



## **DVBC Annual Banquet**

*DVBC Board*

Warm your hearts as the weather cools by joining your friends to celebrate the past year of all things cycling at the 2019 DVBC Annual Meeting and Banquet at DiFabio's Restaurant, 1243 N. Providence Rd., Media, PA on December 2 at 6PM.

Recount tales from the roads and trails, hear about club accomplishments, eat, drink and participate in games and prizes! Please go to [www.dvbc.org](http://www.dvbc.org) to register no later than Monday, November 25th. The cost is \$20. BWT Volunteers dine for free as a token of thanks for your hard work.

If you haven't already logged in to the new website, you will have to do so before you register for the banquet. If you cannot find the Welcome Letter from ClubExpress containing initial login information including your password among your old emails, you can simply request a temporary password upon attempting to login. New or renewing members, please create an account in order to login and register.

Get ready for a cyclic celebration of racy and relaxing times!

## **Fall Riding Physics 101**

*Marian Venturini*



Fall has finally arrived in full force, but please don't think that means you have to put your bike in the corner of the garage and forget about it. Cycling at this time of year is wonderful if you're properly prepared. Getting ready for a ride will take a bit longer what with extra layers, lights, full-fingered gloves, maybe even booties. You also need to give yourself extra time to check your tires - that pressure goes down with the temperature, in fact pressure is directly proportional to temperature [editor's note:  $PV = nRT$ ], so you may need to top those tires off. Make sure those lights are fully charged and batteries are strong before setting off as well. Our days are becoming shorter and shorter, as you know, but also that sun glare sometimes makes it nearly impossible to see - if you're having trouble seeing, so is the car right behind you! And the timing of the sun glare seems to match the timing of rush hour at this time of year. Yes, black apparently is 'in', but black can also make you practically invisible. Be smart, be visible.

Speaking of batteries, don't forget that your phone may not like the cold weather either. If you have a newer phone, well, maybe they'll last a bit longer, I'm not sure, but I know the old ones need special care when the mercury drops. I've found that wrapping my old iPhone 5C (obsolete? Maybe) [editor's note: yes] in a ziploc baggy and then in newspaper and tucking it away until we're inside a warm building allows me to stay in touch with the rest of the world.

The roads themselves can be a bit treacherous at this time of year with wet leaves and long shadows hiding all sorts of things. It's a good time to slow down and enjoy the ride. Just a bit slower and not only are you able to see things better but your stopping distance is cut down as well. FYI, cutting your speed in half results in cutting your stopping distance by 1/4! In other words, stopping distance is directly proportional to the square of the speed of your vehicle, be it a car, a bike, whatever. If the riding conditions are not optimal, then your best bet is to slow down.

And let's not forget the reduced coefficient of friction on wet days. Railroad tracks can be very tricky, especially when wet, so make sure you're crossing them at right angles to the bike. Wet leaves can at times be as bad as ice, with the stopping force being directly proportional to the coefficient of friction. In this case avoiding the leaves when possible is a good preventive measure, as well as slowing down. And by avoiding them, I do NOT mean for you to put your bike in the corner of the garage! Just go around them carefully. And keep riding!

## **Ride Report: Brandywine Volunteers' Tour**

*Nancy Moyer*

Brandywine Tour volunteers enjoyed riding a section of the Century route on October 26. Starting at Harmony Park, we rolled through gorgeous scenery on our way west into Lancaster County, to the iconic Slumbering Groundhog rest stop. There SAG driver Steve greeted us with snacks as we took in views of the adjacent covered bridge and groundhog totem pole. We then climbed out of Groundhog, passing many Amish farms on our way to Bartville Store - truly in the middle of nowhere - and eventually a second covered bridge. Volunteers were pleased with another highlight of the route: riding along the beautifully meandering Octorara Creek. We lunched at Limestone Pizza Grille where our group of volunteers briefly took over the whole dining room - it was quite the party scene! Riding back to our start point it began to sprinkle, but that couldn't dampen the spirits of our hardy group of riders. Thank you Volunteers for a fun day and for all you did to make the Brandywine Tour a success!

Pictures from the ride are on the following page:







## Poetry Corner

*Peter Schmidt*

### Lichen

Haiku like lichen  
on stone a slow explosion  
green millennium

### Acetylene

Atop a blue Septa trestle the welder  
snaps down his smoky mask

—showerfalls of golden sparks

Both were written in my head while riding, inspired by things seen. The second poem's source is Ridley Creek Road, right where it passes under the new Septa trestle. Was riding by the construction site several years ago on a gray winter's day when welding was taking place.

The haiku is a fascinating form. Most Americans know it's Japanese; some even know that it is 3 lines of 5, 7, and 5 syllables respectively. Actually, though, the syllable count is not as important as 3 other elements: a detail that tells us sometime about the season and/or time of day; a structure that juxtaposes one event with another, thus creating an implied metaphor or some kind of equivalence as well as a contrast between the two; and a "cut" word that marks a break in the poem and a jump in understanding or insight. My haiku definitely mentions time and also has a central metaphor. English doesn't have a "cut" word like Japanese does, but we do have punctuation marks like a dash (a jump or cut in syntax). My haiku uses a line break for the jump in perspective &

time-scale. Haiku also are shaped by the Japanese sensibility that every moment is precious and passing: poems try to capture both beauty and transience, stillness and movement. Not as easy as it looks.

## Poetry Time-Out Corner

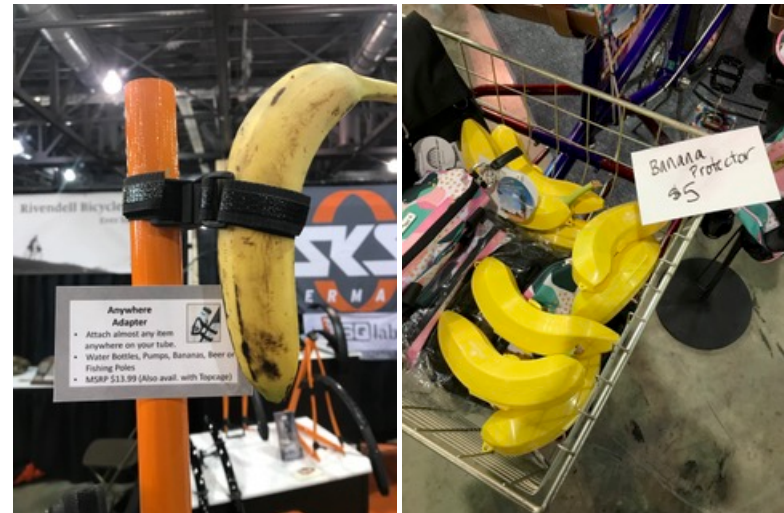
*Taylor Sproul*

Di2 charger  
Oh why did I forget you?  
Steep hills loom ahead

## Philly Bike Expo 2019

*Sabine Cranmer*

Which banana carrier do you prefer? I think the Anywhere Adapter is more versatile.



How about getting one of these if you often find yourself in need privacy for changing clothes at the end of an event or group ride? Once again, I prefer the first one. On second thought, the second one is probably easier to set up and take down and still gets the job done.



This is the bike I voted for as best. Beautiful welding and decorative touches!

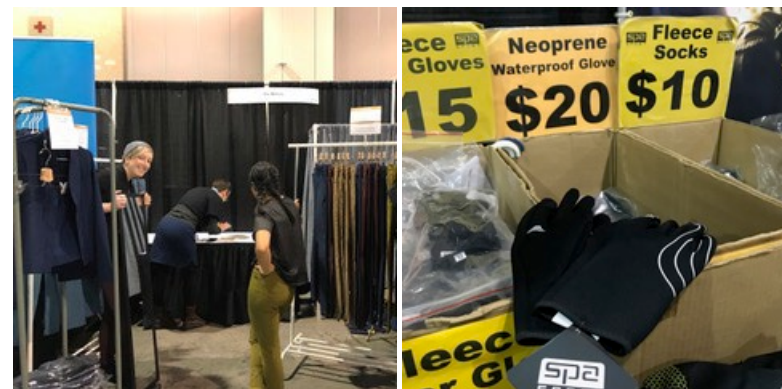


Here's another saddle to try if you still are not comfortable on yours. The rep is showing how the saddle is meant to support the

pelvis. The omission of a cut out better supports the perineal area without putting undue stress on the surrounding tissue over bone. Also, a questionable gift idea. Apparently one of the Lagunitas employees looks like a gnome.



I love the clothes these ladies produce for their company, The Willary! Fabulous, packable, multifunctional material cut to fit beautifully. <https://thewillary.com/> I also ended up with another clothing item, neoprene (warm, waterproof) gloves. Will come in handy when I'm cleaning gutters, too! Or on the water.



## **Words of Wisdom from Woody**

*Marian Venturini*

If you want to be a better cyclist or a better ride leader, ride with Woody for a while. Besides having the official title of League Cycling Instructor (he highly recommends this course, by the way), he has been riding a long time. So I asked our very own Cycling Safety Expert a question the other day:

"I often feel a bit more vulnerable in the fall. Roads around here are busier (and messier), the sun is often so low it's blinding both myself and the driver behind me, and is it me, or is there road construction everywhere? Do you have any words of wisdom for those of us who want to keep riding, but also want to be safe?"

Well, in fact he did have a few words of wisdom, so I'll share them with you here:

"The first thing that comes to mind for me on fall rides is to change your tires to wider puncture resistant tires like Gatorskins. Who wants to be changing a flat on a cold day, and the wider tires offer better traction on wet roads. Careful not to buy tires that are too big to fit your bike. Have a winter bike or add a rack and bag to your summer bike so you can shed layers or carry layers if it gets colder or rainy. Keeping extremities warm is important. Toe covers, booties, high wool socks, warm long finger gloves, glove liners. I think a balaclava is a must but some are OK with ear warmers. You should be cool at the start of a ride so you don't sweat up your layers. Knees have poor circulation and are at risk for injury due to super cooling on downhills. I like to keep my knees warm below 60 degrees with leg warmers or tights. I don't ride below freezing. Ice on the road is a serious hazard for crashing. If you know the roads you will ride on are maintained ice free I guess that's OK. Wet leaves and ice under wet leaves can leave you broken on the pavement. If you find yourself on ice go straight and don't brake. Trying

to turn or stopping on ice will put you on the ground. The off season is the time for injuries and stressed out muscles and joints to heal so take it easy. Shorten your rides, spin up all the hills, don't use your big gears. It's good to keep up your cardio but let your body heal."

Thanks, Woody. Words to cycle by.

## **Wintertime Blues**

*David Alfe*

Rule #9: If you are out riding in bad weather, it means you are a badass. Period  
from THE RULES; The Way of the Cycling Disciple

Unfortunately, I am no Jensie, Hinault, Eddy or Sean Kelly. My days of toughing out the cold and the wet have been, at least for the moment, behind me. I devise all kinds of algorithms (read excuses) to avoid riding this time of year—If the temperature at the start is this, but the wind chill is that. Cloud cover/ride destination; the list goes on and on. My last outdoor ride of 2018 was the Saturday before Thanksgiving; two days after the early snow/slop storm. It was forecast to hit 50 that day so, I rummaged through my rarely used winter gear and struck the perfect balance of style and efficiency. The result was a nice little ride. Posted the pictures on my Instagram Account, sat back, smiled and thought; "This is the year, I get out in the winter more often". Fat chance.

I read the ride posts with interest; getting as far as to gather up the gear, inspect the bike, set the alarm. But I couldn't gather the courage to follow through. I'm not yet retired so the midweek rides—where the weather seems benign—are and have been a long source of wistful

jealousy. So, as to not lose focus; and to stay in shape I've been reading and spinning.

I'd like to recommend two books I received last Christmas. The aforementioned *The Rules*; by the Velominati; Norton Press and Tim Krabbe's *The Rider*; Bloomsbury Press. *The Rules* is a collection of, well rules or codes that we cyclists should adhere to. I say should because the book (or its authors) tends take it/themselves a little too seriously. And I've known riders who embody some of the content. I tended to not to ride with them after a while. But if you read it as a tongue in cheek guide—you will enjoy it. You may find that some of the rules do make sense.

*The Rider* is the author's kilometer by kilometer account of a small, half day race, in France in the late 1970's. Krabbe's style of writing is paced well—literally at the speed of the race; recounting his participation in the race interspersed w/his own sporting history and that of cycling prior to and up to the 1970s. I thoroughly enjoyed this book. My favorite of the two.

As far at the spinning... I ended up blowing up my 20 year old Performance Travel Trac trainer about a week ago. It was the fluid resistance kind, nothing fancy. When the bearings began to seize it gave a new meaning to the word resistance. I bought a CycleOps fluid trainer. More or less the same type. Nothing fancy. I have a set of workouts involving various intervals and recovery periods—working on cadence, pedal stroke, and keeping off the weight—which is no mean feat.

Hopefully I'll be seeing you on the road soon. Until then Stai attento! (Watch out/Be safe!) –David Alfe [Follow me on Instagram @davidalfe]

## **Pro Cycling Spotlight**

*Taylor Sproul*

The 2019 road season has wrapped up (Cyclocross is still going at full tilt, van der Poel made his first start last weekend). The two premier events at the end of the calendar are the UCI Road World Championships and the Giro Il Lombardia.

The World Championships are held annually in September. They are a week-long event, with championships for men and women, road and time trials, as well as Under-23s and a mixed relay. Riders compete based on their nationality rather than by their regular trade teams, and each country gets a number of slots allocated based on the UCI rankings. Riders are still on their usual team sponsored bikes, and in many cases the trade team staff and equipment becomes the national team (i.e. the British national team uses the Team Sky coaches and bus for Worlds). The winner at each event is crowned the World Champion, and will be able to wear the iconic rainbow-band jersey for the next 12 month (until next year's Worlds), and will be able to wear rainbow bands on their sleeves for the rest of their career. This is separate from the UCI Rankings, which awards points to individual riders based on their placing in all of the races over the season. In the past, there was a Team Time Trial event that was done with trade teams, but for 2019 this was replaced by a national team mixed gender relay, where three men did a Team Time Trial around a course, then the three women start as soon as the men finish, and the country with the fastest total time wins.

The World Championships rotate to a new venue every year, with countries competing to host them, similar to the Olympics. This year's World Championships were in Yorkshire, England. The course is always long, but can be flat or hilly depending on where it's at. In past years,



some courses have favored sprinters, others have favored climbers, and some have fallen in between. Last year's excursion in the Austrian Alps favored climbers. This year's course was more for the classics specialists, with lots of short punchy climbs but no huge mountains.

Event	Winner	Nation
Men's Road Race	Mads Pedersen	Denmark
Women's Road Race	Annemiek van Vleuten	Netherlands
Men's Time Trial	Rohan Dennis	Australia
Women's Time Trial	Chloe Dygert	USA
Mixed Relay	Lucinda Brand Riejanne Markus Amy Pieters Koen Bouwman Bauke Mollema Jos van Emden	Netherlands
Men's U23 Road Race	Samuele Battistella	Italy
Men's U23 Time Trial	Mikkel Bjerg	Denmark
Men's Junior RR	Quinn Simmons	USA
Women's Junior RR	Megan Jastrab	USA
Men's Junior TT	Antonio Tiberi	Italy
Women's Junior TT	Aigul Gareeva	Russia

- The Men's Road Race had terrible rainy weather and only 46 of the 197 riders completed it. Mads Pedersen was in a breakaway with Stefan Kung and Matteo Trentin, and won the 3-up sprint. The course had to be rerouted due to flooding, and TV coverage from the motos was interrupted when the plane with the broadcast antenna had to be grounded.
- Annemiek van Vleuten finally won the Worlds Road Race, which was the one thing missing from her palmares (she has won the Worlds Time Trial twice, as well as pretty much every major race at least once, but this is her first World Championship)

- Rohan Dennis got his second TT win in a row. Controversially, he signed with Bahrain Merida for the 2019 season, but was publically feuding with them over their inferior equipment. He withdrew from the Tour de France the night before the time trial that he was favored to win, and was fired from the team. He showed up to Worlds with his old BMC bike and equipment rather than his sponsored Merida bike, and won. He has not yet signed a contract for 2020.
- Chloe Dygert, a 22-year-old American, was the surprise Women's Time Trial champion, displacing Annemiek van Vleuten who was going for her third in a row.
- Anna van der Breggen could not defend her road race title, but finished 2<sup>nd</sup> in the road race and repeated 2<sup>nd</sup> in the time trial.

After Worlds, the last significant race of the year is Giro Il Lombardia, a hilly Italian one-day race and one of the five Monuments. Called the 'race of the falling leaves', it goes from Bergamo to Lake Como. Bauke Mollema won, shortly ahead of Valverde, Bernal, and Fuglsang.

With the season over, here are the final UCI rankings for 2019 as a whole:

- Primož Roglič has won the overall, followed by Julian Alaphilippe and Jakob Fuglsang
- Greg Van Avermaet won the one day rankings, followed by Alexander Kristoff and Julian Alaphilippe
- The stage race ranking goes to Roglič again, followed by Egan Bernal and Alejandro Valverde.
- Lorena Wiebes won the women's ranking, followed by Marianne Vos and Annemiek van Vleuten
- Deceuninck Quick-Step was the best ranked team, led by Alaphilippe, Elia Viviani, and Yves Lampaert. Bora-Hansgrohe was second, led by Pascal Ackermann, Peter Sagan, and Emanuel Buchmann. Jumbo-Visma rounded out the podium, led by overall leader Primož Roglič, as well as Mike Teunissen and Dylan Groenewegen.



## Bonkerz Alphabet Primer

Bob LaDrew

### BONKERZ ALPHABET PRIMER

By Bob and Judy LaDrew



**A** is for animals; they hammer like crazy.  
I can't keep up with them; I guess I'm just lazy.

**B** is for bananas; they keep bonking at bay.  
As for their wrappers, just toss them away.



**C** is for carbon fiber; it makes the load light.  
My gut doesn't help; about that you are right.

**D** is for derailleur, our modern day friend.  
When it needs replacing, get ready to spend.

**E** is for energy bars. One drawback, it's true:  
They're nearly impossible to bite and to chew.

**F** is for flats. Where's that mechanic?  
Oh wait, I'm alone. I'll try not to panic.



**G** is for gears so it's easy to go.  
Sadly, if easy, you also go slow.

**H** is for helmets; they're hotter than Hades.  
But they save the brains of both gents and ladies.

**I** is for inner tube, a self-contained bladder.  
With each passing second my tire gets flatter.



**J** is for jerseys; they cost me some dough.  
But it's worth it to make people think I'm a pro.

**K** is for kickstands; for parking they're great.  
Too bad I'm slower; they add extra weight.

**L** is for Lycra, the biker's textile.  
I look cool though riding a sluggish time trial.



**M** is for motorists who oft go ballistic,  
Making some biker become a statistic.

**N** is for natural break. You just keep going.  
I'll see you again when my water stops flowing.

**O** is for odometer; it logs every mile.  
I make up in volume what I'm lacking in style.



**P** is for pacelines; they increase the speed.  
I can do it all day if they don't make me lead.

**Q** is for quick-release, liked by English and French.  
We can all take our rides without bringing a wrench.

**R** is for racing. If I can't close that gap,  
The next time around I'll be down by a lap.

**S** is for saddles; they're thin and quite tiny.  
Riding all day gives me pain in the heinie.



**T** is for toning, unsupported, low-cost.  
I'm out there all day pedaling hot, tired and lost.

**U** is for undulations; you climb and descend.  
There's always a big one around the next bend.

**V** is for valves; you've got Presta and Schrader.  
You still need a muscular tire inflator.



**W** is for wheels that remain true without wobbles,  
If you ride on the asphalt and stay off the cobbles.

**X** is for X-rays—indisputable proofs  
That I've made some egregious navigational goofis.

**Y** is for yielding; it's an option to ponder.  
Tween dying and living, the latter I'm fonder.



**Z** is for zipping my jersey up fast  
So I look good on Ventoux when I come in dead last.

## Thoughts from the Editor

Taylor Sproul

Thanks for reading the newsletter!

If you would like to contribute an article or photo to the newsletter, or if you have any other feedback, please contact Taylor via e-mail at [dvbc.editor@clubmember.org](mailto:dvbc.editor@clubmember.org). Have you gone on a fantastic ride recently, or travelled somewhere awesome for a ride? If so, please consider submitting a Ride Report or a DVBC Around the World story to the editor.