

DELAWARE VALLEY BICYCLE CLUB

P.O. BOX 497, MEDIA, PA. 19063

The DVBC is a non-profit corporation formed to educate the public as to the safe use of the bicycle, through lectures, seminars, planned rides, and other activities promoting the bicycle as an efficient and enjoyable means of exercise, recreation, and transportation.

Non-members are welcome on rides, but are urged to consider their ability and experience when selecting a ride. (See Ride Guidelines.) All rides are subject to cancellation due to weather. If in doubt about the weather or level of difficulty of the ride, please call the ride leader. Though the use of safety equipment, helmets in particular, is strongly urged, the club cannot accept responsibility for accidents or injury while participating in a DVBC event.

NOVEMBER '85

FREE

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- | | |
|-----------------|---|
| November 1-8-15 | Rise & Shine Friday Ride |
| 22-29 | Every Friday ride, easy to moderate pace. Meet at 817 Drexel Avenue in Drexel Hill. Call Frank Havnoonian and let him know on Thursday night if you plan to show at 789-4989 or 626-4477. Women especially welcome. |
| 10-16 miles | |
| Class: B-,C | |
| 7:00 AM | |
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| November 2 | Winter-Season Warm Up |
| 50 miles | Leave Penny Farthing at 26 South Sproul Road (Rts. 3 & 320) and get ready for the Winter season by visiting both of Delaware Valleys Beautiful Parks. Includes circuit through Ridley Creek and Valley Forge Parks, spring & ice cream (ICE CREAM in November!!), duck ponds & special feature: a ride UP! Diamond Rock Megahill! Bring energy food & lots of spare ENERGY. Map Provided. |
| Class: B | Leader - Stu Smith 353-3635 |
| 9:30 AM | |
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| November 3 | Ridley Creek Venture |
| 10-15 miles | Leave Moylan-Rose Valley train station at Rose Valley and Woodward Roads and explore the Ridley Creek Valley on this easy paced ride to the park and back. Leader - Ira Josephs 565-4058 |
| Class: D | |
| 10:00 AM | |
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| November 3 | Pinnacle |
| 61 miles | Leave Octoraro School for the Pinnacle, offering inspiring views of the Susquehanna River with a challenging morning route. Bring lunch for a picnic lunch in a beautiful setting above the Susquehanna River. Water, picnic tables, and rest rooms are provided. Also bring your check book, there usually some good buys on bikes on this hilly ride to the Pinnacle. |
| Class: B | Leader - Doug Kennedy 543-4664 |
| 9:30 AM | |
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| November 10 | Tour De Swarthmore |
| 20-25 miles | leave the College Theater at Chester & Fairview Roads for this easy paced ride through the College Town of Swarthmore and surrounding area. Leader - Ed Sigda 583-9390 |
| Class: C | |
| 10:00 AM | |
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- | | |
|---------------|---|
| November 12 | DVBC Meeting (open to the public) |
| Meeting | Special Topic: Joel Perlsh will show his slides and talk about his recent "Gulf of Mexico to Canada or Bust" tour up the Mississippi River this past summer. See page 7 |
| Class: All | |
| Doors open at | |
| 7:00 PM | |
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November 16	Goshen Area Ride
35 miles	Leave Ridley Creek State Park, parking lot 15 for the beautiful
Class: B	Goshen area. If you are lucky you might even see a FOX hunt in
10:00 AM	progress. Leader - Steve Nieman 566-7927
November 17	Beautiful Downtown Thorton Ride
30 miles	Leave Ridley Creek State Park Headquarters for this ride to the
Class: C	scenic Glen Mills area.
10:00 AM	Leader - Rich Bernhard 284-2019
November 17	5 Mile Time Trial
5 miles	The Fall TT Series are now in progress. See page 9 for more
Class; All	information or call Rich Patterson at 622-2954
9:00 AM	
November 23	Marsh Creek Fall Time Ride
38 miles	Leave the Phoenixville YMCA at Rt. 29 & Pot House Road for this
Class B	late Fall ride to Marsh Creek. Rest rooms available at start.
10:00 AM	Map provided. Leader - Don Patterson 566-5274
November 24	Mountain Bike Ride
? miles	If you are up for a ride off road call Steve Horn for this ride
Class; All	in the wild. Specifics will be set depending on experience of
	callers.
November 28	The Annual Thanksgiving Time Trial Classic
10 miles	Annual TT hosted by the White Clay Bicycle Club. See page 9 or
Class: All	Call Rich Patterson at 622-2954
November 30	River Drives
15 miles	Leave Bond Shopping Center, State and Lansdowne Roads for this
Class; C	ride to the drives. Bring out the Tandems.
10:00 AM	Leader - Rich Patterson 622-2954
December 1	Glen Mills Hill Climb
Class; All	The Fall TT series continues. See page 9 or call Rich.

FROM THE EDITOR

I try not to take up space with a letter from the editor each month so when I do put one in I would like if you would sit down and consider what I have to say. If you haven't led a ride for your fellow riders and you would like to lead one here's your chance. Just send this form in to the Club P.O. box before the 15th of December.

Also if you do not want to lead one and you have the chance to ride on another riders ride. Just take a couple of minutes to write a re-write of the ride so we can say thanks to our leaders in our newsletter.

For instance; last month Don Patterson had 10 riders out for his PA Dutch ride, Ira Josephs had 3 riders out for his Class D Rose Valley ride, Doug K. Had 7 out for his Fort Mott ride, and Rich B. had 9 out for the Red Bank Ride.

Thank You, *Edward P. Sigda*

RIDE LEADER'S RIDE INFORMATION FORM

Ride Name _____
 Date _____ Alt. Date _____
 Miles _____ Class _____
 Starting Place _____

RIDE DESCRIPTION

Leader _____ Phone _____

ELECTION RESULTS

Elections for the Board of Directors were held last month at the monthly meeting. Meeting room was almost standing room only for the once a year election and free will contribution. The crowd was a record attendance for a DVBC club meeting with over 60 people in attendance, silencing the fears of not getting 10 percent of the membership present. When the results were in 3 people were tied for 10th place with only 2 places left to fill. Because of this, a brief and debated decision was made by top officials of the club to give ballots to two late comers, who had not had a chance to vote. After their votes were tallied the tie was broken and the 11 members of the board were elected, with the 12th member being an alternate member of the board.

The 11 members that were elected to serve the club as board members are:

Rich Bernhard	Doug Kennedy	Stu Smith
Frank Havnoonian	Lisa Farina	Norm Griffiths
Don Patterson	Edward Sigda	Vince Calkins
Brenda Borgh	Pat O'Donnell	

And the Alternate board member:

Steve Nieman

With these results the first Board of Directors meeting was called to order by then President Ed Sigda on October 10th.

The first order of business was to elect; a Secretary, Treasurer, Vice President, and President. Lisa Farina was elected to the post of Secretary, Norman E. Griffiths was elected to the post of Treasurer, Edward Sigda was elected to the post of Vice President, and Frank Havnoonian was elected to the top post of President.

The next thing that came to order was the 1986 membership dues. Vice President, Ed Sigda, proposed the following plan; when you join (or renew next year) the Delaware Valley Bicycle Club as of November 1st, 1985 you will receive the following:

- 1.) One 3½ inch Club decal for car window.
- 2.) One 1 inch Club decal for bike or helmet.
- 3.) Membership card which entitles members discounts at some club sponsors.
- 4.) Bicycle Touring Newsletter, published quarterly by Rodale Press.

Membership Dues were voted on with Ed's proposals and the following was passed with 9 members present 7 to 2;

- 1.) Individual Membership - \$8.00
- 2.) Family Membership - \$12.00

A family membership is defined as 2 adult family members and 2 children.

The next major and final business of the night was the formation of an Advertising Committee that will investigate ways to promote the Delaware Valley Bicycle Club. Some suggestions were made, they include;

- 1.) Promote other activities during the Winter months, ie. cross country skiing, ice skating, roller skating, and hiking.
- 2.) DVBC club shirts to be sold in area bike shops.
- 3.) More advertising in local newspapers, as well as northern Delaware, Main Line, etc.

The meeting was adjourned with the next meeting set for November 21st.

* **TWO TANDEM CHALLENGES** *

DVBC HAS AN OPEN CHALLENGE TO ALL AREA TANDEM RIDERS.

Rollin Rich and Joanne Patterson are challenging other Tandem Teams to a December 1st Glen Mills Hill Climb and a flat 10 mile Delaware Time Trial on Thanksgiving Day. May the best Tandem Team Win!!!!

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# DECEMBER MEETING

## Special Topic: Cross Country Skiing

[illegible]

# Cycle and Recycle Calendar



"Cycle & Recycle" 1986-97-03 has been cooperatively published by bicycle campaign groups in Chicago, Boston, Philadelphia, Montreal and London. In French & English, this 11" X 17" wall calendar celebrates the bicycle as everyday transportation throughout the world and includes remarkable photos of the bicycle in every season, from the desert highways of India & Saudi Arabia to the snowy streets of Montreal & Edmonton. Implicit in these photos is that we can live better with less by using bicycles — the vehicle that quiets our cities, links the public & public transit, and suggests a wiser use of the world's limited resources. In keeping with its title, the calendar will be reusable in 1997 and 2003 when the 1986 calendar recycles. Designed & illustrated by graphic artist Susan Davis, this "cyclists' rights production" is a perfect gift for the cyclist who has everything, & a splendid "daily reminder" for public officials.

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## Bicycle Helmets: the Hard Facts

More than 1,000 bicyclists die in the United States each year as a result of accidents.<sup>1</sup> Although about 75 percent of the deaths can be attributed to head injuries,<sup>2</sup> the design and use of bicycle helmets have been areas of concern for only a short time.

In 1983, a report showed that of 173 fatal injuries to bicyclists in Dade County, Florida, from March 1956 to December 1979, most of the accidents involved head injuries without accompanying serious neck injuries. None of the fatalities was reported to have been wearing a helmet. The authors of the study concluded that helmet use would prevent head injuries and thus decrease mortality in bicycle accidents.<sup>3</sup>

Nevertheless, a 1979 survey<sup>4</sup> of 19 bicycle owners manuals revealed that not one mentioned using a helmet. This study, by attorney Ed Kearney of Washington, D.C., was the basis for a condemnation issued by the International Association of Chiefs of Police, urging bicycle manufacturers, importers, and dealers to provide adequate safety information to all bicycle purchasers. Since then, some manufacturers have joined the effort of bike clubs and associations to encourage use of helmets. Kearney also said he is aware of at least one recently settled case in which the plaintiff claimed that failure to warn to wear a helmet created a cause of action against the bicycle manufacturer.<sup>5</sup>

Until recently, there were no formal standards written for bicycle helmets. Motorcycle helmets and standards were unsuitable because of a bicyclist's increased need for comfort and ventilation—a pedaling bicyclist exerts energy, creating body heat that must escape from the top of the head. In 1984, the American National Standards Institute (ANSI) and the Snell Memorial Foundation adopted similar advisory performance standards for bicycles.<sup>6</sup> Both standards specify test methods for impact attenuation. The helmet is placed on a head form and dropped onto both flat and hemispheric anvils. Under both standards the impact must not

cause more than 300 g's force to the head, where impact over 400 g's can cause permanent brain damage.<sup>7</sup>

The standards differ in the required drop height. Because the ANSI standard sets minimum performance criteria, while the Snell standard is intended to reflect and challenge state-of-the-art technology, the ANSI standard is easier to pass. Both standards also provide for retention system testing.

Dr. C. O. Chichester, president of the Snell Memorial Foundation, said he would be comfortable if his child were wearing a helmet that met either standard, although he "would prefer that it meet the Snell standard." Dr. Chichester is more concerned with helmets that do not meet either standard. "Some helmets are widely distributed but are not safe," he said, noting in particular the "hairnet" often worn by racers.<sup>8</sup>

During a joint Snell Foundation-Washington Area Bicyclist Association (WABA) testing of helmets, the leather hairnet registered over 300 g's when dropped from only 6 inches.<sup>9</sup> Results of another recent test showed that some helmets on the market cause 700 or more g's at drop heights lower than those specified in either standard.<sup>10</sup> Not all of the helmets were dropped from the specified height because of fear that their failure would damage the expensive test equipment.

"It's the old story," said Dr. Chichester. "Anything is better than nothing, but there are a lot of nothing helmets out there."<sup>11</sup>

### Effective Features

Helmets that perform well on the tests have several common features, including hard, full-cover shells made of either fiberglass, ABS plastic, or lexan plastic. The purpose of the shell is to spread impact over a wide area. All helmets that meet the standards also have liners made of expanded polystyrene (EPS), which is a high grade of styrofoam, designed to crush upon impact and thereafter be replaced. The helmets also have strong retention systems, designed to keep them on the rider's head in a crash.<sup>12</sup>

"If a helmet doesn't even meet the ANSI standards, they are not even taking advantage of the technology developed for motorcycle helmets in the 1950s," said Randy Swart, bicycle helmet safety coordinator for the WABA.<sup>13</sup>

"Laboratory testing can reliably predict the actual field performance of any given helmet," said Joe Minton in a recent article. "There is simply no excuse for an ineffective helmet."<sup>14</sup>

As in motorcycle helmet litigation, suits may be brought against bicycle helmet manufacturers using several theories, including negligence, strict liability, failure to warn, and misrepresentation. Since a bicycle helmet is sold to protect the head and brain from injuries, liability may arise "when a product is manufactured and marketed for protection of the consumer, the consumer buys the product relying on it for his protection, while engaged in a generally dangerous activity, the manufacturer fails to warn of known limitations . . . and, as a result, the consumer is injured while using the product."<sup>15</sup>

Liability might also be based on misrepresentation under Restatement (Second) of Torts § 402B. "In a complex society where sellers offer apparently similar but in reality fundamentally different products, the rationale behind the rule is most persuasive."<sup>16</sup>

A couple of years ago, an ATLA member represented a plaintiff who suffered brainstem damage after being hit by a truck while wearing a soft bicycle helmet. Plaintiff claimed the helmet was defectively designed, yet was advertised as safe. The attorney took the helmet to a head protection lab in the same county as the manufacturer and was told within half an hour that it was inadequate. The manufacturer settled for \$100,000, and the retailer for \$80,000.<sup>17</sup>

In light of the research, testing, and technology currently available to manufacturers, it is a sad fact that dangerous helmets are still being sold to bicyclists trying to protect themselves. In fact, the preface to the 1984 Snell Standard states, "The safety of many of today's bicycle

Continued on page 8

# SAFETY

## KEEPING THE RIDER IN THE RIDE

Every injury is an individual event, but as a general rule follow these guidelines and see your doctor if any of the following are present:

1. Severe pain or pain that persists for more than two weeks - Pain is nature's way of saying something is wrong.
2. Joint Injuries - Any injured joint should be immobilized until it can be seen by a physician.
3. Loss of Function - If you can't move a finger or ankle, have it checked.
4. Injuries that don't heal within two weeks - Don't wait too long for Mother Nature to take her course.
5. Infections - Watch for pus, red streaks, swelling or fever.

### EASY-TO-REMEMBER FIRST AID ADVICE

Use the mnemonic "RICE" to always remember a practical first aid approach to almost any injury:

**R** is for **rest** - This will cure an amazing variety of sore muscles and bones.

**I** is for **ice** - Reduces swelling, bleeding and pain.

**C** is for **compression** - Reduces swelling and bleeding.

**E** is for **elevation** - Reduces swelling and pain.

2

### SURVIVING THE SADDLE

Practically any cyclist can tell you that the cyclist's Achilles's heel is in his or her seat. The tenderness of one's posterior usually is more of a limiting factor in riding time than muscular strength and cardiovascular endurance. Saddle soreness may strike after two trips around the block or after 200 miles on the road, but we all have our breaking point. Because of differences in anatomy, men and women suffer different problems, but in general, saddle soreness may be divided into the following areas:



**BRUISING** - Most soreness experienced by recreational riders is caused by bruising of the subcutaneous tissues of the buttocks as they are squeezed between the bones of the pelvis and the unyielding saddle. Upright pedaling transfers more weight to the saddle than the flexed position of 10 speed cycling and can be brutal, especially on rough terrain. Surprisingly, large padded saddles don't help substantially because only a small surface area of the buttocks can bear weight on a cycle, regardless of the saddle size. The foam used in padded saddles also is of limited use because it immediately compresses and the pounds per square inch on the buttocks is unchanged. Spring seats don't offer much shock absorption protection either. When it comes to absorbing shocks and vibrations, large tires and smooth surfaces probably are the best.

**PREVENTION** - Spenco Saddle Pad; proper saddle height; good riding technique.

**TREATMENT** - Hot tub soaks; break from cycling.

**SADDLE SORES** - This term generally refers to chafing and excoriation of the skin directly under the supporting bones of the pelvis. It is caused by a combination of pressure, friction and moisture, which macerates the skin. Under extreme conditions of ultramarathon cycling, the skin and subcutaneous tissues can break down and develop into an open sore to the bone.

**PREVENTION** - Spenco Saddle Pad; meticulous skin hygiene; clean racing shorts or underwear; proper riding techniques.

**TREATMENT** - Gently clean skin and use antibiotic ointment if infection is present; Spenco 2nd Skin Dressing; Spenco Adhesive Knit; hot tub soaks and rest.

**PENILE NUMBNESS** - Many a male rider has suddenly realized he's not quite sure "everything" is still there. Numbness of the penis is especially a problem on 10 speeds. It comes on slowly and is caused by pressure from the saddle horn on the nerves and blood vessels on the underside of the penis. It is seldom serious, but very disconcerting.

**PREVENTION** - Spenco Saddle Pad; proper saddle height; proper riding techniques.

**TREATMENT** - Take a break; discreet massage.

**PROSTATE TENDERNESS** - The prostate is a round gland about the size of a walnut located near the base of the scrotum. Unfortunately, it just wasn't built for cycling. Middle-aged and older riders almost always experience some tenderness over the prostate. If a man has a history of prostatitis (inflammation and engorgement of the prostate), a bicycle saddle can be almost intolerable.

**PREVENTION** - Spenco Saddle Pad; upright cycling instead of 10 speed cycling.

**TREATMENT** - Hot tub soaks; see your physician if tenderness persists.

**SADDLE HORN URETHRITIS** - The urethra is the outlet channel from the urinary bladder. For a woman cyclist, the urethra's external opening hits right on the saddle horn which can cause trauma to the urethra and result in localized hurting, painful urination and bleeding. Kitty Goursole, a good friend and world class marathon cyclist, told me that during the 762-mile John Marino Open she suffered excruciating swelling and pain. This kind of abuse not only takes all fun out of cycling, it can take the rider off the saddle for good if not corrected.

**PREVENTION** - Spenco Saddle Pad; upright cycling instead of 10 speed cycling.

**TREATMENT** - Hot tub soaks; high fluid intake if urination is painful; see your physician if distress continues.

**CYCLER'S CHAFING** - Soldiers may march on their stomachs, but cyclists pedal from the crotch. As with other bicycle items, what is good for the racer is not necessarily good for the tourer or recreational cyclist. A riding short with a clean chamois is a great help in preventing chafing, but when the weather is hot and the ride is long, watch out. Jock itch also can sensitize the rider to chafe easily.

The first five of 16 paragraphs by Dr. W.R. Spence Keeping the Rider In the Ride, will appear in the next two months of your DVBC NEWSLETTER. - Dave Fleming S.A.



# NOVEMBER MEETING

the November DVBC meeting comes into session the boring club business will be the exciting entertainment will be long. Why? Because that's the way it should be! The **November 12** DVBC meeting excitement will begin with Joel Perlsh's slide of his recent, "Gulf of Mexico to Canada or Bust" tour. Here's a taste of what is come.

HIBBING, MINNESOTA 55746, WEDNESDAY EVENING, JULY 24, 1985

## Cross-country bicyclist says people mostly good

By JEFF SYME

As a serious long-distance bicyclist, Joel Perlsh has invested a lot of time and sweat on U.S. highways the past five years.

Perlsh, 38-year-old third-grade teacher from suburban Philadelphia, has logged over 10,000 touring miles on several cross-country bike trips. In that time he's taken a unique look at the U.S. and its people. And he's not hesitant to share that view with the folks back home.

Perlsh calls his experience "reaffirming."

"There are thousands and thousands of people I've met and seen who just do ordinary, everyday things that you never hear or read about and who are just wonderful people. I have a very reaffirming feeling about people in this country that I didn't have before I started traveling.

"I think some people have real misconceptions about the country from reading the headlines and watching the news," he said. "In many respects the people in this country are just great. It's a wonderfully affirming feeling that you don't get from reading about other places."

"Textbooks, for example, just cannot convey the sense of land or the people of, say, Iowa or Minnesota. Sometimes they're (books)

they're just plain wrong. Everyone has really been very nice."

Perlsh rolled into Hibbing Tuesday nearing the final stretch of a 1,600-mile trip that began June 25 in New Orleans, La., and will end Saturday in International Falls.

He'd packed his bike and flown from Havertown, Pa., where he lives and works, to New Orleans. When he hits Canada he'll fly back home. Perlsh stayed overnight in Hibbing courtesy of the Regency Inn and planned to stay over near Orr tonight. He's averaged about 50 miles per day, varying from a low of 29 to a high of 98.

The current trek will complete Perlsh's plan to

cross the country by bicycle from coast-to-coast and border-to-border. He rode 4,000 miles in three months from the Pacific to the Atlantic Ocean during the summer of 1980, the first major trip he'd taken. He's also ridden extensively in the northeast and southeast; next year he wants to ride down the Pacific Coast Highway from Canada to Mexico.

A professional photographer as well as teacher, Perlsh said his motivation for such arduous trips is twofold: for exercise and for photography.

But it hasn't been easy. "People are misconceived about long-distance biking. They sometimes say they wish they could ride with me or they say how fun it must be. 'Fun' is not the word to use... looking back I may think, yeah that was a fun trip, but it's not actually fun to ride and sweat your way 60 or 80 miles a day and have nothing but a glass of water at the end of the day... challenging and exciting, yes, and sometimes scary.

"Things often work out well, but not always," he said recalling pitching his tent in raging storms or riding in the rain and snow, or pedaling for days headlong into a strong wind. Then there are mechanical problems with his bike and, rarely, physical exhaustion.

Perlsh will remember Monday night near Libby, Minn., for two reasons: "There were trillions of mosquitos, and one very nice lady." He calls northern Minnesota air "fabulously clean and refreshing," and said he's enjoyed Hibbing very much.

The two toughest things he's encountered are saying goodbye to people he's met and seeing dead animals on the road. Traffic has not been a problem and most cars and trucks swing wide and encourage him onward.

Food has not been a big problem either. "I eat at the place that says 'All the Pancakes You Can Eat for \$1.99... They don't make much money on me.'"

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# HELMETS

Continued from page 5

helmets is a dangerous illusion. In a crash, the rider can suffer similar injury or death as if no helmet were worn at all."<sup>18</sup>

—Lauren Larson is an attorney and Mikel Schwab a law clerk with the ATLA Products Liability Exchange. Both commute to work by bicycle.

Materials on bicycle helmets compiled by the ATLA Products Liability-Medical Malpractice Exchange are available to ATLA members investigating cases on behalf of plaintiffs and may be obtained for the usual fee.

## Notes

- <sup>1</sup> Balderston, *Bicycle Helmets: Which One?* BICYCLING, March 1983, at 125; R. Swart, *Bicycle Helmet Workshop*, transcript of remarks presented at Pro Bike 84 (Dec. 1984).
- <sup>2</sup> Minton, *A Head of the Game*, BICYCLE RIDER, Spring 1985, at 110, and sources listed *supra* note 1.
- <sup>3</sup> Fife, Davis, et al. *Fatal Injuries to Bicyclists: The Experience of Dade County, Florida*, 23 J. OF TRAUMA 745 (1983).
- <sup>4</sup> E. Kearney, *Bicycle Owners' Manuals Are a Blueprint for Successful Product Liability Suits* (unpublished report available through ATLA).
- <sup>5</sup> In telephone conversation.
- <sup>6</sup> American National Standard for Protective Headgear—for Bicyclists, ANSI Z90.4-1984; Snell Memorial Foundation Bicycle Helmet Safety Standard (1984). ANSI may be contacted at 1430 Broadway, New York, NY 10018; Snell Memorial Foundation may be contacted at P.O. Box 733, Wakefield, RI 02880.
- <sup>7</sup> See Minton, *supra* note 2, at 111-112, for a good discussion of brain injuries and g forces.
- <sup>8</sup> In telephone conversation.
- <sup>9</sup> Balderston, *supra* note 1, at 129.
- <sup>10</sup> Minton, *supra* note 2, at 116.
- <sup>11</sup> In telephone conversation.
- <sup>12</sup> See Minton, *supra* note 2; Swart, *supra* note 1; Balderston, *supra* note 1.
- <sup>13</sup> See also Minton, *supra* note 2, at 116.
- <sup>14</sup> *Id.*
- <sup>15</sup> Rawlings Sporting Goods Co., Inc. v. Daniels, 619 S.W.2d 435, 439 (Tx. Civ. App. 1981) (football helmet). See also *Filler v. Rayex Corp.*, 435 F.2d 336 (7th Cir. 1970) (baseball sunglasses).
- <sup>16</sup> Winkler v. American Safety Equip. Corp., 604 P.2d 693, 696 (Colo. App. 1979), 640 P.2d 216, 220 (Colo. 1982) (judgment reversed and remanded but court agrees with policy).
- <sup>17</sup> In telephone conversation with attorney.
- <sup>18</sup> Minton, *supra* note 2, at 112, quoting Snell standard.

# NEW MEMBERS

The Delaware Valley Bicycle Club warmly welcomes the following NEW MEMBERS. The DVBC Board of Directors hope to see all of you on club rides and at events.

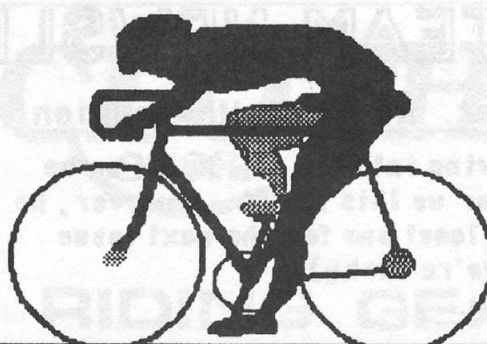
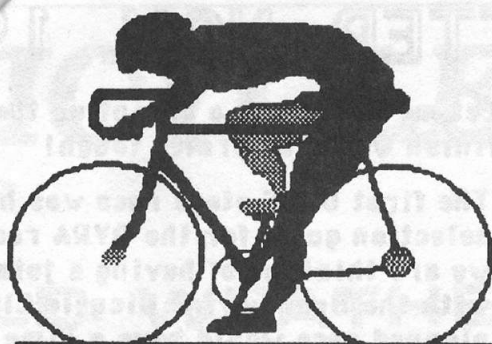
MEMBERS; 368!!!

|                       |                            |
|-----------------------|----------------------------|
| Raymond E. Jenkins,   | Thomas R. Jamison, Jr.,    |
| Wallingford           | Linwood                    |
| Laura Melly,          | Patricia Lasseter,         |
| Wilmington, DE        | Moylan                     |
| Linda M. O'Leary,     | Tony Testa,                |
| Havertown             | Folcroft                   |
| Peg & Andy Erdosy,    | James Maloney,             |
| Lansdowne             | Broomall                   |
| Nicholas Whalen, Jr., | Gregory King,              |
| Upper Darby           | Bryn Mawr                  |
| Fran Bender,          | Peggy Morris,              |
| Boothwyn              | Audobon                    |
| Jeffery Kalan,        | Scott Jackson,             |
| Darby                 | Wilmington                 |
| Dale V. Herrick,      | Ted Boris, Jr.,            |
| Wayne                 | Wayne                      |
| Mickey Lobb,          | Isaac H. Waters, Jr.,      |
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| Ben Prager,           | Aurum Kantor Family,       |
| Media                 | Havertown                  |
| Alan Waxman,          | Shelley Wilson,            |
| Bryn Mawr             | Havertown                  |
| Will A. Ursprung,     | Mary E. Knesis,            |
| Newtown Square        | Voorhees, NJ               |
| Sharon Plomis,        | Stephanie Finn,            |
| Wilmington, DE        | Bryn Mawr                  |
| Bob Huggins,          | John A. Benigno,           |
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DYBC



NOV. 1985

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## COMING ATTRACTIONS:

\*\*\*\* DYBC's Time Trial schedule starting Oct. 20th is a Fall Series in which points and times will be totaled. There will be 16 & under, 17-35, 36-55, and 55 & over categories as well as Women's and Tandem categories. All DYBC members are welcome. A volunteer is needed to help Rollin' Rich (622-2954) with timing the scheduled hill climbs. (Non-members are welcome to participate but will not be eligible for awards. Those under 18 must have parental consent.)

### \*\*Rules for Time Trials\*\*

- 1) A helmet **MUST BE WORN!**
- 2) You ride at your own risk.
- 3) Obey all traffic laws.
- 4) Drafting is **NOT** permitted.
- 5) Ride safely at all times.
- 6) Riders not wearing helmets will not receive times.

If this series goes well we might do it again in the spring, and give old Carnella (State TT Champ - rides for PBC) some REAL competition!!! Speaking of Chuck, he rode quite well in BBC's 10 mile Downingtown TT recently. He not only won the event, but set a new course record in the process. His time of 22:40 was 7 sec. faster than the previous best for the 10.1 miles along Rt. 282. There has been some debate about whether he is really human, however. I'll keep you posted...

### Time Trial Times:

11/3 - Diamond Rock Hill Climb (Diamond Rock & Yellow Springs Road - rain date 11/10) 9 am.

11/17 - 5 mile TT on the Goshen Course (rain date 11/20) 9 am.

11/28 - 10 mile TT in Glasgow, Del.  
The annual Thanksgiving Time Trial Classic, hosted by the White Clay Bicycle Club. Time to be announced. No Rain Date!

12/1 - Glen Mills Hill Climb (Glen Mills & Stoney Bank Roads - rain date 12/8) 9 am.

### \*\*\*DYBC Stage Race Wrap-up\*\*\*

| Rider        | RR place | RR time   | Time bonus | GC time |
|--------------|----------|-----------|------------|---------|
| Frank H.     | 1        | 2:00:11   | 55         | 2:25:36 |
| Doug Owens   | 4        | 2:03:07   | 10         | 2:30:39 |
| Jeff Bleam   | 3        | 2:03:07   | 15         | 2:30:45 |
| Bob Welsh    | 2        | 2:03:00   | 20         | 2:32:11 |
| John Rich.   | 5        | 2:03:07   | 5          | 2:32:26 |
| Rich Newall  | 6        | 2:03:17   |            | 2:34:01 |
| John Delores | 7        | 2:08:10   |            | 2:40:31 |
| Chris Hepp   | 8        | 2:26:49   |            | 2:57:19 |
| Bob MacKenny | 9        | 2:22:10 ? |            | 2:53:05 |

RR = road race

Time bonuses are in seconds.

GC = General Classification, or overall time.

The first DYBC stage race was quite a success. We had quite a few riders involved in every stage, no crashes, and in general a well-run series. I'm looking forward to next year's.



# DVBC TEAM NEWSLETTER NOV. 19

## Coach's Corner, by Frank Haynoonian

Frank is moving into his new house so he has no column for us this month. However, he has promised at least one for the next issue (maybe two if we're lucky).

In other news...

Drexel Hill was third in team standings after the Delaware Valley Racing Association's (DYRA) annual Philly Cup road race. The race was held this year on a different course from the traditional Ridley Creek State Park course. It took place out in Glen Mills, near the Pulsations nightclub. This was the same course on which we held our road race just a short time before. The course is fairly tough, with two long hills. One lap is about 5.5 miles.

The racers were divided into two groups, A and B teams. The A teams for each club were actually racing for the trophy, the B riders were riding for themselves. It was a chilly morning, so many riders decided to keep their warm clothing on. I kept my leg warmers on and was glad of it.

And now, the envelope please...

The winner of the race, with a time of 3:07 for 12 laps (66 miles) was Matt Gible, riding for Bike Tech. Bike Tech finished as the winning team, then PBC, then Drexel Hill. Hill Cycle was next, and BBC after that. Our guys were right in there though: Jeff Bleam finished 12th, at 3:12 or so. Bob Welsh was 13th, close behind Jeff. Frank H. was 16th, a minute or two after Bob. Andre Phillips dropped out after about 4 or 5 laps, having started off fast.

In the B race, which was only 6 laps long, we had John Delores and myself, a full team of Bike Tech riders, Mike McClure and Pat Courtney riding for BBC, and several riders from Hill and PBC. This added up to about 15 or so - a good size group.

At the beginning of the second lap Andy Strauss (Bike Tech) and I left the pack, and rode away from them, picking up time each lap. We thought the A riders behind us were from our race so we kept the pace high. Andy had more "suds" in his legs on the final hill and won. I took second, and about 2 min later a guy from Hill took third in the field sprint.

Let me tell you - a sprint up that hill finish would be pretty tough!

The first DYBC stage race was held as a selection guide for the DYRA race. Next year we are thinking of having a joint stage race with the Brandywine Bicycle Club. The planned race would have a Time Trial, a Criterium, a Road Race, and maybe a Hill Climb. Club members - feel free to make suggestions. We want this to be a well-attended series! (Maybe a springtime training series??)

THANKS TO THE MARSHALS AT THE DYRA RACE!! FROM DYBC, I SAW ED SIGDA AND TOM CRANE, and there were several others I didn't recognize. Thanks also to Harry Haynoonian and his partner on the motorcycle for their help in pacing the A race.

## TIME TRIAL RESULTS

There were no DYBC TT's held, but the club did show up in force for the USCF 10 mile TT held by BBC. If you looked at the front of this page you saw that Chuck Carnella showed up and won. What an animal!

There was someone else who had a time under 23:00, but I do not have the results yet, so I don't have the name. (I'll have them for next issue, though.) Frank and I tied for 4th place, with times of 24:13 (or close to that). Several other DYBC riders did fairly well too.

\*\*\*\*

Speaking of animals (a la Carnella), here's something pretty impressive. Frank told me that Bob Specs, a DYBC member from Broomall, did a DOUBLE IRONMAN. That is a 5 mile river swim, 224 miles of cycling, and 52 miles of running. Back-to-back!! He did this in about 21 hours, which earned him 8th place! Amazing! (What really gets me is the 52 mile run. Ughh!)

\*\*\*\*



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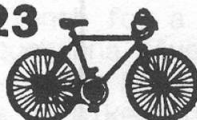
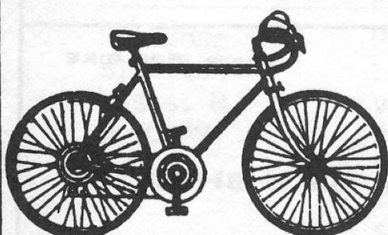
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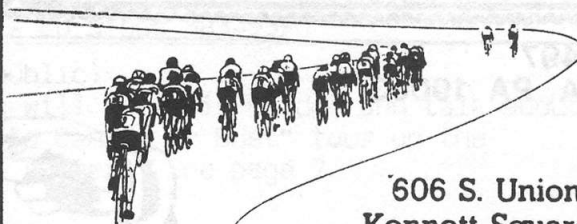


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Comments \_\_\_\_\_

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