

Delaware Valley Bicycle Club



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

JULY 2003

August 31 Brandywine Tour "New and Improved"

This year's Brandywine Tour offers exciting new routes and a new starting point. Yes, we said that last year but, since the event was a virtual rainout, the routes will still be new and we can't wait to get your feedback about them.

Starting at the elegant Pocopson Elementary School situated on a majestic promontory, the August 31st ride offers 30, 50, 66 and 100-mile routes on the best backroads in Chester, Lancaster and New Castle counties. The longer routes are rolling to hilly—definitely challenging—but you can decide at the lunch stop whether to shorten or lengthen

your ride.

If you are new to the area, we think you'll enjoy the quiet and peaceful scenery through wooded lanes, open fields, and along our namesake river which altogether creates some of the most interesting riding in the country.

And if this is your virtual backyard, our hope is that you will learn some new roads.

You can sign up for this event in advance and save money by clipping the flier on page 3 or visit our website at dvbc.org. Or register at the start—but don't miss this great ride!

—Tour Coordinator Drew Knox



GO BONKERS!

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our Bonkers Metric
such a success!

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CYCLE
SPORT



BONKERS CLUB PICNIC

SATURDAY,
AUGUST 2

Members and their
families free. Please
make reservations by
Thursday, July 31.
Bob LaDrew: 610-
383-9327 or
2ladrews@netreach.net



Mark your
calendars!



New DVBC members Phil Morris and Christine Long on a recent breakfast ride.

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 Rte. 320 and Old Marple
Road).



DVBC welcomes articles and ride
reports for the newsletter. Please
submit your proofread materials to
the Editor before the 12th of each
month.

Board of Directors & Staff

Brian Wade, *President*, 610.254.9485 or
<bwadadvbc@aol.com>

Bob Leon, *Treasurer*, 610.833.2365 or
<bleon@craftech.com>

David Bennett, *Secretary & Advocacy Coordinator*,
610.626.1344 or <queenofsheba@craftech.com>

Bob LaDrew, *Newsletter Content Editor*,
Judy LaDrew, *Layout Editor*,
610.383.9327, or <2ladrews@netreach.net>

Tony Rocha, *Ride Coordinator*, rides@dvbc.org
Tony Rocha, *Web Page*, 484-802-8374 or
<tony@craftech.com>

Dominick Zuppo, *Mail Labels*, 610.544.8630 or
<domzuppo@att.net>

Drew Knox, *Brandywine Tour Coordinator*,
<Drew.Knox@Bentley.com>

Doug Bower, *Board member* <dkbower@craftech.com>

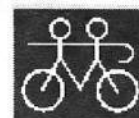
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Dave Trout, *Director of Publicity*, <dmtrout@usa.net>

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LAB



Bicycle Coalition of the
Delaware Valley

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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, signals
and markings.

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

Protect yourself at night
with the required reflectors
and lights.

Use hand
signals to
indicate stop-
ping or
turning.

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: 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.
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 Bonkers Metric, Brandywine Tour, Club banquet and Bonkers picnic, all club events are free to the general public. The general public is welcome!



Ask Coach Bunky Webb

Coach Webb,

My training schedule has been massively screwed up by the spring rains. Should I try to follow my mileage plan and put in base miles or should I follow the date plan and be working on hills and speed?

—Wet and confused.

Dear Wet and ...Confused:

30 DAYS.

No easy answers to this one, I'm afraid. First, let me suggest you buy a rain jacket. You live on the East Coast. For crying out loud, it rains here. If you're afraid of doing the Wicked Witch of the West thing, then go spinning. But no matter what, make sure you get some saddle time. What

follows is my technical answer followed by an answer from the heart. However, if you remember only one thing, it's this: 30 days.

As for the intensity of outdoor riding, assuming minimal levels of training, a lot depends on your age. If you are 25 or less, you might get away with an abbreviated period for building your base. I'd make sure, though, that you are keeping at least 70% of your miles at 70% of MHR or less for the next month. As you age up, so should the amount of time at 70% or less. Say 5% for every 5 years up to about 45 years old. For example, a 45-year-old would spend about 90% of their ride time at 70% of MHR or less for the next month. Once you have a month

under your belt, averaging about 125 miles per week, let 'er rip. There is very little risk of damage once you have 500 miles in. But never allow your miles at 75% of MHR to exceed 60% of your total miles, no matter what your age, or how much you're riding.

So as for my answer from the heart: go ride! Who is able to truly follow all that gobbledy-gook I just wrote anyway? Even if you haven't been riding much, when you're out with friends and they sprint up a hill, keep up if you can! Have fun! But always listen to your heart; if you can't seem to push hard, then don't. If you know the guys are going for an epic hammerfest and the thought nauseates you, don't go. But if it sounds great, go for it! No matter how bad it hurts, remember this, in just one month, 30 short days, you'll be fine.
Coach Bunky

Brandywine Tour

August 31, 2003, 8 am,
Pocopson Elementary
School, Pocopson PA

\$17 or \$12 pre-registered by 8/23. See dvbc.org for more details.



BRANDYWINE TOUR, August 31, 2003, Pre-Registration Form

Name: _____ Address: _____
City: _____ State: _____ Zip: _____ Phone: _____ Age: _____
Emergency Phone: _____ E-mail address: _____
Intended ride distance (please check one): ☐ 28 miles ☐ 50 miles ☐ 65 miles ☐ 100 miles

Waiver/Release: In consideration of the acceptance of my application for entry into the above event, I hereby waive, release, and discharge any and all claims for damages for death, personal injury, or property damage which I may have, or which may hereafter accrue to me, as a result of my participation in the said event. This release is intended to discharge in advance the promoters, the sponsors, the Delaware Valley Bicycle Club, the promoting clubs, the officials, and any involved municipalities or other public entities and their respective agents and employees from and against any and all liability arising out of or connected in any way with my participation in said event, even though that liability may arise out of negligence or carelessness on the part of the persons mentioned above.

I further understand that serious accidents occasionally occur during bicycle riding; and that participants in bicycle riding occasionally sustain mortal or serious personal injuries, and/or property damage, as a consequence thereof. Knowing the risks of bicycle riding, nevertheless, I hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who (through negligence or carelessness) might otherwise be liable to me (or my heirs or assigns) for damages. It is further understood and agreed that this waiver, release, and assumption of risk is to be binding to my heirs and assigns.

Signature: _____ Signature of parent or guardian: _____
(If you are under 18 years of age.)

**Please send this signed form with a check or money order made out to DVBC, by August 23, to:
Brandywine Tour, Delaware Valley Bicycle Club, PO Box 156, Woodlyn, PA 19094-0156.**

Souvenir Hunters or Race Marshals?

by Bob LaDrew

The Postal Service rider hammered ahead at 27 mph in the pouring rain. Riding no-handed in a paceline, he removed his helmet, grabbed the drenched cycling cap underneath, and emphatically slammed it into the puddle at the feet of the volunteer race marshal. As that marshal, recent president of the DVBC, waited for the peloton to clear, another marshal, newsletter editor of the same club, advanced toward the hat. "Stay away! This one's mine!" demanded the ex-president.

Terrified, the editor yielded. He knew the stylish cycling sunglasses dropped near his post on the previous lap probably represented his quota of souvenirs for the day. Already he had shown marshal-like restraint by not sprinting ahead of a lead-footed teenager to snatch a stylish Postal Service team jacket dropped when the peloton had sped by earlier.

The ex-president, clearly willing to fight for it, got the cap.

No, you are not guaranteed souvenirs in return for working as a marshal at a pro bike race. You will not be paid and you can count on a long, tiring afternoon spent mostly waiting. But you will be helping pro cycling to happen. And in what other professional sport can fans view the athletes from a distance of just a few feet before, during and after the competition? Will an Eagle or a Sixer answer your questions about his training or equipment as he prepares to go into competition? Most pro bike riders will.

Pro cyclists are real. They are among the best in the world but, with a few exceptions, they are not millionaires who arrogantly isolate themselves from the fans who support them.

Aside from crowd control, the ex-president and the editor also served as anti-doping chaperones,

each escorting a randomly chosen rider to the drug testing area. In the Tuesday Lancaster race, due to horrendous weather and a challenging course, only 23 of the original 120 starters completed the 91-mile race, so their two riders had to be located in a hotel room and team van.

Two days later, in Trenton, the editor again helped in drug testing, this time escorting David Clinger. Before a CSC Tiscali posse chased him down, the Prime Alliance rider had appeared destined to win the race when, on the penultimate of fourteen laps, he and Chris Horner broke ahead of the pack. Later he assured the editor, "If we had stayed in front and it came down to a sprint between Horner and me, I know I would have beaten him."

When asked if this race had taken much out of him, Clinger replied, "Oh, no. In a race like this you just get sucked along with the pack." Getting sucked along at an average 31 mph for 91 miles is something the marshal can only experience vicariously.

HH News:
Andy Lackintosh Silver Jr. Worlds
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DVBC Ride Calendar

JULY 2003



*****Recurring Weekday Rides*****

Wednesdays 6:00 pm Miles:25+ Class:A Workout	Meet at Rose Tree Park on Rte. 252 for our regular Wednesday night workout. Expect a fast pace and some nice hills. Contact Antonio Rocha at 484-802-8374 Email: tony@craftech.com
Wednesdays 6:00 pm Miles:28 Class:C+ The Rose Tree Ridley	Start at Rose Tree Park on Rte. 252, go through Ridley State Park and beyond. As day gets shorter, so does the ride... with a hill or two.... Contact Brian Wade at 610-254-9485 Email: bwadedvbc@aol.com
Thursdays 5:45 pm Miles:25+/- Class:C+ Out & Back Workout	Meet at Rose Tree Park for a C/C+ pace weekday workout. A show-and-go ride to stretch your legs before the weekend's big rides. Contact Bob Leon at 610-833-2365 Email: bleon@craftech.com
Wednesday, Jul 2 6:00 pm Miles:20-25 Class:C+/B- Hills of West Vincent	Meet Manhattan Bagel Shop, Chesterbrook Shopping Center near Valley Forge Park at 6 p.m. Ride out into the hills of Chester County. The tour stretches for only 20-25 miles, but the hill training will quickly build stamina. Phil Klara 610-640-3704 or klarapc@aol.com
Friday, Jul 4 8:00 am Miles:55+ Class:C+/B- The Firecrack Fifty Five	Leave Rose Tree Park 8 am and dip into Delaware, & hit Northbrook Orchard (what's left of it!). 2 short food stops. More like 60 miles (I never clocked the route. Heck I don't even know the route yet, but I will, I swear!) Brian Wade 610-254-9485 or bwadedvbc@aol.com
Saturday, Jul 5 8:00 am Miles:50+/- Class:C+ Kountry Kitchen	Meet at the Kingsway High School, Routes 551 and 322 for that familiar ride to the Saturday morning breakfast. I'll try to mix it up with some new roads. Contact Bob Leon at 610-833-2365 or bleon@craftech.com
Saturday, Jul 5 1:00 pm Miles:50+/- Class:B/B+ New Covered Bridge/Beaver Dam	Meet at 320 Market parking lot Swarthmore/Springfield. Local climbs, descents and traffic. Rain cancels ride. Contact Larry Green at 610-544-5799 or largreen@earthlink.net
Sunday, Jul 6 8:00 am Miles:50+ Class:C+/B- Follow Me!	Start at the R5 Wayne Train Station, ride wherever I feel like and return. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Jul 6 9:00 am Miles:35+/- Class:C Tandem Outing	Meet at the Kingsway High School, Routes 551 and 322 for another romp through South Jersey to Richman's Ice Cream in Woodstown. You don't need a tandem to join us, all riders welcome. Bob Leon at 610-833-2365 or bleon@craftech.com
Sunday, Jul 6 9:15 am Miles:60 Class:B/B+ Westtown and Beyond	Start Moylan-Rose Valley Train Station, Manchester & Woodward Rds. in Moylan. Ride thru beautiful wooded hills and valleys of western Delaware County, Chester County, and Delaware. Food and rest stop at midpoint. Ira Josephs 610-565-4058 or ira@dvbc.org
Wednesday, Jul 9 6:00 pm Miles:20-25 Class:C+/B- Hills of West Vincent	Meet Manhattan Bagel Shop, Chesterbrook Shopping Ctr near Valley Forge Park. At 6 pm we ride out of Chesterbrook into hills of Chester County. Tour stretches only 20-25 miles, but the hill training will quickly build stamina. Phil Klara 610-640-3704 or klarapc@aol.com
Saturday, Jul 12 7:00 am Miles:45-50 Class:B- Beat the Heat!	Start from Daylesford train station to Manayunk/Art Museum. 7:00 AM start to beat the heat and traffic. Bring money for snacks. Contact Lewis Neidle at 610-722-5823 or Lewis.Neidle@ibx.com
Saturday, Jul 12 8:00 am Miles:60+/- Class:C+ Northbrook Orchards	Meet me behind the Dunkin Donuts on MacDade Blvd and Fairview Roads. Bring money for food and drink at the orchard. Contact Bob Leon at 610-833-2365 or bleon@craftech.com

Sunday, Jul 13 8:00 am Miles:50+ Class:C+/B- The Not Named Ride	Start at the R5 Wayne Train Station and ride... Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Jul 13 8:30 am Miles:77 Class:B+/A- Westtown-Chester Springs	Meet at Westtown-Thornbury Elementary School on Westbourne Rd. north of Route 926 for a good route to some nice roads in northern Chester County. One stop at about mile 38. Contact Glenn Lyons at 610-399-0624 or rollingspeed@cs.com
Sunday, Jul 13 9:30 am Miles:30 Class:C Highland Orchards	Meet at Pocopson Elementary School. We'll make one stop at Highland Orchards, so bring money for food and produce. Contact Steve Bertolini at 302-529-1122 or spbert@yahoo.com
Saturday, Jul 19 7:00 am Miles:126 Class:B+ Bike to the Boardwalk	Ride Ed's paceline from Kingsway HS (Rtes. 322 & 551) to Ocean City and back. Ed is guaranteeing tailwinds both directions, and plenty of drafting. Bring money for brunch at the shore. Ed Sobolewski at 610-358-3055 or sobolewski3@comcast.net
Saturday, Jul 19 8:00 am Miles:40+/- Class:C+ Manayunk	Meet me behind the Dunkin Donuts on MacDade Blvd and Fairview Roads. Bring money for food and drink. Contact Bob Leon at 610-833-2365 or bleon@craftech.com
Sunday, Jul 20 8:00 am Miles:55+/- Class:C+/B- Call It What you Like Ride	Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Jul 20 8:30 am Miles:42 Class:C+ Thornton Ramble	Manhattan Bagels, Chesterbrook Shop. Ctr., @ 202 & 252. Beautiful route with hills, thru Chester & Delaware Counties. None dropped. Cue sheet. Bring snacks, liquids & \$. Call to confirm, about weather or directions. Steve Trobovic 610-687-9229 srtrobovic@juno.com
Sunday, Jul 20 9:00 am Miles:35+/- Class:C Tandem Outing	Meet at the Kingsway High School, routes 551 and 322 for another ride on the 2-for-one bicycle. Our destination will be the Kountry Kitchen for breakfast. All riders are welcome. Contact Bob Leon at 610-833-2365 or bleon@craftech.com
Thursday, Jul 24 9:00 am Miles:52 Class:C+ Mid-week Hiatus	Take a vacation day to tour Amish country. Meet at Bob LaDrew's house near Coatesville for bagels & juice before ride. Call first. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Saturday, Jul 26 8:30 am Miles:35-40 Class:C/C+ Muscle the Hills!	2 STARTING POINTS. Meet Folsom PathMark, Mac Dade Boulevard, Ridley Twp 8:30. We take short ride to Ridley Train Station & meet those departing 8:58 train from Phila, (departs 30th St 8:34). Next bike to Neumann Coll., highest pt. in DelCo, & continue thru Glen Mills to lunch near Ridley Park. Then cut thru park, & via Smedley/Lepier Trail return Ridley Station. Enjoy hills & see back-road beauty. Bring \$ & strong legs for hills. No one dropped. Ride only goes to station if I have been notified riders coming via train. Frank Jackson 610-534-3978 fjackson@rohmmaas.com
Saturday, Jul 26 9:30 am Miles:15-28 Class:C CU at Selene	Start Selene Whole Foods Co-op, 305 West State St. in Media. Enjoy scenery of our hills & valleys to Ridley Creek Park and beyond. Free refreshments afterwards inside store. Free parking in a lot just west of the Co-op. Ira Josephs at 610-565-4058 ira@dvbc.org
Sunday, Jul 27 8:00 am Miles:55+/- Class:C+/B- The All Hill Ride	Start at the R5 Wayne Train Station and climb and climb and climb. Expect hills. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Jul 27 9:00 am Miles:35+/- Class:C Jersey Ramble	Jersey Ramble Meet at the Kingsway High School, routes 551 and 322 for a ride through South Jersey. Contact Bob Leon at 610-833-2365 or bleon@craftech.com
Sunday, Jul 27 9:00 am Miles:40 Class:C Skippack	Start SEPTA R-6 Spring Mill Station parking lot next to Schuylkill River trail. Go west, at modest C pace, for lunch in Skippack. Cues. None dropped. Option: Call if wish to start at Valley Forge 8:30 am. Rain cancels. Steve Trobovic 610-687-9229 srtrobovic@juno.com



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

DO LOOK BACK

You would feel pretty uncomfortable taking your four-wheeled beast out for a spin with no side or rear view mirrors. I feel that kind of discomfort if I ride my bike without a rear view mirror. I've been using helmet and eyeglass mirrors for years and the ability to check the road behind you without losing sight of the road ahead is invaluable. Being able to check out whom or what is behind you without running into something or someone in front of you is way too important to ignore.

Mirrors are made to attach to your eyeglasses, helmet, bar ends, and frame. They all work, but I prefer the eyeglass type. I only have one pair of riding glasses so

there's no switching around. On the other hand I have several helmets, and bikes. My current mirror is a "Bike Peddler, Take-A-Look". It sells for about \$15.00 and is by far the best eyeglass mirror I have used. The attachment frame is mostly metal and more adjustable and durable than plastic types. The mirror itself, in contrast to round mirrors, is horizontally rectangular giving you a wide view with minimum surface area.

The adjustment of the mirror is important for it to be comfortable to use and to cover the road behind you. You can mount the mirror on left or right sides of your glasses or helmet. I have read that you should put it on the side of your dominant eye, but I like it on the left regard-

less of eye dominance. You should experiment with your choice. When you're looking in the mirror you should see the edge of your ear and shoulder. With a slight turn of the head the entire road behind you should be visible. Take some time and try different adjustments of height and tilt till you get it right.

A word of caution: When using your mirror to check for cars or bikes behind before you move out into the center of the road, the mirror is just the first step. Even if the road looks clear in the mirror you must take a direct look back in case your mirror missed something. Obviously, if you see that car you don't have to look back.

So unless you've found that bicycle Nirvana where you're always accelerating away from the bike behind you and there are no cars, get yourself a mirror and be a little safer out there.

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My Latest (Mis)adventure

by Javier Pazos

This season has started off slowly. The weather this winter made bicycling difficult. There were entire weeks where the snow banks not only absconded the shoulder but also spilled out into the street. Moreover, when I tried to make up for it by running, I re-injured my knee. So when the weather improved I decided to take it slow and easy. This time last year I was doing at least one dvbc A ride per week and had competed in a handful of races. So far this year I haven't done any of either. You can imagine how embarrassing it was getting when people would ask me what great feats I'd accomplished this year. It was hard to say "none!" After all, I'm the badass with the 90-minute commute who climbed Mount Washington. Or so I'm told. I'm always hearing "We read about what you did in the newsletter and that's just fantastic!" No, actually it's sad and stupid, but who am I to turn down a compliment? Besides, the more people tell me that the more I start to believe it myself. The impetus to do something outrageous on the bike was at an all-time high.

That's when my long weekend to the

Washington DC area came up. I remember reading in the newsletter that a group from the DVBC had made the trip last year. However, they took two days to get down there, stopping in Baltimore for the night. Surely a tough guy like me could solo his way down non-stop. It was decided! Using my mapping software, I plotted out a route and printed up a cue sheet. In retrospect, I probably shouldn't have waited until the night before to do this. That way I could have sat down and checked the cue sheet for gaps and mistakes. Oh well, ... woulda, coulda, shoulda! (WCS) I packed my bags, which included everything I might need for a long weekend plus four bottles of wine for the party. That might seem like a lot of weight to be lugging around on such a long and hilly ride, but hey! I'm a badass. Or am I? (WCS) The weather report called for scattered strong thunderstorms all day. This made me hesitate a bit, but then I thought "If I don't do this now, when will I?" (WCS) So just after 4AM on Saturday, I loaded up my



bike and headed west-southwest.

My biggest fear at the beginning of the ride was bonking. When you bonk, it's not just that your legs don't have any energy, but every system in your body that uses energy (in short, every system in your body) goes into conservation mode. Then life begins to suck like you can't imagine. Every little effort seems like a monumental ordeal. Every dull ache seems like an intolerable agony. Every little scrape and cut feels like a gunshot wound. And once you bonk, it's too late to eat. I figured that, with breakfast, I should be okay for the first two hours, then after that, I would eat a snack every thirty minutes whether I was hungry or not. I brought along an assortment to keep myself from getting bored: bananas, raisins, fig bars, granola bars, slim jims, peanuts, candy bars, small sandwiches, etc. Since my cue sheet said the ride would be 155 miles, I estimated an 11-hour trip. That would mean I needed 18 snacks, so I brought along 25 just to be safe. This turned out to be my only instance of good forethought and probably the only reason I'm here telling this story today.

The ride was going along pretty well
See "(Mis)adventure," p. 11

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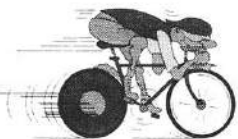
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Largest selection of bikes in Delaware County

Specializing in closeout models

Bike Dirt

By F.X. Pedrix



If you are a regular reader of this pile of bicycling related crud I churn out every month then you know that my ever so beautiful and understanding wife Babs thinks that we dedicated riders are many spokes short of a full wheel. This spring has done nothing to lessen her thinking in this area. Having returned home this spring from many a club ride soaking wet -- and with a bike that looks like it was in a tractor pull-- she meets me at the door with that "look". You know the "look". It is the same look you get from people in cars when you are stopped at a light in the pouring rain. I think that look is closely akin to the look you would get if you had no clothes on at all.

In last month's column I discussed the problems that may arise in the selection of the yearly winner of the Roadkill Award. My crack editorial committee of black-hearted cronies and spies quickly met under strict security and developed what I believe is a fair and workable point system for the Roadkill award criteria and point values:

1. Is it licensed or registered by an international breeders association? (+5)
2. Did it suffer less than five seconds? (-2)
3. Does it weigh more than the bike rider? (+10)
4. Is it ugly (+3) or beautiful (-3)
5. Was the rider thrown from the bike? (+4)
6. Did the rider have to veer in order to hit it? (+2)
7. Is it edible, and was it ultimately

consumed for dinner? (+3 and +3)

8. How many did it feed? (+2 per person)

9. Is it a member of an endangered species? (+6)

10. Did the rider kill it in self-defense? (+4)

11. Was the bike unharmed? (+10)

12. Did the animal know what had hit it? (-5)

13. Was the animal above the rider in the food chain? (+5)

14. Does its name have three letters, beginning with C-A-T? (+20)

15. Did the rider have to run over it more than once? (-4)

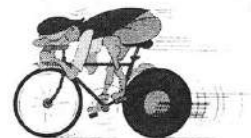
16. Was the rider able to avoid getting blood on his/her cycling apparel? (+3)

17. Did the rider attempt to render aid? (-10)

The committee welcomes all comments or questions on this new system.

A stickler for detail, the lawyer resolved to avoid any emailing debacles during his upcoming vacation. Accordingly, he programmed his emailer with a message that would respond to each incoming letter by informing the sender that he would be out of the office for two weeks.

Early on the first vacation day, a seemingly innocent email was sent to all 132 subscribers of the DVBC list serve, including the lawyer. Dutifully, his computer responded with the message, "I will be on vacation for two weeks." That message, in turn, traveled to each of the club's 132 list serve participants. Included among that number was the lawyer him-



self. His computer received this message, his own, that the lawyer was on vacation. It responded with a message that the lawyer was vacationing. This message went out to all 132....

Well, you get the picture. It was ugly. Thirty-five emails in one day, from one person, each saying the same thing, each triggered by the previous, each getting 131 recipients more and more incensed.

Mercifully, our web master intervened and this game of cyber ping pong was called off thirteen days prematurely. A few things were said that may have been regretted but tempers have long since cooled. The only person viewing the whole incident in a positive light was our newsletter editor, who has been praying for anything that would help people forget last winter's "LaDrew Virus."

Two tandems at the recent Salem Oak ride carried riders named LaVerghetta, LaFerrara, LaDrew and LaDrew. I've heard of La-La rides but that is ridiculous.

Also at that ride our new president showed that he has become one of the club's strongest riders. Last fall he was wheezing and gasping his way up the hills. Then blood tests revealed an iron deficiency. Iron supplements have led to a radical transformation. Either that or he is being fueled by the heady aroma of presidential power--or EPO.

Send your gossip, news, jokes, trivia, rumors or outright lies to fxpedrix@hotmail.com.

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REGIONAL EVENTS

Sun. July 6: Delaware Double

Cross, Middletown H.S., Middletown, DE; 31 or 62 mi. Flat. \$12 pre-reg., \$18 day-of; White Clay Bike Club, c/o Pieter Jongebreur, 39 Hunting Ridge Rd, Newark, DE 19702; 302-738-1299.

July 12-13: MS Bike Tour, Gettysburg PA. Gettysburg Coll. Ride diff. 25, 50, or 75 mile rtes. Katie Grisbacher, Nat'l M S Soc., Central PA Chapter, 2209 Forest Hills Drive, Suite 18, Harrisburg, PA 17112; 717-652-2108.

fr@pac.nmss.org

July 12-19: Pedal PA Penn Central Tour, cycle across PA, Slippery Rock to Easton. Pedal PA, P.O. Box 385, Harleysville, PA 19438; 215-513-9577.

Sun. July 13: American Cancer Society Ride, 7 am, Ben Franklin Bridge, Phila. 22, 37, 61, 100 mi. 4 rest stops w/support. New: 4-person teams. Allison Hatcher 215-985-5354. www.acsbike.org

Sat. July 19: No Baloney Classic, Lebanon, PA. Lebanon Valley's scenic backroads & villages. Deb Kreider, 105 S. Mill St., Cleona, PA 17042; 717-228-0244. <BiciDeb@paonline.com>

July 19-25: Cycle Across Maryland (CAM). Start in St. Mary's City & end in Columbia. One Less Car, P.O. Box 1870, Pasadena, MD 21123; phone 410-360-6755. info@onelesscar.org

Sunday, July 27: Tour de Tinicum. Del. Val. Fire Co. of Erwinna PA. \$20 pre-reg. by 7/20 incl. t-shirt, \$25 thereafter. 610-294-9385 or TourdeTinicum@yahoo.com or www.dvvc.org

Sat. Aug. 2: Rte. 113 Heritage Corridor River to River Bicycle Tour 2 locations: Schuylkill Canal Recreation

Area, Mont Clare, PA, or Tinicum Park, Erwinna, PA. 40 mi. ea. way, ride 1 way, take bus back to start or ride roundtrip. Benefits Rt. 113 Heritage Corridor Partnership. \$30. Pedal Pennsylvania, P.O. Box 385, Harleysville, PA 19438; 215-513-9577.

Sat. Aug. 2: Princeton Event, West Windsor, NJ. Mercer County Community Coll. Choice of 7 routes: 16-100 mi. 1,800 riders in 2000. \$25 pre-reg. by 7/18 for T-shirt. \$25 after, but no shirt. Reg. incl. lunch. Princeton Free Wheelers, P.O. Box 1204, Princeton, NJ 08542-1204; 609-882-4PFW (4739).

Sat. Aug. 9: Bridgeton Zoo Ride, Schalick High School, Centerton, NJ; 25, 50, or 100 mi., 8 AM start. \$14 pre-reg. until 8/1; \$17 day of. South Jersey Wheelmen, P.O. Box 2705, Vineland, NJ 08362-2705.

Sat. Aug. 9: Dog Daze Century. West Chester, PA. Brandywine Bicycle Club, Ann Marie Sullivan, 610-644-3792.

Aug. 9-15: Pedal PA. Adirondack & Lake Champlain Tour. Loop starting & ending Burlington, VT. Ride thru the Green Mts. & Adirondack. Pedal Pennsylvania, P.O. Box 385, Harleysville, PA 19438; 215-513-9577.

Sat. Aug. 16: Knights for Sight Metric Century, Salisbury, MD. 15, 35, or 65 mi. flat. Salisbury Lions Club, c/o Kevin Darcey, 5714 Kingsmill Drive, Salisbury, MD 21801; 410-860-5502.

Sun. Aug. 17: Covered Bridge Metric Century. Lancaster, PA; 15, 31, or 62 mi. Rolling w/a few sm. hills. 7 covered bridges & lunch stop. 2,585 riders in 2002. \$10 by 7/15, \$20 after. \$15 for T-shirt, only available with pre-reg. by 7/15. Lancaster Bike Club, P.O.

Box 535, Lancaster, PA 17608-0535.

Sat. Aug. 23: Shore Fire Century. 35-65-100 mi. Middletown DE to Clayton and points along eastern shore. \$15 pre-reg. before 9/9, \$20 day of. SASE to WCBC c/o Don Carbaugh, 49 Marsh Woods Lane, Wilmington, DE, 19810. shorefire@whiteclaybicycleclub.org

Sun. Aug. 31: Brandywine Tour, Pocopson, PA. 28, 50, 65, or 100 miles. Delaware Valley Bicycle Club.

\$12 pre-register by 8/24, \$17 thereafter. Beautiful rolling scenery. Fully supported with meals and SAG. Delaware Valley Bicycle Club, PO Box 156, Woodlyn PA

19094-0156. dvbc.org. Brian Wade at <bwadedybc@aol.com>



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Phone (610) 356-1515

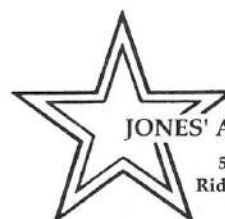
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"(Mis)adventure," continued from p. 8

when I got to the greater Baltimore area. There were a few mistakes on the cue sheet (it would say L when I really had to go S), but I allowed my instinct to prevail and I managed not to get lost.

The first omen of things to come was the predicted rain coming to fruition. Up until Baltimore, it was only a slight drizzle, so I didn't even need my rain jacket. But now the rain was beginning to come down pretty hard. It was somewhere around this point that my computer stopped working, so I no longer had any idea how fast I was going or how far I'd gone. This happens because water gets down into the contacts and interferes with the signal. This can be fixed by either covering the cyclo-computer with a plastic baggie, or spraying the contacts with WD-40 (water displacer). Despite knowing it was going to rain, I did neither. (WCS)

This was also about the time that I came to the bottom of the page on my cue sheet and had to flip it over. It occurred to me that there seemed to be some missing turns between rtes. 23 and 129, but I just pushed on. Had I bothered to check the mileage, I would have realized that some of the instructions had somehow been cut off. I then could have plotted a more intelligent course rather than riding off into oblivion. (WCS) When I finally did realize my blunder, I was miles off course. How many miles, you ask? I don't have a clue, my computer stopped working. When I pulled out the map, (which is currently a shredded remnant of its former self thanks to being opened so many times in the rain) I discovered that the roads I was on were too small to be on the state of Maryland side of the map, and too far north to be on the Washington/Baltimore side of the map. The solution was to ride in a general southerly direction until I was on the map, and then plot a course to get me back on the cue sheet. This endeavor turned out to be fairly complicated and cost me at least 3 hours. But no time to waste; push on I must!

By the way, did I mention that that area is quite hilly? With all the weight I was carrying, this would eventually take quite a toll on my legs and knees. But for the moment, I was more bothered by the descents. The raindrops felt like pub darts hitting my face.

After a few more mishaps and wrong turns, I ended up on Joppa road. This road had a little more traffic (with not much shoulder) than I like, but the busy section isn't that long and it was in the direction I needed to go to get back on the cue sheet. So I pressed on. (WCS)

This ride had no shortage of puddles in the road. I avoided most of them, but Joppa Road had heavy traffic, so I had no choice but to ride through them. KA-POW!!! Whadda ya know? A super deep pothole was hiding beneath the puddle. Pssssst! Whadelse do ya know? A flat tire. Then all of a sudden, the rain

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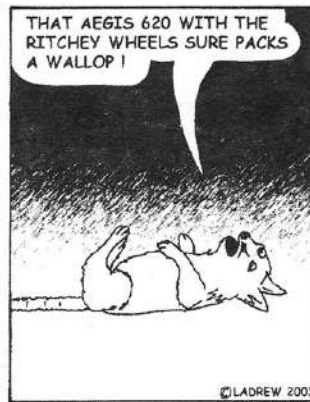
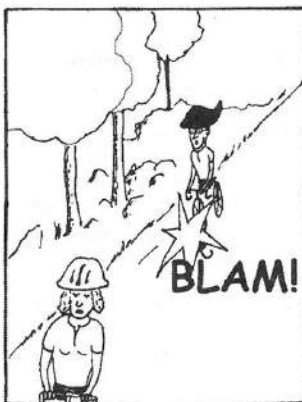
picks up! Thank you, Murphy! I will quickly mention that I found a building with an overhang where I could change the tube. It stuck out enough to keep the tire dry while I was being pummeled by the cascading runoff. But you know, after having been thoroughly kicked by the bicycling gods, it didn't seem to bother me that much when they spit on me too.

This brings me back to why I submit myself to these stupid ordeals in the first place. It's certainly not because they are fun or pleasant. When I finally rolled into Rockville a cool 15 hours after I started, I was soaked and exhausted. My hind quarter was both sore and numb (I didn't realize that was possible) and my knees throbbed every time the road pointed up, despite the fact I was using the granny gear!

No, there wasn't much about the ride I enjoyed. So why did I do it? Or even more relevant, what is it that I do enjoy? I enjoy telling stories. And I enjoy writing them down. And anyone who's been on a bike can tell you what type of ride makes the best story. So, until my next stupid adventure, this is Javier signing off.

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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) = _____

I'll volunteer for: ☐ Ride Leader
(check all interests) ☐ Tour Volunteer
☐ Board Member

Please send your check or money order to the:

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

In consideration of the acceptance of my application for entry into the DVBC, I hereby waive, release, and discharge any and all claims for damages for death, personal injury, or property damage which I may have, or which may hereafter accrue to me, as a result of my participation in the DVBC. In addition, this release is intended to discharge in advance the promoters, the sponsors, the Delaware Valley Bicycle Club, the promoting clubs, the officials, and any involved municipalities or other public entities (and their respective agents and employees) from and against any and all liability arising out of or connected in any way with my participation in any event, even though that liability may arise out of negligence or carelessness on the part of the persons mentioned above.

I further understand that serious accidents occasionally occur during bicycle riding; and that participants in bicycle riding occasionally sustain mortal or serious personal injuries, and/or property damage, as a consequence thereof. Knowing the risks of bicycle riding, nevertheless, I hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who (through negligence or carelessness) might otherwise be liable to me (or my heirs or assigns) for damages. It is further understood and agreed that this waiver, release, and assumption of risk is to be binding to my heirs and assigns.

Signature

Signature of parent or guardian (if under 18 years)