



DVBC 2021 Board of Directors Voting

Marian Venturini, DVBC President

At this time, each member has the privilege of voting for two end of year items. The first one is to approve (or not) the proposed slate of candidates for the 2021 DVBC Board of Directors, shown below, and the second one is to approve (or not) of the donations made to local bicycle charities as put forth in the article by Rich Abraham, our Treasurer. In order to vote, click [here](#).

You will be required to log in before proceeding. Then just follow the directions.

Proposed Slate of Candidates for the 2021 DVBC Board of Directors:

Rich Abraham	Nancy Moyer	Taylor Sproul
Sabine Cranmer	Marc Petrancuri*	Marian Venturini
Ellen Evans*	Peter Schmidt	*new for 2021
Andy Marzano	Chris Shigley*	

DVBC Charitable Giving 2020

Rich Abraham

In November, each year the DVBC Board decides on what charitable contributions to make with the money raised from the Brandywine Tour. Although the Brandywine Tour was not held this year, the local bicycle related charities are working harder than ever to support local cyclists. Therefore, the Board has decided to dip into the rainy-day fund to contribute to local charities. We thank all our members for making these donations possible.

Friends of Chester Creek Trail \$1000

The trail has been mobbed during the pandemic and a small, dedicated group of volunteers continue trail maintenance projects and work on expanding the trail.

Neighborhood Bike Works \$500

They have switched from running youth programs to provided free bikes to essential workers. If anybody has a bike they no longer need this would be a great time to donate it.

Friends of Ridley Creek Park \$500

The trails have been packed and they are unable to do their regular group trail maintenance. Still they have been working individually to maintain the trails.

Bicycle Coalition of Philadelphia \$500

They have successfully lobbied to close roads and remove parking to allow more room for cyclists and pedestrians. As an example, Martin Luther King drive West River Drive) is now closed to cars full time.

A Changing of the Guard

Marian Venturini

Our DVBC Board Members had a difficult task this year, a task that no one could have imagined, trying to balance safety and the need to ride together, having to cancel events that we all look forward to and work out ways to safely ride in the everchanging landscape of COVID 19. Several of these Board Members have decided it's time to pass the baton to others, so I want to thank them here for their service to the club. They are Dirk Macalpine, Kathleen Malone, Andrea Castro and Sue Affleck. Dirk has been our Ride Leader Coordinator for quite a while now, Sue, Andrea and Kathleen have served in a couple of different roles over the past few years, and all of them have been very involved in preparing and running our Brandywine Tour. If/when you see them, be sure to thank them.

Thankfully, we have found three other members who would like to serve on our Board next year. Here's a bit about each of them in their own words:

"Although I only joined DVBC in September, I previously had participated in several Brandywine Tours and always appreciated the wonderful routes planned by the club. When a friend suggested I check out the Wednesday rides, I decided to officially become part of the club. Since then, I've been on numerous scenic club rides and not only are the routes terrific, the fellow clubmates are a blast to ride with! Now that I'm retired, I have the time to volunteer for this great organization of like-minded riders. My background is as a runner (45 years and counting) but a decade ago I took up competing in triathlons and unlike my running, my cycling is still getting stronger. I would be happy to help organize rides, social events, and destination bike trips

in the post-pandemic future. I look forward to meeting more members of DVBC in the future." - Ellen Evans

"Hi my name is Marc Petrancuri, I'm 52 years old. I've been married for 29 years, we have two daughters. I picked up riding bikes about 8 years ago and been a member of DVBC for 4 or 5 years. I'm a person who wants to help, who's willing to learn. I am a Point of Purchase Display Designer. I have the ability to print and cut signs and displays for club events and promotions." – Marc Petrancuri

"Hi fellow cyclists! My name is Chris Shigley and I'm fairly new to cycling, picking up my first proper road bike in the fall of 2018. I started out solo on the flats for the first year, but always wanted to climb hills. My weight and fitness levels at the time were not conducive to that, and to that end, I joined my first DVBC ride in May of 2019 and have joined as many as possible during our COVID-impacted 2020. I've shed 50 lbs and gotten significantly stronger thanks to cycling and especially through the encouragement of so many of you as I struggled early on. The 'hook' is truly set and cycling is now my passion! I also enjoy photography and would like to get more club pictures going forward, especially at our Brandywine Tour when we return it (with a vengeance!) in 2021. Additionally, I'd like to be able to offer some B+ club rides and big climbs in the coming season. If you crawl away from it afterwards, it was a worthy ride challenge!" - Chris Shigley

As you can see, the three new candidates bring some new abilities and goals to the table, which is always good! The remaining seven Board Members plan to stay on at least another year. You, the members, will have a chance to approve of this group of 10 volunteers by voting online, via our website, to either approve or disapprove of the proposed 2021 DVBC Board. Let's hope that next year will see the Pandemic tamed so that we can socialize and ride as in the past.

Makin' The Law

Nancy Moyer

Have you ever checked out our Club's Bylaws? These lay out how the Club is structured and operates. They are available for you to see in the "About Us" drop-down menu of our website (dvbc.org).

With the purchase of our new trailer, the Board has deemed it necessary to update the Bylaws to include language addressing the physical assets of the Club. Thus, Article XIV is proposed for amendment to add Section 4, as follows below. We also propose to clarify Article V, Section 2, as follows below.

These proposed changes were approved by the Board via unanimous email vote as mandated by the Bylaws. It is expected that they will be formally adopted by the Board by the end of the year. At that point the changes will be made to current Bylaws found on the website.

If you have any questions or comments about the changes, please contact Marian Venturini or any Board member.

ARTICLE V – BOARD OF DIRECTORS

2. The Board may exercise all such powers of the Corporation and ~~do~~ **perform** lawful acts and things. **that conform with the purposes of the Club per Article II.**

ARTICLE XIV – ~~BANK ACCOUNTS, CONTRACTS, AND INVESTMENTS~~ ASSETS, INVESTMENTS, AND CONTRACTS

4. OTHER ASSETS. The properties and assets of the DVBC are dedicated to and for nonprofit purposes only. No part of the properties or assets of this organization on dissolution shall inure to the benefit of any person or any member, director or officer of this

organization. On liquidation or dissolution, all remaining properties and assets of the DVBC shall be distributed and paid over to an organization dedicated to nonprofit purposes which has established its tax-exempt status pursuant to Section 501(c) of the Internal Revenue Service Subsection Codes for Tax-Exempt Organizations.

Remembering Larry Green

Lewis Neidle

I was saddened to learn the bad news about Larry Green. I suspect the last time I saw him was either at a DVBC banquet or on a recent Brandywine Tour when I was riding and he was volunteering. While usually trying to stay fresh for my Wednesday and Thursday evening group rides, and being loath to venture through Swarthmore in rush hour, I always made it a point to attend the legendary Doc's ride led by Larry and/or Woody at least a couple of times a year. Back in the day, some of us would regularly preview the century on the volunteer ride the day before the Brandywine Tour. One year, on what might have been one of Larry's last centuries, our mini peloton consisted of Larry, Woody Kotch, and myself. There may have been more riders ahead of us. We had adventures such as a sit-down lunch at an Amish store, begging for water in Atglen, and several unscheduled stops for Larry to check his blood sugar. Due to a late start and a casual pace, we did not arrive back at Pocopson until the sun was fading.

DVBC Gets Hitched

Nancy Moyer

For many years, DVBC has enjoyed the generosity and good will of former Club President, Doug Bower. He allowed us to store Club tables, canopies, coolers, and sundry other equipment in his barn. At each Brandywine Tour and Bonkers Ride, he allowed us to use his yard

as a staging area for cleaning and loading up the supplies into his personal trailer; he then drove the trailer to our events and made sure all the equipment got where it needed to go. How can we ever thank Doug enough?!!

All good things must come to an end, and last Spring, Doug requested that the DVBC Board make other arrangements for storing and transporting the Club's possessions. The Board debated and deliberated over the options: find another Club member willing to store our things? Rent storage space? Locate a free storage location? Rent a trailer/truck for each Tour? After a thoughtful process, the Board finally voted to purchase its own trailer.

It turned out that finding a good trailer during the age of COVID was not so easy. Low-priced used trailers are a hot commodity, for whatever reason! At last Doug helped the Board to identify a brand-new trailer at a dealership in the Poconos. On September 29, we took a road trip to make the trailer ours.

It was love at first sight. The sparkling new cargo trailer was just the right size for our needs. It met all of our requirements, with a side door, locks, lights, and a back-entry ramp. It has plenty of space, not just for storage but also for all the water jugs, ice, food and other necessities that get loaded in at Brandywine Tour time. The white siding inspired daydreams of a future when DVBC's logo is applied for all to admire!

If the trailer was not already beautiful enough, next came artiste extraordinaire Andy Marzano, who proactively took on the job of painting the bare wood floor of the trailer a crisp gray. Not one but two coats of paint, expertly applied. After that, the trailer was loaded up by Andy, Taylor Sproul, and Rich Abraham. It was then transported to its new home, behind CycleFit in Swarthmore. Many thanks to CycleFit

owners John and Pete and for allowing DVBC to park the trailer on-site there between Brandywine Tours!!



The majestic trailer awaits its new owner



Staying 6 ft apart is easy in a 12 ft long trailer!



Andy paints the wood floor with some durable paint



A motley collection of folding tables, coolers, tents, and storage bins. Carefully arranged to maintain the proper center-of-gravity and to prevent sliding

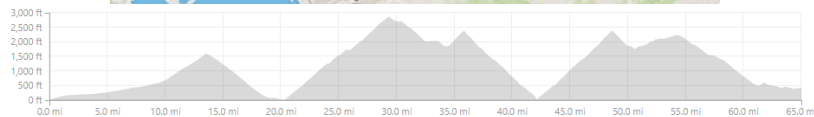
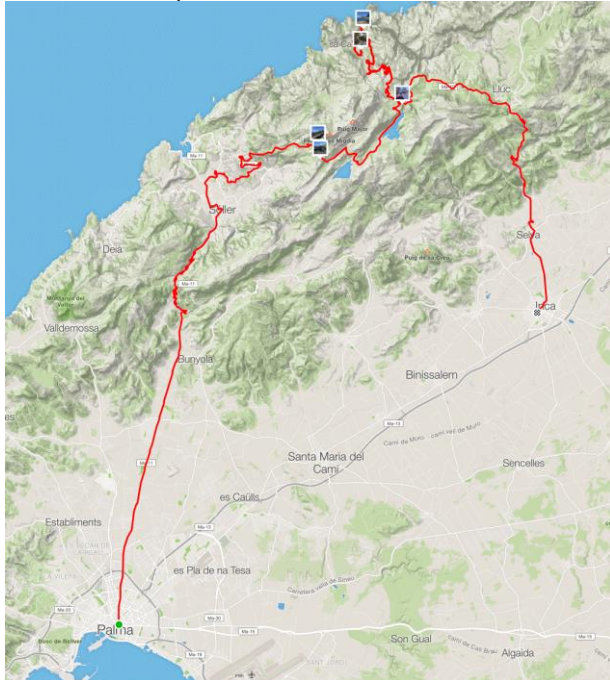


Time to get towed to Cycle Fit

Ride Report: Mallorca Part 4

Taylor Sproul

Back in the June 2019 newsletter, I wrote up Part 1 to my trip in Mallorca in February 2019, and promised that it would be the first article in a five-part series on my trip. In Part 1, I flew to Mallorca, and checked into my AirBnB in Palma, the main city. In Part 2 (April 2020 Newsletter), I did a loop from Palma up across the Tramuntana Mountains and down the northeast coast, battling the famous Mistral wind. In Part 3, I headed down south to explore the touristy beachfront and climb to a mountaintop monastery. This is Part 4, which covers my third (and wildest) ride.



65 miles, 8,402 ft elevation

Towns: Palma, Palmanyola, Soller, Fornalutx, Port de Sa Calobra, Escorca, LLuc, Caimari, Inca

Climbs: Coll de Soller (Cat2), Puig Major (Cat1), Coll dels Reis (Cat 4), Sa Calobra (Cat1), Coll de sa Batalla (Cat4)

With the bike rental being due mid-afternoon tomorrow, today was the day to go big before I go home. I optimistically planned out an 88 mile, 9,500 ft climbing route that would hit a ton of climbs including the highest climb on the island (Puig Major) and the most famous (Sa Calobra). To keep myself safe, I set up two contingency plans: Sa Calobra is a dead end out-and-back that could be skipped, and there is a train from Inca to Palma that could be used to cut out the last 20ish miles of the ride (which had no climbs or landmarks). In Mallorca, you never want to be on the far side of the mountains without the legs to get back over them.

I packed up my pockets with as many snacks as I could fit, and I reprogrammed my GPS to replace the 'clock' data field with 'altitude' (the clock was still on Eastern Standard Time which wasn't particularly helpful). Having an altitude read-out is very nice when doing super long climbs as it's a little more reliable than trying to remember the length of the climb. There are usually signs with the altitude of the summit, so you know how far you are. I could have gone total Big Brain Time by switching my GPS to metric, but doing distance conversions is a nice pastime on difficult climbs.

I rolled out straight north from Palma, but this time one spoke further east on the wheel of roads radiating out of the city center than on the prior time. I encountered the usual Palma challenges like confusing bike lanes and double parked trucks, but this time I made it out to the highway without getting lost in a college

campus. Ma-11 was a major two lane highway with a nice shoulder, and it had a steady but gradual climb. The top of Coll de Soller, the first climb of the day, was at 1,500 ft, but the smooth false flat of the highway got me from sea level in Palma up to about 700 ft. Off to the side, the locals were chopping down trees and burning them, which finally explained why I'd been smelling woodsmoke and seeing clouds of smoke on previous rides.



Coll de Soller is a fun climb. It's a narrow, heavily switchedback road that crosses the spine of the Tramuntana mountains and then descends into the town of Soller on the north coast. However, there is a more recently constructed tunnel for car and truck traffic, so the Coll itself is nearly car-free (aside from a few elderly German motorcycle-tourist gangs and an occasional sightseer). Oh, and

can't forget the sheep on the side, a true staple of a good Mallorcan climb.



The remaining 800 ft of the climb went relatively quickly and peacefully, and soon enough I was at a small restaurant at the top. This is where things got more exciting, and not in a good way. The north side of the mountains was shaded, and it had rained recently. With low amounts of car traffic, the road hadn't been repaved in quite some time. The temperature dropped, and the road was wet with moss growing on it, leading to one of the whitest-knuckle descents in a trip that had more than its fair share of white-knuckle descent. I got legitimately cold for the first time, which should have been a warning.



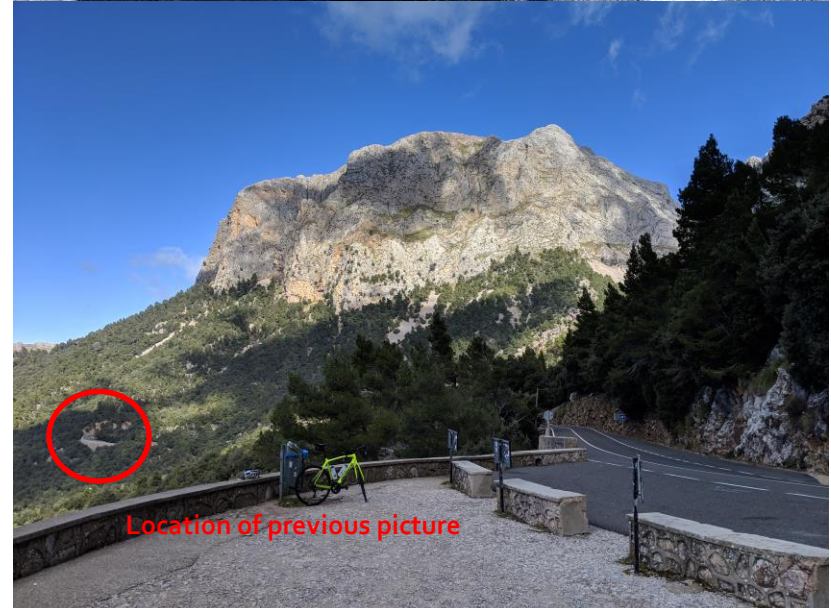
In short order after reaching the bottom of the back side of Coll de Soller (with a moment of silence for my altimeter that was back at sea level after reading 1,500 ft a few minutes prior), I rolled into the town of Soller itself. I took this opportunity to get a coffee and a snack, and warm up in front of an outdoor fireplace at a café. The barista even offered me a free water bottle! This respite was necessary, as the next climb on my route was Puig Major. This is the highest mountain on the island, and the longest road climb, going from sea level to 3,000 ft at a steady 6% grade. The climbing started right out of town, and lasted forever. I forgot about what my mileage counter was saying, it was moving too slow to pay attention to. I just counted off the climbing with the altimeter, focusing on 100 ft at a time. Sometimes I'd get distracted by the scenery and look down to see that I had gone another 100 ft without even realizing it, those were the best parts.



I saw more other riders here than I had on any of the prior climbs, and lots of serious ones. There were pro teams on matching \$10,000 bikes being followed up the climb by their team cars while a DS hung out the window shouting encouragement (or blasting Dutch electronic music). I saw a crusty, ancient Italian dude in a vintage wool cycling cap, no helmet, taking the switchbacks at 50 mph.



The climb was surrounded by trees, but with gaps to let the sun through to warm me back up. I was protected by a rough-hewn log guard rail that gave it a distinct Yosemite vibe. I stopped at one scenic overlook for a picture, and then at another scenic overlook further up I was able to take a picture of the prior one.



With my GPS reading just shy of 2,000 ft, I found myself at the mouth of a tunnel. I flipped on my lights, which I had specifically packed after reading about the unlit tunnels. The inside was pitch black, steeply uphill, and had wet patches where water was dripping through. I kept checking over my shoulder to make sure I didn't get smushed into currywurst by a retired bank executive named Fritz who had moved to Mallorca and was still driving on his old DDR driver's license.



I popped out of the tunnel and realized that I was at the top of the climb – apparently it was only a 2,875 ft elevation at the top, but at some point I had descended 125 ft, so the total climbing was 3,000 ft. This was a pleasant surprise, since I had been expecting to keep climbing on the far side of the tunnel. I came out of the darkness into a lake, where one of the youth U23 cycling teams was hanging out and chatting.



I continued to descend. The U23 team all passed me in the top tube supertuck position before sitting back up and slowing down to the same speed as me. Weird flex, but OK. It's Mallorca, we're all having fun. 1,000 ft descending went surprisingly quickly, and I arrived at an ancient aqueduct, 1,800 ft above sea level. Google Maps has a location there called "cafe - probably seasonal" and it was out of season, the only sign of existence being a rather large boulder with a coffee menu written on it in hand-painted, foot-high German letters. Unfortunately, there were no facilities at all other than trash cans and a picnic table, so I wasn't even able to refill the measly 4 ounces of water remaining (note that this trip is a terrible example of good hydration planning – I continuously have opportunities to refill my bottles and either decline, or just refill one of them, and I ran out of water so many times)



The aqueduct is situated in the mountains at the apex of three roads, so it was decision time. Behind me was a 1,000 ft climb up Puig Major, then a 3,000 ft descent to Soller (the way I had come up). To the left is a 500 ft climb up to Coll dels Reis, then a 2,300 ft descent down Sa Calobra on the north coast. To the right is a 500 ft climb up Coll de sa Batalla, followed by a 2,000 ft descent into the town of Inca, back on the inland plain. Every direction was climbing, and Sa Calobra is particularly challenging because it's a dead end with no bailout options – descending it means that I'm committing to climbing it, and then I'm just back at the aqueduct and need to climb one of the other directions to get to a place that I can catch a bus or train.

It was 1:48pm already, and I had only 4-4.5 hours of daylight. The smart thing may have been to skip it and go back, maybe trying it again tomorrow with some help from the train. But Sa Calobra is the signature climb of Mallorca, so I was going to YOLO it.

I made relatively quick work of Coll dels Reis, then crested the ridge overlooking Sa Calobra. It was exceedingly cool. It wasn't designed by some boring civil engineer worried about minimum turn radii or proper grading. It was designed by an artist painting tarmac on the mountains. It was almost too cool to seem real. It had very little foliage, so you could see the sea and the valley as you descended. There were many features that on their own would have made it super cool – like the spiral bridge at the top where you turn through 270 degrees and cross over yourself, or the spot where it threads through a tiny gap between sheer cliffs rising above you on both sides, nearly close enough to touch.





Since it was the offseason, traffic was light, although I did encounter four passenger buses coming up the mountain as I was descending. Those were much bigger than the road was ideally

meant to handle, and they left a gap barely wide enough for a single rider between the bus and the stone wall.

Port de Sa Calobra itself is just a small tourist trap of a town – two or three cafeteria style restaurants, a parking lot, and a beach. The road itself is the main attraction here, the town is no different from any other of the nice little coves along the coast.



Lunch consisted of a ham sandwich that was double the price but otherwise identical to the one I had gotten the day prior in Lluçmajor. I purchased one water bottle (dumb move) and had a nice lunch at the mostly-deserted restaurant (it's now 2:30pm).



This climb was a similar style to most of the others – not egregiously steep, keeping a consistent ~6-7% except at the apex of the switchbacks where you really need to hammer it for a few pedal strokes. The sun was dipping in the sky, and parts of the climb were

shaded and starting to get a little chilly again. You could see the road ahead and plan out any snack stops to be in the sunlight. At this point, I was finding the Fizik Aliante quite disagreeable, and was having to break up the saddle time.



My day was temporarily brightened when I saw three dudes on longboards riding down it. That was probably the most insane thing I saw in the whole trip. That descent had me scared even though I had brakes. These dudes were just cruising at like 40mph down the hill on skateboards. I have no idea how they planned to get back up it. I assume there is some method by which they are able to show down for the turns, but I can't think of what it could be - dragging a foot at 40mph? You'd wear through your shoes before the bottom. (Note: These guys are shown in a race in Season 2 Episode 3 of 'The Grand Tour' on Amazon Prime, in the first ~10 minutes of the episode)

I reached the Coll de Rais and made quick work of the descent into the aqueduct. By this point both bottles were bone dry, and the only food I had remaining was a half-eaten peanut butter and oat bar that was too dry to finish without water. It was a little after 4 I think, so the whole Sa Calobra experience had used 2.5 of my 4 hours of daylight.



I was 15 miles from Inca and 1,400 ft above it, but I knew I still had 500 ft of climbing in the waning daylight to get over Coll de sa Batalla. The sun sets quickly on the north side of the mountains, and I was plunged back into a dark forest with damp roads. As the miles ticked away. Coll de sa Batalla was a longer, shallower climb than I expected, but I knew that simply meant that the descent at the end was going to be even more challenging, since I was still far above Inca. At this point, it was a foregone conclusion that I'd be arriving in Inca far too late to attempt the 23 mile ride back to Palma, and would instead be taking the train. My legs were still humming along, but I was cold, hungry, and thirsty. I finally crested

the climb and began the descent. There was finally a gas station, but at this point the impending darkness was more of a concern to me than the lack of hydration, and the remainder of my ride was downhill. I encountered a section of the road that had collapsed and was one lane, with a construction crew limiting traffic to one direction at a time. They waved me through and then turned the light red, so I didn't have to wait and I had a few minutes of not having to think about cars coming up behind me. I hit some of my fastest speeds of the trip here, in part due to the experience I'd gained descending and in part due to the urgency of getting off the mountain before dark. I finally made it onto the plain, where the road widened and brightened as I got out of the shadows of the mountains and the trees.

I kept steaming along, knowing I was close to Inca but not sure how close, as I passed through some smaller towns and then through the outskirts of Inca. My route tried to take me down a dirt path, but I stuck to the nice wide paved highway. I made it into the city proper, where my GPS mostly gave up on being able to route me and I kept having to pull out my phone to check Google Maps. Even that was not flawless, as many of the one-way streets were a different direction than google realized. I was also navigating some sort of rush hour traffic jam on the main road, so I ducked down some side streets. I triumphantly arrived at the train station, and had 20 minutes to use the bathroom and fill up my water bottles at the sink after having them dry for two hours.

The train was mostly uneventful except that the number of people with bikes far outnumbered the built-in bike rack. As Inca was the first stop, I had secured a nice spot, but a peloton of beat-up mountain bikes formed around me in the vestibule. Arriving in Palma, all I needed was five minutes of sketchy riding in the dark trying to make it to the apartment. It was a wild day, but I made it through.

Pro Cycling Spotlight

Taylor Sproul



By Chabeo1 - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=94270494>

Tadej Pogačar is DVBC's Pro Cyclist of a Month. The 21 year old Slovenian won the 2020 Tour de France after it was postponed from July to September because of COVID. Pogačar was near the top of GC early, but lost over a minute in the crosswinds on Stage 7. Fellow Slovenian Primož Roglič took the yellow jersey and was a clear favorite to win the overall, with a one minute lead heading into the Stage 20 individual time trial up La Planche des Belles Filles. However, Pogačar was able to muster a spectacular win in the time trial, gaining two minutes on Roglič and taking the yellow jersey for one of the biggest upsets in recent years.



Photo by: UCI Twitter

Anna van der Breggen is DVBC's Pro Cyclist of the Month. The former World Champion and Olympic Gold Champion had a spectacular season. In September, she won the Giro Rosa, the only Grand Tour on the women's WorldTour calendar, for the third time in her career. She took the pink leader's jersey for Stage 8 after initial leader and three-time DVBC PCOTM Annemiek van Vleuten was injured in a crash. A mere week after the Giro Rosa, van der Breggen won the World Championship Time Trial and the World Championship Road Race, ensuring that she will be in the rainbow bands for both disciplines for the next year. Finally, only a few days later, she went on to win La Fleche Wallonne, one of the Belgian Ardennes classics.

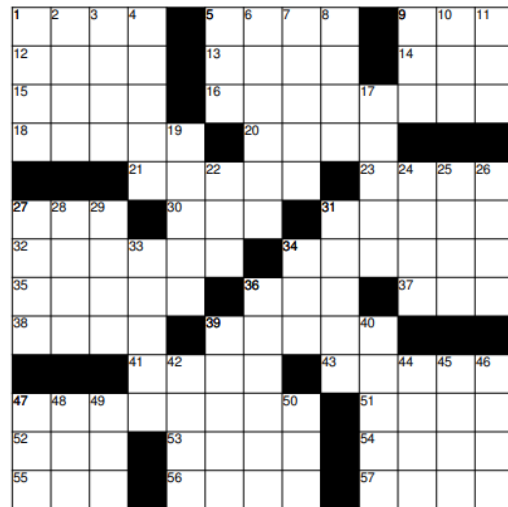
Cartoon & Crossword

Freewheeling

ACROSS

1. Pasta, to a long-distance bike rider
5. Paul Bunyan's ox
9. ____ Geoghegan-Hart, 2020 Giro winner
12. Post-ride emanation
13. Gaelic homeland
14. "My ____ worst enemy"
15. Famous Marco
16. How we hope the pros compete
18. "Danced on the pedals"
20. Smart snack brand?
21. ____-San Remo spring classic
23. Paris-Roubaix or Amstel Gold
27. Fit ____ fiddle
30. Give utterance to
31. Light resin
32. Eddy ____, most prolific winner ever
34. 2020 TdF second place rider Robic
35. They may get bleeped out
36. Former miler Sebastian
37. Phila.-Sea Isle City direct.
38. Issue for an ophthalmologist
39. Aussie road racer ____ Dennis
41. In deep water
43. 7-time TdF points jersey winner Peter
47. Jumbo Visma's American wunderkind
51. Full-length daydress
52. Boxing Champ from Louisville
53. Superlative endings
54. Mr. Knieval
55. Aid on long-distance bike tour
56. Primary direction
57. Editor's "Lose it"

by Bob LaDrew



© 2020

DOWN

1. The law
2. Just ____ on the map
3. Milk Dud rival
4. ____ wagon (It trails Le Tour)
5. B and B's first B
6. Windpipe
7. Boston or UCLA athlete
8. I.C.U. tests, maybe
9. Lonesome prominence
10. Breathless emotion
11. Number of TdF's won by Tadej Pocacar
17. Bomb architect Enrico
19. Components of high-end bike brakes
22. Remiss
24. Defensive rockets: Abbr.
25. Corp. bigwigs
26. Tongue once heard in the Highlands
27. Famous ____ chocolate chip cookies
28. Bike saddle, to some
29. Ostentatiously creative
31. Floor plan stats
33. Like department store bikes
34. Example of cartoon onomatopoeia
36. Stops pedaling
39. Show thriftiness
40. Mentioned explicitly
42. Slant, warp
44. Practiced philanthropy
45. Pro rider son of 32 Across
46. Longest river
47. Bennett, 2020 TdF green jersey winner
48. Portuguese "she"
49. Domino marking
50. Old ultrafast plane, briefly

BONKERS

by Bob LaDrew



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. 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.