

# Chainstay

The Peninsula Bicycling Association



December-January-February 2020

Volume 49, Issue 4

**PBA HOLIDAY SOCIAL**  
**SATURDAY—DECEMBER 7, 2019**  
 6—9 pm  
 Falcon Creek Condo Clubhouse  
 4900 Falcon Creek Way, Hampton



Put on your jingle bells and come join your PBA friends to celebrate the holidays and another year of cycling! Please RSVP your attendance by getting a free VIP ticket at

<https://bit.ly/33on8xL>. Guests of PBA members are always welcome - the more the merrier!

The party will be pot luck, so next go to <https://signup.com/go/YGFskBA> to sign up for what you will bring.

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



And so another year has come to pass as we say good-bye to 2019 and look forward to a new year in 2020. In looking back, it has been a fun journey for both myself and the club as a whole.



The club had successful and well attended signature rides this year including Pedal for the Pig in May, After the Fourth in July, the Don Hubbard Memorial Ice Cream Social in August, and the Surry Century in September. The two big/main draws were the Pedal for the Pig and Surry Century, which has always been the case for the club, both drawing in over 300 and 200 cyclists, respectively. I had the pleasure of riding in the Pedal with many friends, organizing the After the Fourth, being a Ride Leader in the D.H/Ice Cream Social, and M.C. for the Surry Century. I look forward to what we will do in the coming year for all of these rides. Improvements can be made, little or big, to have an even more rewarding event.

I was lucky enough to venture elsewhere in and out of this lovely state of ours for some other organized rides—BikeMS Colonial Crossroads, Le Tour de Shore, Lancaster County Covered Bridge Classic, Seagull Century, Tour de Midnight, and Bikes & Beers. Several of them involved other club members with whom I've ridden often in the past and more recently. These rides varied in distance from 30+ miles to metric centuries, to full-blown century rides. Fortunately the weather was mostly decent for all, no rainy or bad weather days. A few windy and chilly days, but nothing that stopped the brigade from moving on!!! I understand that many other club members also ventured to quite a variety of organized rides up and down the coast. I would like to see us provide more opportunities for club members to attend the many great rides offered throughout the year including Cap2Cap, Powhatan Tour, Shenandoah Fall Foliage, Between the Waters, Tarwheel Century, and Bike Virginia, just to name a few that are out there. We'll work on the club's webpage to try and identify many of these rides and provide links to them for viewing and registration.

I believe that we have had great success in providing our members opportunities to ride locally as well. With a club of 500+ members, you can be sure there are all kinds of cyclists around the area—different speeds & paces, distances, types of riding from roads to gravel to trails, and just the experience level as well. We, of course, welcome all to our club and try and provide something for all. I am happy that we were able to expand our group rides offered to include a variety of paces and distances and hope this trend will continue into the next year. We also have interest in other types of group rides such as off-road/gravel and trail riding that we hope to tap into in 2020. So keep a watch out on the webpage as well as Facebook group page for new and exciting adventures!!!

I am excited to see that we are having an influx of new members to our Board of Directors, but we still do have a few positions open that could use a club member who would like to become more involved in how the club

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(President's Corner continued)

operates. We welcome anyone interested to join us for a meeting to see what goes on. The meetings are the first Sunday of each month, typically at the York Library (Tabb area) off Hampton Highway. We shall be posting these meetings so everyone knows when and where they are held. I look forward to working with all the nominated members to help promote and improve our club.

One tidbit of information for 2020 is that we are considering changing a few things about the club. We have formed a committee of two board of director members and three club members, to investigate what changes we think will be good for the club in terms of our logo, jersey/kit design and supplier, as well as other bicycling items to help promote our club, including t-shirts, water bottles, and cycling gear. Stay tuned for these advancements in the coming year!!!

Lastly, I hope many of our members are planning to come to the club's Holiday Party at the Falcon's Creek Clubhouse on Saturday, December 7<sup>th</sup>. This will be a nice way to end the year on a cheery note and to socialize with those who we know and hopefully meet others in the club we do not officially know. This isn't just a 'riding club,' this is a social club as well, and I believe it is important to be able to interact with other members, no matter what kind of rider they are. We ALL enjoy riding, we ALL enjoy the group atmosphere of it, and we ALL have fun doing it—so why not share that with everyone.

In finishing, I wish everyone a very Happy Holidays and Bright New Year!!!

Jamie Clark



From the Editor

Many of our members are "wanderers and adventurers" and venture outside our local area to go on some interesting bike tours and trips. This issue has lots of interesting stories about a variety of types of bike tours on the West Coast, the Midwest and the East Coast.

Thank you to all who submitted articles, photos and ideas. Keep them coming! The next quarterly issue will be published on March 1, 2020.

Melanie Payne, Editor ([pbamel@aol.com](mailto:pbamel@aol.com))

#### PBA Board Members and Directors

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

#### Additional Positions

Volunteer Coordinator	Open
SAG Coordinator	John Sprock
Awards/Statistics Coordinator	Robb Myer
Webmaster	John Bright, <a href="mailto:john_s_bright@yahoo.com">john_s_bright@yahoo.com</a>

PBA Website: [www.pbabicycling.org/](http://www.pbabicycling.org/)



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

#### PBA Board Meeting

The PBA Officers and Executive Committee meet on the first Sunday of each month at changing locations. See the webpage for location and contact Jamie Clark to have your topic added to the meeting agenda. All PBA members are welcome to attend and contribute to discussions which will form the direction of the club. Business also includes planning PBA events.

### PBA's Club Affiliations



**Adventure Cycling**  
AFFILIATED CLUB



Chainstay is published quarterly or as required for announcements and items of member interest. Send all Chainstay submissions to Melanie Payne, [PBAmel@aol.com](mailto:PBAmel@aol.com). Send all other club business to the P.O. box listed on the last page (bottom of membership application). Chainstay is produced using Microsoft Publisher 2016. PBA's website is hosted by Wild Apricot.

## Welcome to All New PBA Members

Your first yearly Peninsula Bicycling Association membership is automatically included with your Pedal for the Pig or Surry Century registration. PBA is a bicycling and social club for people of all ages. Club cycling is the best way to get into riding on a regular basis, meet other cyclists, learn about equipment, riding techniques, and the best places to ride on and off the Peninsula. Membership also includes a 10% discount on selected items at most local bike shops. Come ride with us!

We look forward to riding with you! And a big thank you to all members who have renewed their membership.



## 2019 PBA Bike Journal Update

65 PBA members have already recorded 150,031 miles (as of 11/30/19). PBA currently in second place of all the Virginia clubs listed. Logging your miles on [bikejournal.com](http://bikejournal.com) is an excellent way of tracking your miles. Kudos to our top ten riders (in alpha order):

**Richard Armstrong**  
**Kevin Butler-Au**  
**Jamie Clark**  
**Helene Drees**  
**Sally Jackson**

**Patrick Johnston**  
**Richard Maruyama**  
**Robb Myer**  
**Chris Nida**  
**Mark Woolery**



## 50/50 CHALLENGE

Ride 50 or more miles in each of PBA's signature rides—"Pedal For The Pig" & "The Surry Century".



## 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:

1. Ride the number of miles in the last two digits of your birth year 12 times during 2019.
2. Ride no more than two in a single month.
3. If born in 1962 or later, ride 62 miles.
4. Periodically, send birth year, date and miles to Robb Myer, Awards/Statistics Coordinator.

Here are some examples of ride lengths:

Birth Year	Miles to Ride
1942	42
1955	55
1968	62
1979	62
1985	62

Congratulations to **Linda Carter, Bob Carter** and **Robb Myer** for completing this challenge in 2019.

## And the Birthday Club Continues for 2019

There are three age categories for the Birthday Club.

Vanilla: Age 50-59  
 Peaches and Cream: Age 60-69  
 Rocky Road: Age 70 +



If you have ridden your birthday miles, email Robb ([threespeed67-pba-ride-leader@yahoo.com](mailto:threespeed67-pba-ride-leader@yahoo.com)) with your birthday, age, date and miles ridden so you get your name on the list to be eligible for prizes at the annual January membership meeting. Birthday Club guidelines can be found on the PBA website at <http://pbabicycling.org/Member-Challenges>

### Congratulations and Happy Birthday to:

Vanilla (50-59)  
**Richard Armstrong**  
**Shirley Martin**  
**Vic Sorensen**

Peaches & Cream (60-69)  
**Jennifer Allen**  
**Tom Carmine**  
**Helene Drees**  
**Raleigh Martin**  
**Barb Zevallos**

Rocky Road (70+)  
**Bob Carter**  
**Linda Carter**  
**Mike Henning**  
**Robb Myer**  
**Melanie Payne**

## Getting to know you...



This issue's spotlight member is **Helene Drees**, who holds the honor of the the woman with the highest mileage logged on the PBA Bikejournal.com Club website for the year thus far. Helene has only been cycling for a few years, but has accomplished so much in her cycling life. Let's find out more about Helene

I will start by saying that I wish I had discovered cycling sooner. Fitness has been a part of my adult life for a very long time. Step

classes, spin classes that produce buckets of sweat, treadmills, running, boot camps, P90X, and Insanity workouts have all been part of life for decades and continue to play a part.

Robert and I purchased hybrids in the fall of 2016 to enjoy on trails, especially the High Bridge Trail in Farmville where our daughter was attending college. We rode them on the tour roads in Yorktown and joined a Tour de Fort event in Hampton. That was the first time we actually ventured onto the road. What a difference! We could ride further and feel comfortable doing it! The ride leader talked about PBA and we were members that night. The first event was a ride on the Southside and included a potluck. It was about 35 miles. Yeah! Exercise and camaraderie! A challenging distance, but doable.

We confidently showed up to the ride just at the start with our hybrids. Everyone else had a bike with skinny tires and curved handlebars. Yikes! We were welcomed as they were taking off and off we went. The 35 mile ride became 50, but we finished in the middle of the pack and enjoyed lunch. The next day, we bought our first road bikes in the summer of 2017.

Cycling has given me something to share with Robert and has been a challenge for me physically. It beats the heck out of a spin class, aerobics in the studios, treadmill running, and the pain that comes with pounding the pavement. My heart rate increases and stays there for the hours of pedaling, but drops quickly to a healthy athletic level. While never being an athlete, I do enjoy some attributes of being athletic. I'm never the fastest, but certainly able to keep a good

pace and have the endurance to travel miles of roadways.

Just this year alone, I have traveled again around Williamsburg, along the Parkway, the Capital Trail, Mathews County, Surry, Smithfield, Norfolk, the Eastern Shore, and out the door around York County and Poquoson. The bikes went with us to Florida and we enjoyed some of the cypress swamps and lakes in Central Florida and warmer November weather.

Many people have unwittingly helped my reach over 4,600 miles so far this year. Last year, starting with Linda Carter's rides on Saturday, in heat or cold, and Rob Myers' Tabb Library rides that were great pace and would gradually increase with the season, I anxiously looked for rides during the winter months. Sally Jackson was often my ride companion as my speed and stamina increased. Many kudos to her for the fantastic improvement she has shown as I try to stay on her wheel. Diana Johnson and Carol Frenck kept me company, helped build endurance and included me on many rides while Robert was unable to join me. The Grafton-Bethel rides kept going all winter at a pace I was comfortable with alongside the faster group. Steve Zajec rode with me on the intimidating A paces, stuck with me when I needed to back off, and always had positive, encouraging comments. The Williamsburg Winery rides started in March and helped with increasing speed and endurance. On Wednesdays, the Whole Foods rides demanded being able to go from zero to 17 quickly. Most importantly, Robert Drees has encouraged me to ride when he could not.



One of Helene's favorite photos

What motivates me? The desire to be fit, to not limit myself to the gym or workout videos. Sharing challenging workouts with my husband and

others. Seeing miles of countryside, seashore, and rolling countryside makes a ride fabulous. A workout that invigorates the body, the senses, and calms the mind is what I strive to achieve. Racking up miles is the result. So is maintaining a low resting heart rate. Looking forward to many more miles.

## Bike Ride to the Moon

By Robb Myer



As a distance runner since high school, I had logged my running miles for many years. In the early 1980's when I started training for triathlons and later discovered bike touring, I also began logging my bike and swimming miles. Once we started using electronic spreadsheets at work, it was just a matter of time before I started using Lotus 1-2-3 to track miles, which I did on January 1, 1986.



About 10 years ago while watching the 30<sup>th</sup> anniversary edition of the movie “The Right Stuff”, I realized I was on pace to log enough miles to reach the moon before the end of 2019, the 50<sup>th</sup> anniversary of the Apollo 11 landing on the moon. The average distance to the moon is 238,900 miles, which I reached on November 19, 2019, appropriately riding my normal training route around the NASA Langley/ USAF complex.

To my mission control team (everyone whose been on club rides I've led/co-led the past 31 years or rode with me on multi-day tours from the MS150 to Coast-to-Coast, especially my wife **Annette**, son **Robb**, **Bob** and **Linda Carter** and **Mark Van Raam**) - thank you.

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## A Fully Supported Bike Tour—Try it, you'll like it!

By Melanie Payne



I'm lucky to be retired and have had the time to have taken some wonderful bike trips in the United States and Europe. And I've got a lot more planned on my bucket list—while I'm still able to pedal with all my faculties intact! The tour companies I've used supply well-maintained, newer bikes (with electric assisted bikes, if you would like) bike mechanics on the trip, all breakfasts, some lunches and dinners, cue sheets, lodging in lovely hotels or inns and Great Bike Tours even totes your luggage around for you and picks up and delivers to your room!

This spring I biked in Rhode Island with Great Bike Tours, and then this fall I biked with Senior Cycling (most participants were 50 years old and over) on the beautiful trails of Eastern Washington State and Idaho. Both so different, but both so wonderful!

We usually average about 30 miles a day, but throw in the sights, the beautiful terrain, eating in lovely inns and local restaurants, it's a full day with a good night's sleep to follow.

The highlight of the Rhode Island trip was *not* the high speed ferry to Block Island – let's just say it was so choppy and bouncy and not good for someone like me who gets motion sickness – ugh – but I recovered quickly, along with a couple of other riders, enough to be able to do the rides on beautiful Block Island located off the coast of Rhode Island, approximately 14 miles east of Montauk Point, Long Island, and nine miles south from mainland Rhode Island, from which it is separated by Block Island Sound. And to boot, for one of the lunches, I had the best “lobsta” roll ever!



One of the many highlights of my fall trip out west, was the fact that I added three more states to my riding list of adventures – Washington, Idaho and Montana. But the real highpoint (literally) was the Route of the Hiawatha Rail Trail that begins at 4,000 feet altitude in East Portal Trailhead near Taft, Montana. So, at 4,000 feet at the start, the only way to go is down the 15-mile, 3% downgrade rail trail through the mountains with the most beautiful scenery.

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*(Fully Supported Bike Tour continued)*

The ride starts with a trip through the 1.661-mile-long St. Paul Pass Tunnel, also known as the Taft Tunnel. It is a highlight of the trail that follows the crest of the Bitterroot Mountains near Lookout Pass Ski Area. The best part is that it's *all* downhill with shuttle buses available to transport you and your bike back to the top. The tunnel is a bit eerie. It's very cold, wet, and pitch-black inside (you must have a headlight). Yet it is a mesmerizing, awesome once-in-a-lifetime experience.



Besides cycling on the beautiful trails, I had my first ever moose sightings – a mama and baby just walking through a small town as if they lived there, and a bull moose chowing down in the marshes.

Yes, these organized bike tours are much pricier than self-

supported, camping bike trips, but to me they are worth every dollar, especially if you're not the camping type like me. The reason I enjoy these organized tours so much is that they combine two of my favorite activities - cycling and seeing local sights and history. Going on these cycling trips has taken me to visit places that I probably would never have seen and seeing them via bicycle is the best way to do it!

So, what's on the bike tour bucket list for next year? I'm thinking of Israel and/or Quebec. Would anyone like to join me?



By Robb Myer

Just as the Great American Rail-Trail is a vision of filling the gaps between existing trails between Washington, D.C. and Washington State, the Ohio to Erie Trail (OTET) consists of rail-trails, canal tow paths and gaps running 326 miles from Cincinnati to Cleveland. Starting

at the Ohio River in Cincinnati, about 50 miles are on city streets and rural roads with the rest on trails, mostly paved ending in Edgewater Park overlooking Lake Erie in Cleveland. In September, Bob and Linda Carter, my son and I drove to Cleveland and took Brian Peter's Ohio Trail Shuttle to the start of our tour.



Using the OTET Trail Guide, a set of four multi-panel maps we headed north on the Little Miami Scenic Trail (LMST). We spent the first night with friends from our coast-to-coast tour in Lebanon and the next day continued on the Lebanon Trail and LMST to Xenia. The next day we took a side trip to the National Museum of the United States Air Force at Wright-Patterson AFB via the Creekside Trail, and Mad River Trail. The rest of the week we average 55 miles a day, staying in Columbus, Mt Vernon, Millersburg and Akron before arriving by in Cleveland.

While the OTET is called Ohio Bicycle Route 1 with standard bicycle signs along the entire length, it is fact not a trail at all. It is really navigation aid for travelers. In addition to the trails already mentioned we rode on the Prairie Grass Trail, Ohio-to-Erie Trail, Roberts Pass Trail, Camp Chase Trail, Scioto Trail, Alum Creek Trail, Westerville Rail-Trail, Genoa Township Trail, Hoover Scenic Trail, Galena Brick Trail, Sandel Legacy Trail, Meredith State Road Trail, Heart of Ohio Trail, Kokosing Gap Trail, Mohican Valley Trail, Holmes County Trail, Sippo Valley Trail, Olde Muskingum Trail, Ohio and Erie Towpath, and Centennial Lake Link Trail.



Using the OTET Trail Guide and following the standard OTET bicycle signs made navigation a lot easier than if there was no OTET organization or vision. While we stayed in motels, the guide includes campsites, bike shops and food sources along the route. If you are looking for a wonderful adventure in 2020, I recommend the OTET and the Trail Guide. While we chose the Northbound route, Southbound Trail Guides are also available, so you have the option.

## Touring the San Juan Islands

By Tom Carmine

My heart was pounding. I was out of breath, and the sign read, “Bicycle



Pull Off 500 Feet”, which meant 500 more feet of climbing. So began the first day of my San Juan Island tour. After only four miles and five steep climbs, I was thinking maybe I had made a mistake.

I had signed up for Adventure Cycling’s September 2019 San Juan Islands tour, which promised that we would spend “our days *leisurely pedaling* the waterfront, spinning inland through fertile farmlands and scenic villages full of interesting shops and top-notch seafood restaurants.” At that point, I was wondering what they meant by leisurely.

The Tour was Inn to Inn, which was my first tour of this type, but we had to carry our own gear because there was no van support. The three of us from the East Coast arrived on Friday night. The rest of the group did not arrive till Saturday afternoon. We had shipped our bikes so we had to pick them up at the bike shop on Saturday morning. Afterwards, we shopped at the local farmer’s market, and then we rode the local bike path along the waterfront.

Later at the hotel, the whole group gathered for our orientation meeting where we went over the plans for the week and then went to dinner. Day 1 was going to be the worst day because we faced 35 miles up and down hills, with our gear, starting in Anacortes and going south over Deception Pass to Coupeville, where we would catch a ferry to Port Townsend.

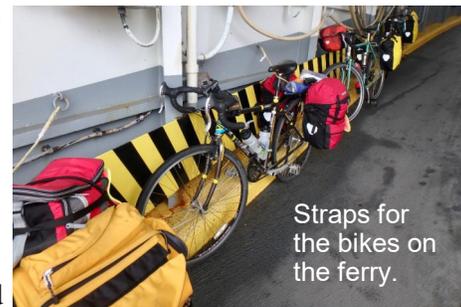


When you tour, you travel at your own pace. Some folks speed through the day and some of us just finish the day. I bike tour to sightsee, so my days are slow. I spent the day with three other riders. We stopped for lunch at a park overlooking the Puget Sound, and we stopped for coffee. By the time we reached the ferry, a light rain had begun. We were the last riders of our group to take the ferry. It was quite a treat to hear the ferry captain announce that there were several orcas off the port side of the vessel. We were able to observe them for a few minutes from the rail.



Day 2 began with a rainy, foggy whale watching tour. The boat also served as our ferry to Friday Harbor on San Juan Island. We did not see any whales, but the sun was out when we arrived. The hotel was just up the hill from the ferry where we were able to leave our panniers and continue on a 35-mile tour of the north half of the island. The San Juan Islands are mostly pasture lands now for cows, goats, sheep, and alpacas with scenic mountain backdrops, and they are lightly populated. Traffic was never a problem especially since we were traveling after Labor Day.

Another nice feature of this tour was that we spent two consecutive nights on two of the islands, so on day three, we did not have to pack up. We toured the south end of the island, which included several state parks.



At one time, the British had occupied the island and they left behind the British Camp complete with a boxwood garden. Lime Kiln Point State Park had a wonderful campground overlooking Puget Sound and campsites reserved just for kayakers and bikers.

On Day 4, we were back on a ferry to Orcas Island and the town of Eastsound. The ride was flatter than the ride on the first day, which was helpful because we did ride twenty miles with our panniers visiting the lovely Deer Harbor and a fantastic pottery shop just before we found out that the road that we had planned to ride into Eastsound was missing a bridge. Fortunately, after a short backtrack there was a reasonable detour.

We ate dinner each night as a group of fourteen. The restaurants were good and we were not restricted with what we could order. Adventure Cycling does not pay for alcoholic beverages, but you are free to order them with your meal on your own ticket.

Day 5 included an optional climb up Mount Constitution and a promise of steady rain in the early afternoon. Half of the fourteen in the group chose to climb the mountain. My friend Liz\* reported that it was a challenging 2000+ foot peak that took about two hours to climb with switchbacks and a false summit but only a little over 15 minutes to descend. I bypassed the mountain and rode south to the very little town of Olga and back before the rain set in. It was just not my day to ride long, and I happily enjoyed the afternoon relaxing in the shops as the rain fell.

Each of the towns we stayed in had a fudge shop and several artisan shops so you knew you were in areas frequented by tourists. The harbor vistas were so scenic with the rows of colorful boats set against the mountainous backdrop. The air was cool and clean, and the locals were very friendly.

(continued on next page)

*(The San Juan Islands continued)*

I noticed on this trip a large number of traveling cyclists with loaded panniers and mostly they were traveling alone. I met a woman in Eastsound who had pedaled from Victoria, Canada heading to Portland, Oregon. We talked as the afternoon rain was starting. She planned to end her day at the campground at the other end of the island where I had been earlier. Thinking about the hills ahead of her and having to set up camp and cook in the rain, I was thankful for my dry hotel room.

On Day 6, we were off to Lopez Island and the village of Lopez. We had to ride with our panniers again for about 12 miles to the ferry on Orcas Island and from the ferry to the village on Lopez Island, but Lopez is the flattest of the islands. After dropping our panniers at the resort where we were staying, we pedaled around the island and stopped for a wonderful bistro lunch seemingly in the middle of nowhere in the back of a convenience store. That night we celebrated our final group dinner at the resort restaurant across the street from our accommodations.

Our group of fourteen included two couples, four guys from a bike club in California, three women, and my roommate who was 76, an avid tourer but he was on his first organized group bike tour. Our leader Alan was a retired CPA with whom I bonded over discussions about our early careers in the world of Big Eight accounting. Our age range started at 35, with three of the women being the youngest, and the oldest man was 81, with the rest of us falling in around the upper sixties. I hope in fifteen years that I still want to and can still tour.

Day 7 was a scenic back road ride to the ferry dock and the ferry that would take us back to our starting point in Anacortes. My cycling friend Liz, from Baltimore, MD and I were the only two without cars. Liz and I had met on an earlier ACA ride in Michigan, and we have since done two NC Coastal rides together. We had planned to take the bus back to the Sea-Tac airport and then take the train into Seattle, but my roommate was heading to Seattle to visit his son, and he volunteered to drop us off at the American Hostel.

We dropped our bikes at the bike shop in Anacortes, and met the group in town for our farewell lunch. Joining us was a member of the week two tour. He asked us how much weight we were carrying. I, and a couple of others, said around 30 pounds. He responded, "I have got about 56 pounds." I looked at him sympathetically thinking, "You are going to die".



Every view of a beach was followed by a hill

This trip was not only my first Inn to Inn tour, it was the first time that I flew to a ride, which required shipping my bike. Many tours are difficult to get to if you are not able to drive the final miles to the start, but we had bus service available to and from the airport. Shipping the bike was \$100 each way plus packing and reassembly at \$60 each time. I wanted my bike reassembled by the bike shop in Anacortes and checked before the ride. I did not want to arrive and have to assemble it myself with my own tools only to find something had been damaged. As it was, they put new brake shoes on it for me, which I greatly appreciated on the steep descents.

I used frequent flyer miles to travel, which meant that I could not get back as quickly as I would have liked, but that gave me three nights in Seattle. I had reserved a private room at the American Hostel, which cost me \$70 a night. A room at the Hampton Inn would have been \$280 with tax so the Hostel was an economical way to be a tourist. Liz stayed in a four woman bunk room for a bargain price of \$40 a night. On Sunday, we played tourist visiting the aquarium and taking a short harbor boat tour and of course, shopping in Pike Place Market hoping to see flying fish.

From the Hostel, we could see the train station, which was only a \$3 fare to the airport so our location was perfect. A bus stop for the free downtown shuttle was also in front of the Hostel. All things considered, it was a fantastic trip. We rode 200 miles with great people. The logistics were easy even if you were not able to drive to the start. The scenery was beautiful, and the weather was reasonably cooperative. What more could you ask?

*\*Liz is a member of the Baltimore Bicycle Club and contributed to this article.*

## PBA RIDE SCHEDULE



We are still riding!

Be sure to check the PBA website at [www.pbabicycling.org](http://www.pbabicycling.org) and the PBA Facebook page at <https://www.facebook.com/groups/pbabicycling/> for ride announcements and other important infor-

## A Little Bike Ride Down The Pacific Coast—July 2019 (or...How I spent my summer vacation)

By Richard Armstrong

It all started with a one-man tent I saw on clearance at the NEX. I immediately scooped it up and then faced justifying the purchase. My solution? Buy a gravel bike, panniers and all the fixin's and go touring!!! As I was pondering where to take my first adventure, my wife and I embarked on a bigger adventure—moving to Whidbey Island, Washington. Talk about a riding paradise!!

Anyway, we ended up living literally on the Adventure Cycling Association's (ACA) Pacific Coast route. So my route was decided. I was gonna roll out of my garage and head for Southern California along Highways 101 and California 1.

I prepared for the trip by doing a 3-day mini adventure along the Olympic Discovery Trail where I learned how to pack and carry my gear efficiently. That was followed by a couple of overnight trips to a local state park for final tweaking. As for fitness, I was riding almost daily on very hilly Whidbey Island so I wasn't too worried about the roller coaster of a route I was about to embark on—though it did take a toll on my knees for the first few days!

I managed to pare my gear down to just the essentials, including the aforementioned tent, a sleeping bag and pad, tool kit, Jet-boil cooking system and various electronic and clothing items. All total, the [bike](#) weighed in at just under 60 pounds fully-loaded.

My plan was to ride from Whidbey Island to San Luis Obispo, where I'd catch a train back home, giving myself a month to do it. I would ride approximately 50 miles per day and stay in state parks along the way that featured hiker-biker sites.

I set off on a cold (53 degrees) and gray July 4th, passing my riding friends (who were out for a morning group ride) and headed south. The Washington State ferry took me to the Olympic peninsula and from there it was a 5-day ride to the Columbia River and the Oregon coast. If you asked my opinion about this part of the ride (and I know you didn't) I'd recommend skipping Washington and starting in Astoria or Portland, Oregon. That's where the show really begins.

After stopping for a photo op at the official starting point for the Trans-Am race, I headed south down the Oregon coast. The scenery along this coast was just spectacular with beautiful vistas everywhere you looked. The Oregon

Coast seemed like one long state park, interrupted occasionally by small towns. The terrain along the coast, all the way from Washington to San Francisco, was a series of



climbs of over headlands, with beautiful vistas, followed by long sweeping downhills that led back to sandy beaches and beachfront towns.

I was doing this ride solo and that turned out to be a great decision as I had full freedom to ride at whatever pace pleased me. I made many friends along the route, most of whom were also riding solo. It got to the point where I always knew

folks in camp and I never really felt like I was more than a few miles from one of them. By the time I reached San Francisco I was part of a loose gang of about six cyclists, mostly riding solo but meeting up at lunch breaks and camp sites.

Life fell into a routine along the way. Most folks in the hiker-biker sites would be up around 6:30 am, packing things up and making breakfast, and by 9:00am the site would be deserted (somehow I was always the straggler). Somewhere along the road I'd find somewhere to grab lunch, either in a restaurant, or when the route became somewhat remote, in the occasional convenience store. At a pre-planned grocery stop in the afternoon I would pick up something for dinner (either a can of chili, chunky soup and/or ravioli) and breakfast grub, before rolling into camp for the night. Generally I'd arrive like Norm rolling into Cheers, as everyone seemed to know my name. By the time I had my home for the evening set up, a hot shower enjoyed, and a meager dinner finished, there was just a short time for socializing and planning the next day's adventure before everyone disappeared into their tents around 9:00pm.

Nights were generally very quiet and peaceful. The hiker-biker sites were usually set away for the rest of the campsites, and cyclists were definitely not there to party (surprisingly). But there were a couple of exciting nights, including one where I had just settled into my bag for the night and all hell broke loose outside. It seemed Brian in the next site had settled down at his picnic table to write in his journal when a raccoon crept into his camp, hopped up

*(continued on next page)*



*(How I spent my summer vacation continued)*

on the table and took off with his food bag! Brian gave chase through the undergrowth but never did find “Roger” or his bag. And on my first night in California I failed to secure my food properly and had a very close encounter with a rather large bear during the night (oops). Otherwise, once I got used to sleeping in a tent (it admittedly took about a week), I came to love the camping.



My route down the coast took me along spectacular ocean vistas and through Oregon Dunes State Park before turning inland to pass through the Redwood forests of Northern California. I saw dinosaurs and Paul Bunyan, rode an elevator down 200 feet through solid rock into a cave full of seal lions, and after three weeks of riding, saw the Golden Gate



Bridge! This was the iconic moment of the trip, and after an obligatory photo stop, I bravely rode across the bridge amid throngs of pedestrians and tourists on rental bikes who I swear had clearly not been

on a bike since third grade! I then spent 2 nights at the luxurious Hostel International San Fran City Center and rode my bike along the streets and coastline of San Francisco (very bike friendly).

I had planned to stop and stay with my sister in San Jose for a couple of days before completing the most beautiful portion of the route—Big Sur. However, after having been on the road for over 3 weeks and with my conscience telling me I had other things I needed to accomplish before returning to work, not to mention the convenience of having my sister to help me with the logistics of getting my bike boxed up and shipped, and me delivered to the airport (yeah, no train), I decided to call it quits. Hopefully I’ll be able to fly back out next summer to do the rest of the ride—perhaps to somewhere further south than San Louis Obispo.

So, here’s the trip “by the numbers.” According to Strava, I rode 1,193 miles and climbed 65,544 feet over 24 riding days (I didn’t take any days off) including only one rainy day. Along the way I was stung by three bees, accosted by one black bear, wore out one rear tire, and lost 10 pounds (I was only 160 to start with so really didn’t have much to lose). And most surprising, over the three weeks I managed to read exactly zero books.

So that’s my quick description of the adventure of a lifetime (from someone who got to do plenty of adventures during twenty-six years in the USAF). You can find the full account of this trip at the blog site below, plus my trip report from riding the Olympic Discovery Trail at the second link.

So what’s next? As stated earlier I’d like to go back out to California and finish the ride down the coast. I’m also considering doing all or part of the TransVA route. So who knows—but I have all winter to ponder and plan, and that’s half the fun! Thanks for reading.

Newbie rides the Pacific Coast

[https://www.crazyguyonabike.com/doc/?o=30I&doc\\_id=21780&v=GN](https://www.crazyguyonabike.com/doc/?o=30I&doc_id=21780&v=GN)

Mini-break on the Olympic Discovery Trail

[https://www.crazyguyonabike.com/doc/?o=30I&doc\\_id=21805&v=47](https://www.crazyguyonabike.com/doc/?o=30I&doc_id=21805&v=47)

## Have You Completed a Member Challenge This Year?



The club has many member challenges, the most popular being the **1000 Mile Club**. Over 70 members log their miles with us on BikeJournal.com, but you can complete a challenge and be recognized at the Annual Awards event and in the next issue of Chainstay—but only if you let us know.

In addition to the 1000 Mile Club, we have many other member challenges and for these you need to email us at [threespeed67-pba-ride-leader@yahoo.com](mailto:threespeed67-pba-ride-leader@yahoo.com).

If you rode your first ever 100+ miler this year, you qualify for the **Century One Club**. If you are 50 years old or older, and you rode your age within your birthday window, you qualify for the **Birthday Club**. If you rode your birth year (or a metric if born after 1962) twelve times in 2019, you qualify for the **Born to Ride Club**. If you rode 50 miles or longer at both the Pedal For The Pig and the Surry Century, you qualify for the **50-50 Club**.

Likely many of you have qualified for one or more of these but have not let us know. Please take a moment and email us, so your achievement can be recognized.

Details on the Member Challenges may be found at <https://pbabicycling.org/Member-Challenges>

## In Brief.....Member News and Items of Interest



### Annual PBA Valentine's Day Dinner

will be on **Saturday February 15th, 2020**  
at Al Fresco Italian Restaurant  
at 11710 Jefferson Ave. Newport News, VA  
at 6:15 pm



RSVP no later than 6:00 pm  
Wednesday, February 12th  
For more info contact Anthony at  
[papawoodard@verizon.net](mailto:papawoodard@verizon.net)

◆ Congratulations to **Inae Kellum, Dale Watkins and Shirley Martin** for recently completing their first century ride—100 miles. Way to go! Welcome to the PBA Century One Club.

◆ A committee is being formed to design and execute a new PBA jersey. Watch for news on this later.

### ◆ PBA GIVES BACK TO OUR COMMUNITIES Club Donations for 2019

\$500 was allocated for the purchase of 60 child bike helmets to go to Hampton Schools. These helmets will be taken from school to school with bikes to train students on bike safety.

\$500 to the Tidewater Trail Alliance

\$500 to the Capital Trail Foundation.

\$250 to the Elizabeth River Trail Foundation. Tregg seconded and the motion passed.

Donations are also made to groups and agencies that assist with the Pedal for the Pig and Surry Century rides.



**BICYCLE FRIENDLY  
STATE**

**2019 Ranking**

STATE	2019 Rank	# of Bicycle Friendly Actions*	Categories				
			Infrastructure & Funding	Education & Encouragement	Legislation & Enforcement	Policies & Programs	Evaluation & Planning
Washington	1	🚲🚲🚲🚲🚲					
Oregon	2	🚲🚲🚲🚲🚲					
Minnesota	3	🚲🚲🚲🚲🚲					
California	4	🚲🚲🚲🚲🚲					
Massachusetts	5	🚲🚲🚲🚲🚲					
Delaware	6	🚲🚲🚲🚲🚲					
Colorado	7	🚲🚲🚲🚲🚲					
Utah	8	🚲🚲🚲🚲🚲					
Virginia	9	🚲🚲🚲🚲🚲					
Florida	10	🚲🚲🚲🚲🚲					

### Become a PBA Cycling Mentor By Jamie Clark

Have you ever thought about instructing or been approached by another cyclist to impart some of your knowledge of BICYCLING? Or maybe you've wondered what are some good routes in my area, or how do I prepare for a ride, or what's the best bike/equipment out today?

**The PBA Mentorship Program.** This is a voluntary program where we place members in pairs to foster the sport of biking and hopefully promote friendships. The idea is to pair riders together who would benefit mutually from the connection. Whether it be imparting general tips of how to ride, to proper gear for certain types of rides, how to prepare for a distance ride, good etiquette while riding, etc., or just having someone else to ride with on occasion.

If this seems like something of interest to you, please email me [sibertigr4@aol.com](mailto:sibertigr4@aol.com) at with the following information:  
**Name—Gender—No. of Years Riding—Pace you ride at—Want to be a Mentor or Mentee? Preference of Gender & Pace to be matched with—Your email or phone # number.**



Jamie—



I want to extend an official thank you to the PBA for their generous gift to the Tidewater Trails Alliance. Please pass on our thanks to the rest of the PBA members.

We acknowledge receipt of the \$500 gift and will use it wisely to advance the mission of the Birthplace of America Trail project.

**Tom Howard**

**TREK**  
Bicycles



**LOCAL BIKE SHOP DISCOUNTS**



Don't forget that our local bike shops, **Trek Bicycles Yorktown, Village Bicycle and Conte's** (in Tech Center, Newport News) offer PBA members a 10% discount on supplies and accessories. Check with each shop for their specific discounts. Thank you Trek Bicycles, Village Bikes and Conte's for supporting PBA!



Join the Peninsula Bicycling Association at <https://pba44.wildapricot.org/membership> or use the form below.

## PBA Membership Application

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City/State/Zip \_\_\_\_\_ Age (if under 21) \_\_\_\_\_

Type of membership  Individual  Family  New Member  Renewal

How are you willing to assist?  Ride Leader  Event Support  Publicity/Marketing  Adopt-A-Spot

Reasons for Joining:  Club Rides  Tours  Newsletter  Advocacy  Socializing

Names and emails of family members who ride \_\_\_\_\_

**RELEASE:** In signing this application, I (we) hereby make it known to whomever it may concern, that during Peninsula Bicycling Association activities---with full realization that there are known and unknown hazards to these activities---I (we) do hereby: assume all risk for injury, loss, or damage foreseeable or not, which I (we) and/or any children under the age of 18 in my (our) care may sustain as an accident to such activities. I (we) warrant to make no claim at law or equity against the Peninsula Bicycling Association or any participant arising out of any injury, loss, or damage from whatever cause during a bicycling activity PROVIDED HOWEVER, that this release shall not be construed to limit my (our) right to proceed any class of persons specifically excluded herein, who negligently cause injury, loss, or damage to the persons named on this application.

All persons over the age of 17 and parents/guardians of minors must sign below. **Unsigned forms will be rejected.**

Signature(s)

Dues: Individual \$15, Family \$20 per year

Mail to: Peninsula Bicycling Association, P.O. Box 12115, Newport News VA 23612-2115