

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.

85

DECEMBER/JANUARY⁸⁶

THIS IS IT!

You may have noticed that the letterhead for the Delaware Valley Bicycle Club's Newsletter has changed each month. Well the changing process is over and this is the Newsletter's future letterhead. Thank you for your patience and understanding. I hope you are pleased with the final product. Special thanks go to Don Patterson and GPS Printing for their help.

The Editor,
Edward P. Sigda

December 1 30-35 miles Class: ATB 10:00 AM	Tinicum Wildlife Refuge Dirt Ride Leave the College Theater at Rt. 320 & Fairview Road. From there we will ride to the refuge and ride the dirt paths. Bring your Mountain bike and Lunch. Doug Kennedy 543-4664
December 1 5 miles 9:00 AM	Glen Mills Hill Climb See Racing Page for more details. call Rich Patterson at 522-2954
December 3 Meeting Class: All Doors open at 7:00 PM	DVBC Meeting (open to the public) Special Topic: Cross Country Skiing. Representatives from Wick's Ski and Sport will be giving a special clinic in the sport of Cross Country Skiing. See more inside!
December 6-13 20-27 10-16 miles Class: B-,C 7:00 AM	Rise & Shine Friday Ride Every Friday ride, easy to moderate pace. Meet at 900 Anderson Avenue in Drexel Hill. Call Frank Havnoonian and let him know on thursday night if you plan to show at 449-6154 or 626-4477. Women Especially welcome.
December 7 35 miles Class: B 10:00 AM	Land O'Goshen Leave Ridley Creek State Park, parking lot 15 for the beautiful Goshen Area. If you are lucky you might even see a FOX hunt in progress. Leader - Steve Nieman 566-7927
December 8 25 miles Class: B 9:30 AM	Best - Kept - Secret Ride Leave Penny-Farthing Bike Shop and roller-coaster down Broomall's Marple Road. Ride takes in the neighborhoods of Haverford, Paxon Hollow, and Rose Tree. Several Hills to keep you warm. Leader - Stu Smith 353-3635
December 13 Ice Skating Class: All 7:45-9:45	Friday Night Ice Skating Join Rich Patterson and Company at the rink at Darby and Manilla Roads. Cost \$3.25 plus \$1.00 to rent skates. Leader - Rolin' Rich 522-2954
December 14 48 miles Class: B- 10:00 AM	Unionville Ride Leave Ridley Creek State Park, parking lot #15 for this ride to Unionville via Kennett Square. Leader - Don Patterson 566-5274
December 15 30 miles Class: B 10:00 AM	Editor Special Leave the Swarthmore College Theater at Rt. 320 & Fairview Road for this fun filled ride to Glen Mills and on the way find out how the newsletter is made and destributed. Leader - "Young Ed" 583-9390
December 21 15 miles Class: C 10:00 AM	River Drives Leave Bond Shopping Center, State & Lansdowne Roads for the River Drives. Celebrate the first day of Winter with Mr. Winter. Leader - Rich Patterson 522-2954
December 22 5-10 miles Class: D 10:30 AM	Winter Solstice Ride Leave Moylan-Rose Valley Train Station and observe the shortest Day of the year with your trusty Leader - Ira Josephs 565-4058
December 22 5 miles 10:00 AM	Goshen Time Trial See Racing Page for more information. Call Rich Patterson 522-2954

December 29	You Came Out For It! You Name It!
35 miles	Leave Media Court House and head out to Chadds Ford for lunch at
Class: C	Hank's.
11:00 AM	Leader - Pat O'Donnell 423-6856
<hr/>	
January 1	Hang-Over Special
25 miles	Ride off that end of the year feasting and enjoy the New Year
Class: C	while on your bike. Leave Drexeline Shopping Center.
10:00 AM	Leader - Rich Bernhard 284-2019
<hr/>	
January 3-10-17	Rise & Shine Friday Ride
24-31	See December 6th for more information.
<hr/>	
January 4	Iced-Over
20 miles	Leave Penny-Farthing Bike Shop and trave through scenic neighbor-
Class: B	hoods. We will pass several ponds & Lakes and see if the areas
9:30 AM	waterfowls habitats are Iced-Over. (WHO CARES!)
	Leader - Stu Smith 353-3635
<hr/>	
January 5	Gov. Printz State Park Ride
30 miles	Leave the Swarthmore College Theater at Rt.320 & Fairview Road
Class: B	for this ride to the park on the Delaware River.
11:00 AM	Leader - Doug Kennedy 543-4664
<hr/>	
January 10	Ice Skating with Rich
	See December 13th for more information.
<hr/>	
January 11	Glenmoore Country Store Ride
43 miles	Leave the Pocopson Home Center at Rt. 926 and Pocopson Road, Just
Class C+,B-	West of Rt. 100. Ride to the Country Store in Glenmoore for
10:00 AM	Lunch. Leader - Don Patterson 566-5274
<hr/>	
January 12	Goshen Time Trial
5 miles	See Racing Page for more Details.
10:00 AM	Call Rich Patterson 522-2954
<hr/>	
January 12	After Time Trial Cool Down
15 miles	Leave the Time Trial start for this cool down ride in the Goshen
Class: B-	area. Come out for the TT and then go for a ride.
After TT	Leader - "Young Ed" 583-9390
<hr/>	
January 18	Hiking With Steve
Hiking	Call Steve for the details of this hike.
Class: All	Leader - Steve Nieman 566-7927
<hr/>	
January 26	Villanova, Main Line Ride
25 miles	Leave Haverford Junior High School and head North towards the
Class: C	Main Line and Villanova area.
10:00 AM	Leader - Rich Bernhard 284-2019
<hr/>	
January 25	Roller Skating With Rich
Roller	Join Rollin' Rich at Spinning Wheels Located on Route 202 just
Class: All	South of Route 1.
7:30-9:30	Rollin' Rich 522-2954
<hr/>	
February 1	Bike Shop Special
22 miles	Leave Drexeline Shopping Center on State Rd. and Rt. 1. Visit
Class: C	5 to 7 bike shop helping to distribute newsletters.
9:30 AM	Leader - Rich Patterson 522-2954

FREEDOM TOUR PRE-PRE-RELEASE:

1000 RIDERS AT 1986 FREEDOM MEGATOUR?

It's a definite possibility! The 11th Annual Freedom Tour will be held on April 27, 1986. Publicity is already being generated to attract another record breaking crowd to an event which has attracted Newspaper coverage (The Philadelphia Inquirer, Delaware County Daily Times and News of Delaware County) during each of the last two years. This event is enjoying a tremendous growth in attendance each year. In 1983 we had 70+ riders, in 1984 we had 300+ riders, in 1985 we had 600+ riders, AND in 1986 we will have(HEY! the sky's the limit!) Ed Sigda has already notified the cycling magazines, and Steve Nieman is warming up the furnace for the publicity campaign. Rollin' Rich will of course be grinding his publicity machine along with everybody else. Heck, let's fill up Ridley Creek State Park with nothing but bicyclists. LET'S GO FOR IT!!

To help attract even more cyclist the Freedom Tour Committee has decided to add an 8 mile ride to the tour's agenda. That's right, the 1986 Freedom Tour WILL feature 8, 18, 35, and 65 mile rides

Also, the quality of the event will be improved so the only complaints will be that the ride was TERRIFIC! (say what?). The road markers will be painted BEFORE, AT and AFTER all intersections.

To keep our food stops as one of the area's best, we will need more club members to donate baked goods this year. And we will need a replacement volunteer for the unreplaceable Rich Bernhard, for Food Stop Chairman.

And as in the past, we will need our loyal 20+ volunteers helping with registration, sag wagons, parking assistance, sweep riders, and food stop, plus many others.

This year our event will celebrate the 100th anniversary of the STATUE OF LIBERTY (sweet land of lib... sorry). Now is the time to start thinking about your patch entry for this years award patch, more details later. All bicyclists participating will receive a special DVBC Statue of liberty Commemorative patch recognizing his/her participation in the 1986 Freedom Megatour.

So ALL you loyal riders mark your calendars NOW, so you won't miss the 1986 Freedom Megatour on April 27, 1986!

Uncle Sam may want YOU, but DVBC wants your Bike at the 11th Annual Freedom Megatour!

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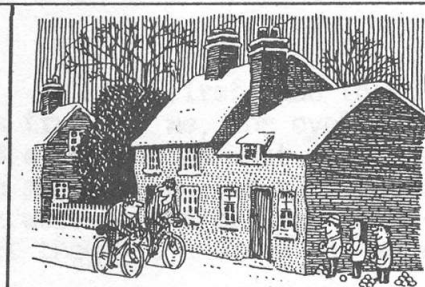
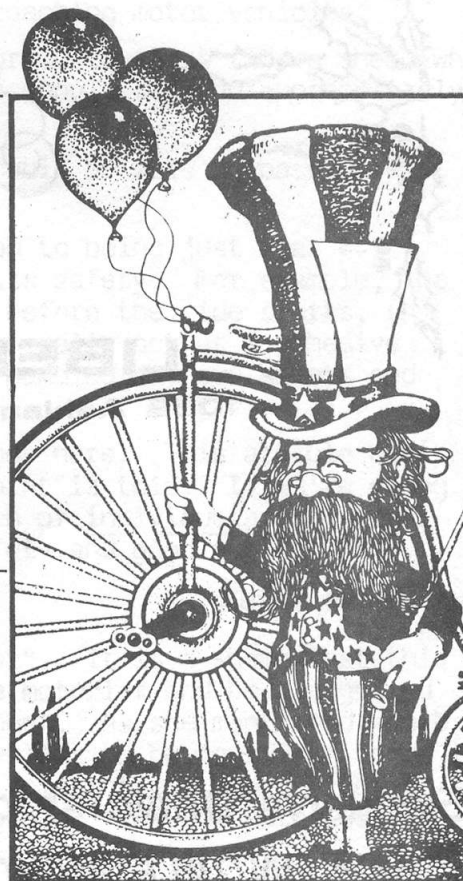
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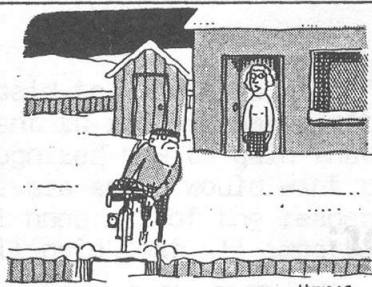
Pat O'Donnell 423-6856

Steve Nieman 566-7927



HELMAS.

"This has always been a very quiet, very peaceful village."



HELMAS.

"I know you've been looking forward to a hundred-mile ride on your birthday, but do you really think you ought to go?"

DVBC~BBC JOINT BANQUET REVIEW

The joint Banquet with the Brandywine Bicycle Club in October was extremely enjoyed but unfortunately we missed a lot of our fellow DVBC members at this joint event. Most of DVBC's "true blue" members were there: Ed Sigda, Dave Fleming, Steve Nieman with wife and son, Vince Melchiorre, Pat O'Donnell, Norm Griffiths and friend, Suzanne Josephs and friend, Anne Chambers, Fay Kelly, and Rollin' Rich Patterson.

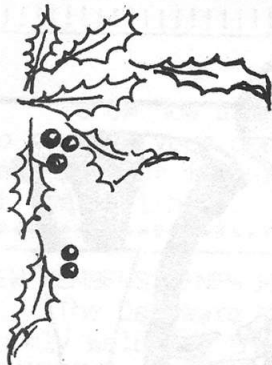
The food was scrumptious, the pot luck dinner provided a wide choice of delicacies; the three 6 foot hoagies were yummy in the tummy, and the apple cider was great for any fider. There was also a wide assortment of salads and desserts to go along with the main course of hoagies.

Special 1985 Brandywine Tour Cycling Mugs were awarded at the banquet to those people who helped out at last years tour. Those present to receive their awards were Ed, Pat, Dave, Vince, Steve, Norm, Suzanne, and Rich. The 1985 C/D Ride Leader Raffle was also held. The following DVBC members had their names submitted in the raffle for each C/D ride that they led in 1985: Anne Chambers(18), Mike Brake(18), Ed Sigda(3), Norm Griffiths(3), Pat O'Donnell(1), Dave Fleming(1), Stu Smith(1), Ira Josephs(1), Roz/dave Chasin(1), Rich Bernhard(10), and Rich Patterson(20). And the winner was Anne Chambers, the winner of a NEW CATEYE CYCLOCOMPUTER. Congratulations Anne! A raffle may be held next year so start leading those rides!

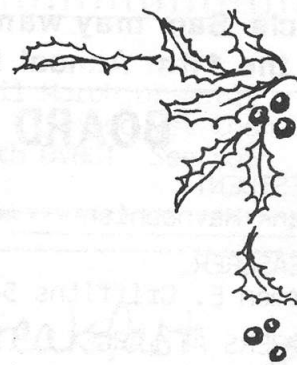
The highlight of the night was a joint sing-along featuring such notorious DVBC vocalists as Dave Fleming, Anne Chambers, and Norm Griffiths. All in all, we had a terrific time meeting bike enthusiasts from the Brandywine Bike Club. Exactly why more DVBC members did not attend, we do not know. maybe many of you are shy, become scared at the word "Banquet" thinking it might be a formal occasion requiring a tuxedo, or who knows just get tied up with family obligations. Whatever the reason, we the DVBC "true blue", hope to meet you at the 1986 DVBC Annual Banquet next year. We missed you.

Rollin' Rich Patterson

Rollin' Rich Patterson



Season's Greetings



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CONCERNED

The following article reprinted from "Cycling Times" the October-November 1985 Newsletter of the Berks County Bicycle Club.

SOME THOUGHTS FROM A CONCERNED CYCLIST

ON A RECENT SUNDAY, after several months of riding alone, I joined a BCBC ride. I was eager to ride with the Club again. But I left the ride at its conclusion feeling very frustrated. Why? First, because the discourtesy shown by some riders created unnecessary hard feelings on the part of some motorists, and secondly, and most importantly, because of the instances of poor bicycle safety which I saw.

Not being one of the faster riders in the group, I had a good opportunity to observe the group's riding technique from the rear. I was shocked! On a fairly busy road, cyclists were riding three and four abreast, monopolizing the entire right lane of a two-lane road! Relayed shouts of "Car Back!" went apparently unheard. Meanwhile, traffic backed up, drivers hesitant to pass the packed riders. After several miles of this, several motorists -- good and mad by now, naturally -- voiced a few choice words as they finally drove by. Yes, cyclists have as much right to the road as motorists, but no, they don't have any more. Cyclists have absolutely no right to hog the road that way!

Putting myself in the place of those drivers, I can't fault them for their reactions. I'd have been good and mad, too, had I been behind their wheels instead of over my own.

Mind you, I'm not writing as a faultfinder, but rather as a concerned cyclist. As a bicycling organization, we surely have some responsibility to set a good example for the public and to educate the community in safe, courteous cycling practices and techniques. Here are a few suggestions:

--Breaking into smaller groups of five or six riders allows cars to pass more easily. Grouping usually occurs after several miles away.

--Most of us like to socialize to some extent while riding; that's part of the reason why I like to ride with a group. But we should save the chit-chat for the quieter country lanes, even then keeping a weather eye to the rear for approaching motor vehicles.

--It's a good practice for riders at the back of the group to alert riders ahead when motor vehicles approach from the rear. But riders in front should respond appropriately by making way for the overtaking vehicle.

--Riding single-file is a must on busy roads. Cars should be able to pass safely, without being forced into the oncoming traffic lane.

--Perhaps ride leaders need to pay a bit more attention to being just that -- leaders -- and take more responsibility for the group and its safety. For example, the leader could (a) give a short safety briefing to the group before the ride starts, (b) keep an eye out for inexperienced or new riders, and (c) generally act as a cohesive influence for the benefit of all riders, instead of simply handing out cue sheets and taking off.

There's much more to this subject than I've touched upon here. This article deals only with my observations from one particular ride. The point is this: If we're going to ride as a group, then we can't simply behave like a bunch of individuals. Instead, we've got to work together on our Club rides to promote safety and good public image.

Kathy Hibshman

When I first read this I said to myself "sounds familiar". It is a shame that this is true, if we, the cyclist, want to ride in peace with the motorist and be recognized as a vehicle we must first recognize how to gain that respect. As she mentioned above, we must be courteous to the drivers as we would want the cyclist to be courteous to us if we were in the drivers seat. I hope all of the readers of this article would practice her thoughts and one day we will gain that all important respect from the motorists.

CAR & BIKE DECALS AVAILABLE

The second Board of Directors meeting was called to order by Frank Havnoonian on Thursday, November 21, 1985 with the following members present:

Frank Havnoonian
Don Patterson
Edward Sigda

Doug Kennedy
Brenda Borgh
Pat O'Donnell

Stu Smith
Lisa Farina
Vince Calkins

Non Board members present: Rich Patterson, John Kusturiss

Treasurer Norman Griifiths was unable to attend do to his vacation.
The Following topics were brought before the board and considered;

- 1.) The Car & Bike decals are now available and can be obtained by joining the club or by renewing at no extra cost. The decals may also be purchased through the club or at some local bike shops. The cost for the decals will be 25¢ for the 1" bike decal and 50¢ for the 3½" car decal.
- 2.) Legal action was taken by the board on behalf of the club by employing Legal Advisor, John Kusturriss to take the necessary legal steps against the printer who damaged the Club Jerseys in the process of being silk screened.
- 3.) John also prsented forms to establish Federal tax exempt status.
- 4.) A bicycle clinic at area malls during the winter months to try to reach the the cyclist of the Delaware Valley that are unaware of our club.
- 5.) Stu Smith has volunteered for the position of assistant editor in charge of special meeting topics.
- 6.) Rich Patterson reported the minutes from the Five County Bike Committee meeting reporting;
 - a) The possibility of being the host club for the 1986 5 County Picnic.
 - b) The holding of a Roller Derby at the Chamounix Mansion this February 7, 1986.
 - c) Suggestions of action needed to pass the Bottle Bil in PA.
- 7.) The purchase of a stop watch for Time Trials Series held by Rich Patterson.

The meeting was adjourned with the next meeting set for December 19th.

SPECIAL THANKS!

Special Thanks go to Joel Perlish who did a terrific speech at the November Meeting. The talk was not only about the riding and scenery, but also concerned the people in the Mississippi River Valley. Hopefully He will be able to share his next tour with us in the near future. Maybe his next two tours will be from the state of Washington to Florida and California to Maine. Good Luck on your future tours and thanks again for your super speech.

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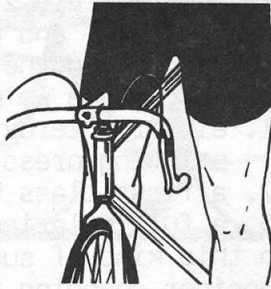
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SAFETY

Keeping the Rider In the Ride

ANG THE BICYCLE TO

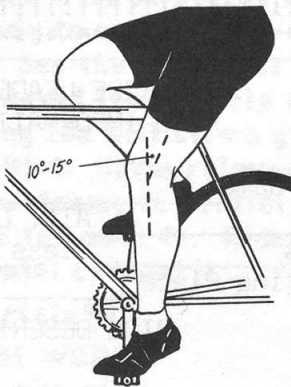
Bicycling is no fun unless the rider is comfortable, and to be comfortable the rider simply must have a correctly sized bicycle. Contrary to popular opinion, a "27 inch" bike is not what every adult needs. Many people mistake the wheel size for the frame size. Most 10 and 12 speed bicycles do have 27 inch wheels, but they vary greatly in frame size. Frame size is measured by the distance from the middle of the bottom of the bracket to the middle of the top of the tube where it joins the seat. A fast and simple test to check frame size is to straddle the top tube of the bike with both feet flat on the ground. The top tube should be between one and two inches from the groin. If the groin touches the frame, the frame is too big. If the frame is three inches or more below the groin, the frame is too small.



After correctly sizing the frame, care should be devoted to selecting the best saddle. There are many types of saddles on the market, including leather, plastic, synthetic materials and combinations of leather, plastic and padding. Leather saddles usually need to be softened and broken in before reaching maximum comfort. Regardless of the saddle type, it takes time and many miles of riding to adjust to any saddle.

Recreational riders, tourists and racers doing long distance training can receive considerable benefit from a Spenco Saddle Pad. Many simple seat covers and pads, like the sheepskin ones, may look comfortable but once the material is sat on it will not significantly affect pressure. Instead, these types of pads are prone to make indentations and may even become worse than nothing. Don't be deceived by any bike expert. No one is exempt from the possibilities of saddle sores. While the skin will develop a callusness, the longer you ride the greater the likelihood of developing saddle sores.

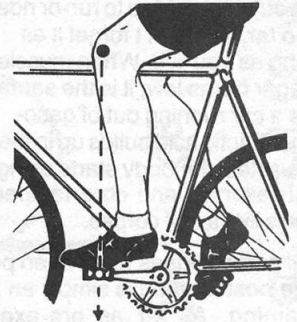
The seat height is also important and should be correctly set with the rider on the bike seat. With the pedals at 6 o'clock/12 o'clock position (straight up and down), there should be approximately a 10° to 15° bend in the knee of the extended leg. The lower leg should never be perfectly straight. When the rider pedals, the hips should not be rocking back and forth. If this happens, the rider is "reaching" for the pedals and the seat needs to be lowered.



Regardless of current seat height, raising or lowering the seat should be done in small increments over a specified period of time, say two weeks, in order for the knees to adjust to the new angle and torque. Another tip, be careful to adjust seat height to even small changes, such as those caused by putting on a saddle pad. As a general rule, if there is pain behind the knees then the seat is too high. If pain is on top or on the side of the knee, then the seat is probably too low.

Knee problems may also develop if the saddle is too far forward or backward. Put the rider on the bike with feet in the pedals again, and rotate the pedals to the 3 o'clock/9 o'clock position, parallel to the ground. With the forward knee, take a plumb (a piece of string with a nut or bolt tied to the end

of it) and hold the string on the side of the leg positioned in the middle of the kneecap. Drop a straight line down somewhere near the axle of the pedal. Ideally, this string should fall directly through the middle of the pedal. If it is behind it, move the seat forward. If it is in front of it, move the seat backward. The angle at which the knee makes the pedal revolution can significantly affect cycling efficiency and comfort.



The angle of the seat should be set up parallel to the top of the tube. If the rider is having hand problems, tilt the nose of the saddle slightly forward. This will force the rider to sit back on the saddle slightly, relieving some of the pressure on the hands. If the saddle nose is tilted too high it can cause extra pressure in the groin resulting in discomfort and numbness.

Another area of proper bike positioning relates to the stem length of the bicycle. The length of the stem greatly affects the angle at which the rider's neck leans forward. Neck problems forced me to drop out of the 1983 Race Across America just as I was challenging for the lead.

Place the rider on the bike with both feet in the pedals and hands on the drops. The rider should look straight down toward the axle of the front wheel and should not be able to see it, as it should be covered up by the handlebars. If the axle is in front of the handlebars, a longer stem is needed. If the axle is behind the handlebars, a shorter stem should be chosen. Getting a new stem may not be necessary, however, if the seat can be moved backward or forward until the front axle disappears from view. Keep in mind the plumb experiment performed earlier for proper knee positioning.

Neck stiffness may also be helped by periodic range of motion exercises while riding. When stopping, let the head drop then rotate it around in circles until the tension leaves. Do it in both directions, and try rubbing the neck with the hand just to relieve a little pressure. A doctor's opinion should always be sought for any serious problems with the neck.

THE AGONY OF THE FEET

Even though cyclists aren't running, they still have foot problems. Cyclists often suffer numbness and foot and knee pains because of pressure exerted on the sole during the power stroke. Cyclists with wide feet or hips, knock knees, bow legs or flat feet are particularly susceptible.



In addition, cycling shoes are notoriously unyielding and narrow. Blisters can cripple the best marathon racer. Metatarsalgia refers to pain and tenderness underneath the balls of the feet. This is very common in long-distance cyclists.

HEADS-UP CYCLING

We've discussed all areas of the body that can be affected in cycling except the most important of all - the head. What is on the rider's head is often as important as what is in the head. Head injuries can be prevented far better than they can be treated. There is simply no logical excuse for not wearing good head protection. See your bicycle dealer for a comfortable, approved helmet.

BEATING THE ELEMENTS

BONKING - Runners call it "hitting the wall" and cyclists call it "bonking." Whatever it is, if you've ever tried to run or ride too far, you won't forget it as long as you live. When muscle sugar burns low, it is the same as a car running out of gasoline. Lactic acid builds up in the muscles, the body starts using fat reserves and core temperatures go sky high. The victim feels like a stiff corpse.



All sorts of ideas have been proposed to avoid "bonking," but the best method is simply an adequate amount of endurance training. As far as pre-exercise nutrition goes, there is no magic meal that assures success. Certain meal plans, however, will help your performance. Carbohydrates will beneficially saturate the body's glycogen stores, and most endurance athletes now prefer carbohydrate-heavy pre-competition meals, instead of the old-fashioned steaks.

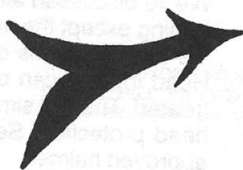
DEHYDRATION - Cyclists often have a greater problem with dehydration than runners because the wind evaporates their sweat and they don't realize how much fluid they're losing. A 3 percent drop in body weight (five pounds for 150-pound person) may result in a 20 to 30 percent drop in performance. Because the ability of the body to absorb fluids during competition is limited, the rider should enter any long ride fully hydrated. Drinking lots of beverages one to two days before an event is equally as important as drinking fluids one to two hours before. In hot weather, the long-distance rider should try and drink just about all the fluids he or she can hold. Salt tablets should be avoided, and fluid replacement drinks can be mixed with water stops.

HEAT STROKE - Heat stroke results from failure to adjust to the dilation of skin blood vessels, which is the body's primary response to overheating. Combinations of high temperatures and high humidity literally can be lethal. Heat stroke victims become listless, apprehensive and may be semicomatose or unconscious. Usually the skin is ashen, cold and damp. Sweating may be profuse, or finally and more ominously, absent. The pulse rate goes up and the body temperature will go as high as 105° F. to 106° F. In true heat stroke, mortality may be as high as 20 percent. If heat stroke is suspected, immediate measures should be taken. The victim's skin should be cooled with cold water or ice and massaged vigorously until the temperature falls. Medical help should be sought as fast as possible.

FROSTBITE - Tissues can be destroyed by freezing just as easily as by heat. Frozen flesh will be hard and white at first, red or mottled later. Local cold injury treatment should consist of three principle approaches: 1) rapid rewarming of the frost-bitten part; 2) maintenance of maximal circulation by warming the body; and 3) covering the part with non-irritating bulky dressings.

DEADLINE JANUARY 15

LEAD A RIDE!



DVBC GOES HI~TECH

To increase DVBC Newsletter assembly efficiency, the Club Treasury has provided 1 electric typewriter, 2 electric staplers, 1 electric collator, and a stamp machine. Gee, if we can get another successful season like last year, maybe we will be able to afford; 1. either a xerox machine or a printing press,

2. a first class business office,
3. a full salaried staff.

With this kind of success we perhaps should consider changing the DVBC "Newsletter" to the DVBC "Magazine". All joking aside, the electric devices have really sped up the Newsletter production. What once took 10 people to collate the 650 newsletter in two ours, now takes 4 people to collate it in the same period of time.

If you would like to help out in the collating of the newsletter please give the editor, Ed Sigda, a call.

Better yet! If you would like to become a writer for the DVBC Newsletter give "Young Ed" a call. Ed is now looking for a few good writers to help him produce the future newsletters. How can you turn down a job that pays absolutely NOTHING! It is a chance of a life time. There is something that you get when you help out the editor, and that's PRIDE! So give Ed a call and write that article for the February Newsletter.

!!!!!!!!!!!!!!

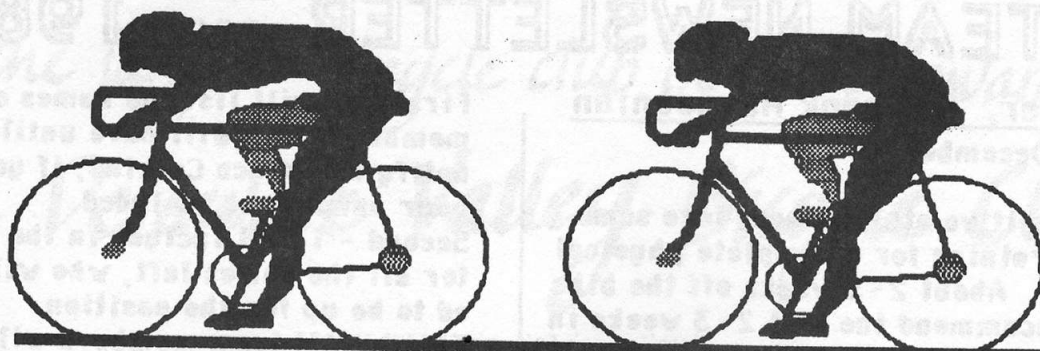
RIDE LEADER'S RIDE INFORMATION FORM

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

RIDE DESCRIPTION

Leader _____ Phone _____

* D V B C *



D E C. & J A N. 1 9 8 5 - 1 8 6

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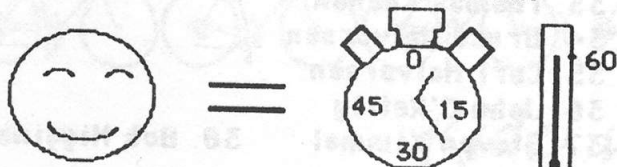
COMING ATTRACTIONS:

As you read this our Fall TT series is just about over, with the last scheduled event on Dec. 1. This is the Glen Mills Hill Climb, at Glen Mills & Stoney Bank roads, 9 am. We will have it 12/8 in case of rain. Come on out and try this hill - but bring a 21 tooth rear cog (at least)! So far we have not seen many of our older riders or women in this series. This is too bad since there will be prizes in those categories but nobody to claim them. Just show up to win! Really! See the November issue for more info. If you would like to help our TT director with timing the hill climb give Rich P. a call at 622-2954. Some relevant info: non-members are welcome to participate but will not be eligible for awards. Riders 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.

HAPPINESS is a warm time trial!



Time Trial Times:

- 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.

End of the Fall Series!!

- 12/22 - 5 mile TT on Goshen course, 10 am.
rain date: 12/29
1/12/86 - Goshen 5 mile TT, 10 am
rain date: 1/19
2/2 - another 5 mile Goshen TT, at 10 am.
rain date: 2/9

FALL SERIES STANDINGS, as of 11/17/85

Points: first = 10, second = 9, etc.

Rider	1	2	3	Total Points
Vince Calkins	12:51	2:33	13:15	29
Andre Phillips	----	2:52	12:39	18
Joe Pless	13:52	----	13:50	15
Micky Lobb	14:22	3:10	----	14
Bill Baratta	14:16	----	14:36	13
Frank H.	----	2:50	----	9
Bob McKenny	----	----	13:36	8
Mike McClure	----	----	13:38	7
Ken Daws	14:34	----	----	6
Greg Langman	----	3:32	----	6

- 1 = 5 mile TT on Goshen course, 10/27
2 = 0.5 miles UP Diamond Rock Hill Road, on 11/10.
3 = 5 mile TT on Goshen course, 11/17

DVBC TEAM NEWSLETTER DEC. JAN. 1985

Coach's Corner, by Frank Haynoonian "What to do in December?"

Every competitive athlete must take some time off from training for a complete physical and mental rest. About 2-3 weeks off the bike is helpful. I recommend the last 2-3 weeks in December as the holiday shopping season can take your mind off cycling for a while. This rest period should be one free of intense competitiveness. Cycling is such an intensely competitive sport that some racers take the whole month of December off!

Some light to medium weight workouts are a great diversion and yet at the same time increase the strength of your arms and shoulders. After a month off the bike you will be very anxious and mentally ready to train hard for another season of that crazy sport - bicycle racing!

"Fixed Gear Training"

Many racers think that fixed gear training - that is, cycling with 1 rear sprocket that allows no freewheeling - is one of the best ways to learn to pedal smoothly. In my opinion it is the ONLY way!

Riding a fixed gear never allows the luxury of coasting. Because you're always pedalling, the fixed gear provides unequalled flexibility.

The greatest advantage of a fixed gear system is the fact that because no coasting is allowed you can spin the pedals up when you go downhill. It's this high r.p.m. downhill leg speed that causes more fluid pedalling! You will reach pedalling speeds that you didn't know you could do!

Fixed gear cycling will greatly reduce or eliminate the tendency for the body to bounce around on the seat when you are pedalling at high rpms on a freewheeling system.

If you have any more questions on fixed gear cycling, please call or write Frank Haynoonian.

See, just as we promised last time - 2 pieces from Frank. Frank has recently been elected to the position of President of DVBC, so the racing team needs a new President - Frank may not hold both offices. So here is what we're going to do:

First, we will list the names of ALL the members. You will have until Jan. 15 notify me, Vince Calkins, if you do NOT want your name to be included.

Second - I will include in the Feb. newsletter all the names left, who will be considered to be up for the position.

Third - All team members will get one vote, and will cast their ballot by 2/15/86. Ballots will be included in the Feb. issue, and will be sent to me. I will print the results in the March issue. The person with the second most votes will be Vice Pres.

Here is the list of team members:

1. Frank Haynoonian (NOT ELIGIBLE)
2. Vince Calkins (NOT ELIGIBLE)
3. John Warda
4. Gino Serano
5. Rich Patterson
6. Bill Baratta
7. Dennis Mattai
8. John Richardson
9. Andre Phillips
10. Jeff Bleam
11. John Delores
12. Robert Wassell, Jr.
13. Joanne Patterson
14. Bernadette McNulty
15. Brian Sullivan
16. Steve Horn
17. Gerald Oakland
18. Richard Newell, Jr.
19. Ed Sigda
20. Bob Welsh
21. Tom Crane
22. Doug Owens
23. Doug Kennedy
24. Ed Garabedian
25. Bill Freedman
26. John J. Radomile, Jr.
27. M. DeSantis
28. Brian Herda
29. Stu Smith
30. Kevin Byrne
31. Joe Pless
32. Ronald Clawson
33. Thomas Keenan
34. Bruce Halvorsen
35. Carl Halvorsen
36. John O'Reilly
37. Steven Kimmel
38. Bob Higgins

Join the largest bicycle club in the Delaware Valley!

The Delaware Valley Bicycle Club

Hello, We Welcome You!

To participate in fun and safe bicycling throughout the Delaware Valley. We offer many scenic routes, an extensive program and all types of bicycling opportunities - for all ages, all abilities and all interests!

- ✓ slow-paced, social rides for beginners, average riders and families!
- ✓ faster rides for experienced and well-conditioned riders!
- ✓ short and long rides - every month of the year!
- ✓ historical and cultural rides!
- ✓ a racing team for competitive cyclists!
- ✓ time trials to promote conditioning!
- ✓ the 11th annual FREEDOM TOUR on April 27th!
- ✓ the 10th annual BRANDYWINE TOUR on September 21th!
- ✓ participation in major events sponsored by surrounding area bike clubs!
- ✓ bike club rallies and picnics!
- ✓ an annual banquet - a great social event!
- ✓ bike maintenance demonstrations, special topics at club meetings and even more activities!

Meetings are held at the Main Line Federal Savings and Loan, Front and Orange Streets, near the Court House in Media, on the first Tuesday of each month at 7:30 pm. Everyone is welcome.

If you enjoy bicycling, then you'll be interested in DVBC!! For further information and for a free complimentary newsletter write: DVBC, P.O. Box 497, Media, PA 19063, or call Rich at 622-2954 or Doug at 543-4664.



Ride with us!

JOIN THE FASTEST GROWING BICYCLE CLUB IN THE DELAWARE VALLEY AREA!

**We have more than 375
active members**

The Delaware Valley Bicycle Club monthly Newsletter covers the club's ride schedule, editorials, listings of other club's major events, safety articles, touring pointers, and ride reports.

DVBC's 1985 FREEDOM MEGATOUR
attracted over 600 riders!

DVBC's 1985 BRANDYWINE TOUR
attracted over 550 riders!

DVBC 1986 MAJOR RIDE SCHEDULE

Sunday, April 27, 1986
FREEDOM MEGATOUR (8, 18, 35, or
65 mile routes) starts at Ridley
Creek State Park (Lot 15).

Sunday, September 21, 1986
TOBRV! BRANDYWINE TOUR! (28, 50,
or 100 mile routes) starts near
Chadds Ford, PA.

DVBC's 1987 MAJOR RIDE SCHEDULE

Sunday, April 26, 1987
FREEDOM MEGATOUR!

Sunday, September 20, 1987
TOBRV! BRANDYWINE TOUR!

Delaware Valley Bicycle Club Members
also receive price discounts at
supporting bicycle shops.

The Delaware Valley Bicycle Club
helps promote safety within the
bicycle community.



APPLICATION FOR 1986 DVBC TOURING CLUB MEMBERSHIP (EXPIRES 3/31/87) AGE _____

Name _____ Phone _____
Address _____ City _____
State _____ Zip _____

Type of Membership: New _____ Renew _____
Individual _____ (\$8.00) Family _____ (\$12.00)
Membership includes: DVBC Newsletter, Free
Car & Bike Decal (\$1.00 value), Discounts at
most club sponsors, Club subsidized events,
& Free Bicycle Touring Newsletter published
Quarterly (\$3.00 value). Family membership
includes two adults and up to two children.
Interest Survey: Slow Riding Class D _____,
Class C _____, Moderate Riding Class B _____,
Fast Riding Class A _____, Camping _____, Club
Events _____, Bicycle Legislation _____, Ride
Leader _____, Newsletter Editor _____, Time
Trials _____, Racing _____, Off-Road Riding _____,
Hiking _____, Volunteer to help at the DVBC
Freedom Tour _____, Brandywine Tour _____.

Comments _____

PLEASE SEND A CHECK OR MONEY ORDER TO:
DELAWARE VALLEY BICYCLE CLUB
C/O MEMBERSHIP OFFICER
BOX 497
MEDIA, PA 19063

APPLICATION FOR 1986 DVBC RACING TEAM MEMBERSHIP (EXPIRES 3/31/87) AGE _____

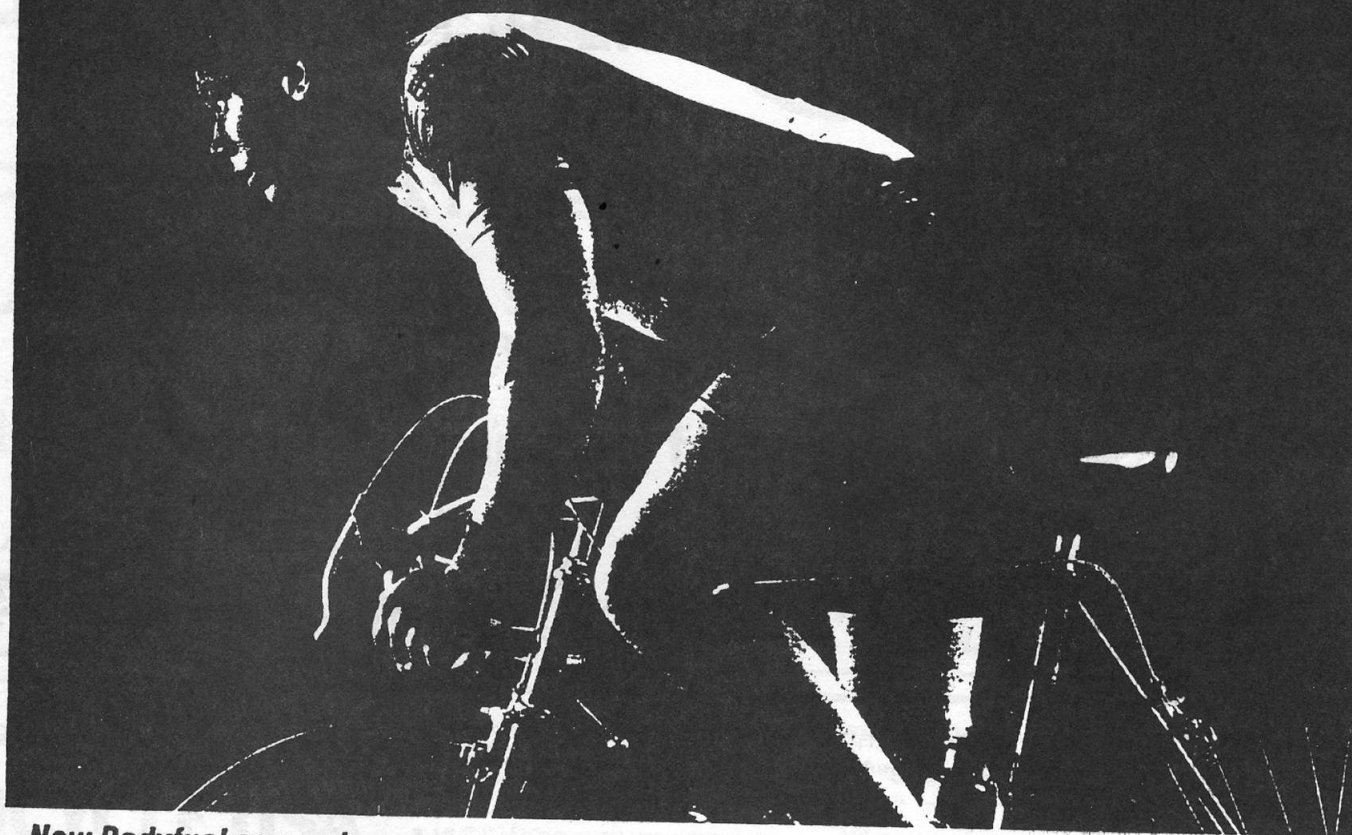
Name _____ Phone _____
Address _____ City _____
State _____ Zip _____

Type of Membership: New _____ Renew _____
Team membership fee includes the DVBC News-
letter, 50% race entry fee reimbursements,
discount on team racing jersey, coaching, &
all privileges enjoyed by touring members,
(you will be both a touring club member & a
racing team member). Membership Fee: \$15.00
Interest Survey: Cyclocross _____, Sprints _____,
Racing Committee Member _____, Racing Judge _____,
Timekeeper _____, Volunteer to help stage a
USCF Race _____, Coaching needed _____, Can pro-
vide transportation to races _____, Roller
Racing _____, Track Racing _____, Road Racing _____,
Stock Bike _____, Time Trials _____.

Do you have a USCF License? _____
License # _____ Class _____
Comments _____

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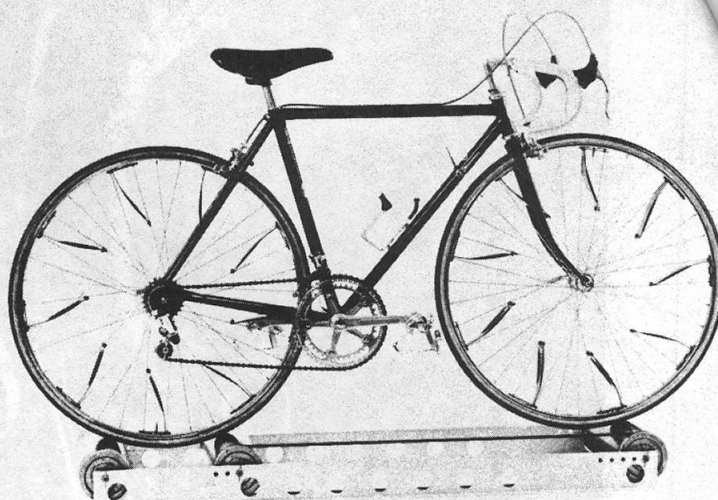
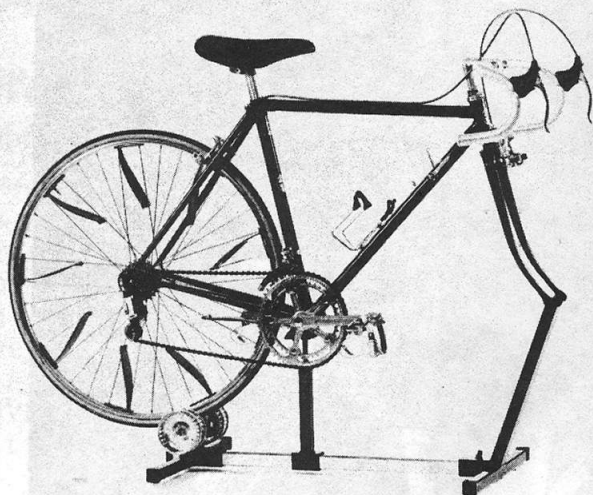
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Wheel Wind blades fit 26", 27", and 700 C sized wheels with 32, 36, or 40 spokes--in any standard spoking pattern. For 32 spoke wheels 4, 8, or 16 blades will fit. For 36 spoke wheels 3, 6, 9 or 18 blades will fit. For 40 spoke wheels 5, 10, or 20 blades will fit. Wheel Wind is sold in sets of 9 blades only. For roller riding, blades can be put in the front wheel also, more than 9 blades may cause excessive belt slippage.

Chrome Key Ring/Bottle Opener	\$12.00
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Wheel Wind	\$15.00
Pulse Meter	\$ CALL
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SPECIAL! For sale 1 "used" Gitane Tandem--price "A lot cheaper than you think!!" CALL Harry

Send check or money order to:

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If you have any questions call 626-4477

Don't forget to specify your Key Ring/Bottle Opener desired: Suntour or Campagnola fork-end.

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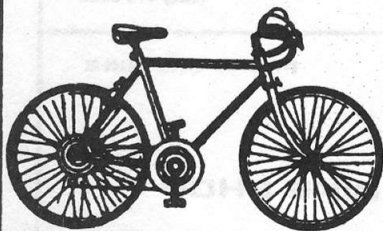
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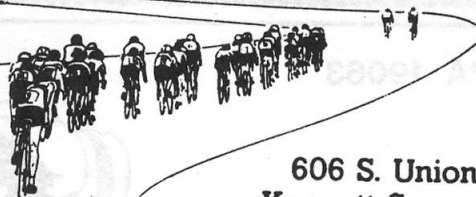
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Name _____ Phone _____
Address _____ City _____
State _____ Zip _____

Type of Membership: New _____ Renew _____
Individual _____ (\$8.00) Family _____ (\$12.00)
Membership includes: DVBC Newsletter, Free
Car & Bike Decal (\$1.00 value), Discounts at
most club sponsors, Club subsidized events,
& Free Bicycle Touring Newsletter published
Quarterly (\$3.00 value). Family membership
includes two adults and up to two children.
Interest Survey: Slow Riding Class D _____,
Class C _____, Moderate Riding Class B _____,
Fast Riding Class A _____, Camping _____, Club
Events _____, Bicycle Legislation _____, Ride
Leader _____, Newsletter Editor _____, Time
Trials _____, Racing _____, Off-Road Riding _____,
Hiking _____, Volunteer to help at the DVBC
Freedom Tour _____, Brandywine Tour _____.

Comments _____

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BOX 497
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APPLICATION FOR 1986 DVBC RACING TEAM
MEMBERSHIP (EXPIRES 3/31/87) AGE _____

Name _____ Phone _____
Address _____ City _____
State _____ Zip _____

Type of Membership: New _____ Renew _____
Team membership fee includes the DVBC News-
letter, 50% race entry fee reimbursements,
discount on team racing jersey, coaching, &
all privileges enjoyed by touring members,
(you will be both a touring club member & a
racing team member). Membership Fee: \$15.00
Interest Survey: Cyclocross _____, Sprints _____,
Racing Committee Member _____, Racing Judge _____,
Timekeeper _____, Volunteer to help stage a
USCF Race _____, Coaching needed _____, Can pro-
vide transportation to races _____, Roller
Racing _____, Track Racing _____, Road Racing _____,
Stock Bike _____, Time Trials _____

Do you have a USCF License? _____
License # _____ Class _____
Comments _____

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