

# Delaware Valley Bicycle Club



P.O. Box 156  
Swarthmore, PA,  
19081  
www.dvbc.org

## RAGBRAI - A Cycling Celebration in IOWA By Mary Huis



The Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI) had a DVBC team this year consisting of Doug Bower, Nancy Ness, Dave Hartrum, Lewis Neidle and me. It was a truly amazing experience worthy of any cyclists' "Bucket List". We had a wonderful time camping, riding, eating, etc. Here are the details of our experiences on the 40th anniversary of the largest, oldest and longest recreational bike tour in the world.

### The Route:

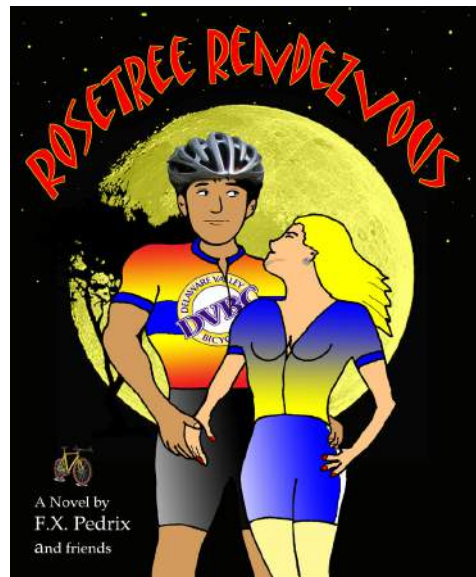
Iowa is not flat. There are lots of rollers and we had a few official climbs but the long steady type - very doable. There were long stretches of road where you could see miles of rollers in the distance literally covered with cyclists - usually spread out on both sides of the road. Quite an impressive sight. In the early parts of the tour, the counties had done patch work on the roads to make them more cycle-friendly. As we entered one town, they had covered the train tracks with plywood and carpeting! Most roads were closed off to traffic and even when traffic was on the roads, particularly later in the tour, cars were few and far between. There was no need for cue sheets and there were none. You either followed the throngs of riders or if you left at the crack of dawn like Lewis, there were signs posted here and there. Also, the Iowa State Police guided us at every turn. Doug thought the Iowa Police were the coolest - they were rocking with music blasting from their car radios - clearly they were enjoying the tour also. The route was 406 miles not including the optional century. Dave, Lewis & I finished the week with 431.5 miles.

### The Cyclists' (and other participants)

The official limit is 10,000 cyclists - 8500 week long riders and 1500 day riders. The days around Des Moines had lots of nonregistered rides. One account in the newspaper said that the numbers swelled to over 25,000 riders. In the mornings, the roads were more crowded and as the day wore on, the riders spread out more. It was not too hard to navigate through the crowds but caution was needed. Most riders were cautious, polite and patient. Some riders moved in front of you without warning. There were many teams with decorated helmets, bikes, and clothing. Every type of bicycle was on the tour - unicycle, road bikes, mountain bikes, tandems, recumbents, bike Fridays, cyclocross, hybrids, trikes, and many bikes to accommodate



See RAGBRAI on Page 4



**Last month: DVBC Board members were sued by Bob Casserole, a rider who was injured in the Bonkers Metric....**

While driving home from work Derrick got a call from longtime Board member Dominick, who instructed him to "Pull over because I don't want you have a coronary and total your car." As Derrick was digesting the shocking news he guiltily uttered a silent prayer of thanks that he had recently resigned from the Board. An inveterate number cruncher, he quickly calculated that \$475,000 divided by eleven Board members came to about \$43,000 apiece. Or, put another way, split among 200 club members it was \$2375 each, although, if it came to that, he anticipated a flurry of resignations by persons who suddenly decided it would behoove them to join a quilting or numismatic club or, for that matter, any organization not involving risk of bodily harm.

By dinner time Friday there were few DVBC members who did not know about Bob Casserole's lawsuit against the club and PennDOT. It is safe to say they were more distressed about the portion of the litigation involving the DVBC than any burden it placed upon PennDOT. That

See Rosetree on Page 5

## Delaware Valley Bicycle Club

P.O. Box 156  
Swarthmore, PA 19081  
[www.DVBC.org](http://www.DVBC.org)

Membership in DVBC is encouraged, but non-members are welcome at all our rides and events. Except for the Bonkers Metric, Brandywine Tour, Club Banquet and Bonkers Picnic, all club events are free. Money raised from rides and membership dues is donated to a variety of cycling-related organizations.

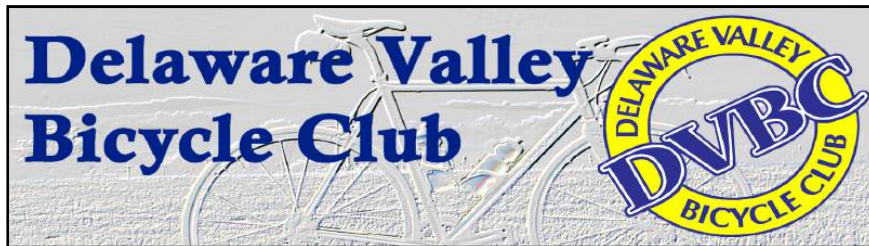
DVBC welcomes articles, photographs, and ride reports for the newsletter. Please submit materials to the Editor before the 15<sup>th</sup> of each month. The views expressed in this publication are not necessarily those of DVBC.

**Monthly board meetings are open to all, and are usually held the 1<sup>st</sup> Monday of the month (except December) at 7 p.m., at the Swarthmore Public Library. Contact the President to confirm.**

### CLUB AFFILIATIONS

- \*League of American Bicyclists
- \*Bicycle Coalition of Greater Philadelphia
- \*Adventure Cycling Association
- \*Bicycle Access Council
- \*East Coast Greenway
- \*PA Walks and Bikes
- \*Friends of Ridley Creek State Park
- \*Friends of the Chester Valley Trail

Newsletter Contents © 2013 by DVBC



## Board of Directors and Volunteer Staff

**Dom Zuppo**, Director  
484.483.7456 or [domzdvbc@comcast.net](mailto:domzdvbc@comcast.net)



**Mike Broennle**, Director, Treasurer  
[treasurer@dvbc.org](mailto:treasurer@dvbc.org)



Larry Green, Director  
[largreen@earthlink.net](mailto:largreen@earthlink.net)



Rich Andreas, Director, President  
[the\\_andreas@comcast.net](mailto:the_andreas@comcast.net)  
856-223-9573



Alex Moeller, Director  
[agmoeller1@gmail.com](mailto:agmoeller1@gmail.com)



Jen Ashbrook, Director  
[jennifer.ashbrook@comcast.net](mailto:jennifer.ashbrook@comcast.net)

Matt Sycz, Director  
[matthew.sycz@rcn.com](mailto:matthew.sycz@rcn.com)

Linda McGrane, Director  
[mcgrane\\_linda\\_a@yahoo.com](mailto:mcgrane_linda_a@yahoo.com)

Mary Huis, Ride Coordinator, Director  
[rides@dvbc.org](mailto:rides@dvbc.org)



Antonio Rocha, Web Page & Listserve  
484.802.8374 or [myweb@crafttech.com](mailto:myweb@crafttech.com)

Ricco Luci, Newsletter Editor  
[RiccoLuci@gmail.com](mailto:RiccoLuci@gmail.com)



### September 2013 Ride Calendar

Rides are no longer posted in the Newsletter. Please refer to the online calendar at  
<https://www.huntcal.com/cal/view/dvbc/dvbc?vm=r/>

## RIDE GUIDELINES & CLASSIFICATIONS

1. Arrive early and be ready to leave on time.
2. Make sure your bike is in proper working order before you arrive. Ride leaders are not expected to be mechanics.
3. A helmet is mandatory for all DVBC rides.
4. Carry a spare tube, patch kit, and water bottle.
5. All Club rides are rated according to the degree of difficulty. Do not "bike off" more than you can do. Go on rides within your ability, interest and experience. If you're in doubt about your ability, try out a ride one class below the one you're unsure of and work your way up.
6. Practice safety and obey all traffic laws.
7. Each rider assumes his/her own risk on all rides.
8. Those who ride ahead of the group are on their own ride.
9. Always notify the ride leader before leaving the group.
10. Ride leaders should adhere to the advertised speed of the ride.



### Connect The Circuit

The DVBC is actively working with the Connect the Circuit Organization. Their vision is a 750 mile circuit of bicycle and pedestrian trails connecting the Greater Philadelphia Region. Our help is required if we are to convince County Commissioners and Freeholders to appropriate the estimated \$10 million to fund the project. Please follow this link to see how you can help:

<http://connectthecircuit.org/take-action>

#### Fast Facts about the Circuit

- The Circuit is a multi-use trail network consisting of 250 miles of built trails throughout the Greater Philadelphia area in PA and NJ and an additional 500 miles of planned trails.
- Each year over 800,000 people use the Schuylkill River Trail, contributing \$7.3 million to local economies.
- The Delaware & Lehigh Trail contributes \$19 million to communities it passes through.
- Active transportation-related infrastructure, businesses, and events were estimated to have contributed \$497.46 million to the New Jersey economy in 2011.
- Right now 25% of our region lives within 1 mile of a completed Circuit trail. 50 miles are currently under construction. Completing the last 500 miles will raise that to 50%.
- Bicycle commuting in the Philadelphia region increased 151% from 2000 to 2009.
- The Circuit raises property values. Example: A 2011 study found that proximity to the Radnor Trail in Wayne, PA raised property values by \$69,000 per property.
- The Circuit provides our region with healthcare savings. A 2011 study found that residents' use of Southeastern Pennsylvania's parks and trails avoids \$199 million per year in direct medical costs and \$596 million in indirect costs.
- According to a study released by the Centers for Disease Control, a \$1 investment in trails for physical activity leads to \$2.94 in healthcare savings.
- Support of The Circuit is being led by The Circuit Coalition, a group of nonprofit organizations, foundations and agencies working together to raise the profile of this regional trail network, and educate people about the benefits an increased trail network will bring to the region.
- The Circuit Coalition has launched The Circuit Commitment campaign to replenish the existing Regional Trail Fund with \$10 million for 2014-2016. The existing Regional Trail Fund was started by the William Penn Foundation with a \$10 million grant in 2011



DVBCers Davie Sprocket and the Gas Passer representing the cause



MAY is NATIONAL BIKE MONTH

# SHARE the ROAD

IT'S ROAD SAFETY, NOT ROCKET SCIENCE




Since 1963

wcbluer.org/ShareTheRoad

handicapped riders. The cyclists themselves came in all shapes and sizes and ages and varying degrees of riding experience. There were 2 runners who completed 423 miles and we saw a skateboarder and a roller blader. Lots of cyclists had stereos mounted on their bikes. It's amazing how much Led Zeppelin can help you ascend a hill.

#### The People of Iowa

All the towns along the route welcome Ragbrai. Riders must dismount in the towns due to the crowds but you want to. You want to see what great food is for sale, you want to see the pretty towns, you want to listen to the great music and you want to talk to the locals and other cyclists. As you enter the towns in a mob of bicycles, the high school cheerleading squad is cheering your arrival, there are signs welcoming you, there are locals telling you that corn dogs are on the right, pies are on the left, music is blasting, children are jumping up and down with joy, seniors are in lawn chairs calmly watching the crowds of cyclists. It is a singular experience. And the towns are only part of it. All along the route, the people of Iowa sell homemade cookies, ice cream, pie, pancakes, "firetruck" pizza along with corn, pork chops, water, and Gatorade. You can count on food and water at every mile along the route.

#### The Scenery

Corn on the left, soybeans on the right. Corn on the right, soybeans on the left. Beautiful views of farmland and rollers stretching out in the distance. Big sky country.

#### Camping

We joined Pork Belly Ventures as our RAGBRAI outfitter. This assured us of a campsite, shower, rest rooms, free beer every evening and some meals. Most evenings we were in a separate location from the rest of RAGBRAI but in Des Moines we were in a huge park with everyone and having our separate allocated space in the middle of thousands of campers and RVs was particularly helpful. We had a bad thunderstorm one night with hail but it ushered in a cool front and the weather after the first couple days was gloriously cooler with lower humidity.

We had our share of challenges including Doug & Nancy's tent collapse (a new tent arrived a day later) and Dave's bike shorts "problem" (he was easier to spot in the crowd with his bright yellow sport shorts). The train in Des Moines that came in the middle of the night so loud that Dave thought he was laying on the track. We had our firsts - first RAGBRAI for all of us and my longest ride ever at 111 miles and first camping bike trip. Also, RAGBRAI was trying to break the world record for the most people donning false mustaches and organizers think they succeeded with over 2000 participants.

In summary, RAGBRAI was a blast - a traveling state fair where bicycles rule the roads - an incredible visual of the popularity of our sport and a testament to the fact that the sport of cycling is truly for everyone. It was an amazing experience to be part of this bicycle celebration. If you asked any of us whether we would do RAGBRAI again, I think the answer would be " You Betchya!"





### Rosetree from Page 1

evening the list serve was overloaded with missives from irate members divided into two roughly equal groups: those who believed this lawsuit would lead to the club's demise, and a group who glibly predicted that any defense attorney would eat Casserole for lunch. Neither outcome would come cheap, however.

Finally came a message from Tony, the list serve moderator, who said he was being advised by a lawyer to gag them all because this site was public domain and Casserole, if not brain dead, could be out there listening at this very moment to mocking comments that might someday constitute evidence to be read before a panel of sympathetic jurors.

Whether as a defiant show of force, or because DVBC members are naturally drawn to any ride associated with eating, the next morning's Salem Oak Diner ride to Bridgeton was well attended by 33 enthusiastic riders. By the time Derrick pulled up to the Broadway Avenue curb, ride leader Drew was assembling the group for last-minute instructions. Though one of the quieter members of the club, Derrick was universally well liked and many riders interrupted Drew's oration to raucously greet him. By now most were aware of Derrick's feelings for Megan and, with dismay on his behalf, they noted her absence. Megan had informed Derrick that she was helping her father complete a financial proposal and would probably be unable to attend.

In the early miles Derrick chatted with several friends before pulling next to a rider he did not recognize. He introduced himself to the man who said his name was Luther and he lived in Downingtown. Although Derrick hadn't asked, Luther wasted no time in launching into a diatribe against all the other clubs he had ridden with. Without exception their members were unfriendly, their leaders power-hungry, the rides disorganized and dull, and Luther's value to the club had gone unrecognized. In fact, Derrick knew some of the names being mentioned and was surprised by Luther's characterization. On this frosty morning, the longer Luther ranted, the more Derrick became distracted by the bulky rider's laborious pedaling style and the long snout drip swaying menacingly from his nose. At last, Luther regained Derrick's attention by loudly stating, "I'm telling you, Derrick, some day those people are going to have to answer for the way they've treated me!"

At that moment Derrick glanced in his rearview mirror and noticed a lone figure approaching from the rear. It was a rider who was closing the gap so fast he thought at first it must be someone on a motorcycle. It was not. It was Megan!



Within seconds a palm touched Derrick's back and his bike was propelled forward. He turned his head and saw the face of beautiful, grinning Megan.

"Dad and I got our work done early," she explained. "I didn't get to Salem till 9:30. I'm glad I had Drew's cue sheet."

Derrick was astounded. Megan would have had to average almost 25 miles per hour and she was hardly breathing. Once again he was reminded of the difference between a professional racer and average club jokers like himself. Cheers for Megan's arrival

went up and down the peloton. Derrick's day had turned from good into GREAT!

Then he noticed something in the pocket of Luther's cycling jersey. He was not sure but it could have been a pistol.



### Tour du Jour

#### Member Submitted Ride Reports

I have always looked forward to Century Season The weather is still temperate, days still relatively warm, and a season of training and riding has brought my weight and form to a peak. It's time to enjoy long rides in new places. Mary H, Gary S and several other unidentified DVBCers (there seem to be so many of you I have yet to ride with) got ahead start on the Season at BCC's Dog Daze. They consistently seem to have as little luck with the weather as we do with our Bonkers. Rain tried to spoil the day. Temps were warm, so the only consideration was the slick pavement on the numerous high-speed descents. Road rash was abundant. Gary and I rode together for a while .... But then my historical mortal enemies from the D&Q (Cherry Hill NJ) Racing team caught us. "Look out, move over ..." Looks like they continue to have an endemic learning deficiency when it comes to road etiquette. This on top of the belligerence they exhibited in the parking area when I approached them earlier. Roused by righteous indignation, the beast in me was released. This was no longer a friendly recreational ride, this was war. Bridging across to the group of 16 I quickly worked my way to the front and released my full fury. It was delightful to look back and see the pained expressions on their faces. It took several miles, but one by one they were dropped, the last rider sliding out on a tight corner. Looks like they need to learn counter steering as well as etiquette. Victorious, I pointed a number-one finger (the middle one) heavenwards. "What is good?" "It is vanquishing your enemies and hearing the lamentation of their women" - Conan the Barbarian

Next up was the Nock. Deb and Alex report "Alex and I rode the Lake Nockamixon Century on Saturday and we had a

**See Tour on Page 6**

### Tour from Page 5

blast. The weather was perfect, the food stops were great, the route was very lightly travelled, and the hills weren't all that bad except for two. The century route took us to NJ via a bridge over the Delaware River at Frenchtown. After a ride in NJ we crossed a footbridge below the Frenchtown bridge. We finished about 3:15 and enjoyed meat ball sandwiches and a diet



coke at the end. Doug and Nancy did the 50 mile route and said they had a great time and when they finished there was a lot of other great foods (pasta salad etc.) besides sandwiches. Wish some of that food would have put aside for the century riders. I recommend this ride to anyone looking for a good ride next August."

Growing up in the Princeton/Hopewell NJ area we could frequently be found riding the roads over the Sourland Mountains. The Charles Lindbergh home, the site of the kidnapping, sits on the top of the ridge. There are a number of roads crossing the range, many turning to hard packed gravel. These roads are reminiscent of the Italian *sterrati* such as those in the Monte Paschi Eroica (Strade Bianche). A number of us navigated these roads at this spring's Hell of Hunterdon Century. The Sourland Conservancy hosts a fall fund-raising metric. NY Andy (M) and Captivating Chris participated. Weather was sparkling, route challenging. A must do.



### Recipe Exchange

This month's we have a three-week recipe that will bring you into peak just in time for that big fall ride you have planned.

It's September. You have a number of Centurys on the calendar, but you've been on vacation and you feel terribly out of shape. What to do about it? Firstly, it's not as bad as you imagine. An Internet search on

exercise physiology finds numerous hits about de-training. Here's a summary of what was found:

- VO2 max: down 4-10%
- Blood volume: down 5-10%
- Heart rate: up 5-10%
- Stroke volume: down 6-12%
- Flexibility: Decreases
- Lactate threshold: Decreases
- Muscle glycogen levels: down 20-30%
- Aerobic enzyme activity: Decreases

Zzzzz .... Pretty boring stuff. What does that mean to your performance? Most sources seem to agree that you can expect a 3-5% decrease in performance. That's trivial. You're riding a Century, not racing in the TdF. If you are still worried, it's not too late. Read on.

As a pro, we raced from January to November. You just couldn't maintain a peak for the whole season. We regularly went through periods of de-training and peaking. Here's a training program advocated by coach and friend Eddie B. Three weeks is all it takes to regain most of that 3-5%.

**Week 1** - Strength and endurance. Kick start the base fitness you already have

Day 1 – Off or easy recovery ride.

Day 2 – Low, easy cadence endurance ride.

Day 3 – Big gear sprints. Four to six 30-second efforts on an incline in the big ring.

Day 4 – Muscle tension intervals. Two to three 10 minute 50 rpm efforts in the big chain ring on a climb.

Day 5 – Easy recovery ride with 20 minutes high spin

Day 6 – Low, easy cadence endurance ride. 70 rpm

Day 7 – Tempo ride. This should be your longest ride of the week with a long stretch of 60 to 90 minutes at or above your target Century pace.

**Week 2** - Recovery, Recovery, Recovery (from week 1)

Day 1 – Easy recovery

Day 2, 4, 5 – Off

Day 3 – Easy Recovery. Easy, high cadence to flush the muscles

Day 6 – Moderate endurance ride zone 2, 90 rpm

Day 7 – Short but hard ride. Brief 100+ efforts over an hour.

**Week 3** - Short rides with short bursts of high-intensity

Day 1 – Off

Day 2 – Easy Recovery 20+ total minutes high spin

Day 3 – 2 x 10 minute Century pace intervals at 90 rpm or higher. Recover

Day 4 – 3 x 3 minute hard intervals (should be spent at the end of each interval). Recover 5-6 minutes between intervals.

Day 5 – Easy Recovery with 10 minutes high spin somewhere in the middle of the ride.

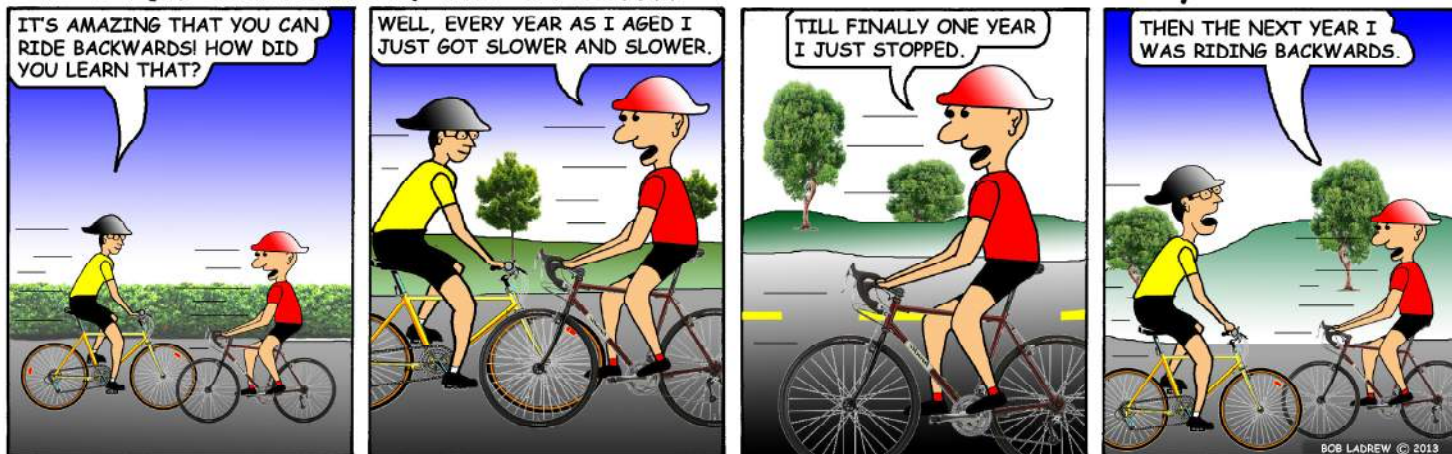
Day 6 – Moderate Century pace of 1 hour

**Day 7 – CENTURY DAY**



# BONKERS Cartoons of the DVBC....

by Bob LaDrew



GG Has an Ice cream Radar