot, the hills were ridiculous, and the mileage was long so after the third day and 200 miles, I realized that I needed to quit the ride. My hands and feet were swollen and I had a red rash on my legs, even though I was wearing protective white leggings. I've seen a lot of older people with heat stroke get carried away in ambulances in past RAGBRAIs but I thought if I kept pushing the liquids and electrolytes, that it would never happen to me. I had nausea all night long, even though I was indoor camping with A/C.

Pork Belly Ventures provides everything you could possibly need on a bike tour, including a SAG luxury motor coach, so I rode the luxury motor coach for the next four days.

Since I was camping indoors at the University of Iowa Basketball Arena in Iowa City on the last night when the storm hit, I barely noticed that a few thousand bicyclists were sheltering from the storm in the Arena.

Pork Belly's shuttle, which runs from the end of the ride at the Mississippi River to the Quad Cities Airport in Illinois, leaves at 3 PM, so there isn't much time to dip the tires in the Mississippi, take a shower, grab a bite, and get your bike packed up. Missing the 3 PM shuttle could cause me to miss my flight, because cell service during RAGBRAI can be non-existent.

Next year, I'm planning to drive to Iowa, park where the ride will end and take a shuttle across Iowa to the starting town. I won't have to worry about shipping the bike or missing the tire dip. The tire dip is a celebration and includes receiving a RAGBRAI medal. One year I saw someone sprinkle something that appeared to look like sand into the Mississippi River, although it wasn't sand. The teams line up for team photos in their matching jerseys and they raise their bikes above their heads for photos. There's a right way and a wrong way to raise your bike above your head for the photo. The right way is to remove all the water bottles and bags on the bike first.



A BIG DISAPPOINTMENT

By Jim Gullo

I'm sorry to tell you that the Bike Virginia that I loved in the past is dead and gone. It's been a long road back to get the Bike Virginia tour started up again, since it was cancelled twice due to COVID and once by fiscal mismanagement, but it finally took place again on June 23-28, 2023.

I had modest expectations and was looking forward to being welcomed back with open arms. Nope, the impression that I got was, "Let's just get this over with!" The only thing left from the original Bike Virginia was the name.

Since there was no check-in or wrist bands this year, I have no idea how Bike Virginia would know who was on the ride and how they would identify a cyclist who was seriously injured on the ride. I missed the friendly faces of the check-in volunteers, who were always happy to answer my questions.

The original 2020 Bike Virginia was to take place in Farmville, with fewer hills than the Harrisonburg/Staunton route. Because Bike Virginia wouldn't provide any refunds, it was a "take it or leave it" proposition. If you didn't want to lose your \$525 fee from 2020, you had to ride in this location.

So, what did you get for your money this year? It might be best to look at what you didn't get that was included in the past: no rest stops, no signage, no food, and minimal communication.

Oh, and that jersey you were supposed to get when you registered? Since my registration form from 2020 had "disappeared," Bike Virginia offered to sell me the same jersey for \$150.

The routes followed previous Bike Virginia routes, so there was plenty of climbing and gorgeous scenery. Since there was no signage or cue sheets, all routing was on Ride with GPS, which worked well, most of the time. It was easy to miss a turn if you were going fast downhill because the verbal prompt might occur after you passed a turn. Bike Virginia did provide minimal signage in the towns, which was helpful, but it was a far cry from the days of eye-level posted signs at every turn.

Instead of rest stops, they offered "comfort stops," which were basically places along the route that you could buy food, water, and use a restroom. In more remote areas, Bike Virginia set up a table with jugs of water on it, although there was no Gatorade or free bananas. Not much for your \$525 registration fee, although Bike Virginia did provide camping and a shower truck.

Of all the failures of this event, the failure that stands out most in my mind, is that I never had the feeling that the organizers of Bike Virginia cared about the ride or the riders. I guess I miss the days when you finished the event and Mary Turnbull

congratulated you with a big smile and offered you a piece of a celebration sheet cake for completing the event.

I'm not coming back.

"LET THE GOOD TIMES ROLL" ON BIKE VIRGINIA

By Jane Elkin

For the past 33 years--except for the Pandemic--there's been a Bike Virginia and I've ridden them all since 2013. This past summer I rode for five days in the Shenandoah Valley. There were about 900 bicyclists on the ride, making it a small ride compared to the 2000+ riders in the past.

I appreciate the model of hosting Bike Virginia in a different location every year in the Commonwealth. I wouldn't want to repeat the same cycling experience every year. Even better, the tour uses two separate headquarters, with three days of riding from each headquarters. A bicyclist can choose a three or six-day option. In 2023, the headquarters were the cities of Staunton and Harrisonburg in the Shenandoah Valley. Each day of the tour offered several different rides of varying milage, from a 10-mile family ride through a century length ride with insane climbs.

Bike Virginia is a Deal

The six-day, five nights of Bike Virginia is an affordable option, compared to a fully supported commercial bike tour. With lodging and meals, a commercial bike tour can cost about \$500 per day. The cost of Bike Virginia is about \$100 a day. Bike Virginia is a fully supported tour, with navigation, SAG support, a bike mechanic, comfort stops, showers, camping areas with restrooms, parking, a tented headquarters and food vendors.

Cyclists can be as fancy or as frugal as they like with lodging and food. I used the camping option because I enjoy the evening activities at the headquarters such as yoga, massages, and music and I didn't want to miss the 5:30 briefing on the next days' rides. The briefings covered the longer rides, including a description of the switchbacks of the Mt. Vesuvius climb, with grades of 10%.

I like to ride Bike Virginia in the Western part of the state because of the challenging elevation. A 20-mile ride can have 1500 feet of elevation. There's not much traffic on the back country roads and the vistas of the Blue Ridge and Allegany Mountains of West Virginia are spectacular.

Comfort Stops

The comfort stops provided restrooms, water and usually a place to eat or buy food. One had Amish apple fry-pies and homemade pretzels for sale, some were a restaurant with a lunch counter, and some were breweries or wineries. I did miss the

tomato sandwiches and root beer floats of past Bike Virginia “premium rest stops,” but what I enjoyed about comfort stops is the gathering and chatter with other tired and thirsty bicyclists.

Although I’m pleased to support local businesses, one of the convenience stores that served as a comfort stop seemed a bit sketchy. This comfort stop became even more memorable since there was a large group of cyclists sharing the experience.



Tandem riders Jim and Martha Gullo head for a comfort stop.

City of Staunton

I was gasping for air while climbing a steep hill in a Staunton neighborhood when a guy walking his dog volunteered that the City of Staunton had recently voted down adding bike lanes. Although there’s plenty of mountain biking activity around Staunton and Staunton is home to the Shenandoah Fall Foliage Festival (a weekend ride in October on the scenic roads of the Shenandoah Valley since 1991), Staunton itself doesn’t appear to be as bicycle friendly as Harrisonburg.

City of Harrisonburg

I was one of the first to arrive at the second headquarters at Hillandale Park in Harrisonburg on Day 4. I found a camping spot close to a restroom and close to my vehicle, so I was able to wait out thunderstorms in my vehicle, since it rained nearly every day of the ride. Harrisonburg has built miles of beautiful bike trails, bike lanes through the downtown and across the James Madison University Campus.

Meals

In the “Good Ole’ Days” of Bike Virginia, there were breakfasts, dinners, and meal tickets. Although I remember thinking that the Bike Virginia food reminded me of a school cafeteria, I enjoyed sitting around at a table with other bicyclists for the meal. This year, I ate most of my meals from fast food restaurants, and I even took a drive to pick up breakfast.

In Conclusion

Some people have complained that Bike Virginia isn't what it used to be. For sure, there's a few things that I miss, but to me, the best parts of Bike Virginia were the intangibles: meeting people, conversations, checking out other people's bikes, and observing the newbies, the youth groups, and the parents with their kids. Although there's been procedural changes, the fundamentals of Bike Virginia remain in place: an affordable supported bike tour with amazing scenery, challenging rides, and friendly people. I'm looking forward to Bike Virginia 2024.



BIKE OVERNIGHT CAMPING TRIP

By Tom Carmine

A few years back, the term S24O was coined by the folks at Rivendell Cycles. The acronym stood for Sub 24-hour overnight adventure. The idea behind the term was to take a short bike trip, perhaps after work, on Friday night allowing just enough time to arrive, setup and eat, and then get up the next morning, fix breakfast, and leave.

I will admit that I had never done one until this year. Adventure Cycling teaches Introduction to Road Touring as a group tour in May starting out in Williamsburg and spending nights at the Chickahominy Campground, Chippokes State Park and ending at the Newport News City Park.

The tour is meant to be scenic, fun and not overly strenuous. The group tour visits Williamsburg, Jamestown and Yorktown during the week. For most participants, it will be the first time that they will have ridden a bike with 30-plus pounds of gear. The goal is to learn how to pack, travel, setup, cook, sleep, pack up and tour as a group on a schedule. That may seem simple but imagine learning to cook a tasty dinner for fourteen people on two alcohol stoves with food you that bought at a Dollar General.

I usually know one of the co-leaders of these Adventure Cycling Road Touring groups, so I will drive to the Newport News Park on Wednesday night and take dessert to the group, catch up with old friends, and meet the class. This year, David, the co-leader, reached out to me early and asked, "Are you bringing us any cookies this year?"

Since I had friends to catch up with, I decided to do my own S24O or bike overnight, and camp with them.



How to Camp

Bicycle camping requires five things: shelter, a sleep system, food, cooking equipment, and clothes. For shelter, I use a small lightweight backpacking tent that fits into the rear pannier. For my sleep system, I use a Thermarest 2" Basecamp self-inflating mat, which goes on my bike rack. I generally use a 40-degree North Face sleeping bag, but if it's going to be hot, I may just carry a bag liner, which is essentially a sheet with a zipper. Since a pillow is a must for me, I pack a Thermarest pillow that rolls up to the size of a small football.

Clothes are simple: something to change into when you arrive and maybe clean bike shorts for the return trip. We were expecting a 50ish degree night, so I took a pair of jogging pants and a puffy jacket.

I brought my own food, to make it my own self-supported adventure, so I didn't have to freeload. While they were eating pizza, I was heating up sliced flank steak, potatoes, onions, and other assorted vegetables which I had cooked a few days before and froze. I also carried four pounds of sliced strawberries, a can of whipped cream on ice in my front pannier on one side, and a sour cream pound cake in the other pannier for the group's dessert.

I've used this pre-cooking and freezing method for years when I'm kayak camping for the second night meal. I place two frozen bottles of water on the bottom of a soft-sided cooler and then put my small bags of frozen food on top. I also had some cream cheese and a bagel for my morning breakfast.

For cooking, I use a small MSR pocket rocket and gas canister. Usually I have a dedicated frying pan, but for this trip, wanting to be minimal, I just took my stainless-steel mess kit to cook with and eat from.

The next morning, the group was up and gone by 9:00 AM. I saw them off, and then I took my time packing up and riding home.

Local Camping

If you plan to try an overnight bike camping, there are several excellent nearby places to camp. At Newport News City Park, the campsites are much larger than campsites in commercial campgrounds. You can't rent cheaper tent only sites at the moment and my non-electric site with water nearby was \$40.

In Hampton, Sandy Bottom Park has non-utility camp sites available for \$10 that include a picnic table and a sand-filled box for your tent.

Chippokes State Park is a ferry ride from Jamestown. Park in the Jamestown Festival Park and take the ferry that leaves on the half hour. From the Ferry to the Park is only five miles. Sites at Chippokes are \$35/\$40, with electricity and water.

At Chickahominy Riverfront Campground, operated by James City County, basic non-utility sites are \$28.

For a greater challenge, try Lewis Lawrence Jr. Park, operated by the Virginia Department of Wildlife Resources. There are three primitive sites, the cost is \$15, and online reservations are required.

Now that I've done my first bicycle camping overnight, I'm looking forward to doing more overnights this fall.



morningstar[®]
S T O R A G E

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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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