



# DELAWARE VALLEY BICYCLE CLUB

P.O. Box 156, Woodlyn, PA, 19094-0156

JUNE 2001

FREE



## Spotlight on DVBC Commuters

In this era of overhead cams and fuel injection, racing mags and muffler bearings, there are some for whom the bicycle remains a serious mode of transportation. DVBC members who ride bikes to work have written in to tell us about their commutes:

### Jan Chadwick:

Alright, I'll come out of the closet. I admit I'm an off-and-on commuter. I commute 1.1 miles to work, which is the reason I don't commute more often. If it was 5 or 8 miles, I think I'd commute everyday. The year I lived in Media and started commuting everyday 3.5 miles downhill to work and 3.5 miles uphill home, I was very consistent. It was the best cycling year and I was in the best shape ever. 1.1 miles says there are so many things I could do during my lunch hour if I had my truck with me. Now that the weather has changed, I'm commuting more often. Yesterday, I was able to get that 2.2-mile roundtrip up to 6.9 miles. There is always a reason to go a couple of extra miles—the drug store, library, post office... Benefit: I get to work more awake and energized. And, even better, when I get home I am more energized to get changed quickly and get out for a ride, rather than being groggy and desiring to just sit down and rest "for a few minutes." If work is getting stressful, I just say, "I'll be back in half an hour," and take off on my bike to "cool off." I often run into Larry Green in Swarthmore. We can get in a couple blocks of chatting and I catch up on his latest crash story.

### Bob Blackburn:

I just started commuting again a couple of weeks ago after a job change. I have been riding three days a week and plan to ride 3-4 days weekly. I have to drive part way. I park in Valley Forge Park and take the trail down to Conshohocken, a 19-mile round trip. In the morning I

watch the sun rise over the river, and in the evening, I get in another ride while avoiding major traffic problems on I-76. I have joined other cyclists in pacelines during my commute and have already started seeing some commuters regularly, including several recumbent riders. I was recently interviewed for an article in the *Daily Local News*.

### Ira Josephs:

I've ridden to work every day except three since I started my job in the beginning of September. Two of those days were because I had to go straight from work to take my dad to the dentist, and one was when I took two bikes to the bike shop, one to be repaired and the other to supply parts. I rode in all the glorious snowstorms this past winter and plenty of rain as well. Of course, my commute is only a little over two miles each way and fairly flat. I ride a classic touring bike or, in the wet, a mountain bike with fenders. I always have at least one "townie" type pannier that is square and open at the top to accommodate a large paper shopping bag. This one bag is almost always full coming home.

I have been getting around continuously by bike since I started riding in elementary school. There are numerous reasons why I commute by bike. It is fun. It is good exercise. It is a great way to mentally transition from home to work and wind down at the end of the day. It is the right thing to do by benefiting the rest of humankind, and those generations yet to come. You are not polluting or wearing out the roads (saving taxpayers money). By staying healthy you are reducing the taxpayer burden for health care. By not plowing into anyone with your car, you are helping to keep everyone's insurance costs down. Also, you are not contributing to using up the world's oil reserves when

## Tour Du Paint

by Jan Chadwick

After much board deliberation and squawking, we decided this year not to allow any other rides the weekend before the Bonkers Metric. We hoped that this would get more helpers out on the Paint Ride to help paint arrows on the roads for the tour. It worked! Not only did we have enough help to get the entire job done on Saturday, but Eric had the course so well divided that each group had only a small portion of the course to do.

Now, if you've never painted for a tour before, let me help you see what you're missing. It works best if two people paint together. This year I paired up with Woody and we did most of the 18-mile course. What you do in a pair is designate one person to paint the arrows before the turn and another to paint the arrows at the turn and after. In this way you can "bunny-hop" each other as you



ride. I've become quite the pro at stopping, grabbing the paint can out of my water-bottle cage, spraying an arrow, and moving on.

Woody prefers to park his bike away from the threat of paint. I'm too impatient and lazy for that, and you will note that there is no orange paint on my bike—although if you get a magnifying glass out you will find a couple of tiny spots on my right shoe. I did discover, however, that you do have to be careful not to reach down and grab the paint can when you're starting to get thirsty. The result could be nasty. We also discovered that you have to be careful about which way the wind is blowing and make sure your bike is not downwind from the paint. And Woody discovered that you shouldn't get your face too close to the road in case the

See **COMMUTERS** p. 10

See **TOUR DU PAINT** p. 9

**The Delaware Valley Bicycle Club**  
**P.O. BOX 156**  
**Woodlyn, PA 19094-0156**

<http://www.dvbc.org>

### DVBC Meeting Place

Delaware County Peace Center,  
 Springfield Friends Meeting, 1001  
 Old Sproul Road (behind the car  
 wash at Rt. 320 and Old Marple  
 Road). Meetings are usually held  
 the first Monday of most months.

*DVBC welcomes articles and ride  
 reports for the newsletter. Please  
 submit your proofread materials to  
 the Editor before the 15<sup>th</sup> of each  
 month.*

### Board of Directors & Staff

Jan Chadwick, *President & Mail Labels*  
 610.541.0784 or [chadwick@craftech.com](mailto:chadwick@craftech.com)

Mike Young, *Vice President*, 610.461.9040 or  
[youngm@email.chop.edu](mailto:youngm@email.chop.edu)

Bob Leon, *Treasurer*, 610.833.2365 or  
[cbleon@bellatlantic.net](mailto:cbleon@bellatlantic.net)

David Bennett, *Secretary & Advocacy  
 Coordinator*, 610.626.1344 or  
[queenofsheba@craftech.com](mailto:queenofsheba@craftech.com)

Judy LaDrew, *Newsletter Editor*, 610.383.9327  
 or [2ladrews@netreach.net](mailto:2ladrews@netreach.net)

Dave Trout, *Ride Coordinator*, 610.368.0760 or  
[davet@dvbc.org](mailto:davet@dvbc.org)

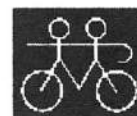
Eric Valencia, *Tour Coordinator*, [eric@dvbc.org](mailto:eric@dvbc.org)

Tony Rocha, *Web Page*, 610.416.0514 or  
[tony@craftech.com](mailto:tony@craftech.com)

Len Zanetich, *Timetrial Coordinator*,  
[l.zanetich@telesciences.com](mailto:l.zanetich@telesciences.com)

Bob LaDrew, *Newsletter Staff*,  
 610-383-9327 or [2ladrews@netreach.net](mailto:2ladrews@netreach.net)

### Club Affiliations



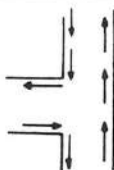
*Bicycle Coalition of the  
 Delaware Valley*

*Please note that the views  
 expressed in this publication are  
 not necessarily the views of the  
 DVBC, nor do we endorse  
 products or services advertised.*

## Ride Guidelines



Obey all applicable traffic  
 regulations, signs, sig-  
 nals and markings



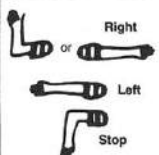
Keep right  
 drive with  
 traffic, not  
 against it.  
 Drive single  
 file.



Watch out for car doors opening,  
 or for cars pulling into traffic.



Protect yourselves at night with  
 the required reflectors and  
 lights



Use hand  
 signals to  
 indicate  
 turning or  
 stopping

1. Arrive early and *be ready to leave on time*. Rides start no more than 5-7 minutes late.
2. Make sure your bike is in proper working order *before* you arrive.
3. Carry a spare tube, patch kit, and water bottle.
4. Practice safety and obey all traffic laws.
5. A helmet is mandatory for all DVBC rides.
6. 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 not sure of and work your way up.
7. Ride classifications:  
**Class D:** For new, inexperienced riders or families: 7-9 mph average moving speed with frequent stops and as few hills as possible. The group will wait for all riders. The ride lengths are usually less than 10 miles, but longer distances are permissible.  
**Class C-:** For average riders: 10-11 mph average moving speed with rest stops as needed. The group will wait for stragglers. The recommended distance is 10-30 miles.  
**Class C+:** Also for average riders: 12-13 mph average moving speed with rest stops every 45-60 minutes. No obligation to wait for stragglers if cue sheets or maps are provided.  
**Class B-:** For more experienced riders: 14-15 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.  
**Class B+:** For strong riders: 16-18 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.  
**Class A:** For very strong riders: 19+ mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.
8. Each rider assumes his/her own risk on all rides.
9. Those who ride ahead of the group are on their own ride.
10. Always notify the ride leader before leaving the group.
11. Ride leaders should adhere to the advertised speed of the ride.
12. Ride leaders are not expected to be bike mechanics.

**Note:** In the case of questionable weather or road conditions, the Ride Leader may decide to cancel the event. Call the ride leader if in doubt. The general public is invited to all events organized by the Delaware Valley Bicycle Club. Except for the Freedom Tour, Brandywine Tour and Club picnic, all club events are free to the general public. The general public is welcome!



## Woody's Wheel Wise

*After a quarter century of riding I've figured some things out, and my mom taught me to share. -- Woody Kotch*

### How to get home with a broken spoke

If you've broken a single spoke you should be able to get home with some minor adjustments. If you hear a pop and your rim is suddenly rubbing against your brake pads you've broken a spoke. Most spokes break at the hub. The other end will still be attached to the rim. It's a good idea to leave the spoke attached so that the spoke nipple does not end up inside your rim, necessitating taking the wheel apart to replace the spoke. If you have broken more than one spoke you shouldn't try to ride the bike. The entire wheel could collapse causing a dangerous crash. If it's only one try this:

1. Twist the broken spoke around one of the adjacent spokes so that it won't flop around and get tangled up in your chain or other stuff.

2. Open the release on your brake calipers so that the wheel has more room to spin.

3. Now get out your spoke wrench. Your rim will be skewed to the side away from the hub to which the broken spoke was attached. At the hub on the non-broken spoke side, slightly loosen two spokes left and right of the broken spoke. A half turn will do. Next, tighten two spokes left and right of the broken spoke that go to the same hub as the broken spoke. This should pull the rim back towards the center.

By tightening the spokes on the side of the broken spoke and loosening the spokes on the opposite side from the broken spoke, you should be able to get the rim centered well enough, with the brake calipers release opened, for the wheel to spin without rubbing.

Now take your shortest and safest route home. You only have one functioning brake so watch your speed. Get your wheel properly fixed and trued before your next ride.

## DVBC VELODROME EXCURSION!!

**Friday, June 22, 5:00 pm**

Admission \$6.00

Come with us to the Lehigh Valley Velodrome where we'll see Olympic gold medalist Marty Nothstein and professional teams from across the globe.

### DIRECTIONS:

Meet at Victoria Baptist Church, Exit 2—Media/Swarthmore—off the Blue Route (Rte. 476). Turn East towards Swarthmore. The church is approx. 1/10th mile on the right. Old stone church with red doors. Come prepared to carpool. Contact Bob LaDrew (610-383-9327) or [2ladrews@netreach.net](mailto:2ladrews@netreach.net).

## DVBC CLUB JERSEY

**All orders must be in by June 29, 2001.**

- A deposit of at least \$20 must be made for each jersey ordered.
- Cost of each jersey is estimated at \$40+ depending on the total number of jersey orders we receive (but not much more than \$40).
- Jerseys come in sizes from Small to 3XL.
- Sample jersey sizes are available to try on for fit—we recommend you try them on because they are running small. Note: Sorry, there will be no returns.
- We will have the sample sizes at the general membership meeting and the board

meeting in June. We will also try to have them with some ride leaders at various rides. If you want to try to hook up this way, contact Jan to see where they will be on a given weekend (610) 541-0784 or [chadwick@craftech.com](mailto:chadwick@craftech.com). Other arrangements might be able to be made depending on the schedule of whoever has the jerseys at a given time, but your best bet will be the meetings.

- Jerseys should be available by August 24, 2001.

**ORDER NOW!**





## How I started my monster commute, by Javier Pazos

Since I live in Lansdowne but work outside of Wilmington, it was SEPTA's bikes-on-rails program that got me started with commuting. At two and a half miles to the Darby station and another six and a half from the Wilmington station to work, I had about nine miles of commuting each way. And on rare occasions when I felt really good and the weather was nice, I would ride the full 29 miles home. It was the perfect way to get regular exercise, travel to work, save money, and enjoy my newfound hobby all at once.

Then last summer SEPTA hit me with the bad news: "During the week of the Republican Convention, no bikes will be allowed on trains!" Since I had already committed myself to a life of commuting by getting rid of my car, it was time to dive in and see if I was in good enough shape to ride sixty miles a day for a whole week. I decided to chart a new route for my morning commute. In the early morning I'd be able to travel on roads that would be too busy to comfortably ride on during the day, yet generally better lit and safer than my regular route would be after dark. I chose a route that went down Baltimore Pike. With a forecast of rain all week on the one hand, and sheer will power in the other, I was now ready to brave the elements and do a month's worth of riding all in one week.

On that wet and miserable Monday morning, I quickly discovered that my new path was a

little hillier than I had anticipated. But I had taken my bite and I was determined to chew it through. After suffering through (what at the time I considered to be) some pretty big hills, I came across the biggest one yet, just as I was leaving Media. I was tired. I was wet. And all I could see in the distance was that flashing yellow light (Elwyn Road) at the top of the hill. I gathered up my remaining energy, pointed myself towards the flashing light and became the little engine that could. Now those of you who are familiar with this area probably think I'm crazy. That's because in a car, in the daytime, you can clearly see that Elwyn Road is only HALFWAY up the hill. Let me assure you that riding a bike on the shoulder in the wee hours before twilight through the mist and the rain, that flashing light looks like the top of the hill. Needless to say, I soon discovered the truth, and by then, I was out of gas. If only I hadn't bragged to everyone how I had never quit a hill, I might've been able to postpone the misery. So I suffered the rest of the way up that hill. I suffered for the rest of that miserable 32-mile commute. And I suffered that afternoon on my commute home. But strangely enough, by the end of the week, it wasn't that bad.

Today that commute is so standard for me that on days that I decide to be a slouch and take my bike on the train, I can almost feel myself gaining weight.

## FOR SALE

**Vista Araya Islero, 23"** chrome moly touring frame, Triple Crank, all alloy parts, fine example of an 80's touring bike, \$100 obo

**Classic Ralghia** women's style frame three speed, made in England, good condition, \$50 obo

**Collection of cycling books** (12ea), half are touring essays, \$25 obo takes all

**Bicycle work stand** with tool tray, fits steel and titanium round tube frames, \$25 obo

Frank 610-534-3978 eve; 215-537-4299 day.

**ROAD TANDEM.** Belinky (Sterling) Signature. \$1,900. 19" x17". Handcrafted fillet brazed. Red with yellow detail. Like-new condition (purchased 10/95). 21 speed Sachs (campy style). Ergo shifters & drive train. Shimano 105 brakes. Arai drum. Rear rack. Adj. control-tech stoker stem. Suspended stoker seat post. Call Larry at 610-544-5799.

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# DELAWARE VALLEY BICYCLE CLUB



## RIDE CALENDAR

### June 2001



#### \*\*\*\*\*Recurring Weekday Rides\*\*\*\*\*

**Weekdays, All month, 7:30 a.m. - Weekday Ramble - Miles: 10-20 Class: C**

Just about every weekday (Thursday is the Breakfast Ride see below), weather permitting, we meet for an easy-paced ride. We leave from our Havertown home in the Oakmont Section. Please call the night before, to confirm departing place and time. Contact Joel Perlsh at 610-789-7673 or joelperlish@aol.com

**Thursdays, All Month, 7:30 a.m. - Pancake Breakfast - Miles: 10-25 Class: C**

7:30 a.m. on each Thursday leaving from our Havertown home in the Oakmont section. Weather permitting. This is an easy-paced ride of 10-15 miles with a pancake place in between. Please don't forget money and a helmet. We're generally back to start by 9:45 a.m. Please call the night before, to confirm departing place and time. Contact Joel Perlsh at 610-789-7673 or joelperlish@aol.com

**Tuesdays, All Month, 6:00 p.m. - Vocabulary Ride - Miles: 10-20 Class: C**

Come out for a spin around southern Delaware County and learn a new vocabulary word. We meet in the parking lot of the Pathmark on MacDade Blvd. in Folsom. Contact Dave Trout at 610-368-0760 or davet@dvbc.org

**Wednesdays, All Month, 6:00 p.m. - Wednesday Evening with Sarah - Miles: 25-30 +/- Class C+**

Meet at Rose Tree Park on Rte. 252 for a C+ ride through the surrounding area. Expect some hills. Contact Sarah Clark at 610-353-3494

**Wednesdays, All Month, 6:00 p.m. - Workout - Miles: 20+ Class: B+**

Meet me at Rose Tree Park on Rte. 252 and let's get the legs back in shape. In our second month of training, the pace and distances will increase and the hills will seem smaller. Where can we go for some challenges? I'm sure we'll find some. Come and take your frustrations out on the bike with a good after-work workout. Expect a fast pace and a few good hills. Contact Tony Rocha at 610-416-0514 or tony@craftech.com to confirm the ride.

**Thursdays, All Month, 5:45 p.m. - Evening Ride - Miles: 20-25 Class: B**

Join me at Rose Tree Park for a fast-paced ride through RCSP to Thornbury and various roads back. Expect some hills. Call Bob Leon at 610-833-2365.

**Thursdays, All Month, Approx. 6:00 p.m. - Thursday Night Ad Hoc C Ride - Miles: 10-20 or more Class: C**

We will ride from various starting points to various places around Delaware County or South Jersey. You must call or email for the exact starting time and place. Contact Dave Trout at 610-368-0760 or davet@dvbc.org

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**Friday, Saturday and Sunday, June 1-3, - Hunters Mountain Weekend Get-away - Class: A**

For those interested, we will leave here on Friday June 1st around 5:00 p.m., after work and drive upstate NY to Hunters Mountain. On Saturday, we will do a 50- to 60-mile ride with 2 MAJOR climbs. First climb starts about 3 miles into the ride and will be a 16-mile climb with some 15+ degree grades. Second MAJOR climb will be at the end of the ride for 12 miles with some 12-degree grades. After this ride we will be rewarded with a barbecue at my brother-in-law's log cabin. On Sunday, depending on how we feel, we will do a 45-mile ride and try to find some flats (yeah right, we are in the mountains guys) before returning home. Call Tony for details and to reserve your spot. 610-416-0514 or tony@dvbc.org

**Saturday, June 2, 7:00 a.m. - Bonkers Tour BACKWARDS - Miles: 90/100+ Class B**

Meet behind the Dunkin' Donuts at Fairview Road and MacDade Blvd. in Woodlyn, for a different look and a different challenge of our Bonkers Tour. Contact Bob Leon at 610-833-2365.

**Saturday, June 2, 9:00 a.m. - CU At Selene - Miles: 15-25 Class: C**

Meet at Selene Wholefoods Co-op, 305 W. State St. in Media. Free parking in the parking lot just west of the store. Easy-paced ride to Ridley Creek State Park and beyond. There are hills, but we'll go slow. No one will be dropped. Refreshments after the ride. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org.

**Sunday, June 3, 9:00 a.m. - Franklinville, NJ - Miles: 35+/- Class: C**

Meet at the Kingsway High School, Routes 322 & 551 in New Jersey. We'll travel some old roads and roll down some new ones for our C-class ride. Call Bob Leon at 610-833-2096.

**Monday, June 4, 7:30 p.m. - General Meeting - Open to the public.**

"Joan Tours the States." In the final episode of our spring tour series, Joan Strachota will give a multi-media presentation of her recent ride across America - she did it, you can too! Come out and hear how. We meet at the Delaware County Peace Center, Springfield Friends Meeting, 1001 Old Sproul Road, in Springfield. Contact Jan Chadwick at 610-541-0784 or chadwick@craftech.com.

**Friday, June 8, 6:30 a.m. - Bike-to-Work Day in Media - Miles: 7-15 Class: All**

Join me for a ride to the Bike-to-Work festivities in Media (see below). Meet at the Lansdowne Wawa. Contact David at (610) 626-1344 or queenofsheba@craftech.com.

**Friday, June 8, 7:30 a.m. - 9:30 a.m. - Bike-to-Work Day**

If you live or work in the vicinity of Media, join the festivities behind the courthouse at the Government Center Courtyard. There will be freebies, food, prizes, bands, bagels, coffee, juice, etc. The event is sponsored by the Delaware County Planning Department and the TMA of Delaware County. Contact Michael J. Farrell at (610)-891-4396 or farrellm@co.delaware.pa.us

**Saturday, June 9, 7:00 a.m. - Mays Landing - Miles: 100+/- Class: B**

Meet at the Kingsway High School, Routes 322 & 551 in New Jersey. We'll take a slightly different route than the last time, but we'll make that stop at the Sugar Hill Deli for the best hoagies in South Jersey. Call Bob Leon at 610-833-2365.

**Saturday, June 9, 8:00 a.m. - Time Trial - Miles: 5.1 Class: All**

Time Trial on a 5.1 mile measured course. See how fast you can ride. At Rtes. 662 and 601, Purelands Industrial Park, Bridgeport, NJ. Contact Len Zanetich at Work M-F 8:15-5:15 p.m. 856-866-1000 x.3472. Home 610-558-6232.

**Saturday, June 9, 9:00 a.m. - Two-Loop Ride - Miles: 50+/- Class: C/C+**

A two-loop ride through parts of Chester & Montgomery Counties. Each loop approx. 25 miles with a return to the start. Meet at O'Grady's on Route 23 in Phoenixville. Bring water & snacks. Call Walt Linton at 610-917-8761.

**Sunday, June 10, 8:00 a.m. - US PRO Championship - Miles: 50+/- Class: ALL**

Meet me at Rose Tree Park on Rte. 252 for a ride to Manayunk to watch the USPRO cycling race. We will watch the race at various course locations and return home after the race ends, at around 3:30 p.m. I recommend wearing regular shoes if you have standard pedals for your bike, or bring a pair of shoes with you. We will be doing a lot of walking and it's hard with bike shoes. Call Tony at 610-416-0514 or tony@craftech.com.

**Sunday, June 10, 8:30 a.m. - First Union Pro Cycling Race Miles: 45 Class: C**

Meet at the Drexel Hill Cyclery and ride to Manayunk and the Art Museum to watch the racers. Call Bob Martin at 610-352-2114.

**Sunday, June 10, 9:30 a.m. - First Union Pro Cycling Race Miles: 40+/- Class: C**

Meet at the Valley Forge trailhead for a ride to Manayunk and the Art Museum to see how the pro's ride. Call Bob Leon for details: 610-833-2356.

**Monday, June 11, 7:00 p.m. - DVBC Board Meeting**

The board meeting is open to all club members. We meet at the Delaware County Peace Center, Springfield Friends Meeting, 1001 Old Sproul Road, in Springfield. Contact Jan Chadwick at 610-541-0784 or chadwick@craftech.com.

**Saturday, June 16, 7:00 a.m. - Marsh Creek via Valley Forge - Miles: 70 to 100+ Class: B**

Meet at Rose Tree Park for an early morning ride to Valley Forge Park and on to Downingtown and Marsh Creek. Call Bob Leon for more info 610-833-2096.

**Saturday, June 16, 8:30 a.m. - Philadelphia Old City Ride Miles: 35+/- Class: C**

We'll meet at the Pathmark parking lot in Folsom and ride into Phila. Once in Philly we will tour the historic old parts of the city like Elfreth's Alley, Old Christ Church, etc. We will have a brunch at the Famous Deli on Bainbridge Street and then return home. Please call before hand so I can give the Deli an estimate of the number of people. Contact Dave Trout at 610-368-0760 or davet@dvbc.org

**Sunday, June 17, 8:00 a.m. - Time Trial - Miles: 5.1 Class: All**

Time Trial on a 5.1 mile measured course. See how fast you can ride. At Rtes. 662 and 601, Purelands Industrial Park, Bridgeport, NJ. Contact Len Zanetich at Work M-F 8:15-5:15 p.m. 856-866-1000 x.3472. Home 610-558-6232.

**Sunday, June 17, 9:00 a.m. - Father's Day Romp - Miles: 35+/- Class: C**

Meet behind the Dunkin' Donuts on MacDade Blvd. and Fairview Road. All are welcome to celebrate Father's Day, expect some hills. Call Bob Leon at 610-833-2365.

**Sunday, June 17, 8:30 a.m. - Westtown & Beyond Miles: 60 Class: B/B+**

Meet at the Moylan-Rose Valley train station, Woodward and Manchester Roads in Rose Valley to ride some of DVBC's classic scenic hills and creek valleys. We will pass the Ridley, Chester and Brandywine taking us through Delaware and Chester Counties, West Chester and Delaware. Bring money and/or food for rest stop. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org.

**Monday, June 18, 6:00 p.m. - CU At Selene at 6 - Miles: 15-25 Class: C**

Meet at Selene Wholefoods Co-op, 305 W. State St. in Media. Free parking in the parking lot just west of the store. Easy-paced ride to Ridley Creek State Park and beyond. There are hills, but we'll go slow. No one will be dropped. Refreshments after the ride. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org.

**Friday, June 22, 5:00 p.m. - Lehigh Valley Velodrome trip**  
See information in box on page 3.**Saturday, June 23, 6:30 a.m. - Avalon - Miles: 150+/- Class: B**

Meet at the Kingsway High School, Routes 322 & 551 in New Jersey, for a ride to a different shore point. Call Bob Leon at 610-833-2365 for more details.

**Saturday, June 23, 9:30 a.m. - Horse Farm Country Ride - Miles: 50+/- Class: C+**

Meet at Embreeville State Police barracks on Route 162 in Embreeville for a ride through the surrounding horse farm country of Chester County. Call Sarah Clark at 610-353-3494.

**Sunday, June 24, 8:30 a.m. - Mays Landing - Miles: 45+/- Class: C**

Meet me at the Kountry Kitchen on Route 40 in Elmer. We'll have breakfast then ride to Mays Landing and back. We should try to car pool to take up fewer parking spots at the Kountry Kitchen. You must reserve your spot on this ride so I can make reservations for breakfast. Call me on or before June 23rd. Call Bob Leon at 610-833-2365.

**Saturday, June 30, 8:30 a.m. - Tour De Laware - Miles: 81 Class: B+**

While the "Big Boys" are putzing through the many stages of the TDF, you can join me for a single stage NON RACE of southern Delaware County, and northern Delaware state. Approx. +30 mi of hills, then 20 mi of flat, followed by 30 mi of hills. Two, count 'em two, food stops are scheduled for this ride, so bring appropriate cash/food. Ride will start at Clayton Park, located in Concordville, Pa. Directions from Phila: South I-95 to Rte. 322 W. to Foulk Rd. exit. At top of ramp, bear left, then turn left. Cross bridge, and make an immediate right on Garnet Mine Rd. Bear left at intersection to stay on Garnet Mine. Clayton Park will be on your right after about 1/4 mile. Contact Rich Wagner at 610-521-4570 or rilawa@mymailstation.com



JUNE 2001

**Saturday, June 30, 9:30 a.m. - Westtown-Downingtown Loop - Miles: 44 Class: B**

Leave from Westtown-Thornbury Elementary School on Westbourne Rd. north of 926 (1 or 2 miles east of the intersection of 926 and 202). Nice scenery, hills and flats with a midway stop at the Bagelry or Early Bird Restaurant. Add miles if desired by biking to the elementary school. Call Glenn Lyons (610) 399-0624 or rollingspeed@cs.com.



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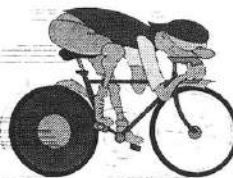
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**Welcome New Members!**

Gabby Brinton ❖ Suzanne Drill  
Susan Growe ❖ Albert Laing  
Margaret Moore ❖ Javier Pazos  
Richard White



## Bike Dirt

By F.X. Pedrix

When I got home from the inaugural Bonkers Metric, I have to admit that I was beat. If there is one thing we don't lack on that ride it is hills, by the end I was dead tired. The tour went off without a hitch, which seems to be a hallmark of the club and it's soon-to-be former Tour Director. He has put on some great tours and will be sorely missed. Thanks for all your work Eric, great job (you'll still help with the paint ride, won't you?). The weather for the tour was a little chilly, but still great for riding. I heard that our crack SAG teams had a busy day with broken spokes and flat tires. One rider had three flats on the same tire (in three different locations on the tire) and eventually had to be taken back to the start after almost completing the entire ride. After about the seventeenth hill, I have to admit I was ready to be SAGged back myself.

I was fast asleep on the couch after the tour, when I was rudely awakened by a foot kicking me in the ribs. I looked up to find my paint-spattered bride, Babs, standing over me with paintbrush in hand and a scowl on her face. "Are you going to get up and help me paint this house?" she demanded. "Ok, Ok, I'll help," I said, pulling my tired and sore body up off the couch. She gets cranky when I go riding and there is work to do around the house. Speaking of painting, the volunteers did a bang-up job on the route painting this year, although from what I hear the local authorities are looking for a couple of hoodlums for defacing public roads. It seems they are looking for two tall men, one very thin and the other portly, for painting large pictures at the top of various hills around the county and extremely large arrows, one of which was in the middle of West Chester Pike.

Prior to the painting of the Bonkers Tour route, there was a pretty lively club controversy about how the route should be painted. The controversy was split into two armed camps (armed with spray paint cans, that is). In one camp were the bicycle purists who said it should be painted from a bike, and in the other camp were the rest of us lazy members advocating painting from a car. After much discussion, name calling, and finger pointing nothing was finally decided (as usual) and each camp did it their own way.

It has been noted, that on the Saturday "B" rides, a few of our members are getting to be really strong riders. There is a contingent of riders that regularly break away from the "B" peloton to form their own "A" ride. What is interesting is that this usually testosterone-soaked group of hammerheads has found that its best and strongest riders are of the feminine persuasion. Babs says, "Yes!!!"

If you have any good Bike Dirt, club news, gossip, jokes, quotes, comments or any other info, e-mail me at fxpeditx@hotmail.com.

**"More than any other emotion, melancholy is incompatible with bicycling."**

-- James E. Starrs, *The Noiseless Tenor*

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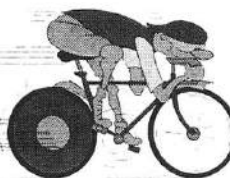
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## REGIONAL EVENTS

**June 2: Pennsylvania Association for Blind Athletes.** Tandem cycling clinic from 2-5:30 p.m. 3 sessions of 45 minutes ea. Sighted captains ride tandems with visually impaired stokers. Need experienced tandem captains as well as other experienced cyclists. John Stevens 610-645-0709 (evenings before 9 pm), 610-278-3907 (days) or <love1pitbull@yahoo.com>

**June 2: Get Ready Metric,** Pennsville, NJ; 32 or 64 mi. Fort Mott by the Delaware River. \$14 pre-reg. until 5/28; \$17 day of. South Jersey Wheelmen, P.O. Box 2705, Vineland, NJ 08362-2705; 609-848-6123. <biker@cccnj.net> www.sjwheelmen.org

**June 2: Night Mare Tour of Lancaster County,** Marietta, PA; 177 mi. Dream Ride for Lancaster County, P.O. Box 141, Lancaster, PA 17604-0141. www.dreamrideprojects.org.

**June 3: Freedom Valley Bike Ride,** Philadelphia. Bicycle Coalition of Delaware Valley, P.O. Box 8194, Philadelphia, PA 19101; 215-BICYCLE. www.bcdv.org

**June 3: (tentative date): Velodrome Veloce Century,** Lehigh Valley Velodrome, Trexlertown, PA. 22, 38, 50, or 56 mi. on rolling terrain with some big hills. Free, no pre-reg.; registration begins at 7:30 AM. No SAG service. Confirm with sponsoring club - Lehigh Wheelmen Association, P.O. Box 356, Bethlehem, PA 18016; Barron at 610-432-7937. www.lehighwheelmen.org

**June 9: Dream Ride for Lancaster County,** Marietta, PA; 4, 15, 30, 62, or 100 mi. Dream Ride for Lancaster County, P.O. Box 141, Lancaster, PA 17604-0141. www.dreamrideprojects.org

**June 9: Spirit of Women Ride for Cancer.** (Women only) Lehigh Valley Velodrome, Rtes. 100 & 222, Trexlertown PA. 10-30 mi. \$25 pre-reg. by 5/25. 610-402-2273.

**June 9: Patuxent River Rural Legacy Ride,** Croom, MD. 25, 47, or 63-mi. \$10 registra-

tion. Oxon Hill Bicycle and Trail Club, P.O. Box 81, Oxon Hill, MD 20750; 301-839-9398. www.ohbike.org

**June 10: First Union USPRO Championship and Liberty Classic Races,** Philadelphia. For pro racers only, but a great spectator event for all. www.firstunioncycling.com

**June 16: The Longest Day,** High Point, NJ to Cape May, NJ, 200 mi., or lower leg 100 mi. Participants must pre-register and join Central Jersey Bicycle Club. www.cjbc.org

**Jun. 23: Flatlands Tour,** Bohemia Manor High School, Chesapeake City, MD. 31-106 mi. on flat terrain. No pre-reg. for this "no frills ride"; Cue sheet and map but no SAG support. Baltimore Bicycling Club, Ken Philhower, 410-437-0309, or Dave Coder, 410-788-4450. www.baltobikeclub.org

**June 23: The Jersey Double,** Whitehouse Station, NJ. A 200-mi. loop through of six northwestern NJ counties. Moderately hilly with 7500+ feet of vertical climbing. Western Jersey Wheelmen, Bruce Thomson, 908-879-6477; Joe Felker. 908-359-4233. www.wjw.org

**June 23: Pedal to Preserve Lancaster Farmland,** Mount Joy, PA. 6, 20, or 52 mi. \$20 pre-reg. by 6/20, \$25 after. Lancaster Farmland Trust, 128 East Marion St., Lancaster, PA 17602; 717-293-0707.

<carol@savelancasterfarms.org> www.savelancasterfarms.org

**June 24: Double or Nothing.** 8:30, Carmel Vol. Fire Co. Rt. 552, Carmel NJ. 44, 66, 88 flat mi. Tandems \$38 pre-reg. by 6/10, \$45 thereafter. Singles \$19 pre-reg., \$23 thereafter. Larry April, 118 West Ave. Millerville NJ 08332. 856-451-9075.

**June 24: Bay to Bay.** Betterson MD. 6:30-9:00. \$15 pre-reg, \$20 after 6/1. 27-104 flat mi. Jim Gent, 7 Cedar Chase Ct., Chestertown MD 21620-1665, 410-778-4881. www.active.com

**July 1: Delaware Doublecross.** 8 am. White

Clay B.C. 30 & 62 flat miles. Mass start 9 am. \$18 or \$12 by 6/22. Middletown H.S. 120 Silver Lake Rd., Middletown DE. Paul Stevenson, 35 Rossiter Circle, Newark DE 19702. (302-368-2167).

### TOUR DU PAINT from p. 1

wind picks up. Luckily, he had his sunglasses on, and don't worry, the paint rubbed right off the glasses.

There is something about painting the roads that feeds this little rebellious streak in people. Come on, haven't you all secretly wanted to do a little graffiti in your lives? This obviously came out as you see some of those evil little smiley faces at the top of those nasty hills, which seemed to grow in size as the ride progressed, and mostly, if you made it to the top of Sweetwater Road, the huge Bonkers cartoon stretching across the entire side of the road. ("No officer, we don't know who could have done that." ☺) Also, if you rode the tour, you will have noted the wonderful diversity of arrows mimicking each painters needs for graffiti. The arrows ranged in size from about 3 inches to (or so I heard) about 3 feet! "Hey, we've never done this before! Nobody told us how big they were supposed to be. We just wanted to make sure riders would see them!" Yeah, right. They were just enjoying the power of the paint.

Thanks to everyone who helped, because regardless of the size, all the riders said the tour was really well marked. So, whether you paint by car or bike, on the back roads or quickly before the light changes on Route 3, you'll find the camaraderie and creativity most of the fun. We'll be doing it again the weekend before the Brandywine Tour, August 25 & 26. Come show us your graffiti skills!

## BONKERS



CARTOONS  
OF THE  
DVBC

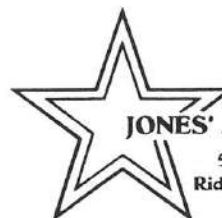


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### COMMUTERS from p. 1

riding to work by bike.

The same goes for anytime you substitute a car ride with cycling and that is why I ride to do errands, go to appointments, see friends, and even take my kids to their activities. I really do not understand why more recreational cyclists do not make that connection. We all wish we rode more miles but don't have enough time. Well here is your chance: try it and I think you will be hooked.

June 1st is Bike-To-Work Day in Delaware County. Ride to the Courthouse Government Center (N. Orange St. between Front and 2nd Sts. in Media) between 8 and 10 for refreshments and prizes. Stop by on your way to work or come to Media for an errand. Contact Mike Farrell at <farrellm@co.delaware.pa.us> for more info.

#### Larry Green:

I generally cycle from Swarthmore to Crozer Chester Medical Center in Upland two days a week — 5.3 miles to work and 5.3 - 30 miles home, depending on available light and time. I have a lighting system for night riding when I come from work after dark. I do not commute if the temperature is in the range of freezing.

I leave clothes at work and carry other essentials, plus papers and other materials for work, in a backpack or on a rear rack.

In order to avoid heavy car traffic, I do not take the most direct route. All my commuting experiences have been safe and pleasant.

#### Bob Martin:

When I was first asked if I wanted to contribute a piece on commuting by bike I thought, "I only have to ride two miles roundtrip!" But then that two miles becomes 5 or 10 miles as I leave a little earlier. I do commute rain or shine, with ice and snow as my only deterrents. So

does this short distance really count? With very little convincing I realized, "Yes! It does count." I could say it counts for all the obvious reasons: saves gasoline and wear and tear on my vehicle, causing less pollution and less congestion on the roads. But there are other reasons. Just my presence shows motorists that there are cyclists on the roads that they have to contend with. Cyclists that have the right to be there. And if you ride according to the rules of the road, as state laws require all cyclists to, it may help to gain respect for all types of cycling. Being seen on the road as a commuting cyclist may encourage someone else to give it a shot. The truth be known, the REAL reason I commute by bike has nothing to do with those honorable intentions. The real reason is I just like to ride my bike because it's fun!! Not like a recreational ride, or a tour, but fun nonetheless. It really is. It doesn't matter how long the commute is. It does count! And I feel good for doing it.

#### Ann Martha:

Last month, my 10-year-old car said "No Go!" in a repeated utterance that sounded like a death rattle: "Nogonogonogonogonogo." So I took the car to the mechanic's, dropped off the keys, and removed my 18-year-old mixte from the trunk. Standard time, 6:45 a.m., dark city, but my huge Cat-eye headlights were charged and working splendidly. Up the Front Street hill, then up the Central Ave. hill, a right turn, and I was challenging the eastbound traffic along Cottman Ave. in Northeast Philly. At Five Points, a woman driving an SUV screamed, "Get off the road, you lunatic!" At the high school, I passed a SEPTA bus on its left — to avoid the disembarking students and a noxious belch of bus exhaust. As I always do, I stopped at Dunkin' Donuts for my 24 oz. coffee and a bagel. I was worried about my bike, as it was locked up at the utility pole near the parking lot,

but it remained unmolested while I was in the store — a mixte blessing! I packed the coffee mug and bagel into one of the rear rack packs. Then onto the bike again and through the intersection of Cottman Ave. and U.S. 1 — ha! ha! Who would think it was possible? I turned left onto Broussard and followed the familiar painted bike lane to school.

Arriving safely, the kids clamored around me. One asked, "Will you let me ride your bike?" I was happy and safe at work. Best of all, not one drop of hot coffee was spilt! After school, rain! Lots of it! I removed my 20-year-old nylon pullover from one of the rack packs, slipped it over my head, and greeted my vice principal, who had been waiting for his wife who was coming with her car to give him a ride home because his car was sick. We commiserated. When he asked me about the bike, I said, "How many female teachers that you know would ride their bikes to school when their cars start up in the morning with a death rattle?" He laughed and admitted that nearly all of my female colleagues would use their disabled cars as an excuse to call in sick. "You're alright!" he chuckled and added, "Be careful out there. It's pouring!" About twenty-five minutes later, I pulled into the driveway behind my house. The nylon jacket had kept me dry, and I praised the Mr. Tuffy's inside the Specialized Armadillo tires that spared me from the arduous task of fixing a flat tire that mounts upon an old 27-inch Weinmann concave rim.

#### Ed Sobolewski:

I do not know exactly how my commuting to work began. I started to ride in 1992 on weekends and occasionally I would go on a short stroll

See COMMUTERS p.11

**COMMUTERS** from p. 10

after work during the week. Eventually, I left my car at home and started to bike to work but still only during the warmer months. Over the years I've learned how to dress for colder and colder weather, gradually lowering my temperature limit from an initial 50°F to a current 10°F. Now I can ride in virtually any weather, provided it is dry. One thing I never learned to enjoy is riding in rain (or snow).

I start my day by watching three different weather channels. Then I study the weather radar map on the computer to develop my own forecast. I've gotten so good at predicting the weather that if I drive to work my co-workers keep asking me if it is going to rain that day. I do not think I got caught (unintentionally) in rain more than three times in seven years of commuting. I say "unintentionally" because a few times during extended periods of rainy weather I got so desperate that I rode in rain (I get desperate after two days). To better cope with those occasional wet days I added fenders, one of the greatest inventions, to my commuter bike. I take my bike to work at least three times during the week, sometimes four, and occasionally all five days if weather cooperates. In winter I usually take a 26-mile loop, but after it warms up a little I go on 40- and sometimes 50-mile loops.

Commuting to work has become a very important part of my life. It helps me to unwind after a stressful day. It gives me time to think and resolve many problems. Often I've thought about carrying a tape recorder because frequently the next day I do not remember all the great ideas I came up with while biking.

Another obvious but important benefit of commuting is that it keeps me in relatively good shape. I am a morning person and hopping on a bike at 6:15 a.m. presents no problem for me. But the afternoon is a different story. I doubt that I would ever be able to force myself to go on a ride after diving home from work. By taking my bike to work I put myself in a no-choice situation. No car to drive. I have to bike, or walk. I take a bike. It feels great afterwards. Happy commuting!

**David Bennett:**

In 1989, I got out of the house-painting business. In 1990, I rediscovered cycling. I work at home. I have a very short commute. Weather is never a problem. My commute is so

short, I need to engage in recreational riding just to get in the miles. There is absolutely no reason that I can think of why anyone who works out of their home would need to drive a car to work.

**Bob LaDrew:**

I have been bike commuting to work off-and-on since the late 70's. My present commute is eight miles, downhill, into Downingtown each morning, then eight miles, uphill, home. I ride in easy so I'll start work refreshed, then hammer the hills going home.

I have the occasional scary moment but try to always ride defensively and anticipate that drivers will do the most idiotic things. I long for the day when we bikers are in the majority and are treated with dignity.

The most joyous riding I do is on my commute because that is the way a bicycle was intended to be used: as transportation. Even on bad days, I can be sure of two uplifting experiences—the ride to work, and the ride home.

Make that past tense because, on May 25th, my brother and I closed up our business and semi-retired.

**Katrina Dowidchuk:**

I moved to Wilmington so that I could ride my bike to work. (I suppose the hour commute had a little to do with the decision.) For the first few weeks, I rode the 20-minute jaunt through the streets of Wilmington on my old Cannondale, painted black with neato yellow smiley faces, and wrenched around the handlebars so that I wouldn't be too hunched over in my fancy work clothes. I almost killed myself at least fifty times because the brakes barely worked and I couldn't ever shift out of the big ring. Worse, I got my pants caught in the chain a few times, which is so embarrassing in meetings. Then the great Gina B. saved my soul by giving me the coolest bike in the world. (All you folks with your spiffy plastic bikes should be jealous.) This bad boy has fenders, both front and back, a chain guard, sits upright and, best of all, all I need to do is press backwards on the pedals and *Voila!* I can stop. So convenient in the city. I've probably only driven my car to work about ten times in the last year and a half, and easily have more miles on my bike than my car during this time.

**Glen Lyons:**

In 1997 I had not owned a bicycle for over thirty years. I had been walking to work at West Chester University for many years when we decided to move to a bigger house to accommodate three growing children. If the house we found was not within walking distance, riding a bike would still avoid the parking headaches which plague WCU. The day after we moved, I set out on my wife's Huffy to practice my guitar which was at my studio at the University (one less thing to move). It happened to be 97 degrees with high humidity and the most direct route is quite hilly. I arrived at my studio sweating and wondering if, over time, the trip would not seem like such an exertion. After two or three hours of practice (in air-conditioned comfort) the trip home was a little easier (more downhill). Getting a locker in the faculty/staff locker room made the bike commuting idea a lot more practical. I also found a route with less climbing. My friend, who lives in Brooklyn and commutes around New York City on a mountain bike, helped me select my first bike. Since I commute home in the dark several nights a week, front and rear lights are a must.

Biking to work and showering gets the day off to a great start and the trip home is a stress reliever. I avoid the morning rush by leaving after 9 a.m. My night rides are between 8 and 10 mph and other days I leave by 3:15. I often do a 14-mile loop home at 3:15 and track my average speed. I've used seven different routes depending on how much time I have and weather conditions. The original hilly route is not difficult anymore and sometimes I barely break a sweat.

A few of the compositions in my recently released CD reflect my love of cycling. It contains guitar solos, duos, and trios that I composed, performed and recorded during the past few years.

**Woody Kotch**

I commute to work from Upper Providence to Norwood three days a week, weather permitting. The one-way mileage is nine to ten miles depending on how I go. Crossing the Route 1 bypass on 252 is always a trip at rush hour. I get off of 252 just south of Media and then it's all back roads.

I often wish I had a big sign on my back that says, "I'm commuting too!" to let the auto drivers know I'm not just out there to get in their way.



Delaware Valley Bicycle Club  
P.O. Box 156  
Woodlyn, PA 19094-0156



BOB & JUDY LADREW  
139 GABEL ROAD  
COATESVILLE PA 19320

9/30/01

19320+1284



The Delaware Valley Bicycle Club (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 the "Ride Guidelines" on the inside cover). Helmets are mandatory for all rides. The club cannot accept responsibility for accidents or injury when participating in a DVBC event.

**Application for DVBC Membership**  
(Expires 1 year from date joined/renewed)

Please print clearly and use your 9-digit zip code, if known.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Annual Membership: \$15.00 per household.**

Check one: ☐ new member or ☐ renewal

Membership includes: DVBC Newsletter (10 issues per year), discounts at most Club sponsors, Club subsidized events. Your membership attracts advertisers and helps influence local government decisions concerning bicycle issues.

The DVBC Safety Fund is used to promote issues regarding cycling safety in the Delaware Valley. I wish to contribute:

☐ \$1 ☐ \$5 ☐ \$10 ☐ \$15 ☐ \$20 ☐ \$25 ☐ other: \_\_\_\_\_

Amount enclosed: \$15 (membership) + \_\_\_\_\_ (safety) = \_\_\_\_\_

Please send your check or money order to the:

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**P.O. Box 156**  
**Woodlyn, PA 19094-0156**



**Interest Survey**

**Your Ride Pace:**  
(check one)

- ☐ Class D: slow ☐ Class A: fast  
☐ Class C: average ☐ Off-Road  
☐ Class B: brisk

**I'll volunteer for:**  
(check all interests)

- ☐ Ride Leader ☐ Tour Food Stop  
☐ Sag Wagon ☐ Newsletter Delivery