

Chainstay

The Peninsula Bicycling Association



September-October-November 2019

Volume 49, Issue 3



Don't Miss the 27th Annual Surry Century Ride September 14, 2019

Choose your route... 25, 50, 75, or 100 miles. Lunch catered by Zoe's Kitchen. Excellent rest stops and SAG support. Make it a fun day out cycling!

See [page 11](#) for details and registration info.

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I cannot believe that the summer of 2019 is just about over!!! It has been an interesting one for me as well as enjoyable, hoping that it has been for all the club members too. There were plenty of group rides, both standard weekly as well as some special event rides happening during the past couple of months. I'm pleased to see the membership grow as well as the attendance of advertised rides, including all the different group paces that are offered—a tribute to the current and new members for being active and involved with the club. We had the After the Fourth Ride at Fort Monroe in Hampton as well as the Don Hubbard Memorial Ice Cream Ride from Bethel Family Park in Hampton. Both were very well attended and supported by the members.

The temperature and weather has been pretty typical it seems for a Hampton Roads summer, having heat and humidity for several days straight and then the afternoon thunderstorms rolling in (which don't always seem to cool things down enough). Personally, I did complete my first full century for the year at the Tour de Shore over on the Eastern Shore. The ES area is nice and flat for



keeping a constant pace on a ride, but the winds seem to always make up for the lack of elevation changes. It was a nice and sunny day for the circular route with it heading south from Onancock in the morning along the Bay side with a light southern breeze that became very supportive when heading northward on the ocean side for about half the ride. But then the last 18 miles was heading back south again with an increase in wind speed that was not very helpful to tired legs.

I also completed the Lancaster County Covered Bridge Classic ride, for the second time, with several other PBA club members. The day started with a bit of fog, and then became hot and humid once that was burned off by the sun. The course went through beautiful farmland in Amish country, with many carriages, cyclists, and walkers out that day. It was a very well organized and supported ride and I enjoyed the trip overall.

With the next season just around the corner, we are still having multiple bicycling events around this great state of ours. The club will be facilitating the Surry Century Ride on September 14th. Also occurring this fall, just to name a few that I know of, are the Seagull Century in Salisbury, MD; the VBR Grand Fondo in Daleville, VA; the Shenandoah Fall Foliage Festival in Staunton, VA; and the Between the Waters Bike Ride in Onancock, VA. The first 3 events are

(continued on next page)



(President's Corner continued)

still open for registrations, but the CBES Between the Waters on the Eastern Shore is already full.

As most of you probably know by now, Sharon Bochman, our Events Coordinator, has recently moved out of the area and resigned from that position. The Board is committed to ensuring that the Surry Century continues in the fashion it has previously done and make the ride a memorable event for the fall of 2019. With that being said, the club is looking for a member to step up and become the Events Coordinator to take the reins for continuing to improve and manage the two showcase events put on by the PBA—the Pedal for the Pig in May and the Surry Century in September.

As always, our Board of Directors meets are on the first Sunday of each month, typically at the Tabb Library from 3-5pm. The meeting is open to everyone and we welcome all club members to come, participate, and join us. We have also changed our General Membership meetings to just five during the year. We will have an Awards & Recognition Night in January, a Spring Meeting in April, the After the Fourth Ride will be our Summer Meeting, a Fall Meeting in October, and our yearly Holiday Party in December.

I hope to see old friends and meet new members at the various club rides. Check the webpage and Facebook page for a listing of rides and any changes to those rides. Ride On!!!

Jamie Clark



From the Editor

For this issue I asked members to submit articles about their comeback stories—how they made their return to cycling after an injury or medical issue, and I received two great stories that are included here. You can also read about a members' thoughts on group cycling, preparation for a bike tour, a visit to Adventure Cycling Association's headquarters in Montana, and find yourself in some club photos, and much more.

Thank you to all who submitted articles, photos and ideas. Keep them coming! The next quarterly issue will be published on December 1, 2019.

Melanie Payne (pbamel@aol.com)

PBA Board Members and Directors

President	Jamie Clark
Vice President	Justin Wilbur
Treasurer	Tom Carmine
Secretary	John Sprock
Advocacy Director	Tom Howard
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	Open

Additional Positions

Volunteer Coordinator	Open
SAG Coordinator	John Sprock
Awards/Statistics Coordinator	Robb Myer
Webmaster	John Bright, john_s_bright@yahoo.com

PBA Website: 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. 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 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

PBA members have already recorded **96,435** miles (as of 8/29/19). PBA currently in second place of all the Virginia clubs listed. Logging your miles on bikejournal.com is an excellent way of tracking your miles. Kudos to our top ten riders (in alpha order):

Kevin Butler-Au
Jamie Clark
Helene Drees
Todd Goodhead
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 2018.
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 **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) 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
Robb Myer
Melanie Payne

Getting to know you...



This issue's spotlight member is John Bright, who has been a PBA member since the 1980's. John is a ride leader and keeps the PBA website up-to-date as our Webmaster. Let's find out more about John.

Tell us a little about yourself.

I was born and raised in Newport News and have engineering and business degrees from Old Dominion University and William and Mary, respectively. I worked many years as an engineer in automotive, aerospace, and shipbuilding, and retired in May of 2019.

When did you first get interested in cycling as a sport?

I had spider bicycles and department store bicycles as a child. I still have a Schwinn spider bike frame from the 1950's, although they were not called spider at that time. I bought my first bike shop bicycle from Beach Pedaler in Denbigh with my tax refund in 1979. It was a lugged Trek made out of carbon steel and what do you want to bet it had Suntour components. The building still has the H Salt Fish and chips shape to the sign. Since then I've been an aluminum Cannondale fan with models from 1986, 1998, 2016, and 2018.

When not biking, what other hobbies, pastimes do you enjoy?

I enjoy hitting the local joints for live music, walking the Noland Trail, and reading non-fiction. I like motorcycles, but that may be history. I keep busy with home and car projects, and that seemingly perpetual homebuilt airplane project.

Some days it is difficult to get out there and ride. What motivates you to do so?

Endorphins I guess, and somehow just because it's what you do. The bicycle seems a delightful machine man has invented to move his body for fun, exercise, and transportation. I used to be a pretty good 15 mile runner and it was normal to go to a race and have participants ask before it starts, "why do we do this?" and after be excited and happy they had—endorphins and the body's love of being used.

What is or has been your favorite ride - either local or out yonder?

I can't call it or even remember them all... several Bike Virginias, seven or so Bicycle Rides Across Tennessee, multi-day Holland, multi-day Austria along the Danube River, multi-day Bavaria (ride in the day and outdoor beer and disco at night).

I remember the sun rising from below the clouds on Haleakala then coasting 25 miles down to breakfast. There have been innumerable local rides from which paceline training with Dave Wilson and Brian Utne's Monday night York Hall stand out.

If you could ride with two famous people, either living or dead, who would they be?

The Wright Brothers and Charlie Taylor, who built the first aircraft engine used by the Wright brothers in the Wright Flyer... and Brian Utne.

PBA RIDE SCHEDULE



The PBA Seasonal Summer Standing Rides (April—September) are starting to wind down.

Be sure to check the PBA website at www.pbabicycling.org and the PBA Facebook page at <https://www.facebook.com/groups/pbabicycling/> for ride announcements and other important information.

The PBA weekly and monthly standing rides can be found at <http://pbabicycling.org/standingrides>.

Historic Hampton Roads Jacket and Sleeveless Jersey Available Soon



The Primal Store will open the end of September with delivery the first week of December, just in time for holiday gift giving and receiving.

The newly designed, versatile and streamlined Primal Aerion jacket is available for the first time. The jacket has a front zipper pocket and three back pockets and costs \$100.



Also, by member request, both men's and women's sleeveless jerseys will be available, as well as long sleeve jerseys, now with the Monitor-Merrimack that is depicted on our shorts and bibs rear panel will be on the forearms. Long sleeve jersey is \$55 and the sleeveless jersey is \$50.

When is the PBA not the PBA

By Robb Myer

The short answer is on BikeJournal.com. Long ago, my acronym police Air Force co-workers used to tell me that "PBA" is recognized as the Professional Bowlers Association and we needed to be explicit.

When we added the bike club at Bike Journal, I discovered there was already a "PBA", so we registered as "Peninsula Bicycling Association (PBA)". Sometime after that, the original PBA club created the Plano Bicycle Association, but did not request the PBA be removed. The result is there are now more Virginia Peninsula resident members of the PBA than Plano, north side of the Dallas, TX area members. If you are one and want to participate in our member challenges, *please join the "Peninsula Bicycling Association (PBA)" and remove "PBA" from your profile.*

[Find Clubs](#)

Bike Club

PBA [\(join this club\)](#)

2019 Miles Traveled: **5,433**

24 club members, club admin: [bikelegs](#)

Row #	Member	Location	Primary Club	Primary Bike sort by make or type
1	[redacted]	Virginia	PBA	GT Series 4 road
2	[redacted]	Newport New., VA	PBA	Giant TCR road
3	[redacted]	Hampton, VA	PBA	Specialized cyclocr..
4	[redacted]	Hayes, VA	PBA	Trek Domane road
5	[redacted]	Hayes, VA	PBA	Trek Domane road
6	[redacted]	Newport New., VA	PBA	Trek Domane SL 6 roa..
7	[redacted]	Hampton, VA	PBA	Lynskey Helix Pro ro..
8	[redacted]	Williamsburg, VA	PBA	Raleigh RX 1.0 cy.. 🇺🇸
9	[redacted]	Newport New., VA	PBA	Trek Edmonde road
10	[redacted]	Gloucester, VA	PBA	Specialized Allez ro..
11	[redacted]	Newport New., VA	PBA	Genesis G500 road 🇺🇸
12	[redacted]	Newport New., VA	PBA	Cannondale Synapse r..
13	[redacted]	Plano, TX	PBA	Orbea Onix road
14	[redacted]	Virginia	None	Schwinn DSB 700c hyb..
15	[redacted]	Yorktown, VA	PBA	Gary Fisher road
16	[redacted]	Newport New., VA	None	Trek road 🇺🇸
17	[redacted]	Yorktown, VA	PBA	Trek Alpha 2.3 road
18	[redacted]	Yorktown, VA	Peninsula Bicycling ..	Cannondale SuperSix..
19	[redacted]	Hampton, VA	None	Bridgestone Kabuki r..
20	[redacted]	Newport New., VA	PBA	Trek madone road
21	[redacted]	Yorktown, VA	PBA	Trek road
22	[redacted]	Yorktown, VA	PBA	Trek 4500 hardtail x..
23	[redacted]	Plano, TX	sparkpeople	Fuji Team RC road
24	[redacted]	Yorktown, VA	PBA	Trek road

MY CYCLING COMEBACK STORY



By Art Wolfson

It was about three years and four months ago. So much time has passed I can't believe it myself. It was a Monday morning. I woke up and could barely move. My low back was screaming in pain.

To make a long story short, and after 2 1/2 years of misery, I succumbed to the knife of a very capable neurosur-

geon (an avid cyclist as well) and had a multilevel L2-L5 lumbar laminectomy with L4/5-disc removal in September 2018 at the age 65. Prior to developing this significant back pain due to severe spinal stenosis, (a form of arthritis), I had been working out at a gym regularly with a personal trainer for close to 2 1/2 years, taking ballroom dancing lessons, and had been cycling regularly since 1991.

My surgeon could not understand how I was even functioning with a 50-80% compression around the spinal cord. Surgery was the best solution. I asked him: Why did this happen? What did I do wrong? Were there too many years leaning over handlebars and other people's feet? Answer: you were born alive.

Fortunately, I have been blessed with a fairly high pain tolerance (having lived with the roller coaster of Crohn's Disease and Irritable Bowel Syndrome since age 33). Those of you who know me have waited very patiently for me on many past rides when I went to use the restroom!

As a retired foot doctor, I know too well the dangers of not following a surgeon's orders and I have tried to be a good, compliant patient. "Trying" is the key word here, and even though I moved into a new house, I tried hard to let others do for me what they could, (or more precisely what I was told I could not do!)

But I was bound and determined to one day get back on the saddle. After six months and many weeks of physical therapy, and a program of walking and stationary cycling, I was granted permission to return to the gym and outside cycling. I was excited!! But alas, I had to put things off again.

While all of this has been going on, this fair-skinned, red-headed and freckled Ashkenazi Jewish male has been seeing a dermatologist regularly for at least 15 years. The last few years have been brutal with multiple squamous cell and basal cell skin tumors being resected and in the last year and a half at the rate of 4-6 lesions every 4-6 months. As you read this, I am healing from at least

four more areas of concern. My Moh's surgeon gets very serious when he tells me to chill and stay off the bike while these deep excisions take their sweet time to heal. Exasperating!!! So, you may see me very erratically in the near future, but rest assured, I continue to push the envelope!!

My beloved spouse Sherry has been by my side through thick and thin. We decided it was time for us to retire and downsize our lifestyle so this past April we moved to Colonial Heritage, a "55 plus community" in Williamsburg-James City County. I decided to wait to ride outside again so not to take the chance of fall and injury and disrupt my ability to move to our new neighborhood. We live close to the Capitol to Capitol Trail and I have enjoyed the few rides from my abode to the trail and back.

In spite of my lack of optimism, I have NEVER needed any mental preparedness to get back on the saddle and I have so missed all those KILLER BEE rides of years gone by. I just finished my first albeit tame B pace ride in a very long time at the recent Ice Cream Ride in memory of my friend Don Hubbard. I was overjoyed!

Are there any lessons to be learned from my story? YOU BETCHA!

1. Take the time to travel and do fun things while you are young! Aging sucks but it's better than the alternative!
2. Don't give in to pain. Some of it is mental. Think positive!
3. At the same time, listen to your body and see a specialist if your pain is interfering with the fun things in your life!
4. **USE SUNBLOCK!! WEAR PROTECTIVE CLOTHING! USE A VISOR!**

Have your skin checked at least once a year by a dermatologist. Some of you young riders will pay the price as I am doing in my early senior years. Cover your scalp!! Protect your ears and your nose.

Current estimates are that one in five Americans will develop skin cancer in their lifetime. It is estimated that approximately 9,500 people in the U.S. are diagnosed with it every day!

Although most cutaneous squamous cell carcinomas are easily treated surgically, a small group of patients with specific disease risk factors develop metastases and ultimately die of the disease!

5. Pick a better set of parents next time around! LOL

Ride safe, and I hope to see many old and new faces as I continue to get back on the saddle!

Another Amazing Comeback Story

By Frank Dixon



I had knee replacement surgery on March 13, 2109, and was told by the doctor not to ride for a month. But did I listen to the doctor? Nope. I started test riding—first one mile, then five miles on the March 29 and 30. Then on the April 3, I rode 18 miles and another 10 on April 8.

But on April 4, while riding an indoor bike at knee rehab, I ended up in the emergency room. I had what a later learned was a bout of angina, which led to double by-pass surgery on tax day— April 15th. After that I was told not to ride for 90 days—until July 15th.

Well, then I started test riding again, first four miles followed by 11 miles, then 13 miles. However, when asked by the head of cardiac rehab what was I doing for Memorial Day, I inadvertently blurted out that I was planning on riding 26 miles. Oops— busted! She shut me down! When I asked my cardiologist why I could not ride, he said he was concerned with my sternum not healing properly. So I was a good boy—almost—completing a 20 mile ride in Poquoson on the July 6 . That’s pretty close to July 15, right?

I physically prepared by riding stationary bikes in both knee rehab and cardiac rehab. Mental preparation was not an issue I was bound and determined to ride again and could not wait to get started.

Perhaps my story might help some other rider. In January I developed a virus in my lungs which literally took me out for over a month. A month in I tried riding with the slower group at Grafton and while rolling down Lakeside Drive at 17 mph was not a problem, but by the time we got to King Grant on the flat I would start feeling this pressure across my chest as if someone had a big hand pushing on my chest and I was sucking air. Well, I thought it was still my lung virus so I would cut back to 12 mph and abort the ride. This happened again for a couple of more weekends. Then I was not riding again because I went in for knee surgery. So I was off the bike for a month and started knee rehab on a stationary bike and at a relatively low level this pressure in my chest reappeared. I now realized it was not due to a lung virus and sought help thru my PCP who immediately referred me to the emergency room because she was concerned that it may have been a blood clot due to knee surgery. I knew that was not the case because the pain preceded my knee operation.

Although I have been riding on several rides, I do not have my stamina back and my sprinting ability is not anywhere near what it used to be. I was lamenting about this while visiting at Village Bike, and Connie put in in the

right perspective. She said. “Frank, after being thru what you have been thru, just be glad you can ride!” And at this point I am also glad that I am alive as I was planning to ride the Dismal Swamp Time Trial which took place the weekend after my heart surgery. Had things not have happened the way they did, that time trial may have been terminal for me!

So where are all the women???

By Melanie Payne

I’ve never really been an intense feminist, but I do believe in the basic principles of gender equality. So, as I was thumbing through PBA photos choosing some for this Chainstay, it hit me that in most all of the ride photos the majority of riders were men. This fact stuck out like a sore thumb to me. Of the ten recent group ride photos I checked, only 31% of the riders were women.



I found a couple of university studies that showed women ridership at 20% and 26%, lower than what I had discovered from my unscientific PBA “photo study,” but 31% is still a low percentage in my mind.

So why is this? Why are women reluctant to ride or to join a bike club? Other studies have suggested women have safety fears, concerns about fitness and a general lack of confidence about ability when it comes to cycling. For me, when I first started cycling, these points were true, true, and true.

I started riding a bike steadily as hobby only after I retired ten years ago and quickly learned that I loved it. But I do remember having fears about safety, fitness and confidence and would only ride off road where there was no traffic. In fact, even when I would ride the Battlefield Roads, I usually stopped when a car would pass me. Fear was further internalized early on as I had an incident on a Guinea Jubilee Memorial Ride that ended with my first ambulance ride and a staple in my head – even with a helmet on.

Other irrational, obsessive thoughts that I had were - what would happen if I had a flat tire, or met a shady stranger, or came in contact with traffic? All “what ifs” that might never happen.

I was reluctant to join the Peninsula Bicycling Association or the Williamsburg Area Bicyclists because all I

(continued on next page)

(So Where are All the Women? continued from previous page)

could imagine were uber fit twenty- and thirty-somethings speeding along in their spandex kits. Wrong! Truth has it that cyclists come in all shapes and sizes, ages, and abilities. When I learned there were slower rides, I joined and started going on some of the rides and started feeling the safety and confidence of riding in a group. I learned so much from the other riders too. My confidence was definitely building by just taking the leap, getting out there, and riding.

So now after about ten years of riding and opening up myself to this self-imposed “bike exposure therapy,” I take to the roads like the best of them, have been on seven out-of-state and overseas bike tours, and continue to ride by myself on the road (with traffic) and on club group ride with great enjoyment!

For some reason, my female friends think that because of what I can do on a bike, I’m some kind of senior citizen super hero. But the truth is that they can do it too, if they just get off their butts and try. Bike riders are the most helpful bunch of people

I’ve ever met and there are plenty out there who would mentor a new rider and be proud of it. After all, don’t cyclists want to pass their passion on to others to enjoy?

So ladies, what it takes to overcome the safety fears, concerns about fitness and a general lack of confidence about ability is to have a positive attitude, be brave and just get out there and ride – whether it be five miles or 100 miles. Ride at your own pace (a mile is a mile no matter the speed) and don’t be intimidated by young, svelte, spandex clad riders (of either sex) who boast about how fast and far they can go while using their electronic bike devices. You can do it!

So PBA husbands, if you’d like your wives to join you in your cycling adventures, here is some great advice on how to ease them into cycling.

<https://www.ilovebicycling.com/how-to-get-your-spouse-into-cycling/>

<https://cyclingtips.com/2009/06/riding-with-your-wife/>

My Trip to the Adventure Cycling Association Headquarters

By Tom Carmine



One of the places I had hoped to visit one day was the Adventure Cycling Association office in Missoula, Montana because I have been a member of ACA since 2001. I had contributed to their building’s purchase, and my bicycling ambitions lean more to touring than to road cycling.

This summer my wife and I made a cross country car trip from Newport News to Glacier National Park and back. Since Missoula was just a few hours south of Glacier, I scheduled an overnight stop there

after leaving Yellowstone.

I was somewhat embarrassed to arrive by car instead of by bike, but the staff greeted us just as enthusiastically. The ACA office is located in a renovated and expanded building in downtown Missoula, with convenient amenities of a coffee shop and bike shop around the corner. For the traveling cyclist, they offer a restroom and lounge with ice cream.

Transamers are welcome to stop in, get their picture taken and do a weigh in of their bike. The interesting pictures with a good story end up in the ACA magazine. One woman was getting her bike weighed while we were there. She was carrying more weight than I have carried

since my days as a paperboy.

Our guide was Jessica Diehl, the Marketing and Analytics Manager. There are just over 40 people working at the office, and there are really no private spaces. Everyone is clustered in one of about four works spaces. There is a lot going on and it takes a crowd to manage membership, design and map the routes, manage the 100-plus tours that they offer, manage their gear store, publish their magazine, and then there are the support people in IT and lastly my favorite, the accounting department.

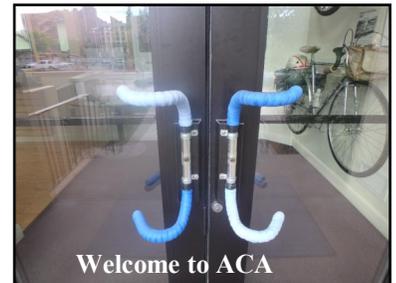
Over the years I have talked or emailed with a number of folks at ACA, but it was Friday afternoon and the staff level was low. I did pass Laura Crawford, US Bike System Route Coordinator and one-half of the Pathless Pedaled duo, but she was working with a teammate on a mapping project, and I felt I shouldn’t disturb her. She and Russ have a lot of cycling adventure videos on YouTube, and I have probably watched most of them.

Missoula was surprising flat, which is a good thing because there was no parking lot—well, at least not for cars. The staff gets to use a locked courtyard to park their bikes. I guess it is unfashionable to arrive to work with four wheels even in winter.

Jessica was generous with her time, and a great guide. I am sure we spent more time there than Linda would have allotted, but it was fun for me. The next morning, we drove back downtown to the Crafter’s Market only to find it was right next to the office. As an ACA member I took advantage of one more member benefit, and I used their nice bathroom before we left.



ACA Headquarters



Welcome to ACA



Staff Parking

More Thoughts on Group Riding

By Raul Zevallos



One point not often discussed in group ride conversations concerns the role of those who are not leading or sweeping, otherwise known as "*everybody else*"!

The middle bunch impacts the quality of a ride through their riding smoothness while following the group leader, because the leader may keep a perfectly steady pace but still lose people toward the back.

This happens when the middle riders surge too much. Riders in the middle group should strive for smooth pacing in their position so the "slinky" effect doesn't get magnified toward the back. That slinky results from too fast accelerating or braking in the line, and can grow to the point that riders in the back fall out completely and lose their drafting advantage and have to expend great effort just catching up to the tail end. This gets very tiresome after a while and can turn a good ride into drudgery.

This also happens during turns. Most folks will slow down before and during a turn, compressing the group, and then accelerate quickly back to pace, leaving gaps after the turn. This effect can be reduced by not slowing before the turn and not during the turn, so that riders behind you don't get stacked up too much. Secondly, riders should avoid creating gaps by gently getting back to pace coming out of the turn.

Finally, sometimes a group slows down whenever a safety call is made, like "car up" or "car back". These alerts provide awareness of traffic and not a need for a pace change. The only time speeds should change much is when you hear signals like "slowing" or "stopping", and possibly when somebody has a mechanical (flat, dropped chain).

These points should not detract you from group rides. As a matter of fact, group rides need you! Being in the middle of the group means you contribute to everyone's safety by passing along alerts, like cars back, or road obstacles.

Communicating helps reduce some of the anxiety that naturally occurs when you're in the middle of a group and can't quite see all the road details ahead of you and what's going on behind you. When you have trust in your group passing along information, both forward and back, you can focus on your own efforts at being smooth.

Riding in the "pack" also provides the benefits of being out of the wind and reducing your total effort over time. In short, developing the skill of riding in a group increases your own confidence, stamina, and fitness, plus contributes to everybody's safety and enjoyment.

These links offer good advice and apply to all, whether you're learning new skills or have lots of experience but could use a reminder.

<https://trainright.com/cycling-group-ride-etiquette-skills/>

<https://www.bikeradar.com/advice/fitness-and-training/how-to-ride-in-a-group/>

Become a PBA Cycling Mentor

By Jamie Clark

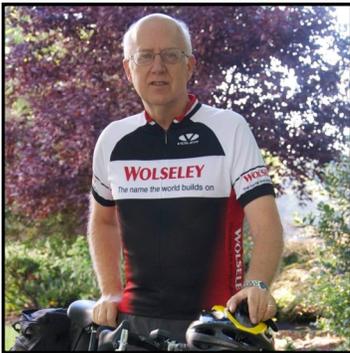
Have you ever thought about instructing or been approached by another cyclist to impart some of your knowledge of BICYCLING? Or maybe you've wondered what are some good routes in my area, or how do I prepare for a ride, or what's the best bike/equipment out today?

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 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.**

It Seemed Like A Good Idea At The Time

By Tom Carmine



I suffer from Trip Anxiety Disorder (TAD) caused by signing up for bike tours months in advance. Then when the event arrives, I am usually dealing with all sorts of personal chaos, and I start wondering why did I sign up for this ride.

That said, I can also say I have never not had a good time once I got to the event. So how do you overcome TAD so that you are willing to try sign up for adventure? Here is my four-step process.

Logistics

Getting to the starting point can be the hardest part. I have never done a tour that I did not drive to. It greatly simplifies the logistics, and I have driven to the Upper Michigan Peninsula, St. Louis, Buffalo, Cincinnati, and many other places closer to home. This year, however; I will be flying to Seattle and touring the San Juan Islands.



Unfortunately, it seems most bike tours start a long way from an airport and usually there is no organized shuttle pickup. That could mean renting a car for a week or taking a costly shuttle. With Adventure Cycling Trips, we get a group mail box prior to the start which we can use to find another cyclist who might be willing to share the rental car cost or someone who might pick us up on their way to the ride.

Before I signed up for the San Juan Islands, I researched and found that I could catch a bus from the Seattle airport to Anacortes and back. Trek Bikes said they would pack and ship my bike to a bike shop in Anacortes using Bike Flights. Once I knew I could get me and my bike to the starting point, I was ready to sign up.

The next challenge for me was using frequent flyer miles to fly to Seattle. Airlines are never generous about the number of seats available, but my miles were expiring this year so I needed to use them. I was able to, but the flights I had to take have me arriving two days early and leaving two days later than planned. So that created another challenge.

Fortunately, I have a friend in the Seattle area to stay with before the ride, but afterwards I have chosen to stay in the Seattle Hostel. The price of a hostel private room was far cheaper than a hotel, and I will be right in the downtown tourist area. The train stop back to the airport is a half a block away.

Training

Rides are generally rated for their difficulty. If you read the itinerary you get the daily mileage and some even offer daily elevations. That allows you to make a good decision about whether the ride is right for you.



My word of caution for easing TAD is to not be overly optimistic about what you can train up to do. Five successive 50 plus mile days in heat is not your average weekend ride. I have never done a ride where I thought I had trained too much. Life and weather just get in my way. This is one reason I will not sign up an early spring tour where I have to go from point A to point B every day. I look for loop rides like the NC Coastal Ride that has various distances each day so I can do a moderate Friday and Sunday and kill myself on a long Saturday ride.

You know your limits. Chose a ride that you can reasonably do and enjoy. It is a tour, but not the Tour de France. You are out to sightsee and not just to spin lots of miles. If you are going to have hills, you are going to have to up your training for that.

If you cannot go for long distance training, go for frequency. Better to have a lot of 25 miles rides than just a couple of 60 milers.

Packing

I use to travel for business. On Monday I left with a suitcase with four white shirts, an extra suit and shoes, and underwear. Packing was simple. For tours you want to get to the same point.



Over the years I have developed extensive packing lists for kayak camping and bicycle touring. For each bike trip I look at the number of days and adjust my list accordingly. After a trip I evaluate the unused items to determine if they should be removed. Most of us tend to overpack when we are given a big suitcase. For the San Juan tour I will have two panniers for two weeks of travel including my casual wear for the pre and post ride days.

I will likely ride in zip off cargo pants using padded bike liners and my tops will be performance t-shirts and a long sleeve overshirt if needed. I prefer not to look like a bike racer when I am off the bike. My evening attire will be what I will wear the next day plus a fleece top. With only two panniers, everything has to be multi-functional. Plus, I want to keep the weight that I am carrying to a minimum.

Your packing list will help relieve a lot of last-minute TAD, and it will help ensure you get everything to the start. Yes, I arrived once without my bike helmet. (It was not on my list.) Start your list early and keep revising it till you leave. Pack early if you can in case something happens at the last minute. I always seem to have some urgent matter come up the night before.

(continued on next page)

(It Seemed Like a Good Idea continued)

Should you plan to do laundry when you tour? I always plan to so I can pack a little less. I take a small bottle of laundry detergent so I can wash clothes in the sink. On summer time rides I usually have time to rinse my kit for the day and dry it out on top of my tent, but when I have toured on Cape Cod, it has been so damp that I could not get stuff to dry even when left out all day.

Your Bike



I am sure no one reading this article would ever leave home without having thoroughly checking over their bike, but I have been on trips where others did not. The cost of fresh tires is cheap compared to fixing multiple flats. Clean and lube your drivetrain and carry some chain lube in case you run into wet weather. Carry a pump, spare tubes and a patch kit. It is your responsibility to handle flats. Usually fixing a flat becomes a group activity, but you may be on your own when it happens.

I stopped to assist three riders fixing a flat on the NC Coastal Ride. They had three pumps among them, but none of their pumps were working. I got them going again, and I even had a small can of WD40 for cleaning hands. Be prepared.

If you do not want to take your bike, and lot of tours can make available a rental bike for less than the cost of shipping yours. If that interests you, check early to see what is available for you to ride. It is perfectly acceptable to take your own seat.

Just do it

As this goes to press, I am two weeks from leaving for my San Juan trip. My earlier plans have been pinned down to minute details. Getting from Bremerton to Anacortes will now require one ferry and three city buses, but I will get there. My bike shipped for twice the cost I was expecting and without my fenders because that was added cost to pack and reassemble. The only thing left besides some more training is the packing, and I will work through that in the next week. There will always be adjustments to your plan, but that is okay. Once you lay out the framework, it is just tweaking.

So put your TAD aside and try something different. There are so many bike ride tour options out there from self-supported wilderness travel to fully supported inn to inn trips where your road bike will do. It will be fun. You just have to commit.

27th Annual Surry Century



Saturday, September 14, 2019 7 AM—4:30 PM

45 School St., Surry, VA

Go to www.pbabicycling.org to register.

This is a scenic bike tour of beautiful Surry County where the earliest English settlers lived. Ride along the James River through a Roundabout, past historic sights such as Bacon's Castle and Chippokes Plantation State Park.

This is a unique Century. There are three loops giving you the option to ride 25, 50, 75 or 100 miles... your call! The team of SAG drivers and riders shadow along the way to ensure all riders are completely safe and supported. There are multiple rest stops along the way to keep everyone nourished and hydrated.

When you finish, put your bike away and enjoy a delicious catered lunch by Zoe's Kitchen.

Register today!



The Annual Don Hubbard Memorial Ice Cream Ride

Bethel Recreation Area
August 10, 2019

Over fifty rides enjoyed this annual event with great rides, great friends and great ice cream!





**PBA
SUMMER
2019**



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