

Delaware Valley Bicycle Club



P.O. Box 156, Woodlyn, Pa, 19094-0156 WINTER 2005—2006

Happy Holidays, LBS!

By Dominick Zuppo

On the one hand, the United States Postal Service must love the holiday season. The number of cards and packages processed by our local Posties, along with the income they generate, must increase exponentially with the approaching end of the calendar year. On the other hand, the need to deliver all of those parcels must weigh figuratively and literally on the backs of letter carriers everywhere.

And what a deluge! Catalogs from Performance, Nashbar, and Excel Sports multiply like mushrooms in the dark recesses of my mailbox. Place an order for something as innocuous as a blinky light and you become part of their permanent record. And it may take more than one attempt to be removed from the mailing list.

Today, many Americans expect "instant gratification" when they shop for goods or services. The same expectation applies to bicycling. But in simpler times, when that fount of all knowledge called the Internet did not exist, we were more patient, more willing to spend some time to find what we needed. Those who could, picked up a book and learned to perform simple maintenance. For others, the answers to their cycling needs were often found at the local bike shop.

Yes, the "LBS" as it's known in the trade. That little store tucked in the middle of the shopping center or standing alone near a residential district with the cute name like "Penny Farthing" or "Bob's Bikes." The one you go to when your bike makes a funny little noise that drives

you crazy. The one that needs your support.

As Gregg Bagni of the Schwinn Company once explained to Bicycling Magazine, "If you want to make a million dollars in the bike business, start with two million." Low profit margins, labor-intensive work, and the capital needed to stock bikes of different brands and sizes, plus the parts needed to repair them, can take their toll. Those of you who've participated in our sport for many years know all too well the local attrition rate.

Some shop failures, however, were caused more by the practices of their owners than by increased competition. If an LBS does not carry the parts or accessories desired by local customers, return sales will fall. The same will happen if a customer is ignored, or worse, treated in a condescending manner. With many choices, today's discriminating bike buyers expect a high level of service.

And service is where the LBS can shine. We are fortunate to have a number of shops located within riding distance of our homes. Their owners and staff are here to answer our questions about new bicycle purchases or existing bike repairs. Orders they place from the Quality Bicycle Parts catalog often arrive in a few days. You can pick up your part on the way home from school or work - no more searching the bush near the driveway for the delivery service box. And many shops offer a discount to members of the DVBC, so don't forget to ask for it!

Chris Kegel of Milwaukee's "Wheel & Sprocket" stores explained

that "Cycling is not about hardware. It's about the experience." Very often LBS owners and customers become friends. "When this bit of chemistry works right," wrote Bicycling's Geoff Drake, "you are buying not just a machine, but a relationship. And a sport."

So this holiday shopping season, don't forget your LBS. They are the magnets that draw new enthusiasts to the sport of bicycling. They serve the needs of novice and experienced cyclists alike. And they support our club's annual fund-raising tours. It's time we realize their value, for when we support them, we also support the sport. See you on the road.

DVBC Holiday Banquet

Monday, Dec. 5th,
7:00 pm

The Little Inn
Media

Live Music

\$5 per person for members
and their families

See the ride calendar inside
for directions and reservations.

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).



GO BONKERS!

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

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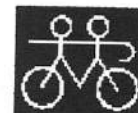
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Club Affiliations



LAB



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

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!



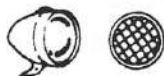
Obey all applicable traffic regulations, signs, signals and markings.



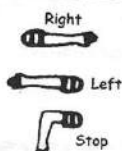
Keep right. Drive with traffic, not against it. Ride single file.



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 stopping or turning.

EBay® and the Bicycle

By Frank Jackson

Have you ever heard of EBay® the electronic auction house? If not then you must not own a computer. If by chance you do own a computer and are on line but have never been on EBay then the time to start is now.

What have you been waiting for, Christmas? It is said that the average person has more than two thousand dollars worth of stuff around the attic, basement, and garage that they will never use or miss. For the sake of this article we will focus on bicycles and bike-related items, which obviously will not reach that amount. Well, for most of us it won't.

Think about it. Have you any slightly used or new parts that you don't need? How about those had-to-have accessories? Are they still in use? Or even some slightly used clothing that no longer fits or doesn't

fit your current dress style. Even bicycle tools from a bike that you no longer own. Really, how many times can you read the same bike book? You may even have one too many bikes (it could happen). All have a value to someone out there in cyberspace. And then again some items might even be collectable. Remember those old English three-speeds? Basically you'll never know unless you investigate. So what are you waiting for? Get out there and start collecting those surplus items.

So how does all this EBay stuff work? First you must get signed up. This requires an account with EBay (free) and I recommend an account with PayPal® (free) too. PayPal is the money transaction vehicle you will use with your bidders. While there are other ways of collecting funds I find this the quickest, safest, and

simplest. Signing up for both is quite simple and can be done by logging on to www.ebay.com. For security purposes I always go through Google and then list the URL in my favorites.

Next, go to the "sell" link and follow the instructions from start to finish. Included in this will be writing a header, writing a description, posting a picture, listing a starting bid, identifying shipping details, and listing the cost of shipping.

There are other things you can do to your bid ad but listing these would be beyond the scope of this article and should be investigated by you while writing your ad.

All of the above mentioned steps require some prep work, especially the pictures. If you have a digital camera then take photos of

(Continued on page 4)



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E-Mail: cycle.sport@verizon.net Website: cyclesportmedia.com

(Continued from page 3)

everything and load it into your computer. If you do not own a digital camera all is not lost. Any camera including a disposable will do. Just get the film developed onto a CD. This adds to your costs and takes time but at least the lack of a digital camera does not make this a show-stopper. After all this has been completed, it is now time to watch the bids come in. During this phase there will be questions to answer from potential bidders so be prepared.

How can all this work with total strangers? The system is run by feedback. This is where buyers and sellers report on each other. Feedback is very important. It basically tells the story that you can be trusted. It is what keeps the system going.

After the bidding is closed (usually seven days), it will be time to ship. Never ship before you've been paid. EBay charges a fee for listing and also a commission for selling based on the sale price. Before you

ship, become well versed in packaging and postage incidentals. You can save/make a much better profit if you are.

With your stuff now safely in the hands of a new owner, what next? That's simple. Take that new-found wealth down to one of our Newsletter advertisers and get the bike or bike accessories that you've been wanting. It's that easy. In the slightly altered words of an old rock-n-roll song, "...get your money for nothing and the parts for free".

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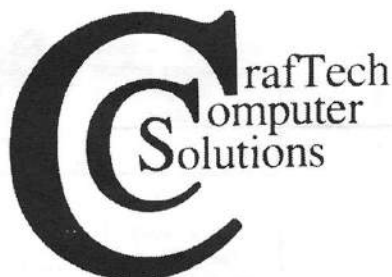
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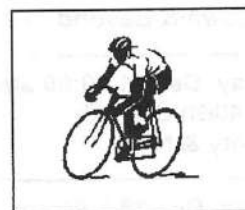
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DVBC Ride Calendar

WINTER 2005 - 2006



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

Tuesdays 6:00 pm Miles:15-20 Class:C NightRiders	We spin around Southern DelCo in the dark. Bike lights front and rear are a must. You must call or e-mail the leader to confirm the start time and location. Very cold or wet weather will cancel ride. Most rides start at 6 PM. Contact Dave Trout at 610-368-0760 Email: brider-ride@usa.net
Tuesdays 6:10 pm Miles:? Class:ALL Group Trainer Ride	Every Tuesday night thru the winter, unless circumstances prohibit, there is a group trainer ride 6:10 at Cycle Sport. We follow training videos for a 40min to 1hr workout, not including warm up and cool down. People wishing to "ride" with us need only bring their bike and trainer. The workout is as hard or easy as you wish, so riders of all abilities are welcome. Contact Harry at 610-565-9535 Email: cyclesport@verizon.net
Thursdays 6:10 pm Miles:? Class:ALL Group Trainer Ride	Every Thursday night thru the winter, unless circumstances prohibit, there is a group trainer ride 6:10 at Cycle Sport. We follow training videos for a 40min to 1hr workout, not including warm up and cool down. People wishing to "ride" with us need only bring their bike and trainer. The workout is as hard or easy as you wish, so riders of all abilities are welcome. Contact Harry at 610-565-9535 Email: cyclesport@verizon.net
Saturday, Dec 3 9:00 am Miles:18 Class:C Take to the Woods!	Meet on the North side (Philly) of Route 420 in Prospect Park, PA at the John Heinz Wildlife Reserve side lot. The trail is very tame. A hybrid bike is an excellent alternative if you don't own a mountain bike. Bike rides like this can be an enjoyable alternative when the temperatures are low. Wet weather or recent heavy rains will cancel. Call ahead. Contact Frank Jackson at 215-620-0632 or cyclingfrankrides@hotmail.com
Saturday, Dec 3 9:00 am Miles:50 Class:B Witness Ride	Meet at Bob LaDrew's house near Coatesville to explore area where scenes from movie "Witness" were filmed. Stop in Intercourse for lunch. Bring \$ & water. Call or email for directions. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Sunday, Dec 4 9:00 am Miles:35 Class:C+ Manayunk	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114
Sunday, Dec 4 10:00 am Miles:?? Class:B- The Winter Rule	Bike the temperature. 30 degrees, we do 30 miles. 40 out, we do 40. Fair in height thus easy to no climb. Usually head to a coffee shop or somewhere warm. This is the norm for my ride for the next three months unless otherwise noted. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Monday, Dec 5 7:00 pm DVBC Holiday Banquet with live music The Little Inn, Media	For club members and their families. Five dollars per person. The Little Inn is located just east of the 5-points intersection of Rte. 252 and State Road in Media. It is across the street from Harry Havnoonian's Cycle Sport store. Please make reservations with Dom Zuppo 610-544-8630 or membership@dvbc.org
Sunday, Dec 11 9:00 am Miles:35 Class:C+ Breakfast With Bob	Meet at Kingsway High School on Rtes. 551 & 322 in New Jersey for that familiar breakfast ride to Kountry Kitchen. 50 mile option if weather permits. Contact Bob Martin at 610-352-2114

Sunday, Dec 11 9:45 am Miles:40-60 Class:B- Westtown & Beyond	Meet at the Moylan Rose Valley train station at Woodward and Manchester Roads for a hilly ride on some classic DVBC routes. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Sunday, Dec 11 10:00 am Miles:40ish Class:B- Naughty & Nice	Mostly nice and flat, but one naughty little hill that needs spankin'... twice. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Dec 18 9:00 am Miles:35 Class:C+ Manayunk	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114
Sunday, Dec 18 10:00 am Miles:40ish Class:B- Manayunk Coffee Shop	Start at the R5 Wayne Train Station, take the trail to Manayunk for coffee at the Bucks County Coffee House. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
***** January Recurring Weekday Rides *****	
Tuesdays 6:00 pm Miles:15-20 Class:C NightRiders	We spin around Southern DelCo in the dark. Bike lights front and rear are a must. You must call or e-mail the leader to confirm the start time and location. Very cold or wet weather will cancel ride. Most rides start at 6 PM. Contact Dave Trout at 610-368-0760 Email: brider-ride@usa.net
Tuesdays 6:10 pm Miles:? Class:ALL Group Trainer Ride	Unless circumstances prohibit, there is a group trainer ride 6:10 at Cycle Sport. We follow training videos for a 40min to 1hr workout, not including warm up and cool down. People wishing to "ride" with us need only bring their bike and trainer. The workout is as hard or easy as you wish, so riders of all abilities are welcome. Contact Harry at 610-565-9535 Email: cyclesport@verizon.net
Thursdays 6:10 pm Miles:? Class:ALL Group Trainer Ride	Unless circumstances prohibit, there is a group trainer ride 6:10 at Cycle Sport. We follow training videos for a 40min to 1hr workout, not including warm up and cool down. People wishing to "ride" with us need only bring their bike and trainer. The workout is as hard or easy as you wish, so riders of all abilities are welcome. Contact Harry at 610-565-9535 Email: cyclesport@verizon.net
Sunday, Jan 1 12:00 pm Miles:40+ Class:B+ New Year's Day Ride	Leave Westtown-Thornbury Elementary School on Westbourne Rd. at 12 noon and start your 2006 mileage during the warmest part of the day. (Last year the temperature made it into the 60s and there were thirteen of us). A 40-mile loop is planned but if it is warm we may go longer. Contact Glenn Lyons at 610-399-0624 or rollingspeed@comcast.net
Saturday, Jan 7 9:00 am Miles:50 Class:B- Witness Ride	Meet at Bob LaDrew's house near Coatesville to explore area where scenes from movie "Witness" were filmed. Stop in Intercourse for lunch. Bring \$ & water. Call or email for directions. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Sunday, Jan 8 9:00 am Miles:9:00 Class:C+ Manayunk	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114
Sunday, Jan 8 10:00 am Miles:40ish Class:B- The Last Forty-Five Ride	Start at the R5 Wayne Train Station, head to Kimberton and return. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Jan 15 9:00 am Miles:35 Class:C+ Breakfast With Bob	Meet at Kingsway High School on Rtes. 551 & 322 in New Jersey for that familiar breakfast ride to Kountry Kitchen. 50 mile option if weather permits. Contact Bob Martin at 610-352-2114

Sunday, Jan 15 10:00 am Miles:43 Class:B+ Westtown-D'Town	Leave Westtown-Thornbury Elementary School at 10am for a scenic winter ride. A short stop in D'Town is desired. 16-18 mph final average depending on wind. Contact Glenn Lyons at 610-399-0624 or rollingspeed@comcast.net
Sunday, Jan 15 10:00 am Miles:40ish Class:B- Ambler Rambler	Start at the R5 Wayne Train Station and head to Ambler for coffee and return. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com ✓
Saturday, Jan 21 9:00 am Miles:32-50 Class:B- Kountry Kitchen	Show & Go Ride. Meet in Jersey Rtes. 322 & 551, Kingsway H.S. for flat ride on back roads to Kountry Kitchen breakfast in Elmer. Bring \$ & water. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net ✓
Sunday, Jan 22 10:00 am Miles:40ish Class:B- Road vs. Wade	A pro choice ride. Starts and ends at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com ✓
Sunday, Jan 22 10:00 am Miles:35-50 Class:C+/B- Winter Westtown	Meet at the Moylan Rose Valley train station at Woodward and Manchester Roads for a hilly ride on some classic DVBC routes. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org ✓
Sunday, Jan 29 9:00 am Miles:35 Class:C+ Manayunk	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114 ✓
Sunday, Jan 29 10:00 am Miles:50 Class:B- A Flat Fifty	Weather permitting. Start at the R5 Wayne Train Station and head to North Brook Orchard. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com ✓
*****February Recurring Weekday Rides*****	
Tuesdays 6:00 pm Miles:15-20 Class:C NightRiders	We spin around Southern DelCo in the dark. Bike lights front and rear are a must. You must call or e-mail the leader to confirm the start time and location. Very cold or wet weather will cancel ride. Most rides start at 6 PM. Contact Dave Trout at 610-368-0760 Email: brider-ride@usa.net ✓
Tuesdays 6:10 pm Miles:? Class:ALL Group Trainer Ride	Unless circumstances prohibit, there is a group trainer ride 6:10 at Cycle Sport. We follow training videos for a 40min to 1hr workout, not including warm up and cool down. People wishing to "ride" with us need only bring their bike and trainer. The workout is as hard or easy as you wish, so riders of all abilities are welcome. Contact Harry at 610-565-9535 Email: cyclesport@verizon.net
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Sunday, Feb 5 9:00 am Miles:35 Class:C+ Kountry Kitchen	Meet at Kingsway High School on Rtes. 551 & 322 in New Jersey for that familiar breakfast ride to Kountry Kitchen. 50 mile option if weather permits. Contact Bob Martin at 610-352-2114 ✓
Sunday, Feb 5 10:00 am Miles:40 Class:B+ Westtown-Hockessin	Leave Westtown-Thornbury Elementary School for a scenic winter ride. A short stop in Hockessin if needed. Contact Glenn Lyons at 610-399-0624 or rollingspeed@comcast.net ✓
Sunday, Feb 5 10:00 am Miles:40ish Class:B- That Kimberton Ride	Without the hills. Start at the R5 Wayne Train Station and head to Kimberton. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com ✓

Saturday, Feb 11 9:00 am Miles:50 Class:B- Witness Ride ✓	Meet at Bob LaDrew's house near Coatesville to explore area where scenes from movie "Witness" were filmed. Stop in Intercourse for lunch. Bring \$ & water. Call or email for directions. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Sunday, Feb 12 9:00 am Miles:35 Class:C+ Manayunk ✓	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114
Sunday, Feb 12 10:00 am Miles:40ish Class:B- Abe's B-day Ride ✓	Start at the R5 Wayne Train Station, ride to Gettysburg and back. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Feb 19 10:00 am Miles:40 Class:B- Coffee and a Bagel ✓	Start at the R5 Wayne Train Station and ride to Manayunk. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Feb 19 10:00 am Miles:35-50 Class:C+/B- Winter Westtown ✓	Meet at the Moylan Rose Valley train station at Woodward and Manchester Roads for a hilly ride on some classic DVBC routes. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Saturday, Feb 25 9:00 am Miles:32-50 Class:B- Kountry Kitchen ✓	Show & Go Ride. Meet in Jersey Rtes. 322 & 551, Kingsway H.S. for flat ride on back roads to Kountry Kitchen breakfast in Elmer. Bring \$ & water. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Sunday, Feb 26 9:00 am Miles:35 Class:C+ Manayunk ✓	Meet at Drexel Hill Cyclery in Drexel Hill on Burmont Road for a ride out to Manayunk. Bring \$\$ for food and drink. Contact Bob Martin at 610-352-2114
Sunday, Feb 26 10:00 am Miles:40 Class:B+ Mortonville Loop ✓	Meet at Westtown-Thornbury for loop on scenic roads. A quick pace and no stops unless necessary (keep the body temp up). Contact Glenn Lyons at 610-399-0624 or rollingspeed@comcast.net
Sunday, Feb 26 10:00 am Miles:50 Class:B- The Litter Sister Ride ✓	Start at the R5 Wayne Train Station and head out somewhere different. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com



The Members Check In

On New Year's Day, just before making your 2006 resolutions, add up your 2005 biking miles and send us a synopsis of your riding year. Tell us your miles ridden, year's highlight, and your goal for 2006. This is not a contest. We would love to hear from all of you. Reports will be published in the March newsletter. Send to Bob LaDrew at 2ladrews@netreach.net.

BONKERZ



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Lost Loves -- E3 Saddle Product Review

By Drew Knox

Love at first sight can make you act irrationally. This isn't the first time I've fallen for a sleek, new model as there have been many other idyllic infatuations. Unfortunately, too often I found our compatibility was only skin deep, so many of my former enchantments ended up in a box in my garage -- or given away. Let's see, there's the Terry Fly, the Specialized Body Geometry, the Selle Italia Ti Gel, the Selle Italia Turbomatic, the Vettas, the Brooks Pro, the Ideale, the Cool Gear, the fi'zi:k., the SaddleCo.

Fortunately, plain old laziness kept me from mounting the E3 Form Saddle and test riding it on a century. The E3 is Joshua Cohen's attempt to revolutionize the saddle industry. Cohen, you may remember, authored "Finding The Perfect Bicycle Seat" sold through RoadBikeRider.com. I've had several communications with

the author encouraging him to finish a very incomplete work. In short, Cohen recommends measuring the distance of your sitbones (and then omits describing how to apply this measurement even to his own saddle) and that saddles have a sharp profile change from the crotch-supporting section to the buttocks-support.

This latter assertion is the central premise of his E3 Form Saddle. The rear section's top profile is somewhat triangular and provides relief against the back of the thigh. This does feel strangely different, as though there is something lost to push against but also pleasing by its absence. Overall, this profile change is worth considering by other saddle makers. The business end of the saddle is less singular. From the side, the E3 looks flat but the subtle contours push you into a single position. If that

feels good, you're in luck. But that wasn't the case for me. Also, at a full inch shorter than my Selle Italia Novus, there is no room to move fore and aft, which is key to long-distance riding comfort.

Overall, if there was a gap in Cohen's book that would take the reader from discussing studies and case histories to practical applications, then there is a corresponding gap in applying his detailed knowledge of causes of pudendal pressure to producing an altogether new ergonomic bicycle seat. In the end, a 25-mile test ride was enough to convince me that the E3 seat would at best move to the middle of my box of saddles-in-waiting. Now what was I supposed to do with that all-important sit-bone measurement?

Rating: 3 of 5 stars

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Bike Dirt

By F.X. Pedrix



When my lovely wife Babs and I heard on the evening news last month that more deer are killed by cars in Pennsylvania than in any other state we were not surprised. Only a day earlier we ourselves had narrowly avoided hitting a suicidal deer as we passed by Rosetree Park.

Such deer fatalities got me to thinking about the more somber subject of bicyclists being hit by cars so I decided to use my primitive internet searching skills to learn how bicyclist deaths compare in our state to deer fatalities. I was dismayed to discover that no such figures are available regarding biking fatalities. Apparently some bureaucrat somewhere has decided that tallying deer mishaps is more essential than figures on bicyclist deaths.

And, speaking of bicyclists getting offed by cars, although he probably won't know until he reads it here, one of our club's longest-standing members nearly met his demise while riding one evening last month. In the words of our own Juror # 6, "...I was pulling out of the Swiss Farms store on Rte. 420 in Folsom. I looked both ways and was ready to go when, just as I was starting to pull out, I noticed a bike coming on the sidewalk. Between being a rider and looking out for kids I'm very cognizant of these issues. This time it wasn't a kid but Charlie on his old red mountain bike. No rear flasher, no head lights, no reflectors, no helmet. The only safety item he was carrying was his luck. If it had been a teenager on a cell phone instead of a fellow DVBC-er he might be..." Well, let's not think about that.

Somehow, between avoiding Charlie, raising six kids, riding, writing articles for this newsletter (see p. 3), and working, the Juror also finds time for chess. That same mental focus that kept him from running Charlie down served Juror # 6 well in the recent Tri-State Chess Club Championship, where he finished in a tie for first. As this newsletter went to press he was competing in the National Chess Congress Tournament. If, as Bob Roll maintains, bike racing were a chess match, Juror # 6 would be unbeatable. Too bad he has ten-cent legs.

With the possible exception of the Cuban Missile, the Polish Prince, and

Soy Boy, we DVBC members occasionally have to put our bikes aside and travel by car. And cars don't run without gasoline. Isn't it wonderful how, when we pump that expensive fuel into our cars, a mysterious device keeps the tank from overflowing by shutting off the pump just when the tank gets full? Not many DVBC members know it but that happens courtesy of an invention developed by the father of our own Mr. Buckeye. It's clear that Buckeye himself inherited some of his dad's creative genes, as evidenced by a device he has created and is about to patent. Other than that it is related to bicycling, I can't reveal the device's nature until a patent application has been processed. Presently, the contraption is under a shroud of secrecy in Buckeye's garage.

Anyone who has ever helped put on a ride like the Brandywine or BonkersTours will tell you the logistics are similar to fighting a war. Indeed, the club's D'ster has long viewed his tour assignment as water coordinator in those terms. D'ster has dubbed himself "Rear Admiral of the Navy" and approaches the semi-annual DVBC riding campaigns with military vigor. Unfettered by ethics, one of my spies managed to sneak into the D'ster's house and photograph the September 4 page from his diary. I think you will find it insightful:

Incident: Skirmish at the Buck Run Covered Bridge

As Rear Admiral of the Navy, I am responsible for all the Tour's water. This includes supplying the distant outposts in the hills of Lancaster County. Indeed, I fully intended to supply the garrisons in that region and was in the process of doing so when I happened upon the strategically important Buck Run Covered Bridge.

What I saw would have been a barrister's delight. Despite posted warnings to the contrary, young ladies and gentlemen were throwing caution to the winds by riding their two-wheeled steeds pell-mell over the widely spaced boards of that trans-Brandywine span. Presently I knew my compatriots and I were in danger of losing the Tour. At any moment one or more members of this velocipede brigade were likely to incur grievous injury by catching their tyres within the wooden gaps of the

bridge. This could have resulted in our esteemed President and his lesser officers (myself included!) being hauled before a federal magistrate and charged with negligence.

Previously, I had been assured by Major Generals Knox and Mad Anthony Rocha that I should exercise some latitude in executing my orders. Since I was to oversee water—and no one could deny that the Brandywine is water—I determined to position myself at the southern-most end of the bridge, declare martial law and impose a no-riding rule. This I was doing when Lieutenant General Zuppo, whose orders we have all learned to follow without question, approached the bridge. General Zuppo demanded to know why I was not engaged in the transportation of water to distant outposts.

Whereupon, in the smoke, confusion and din of the battle, I replied: "General Knox ordered me to take the bridge, hold the bridge, and not allow riders to cross." General Zuppo responded that, at last count, he had more stars on his shoulder than General Knox. At my court martial for insubordination I intend to justify my act on the grounds that, although I disobeyed a superior officer, we won the battle and many lives were spared as a consequence.

Despite appearances, there is probably no reason to think of the D'ster as a Walter Mitty-type character who, while his comrades are trying to run a bike tour, is having fantasies about fighting the American Revolution.

On a November 20th Kountry Kitchen ride the Eye of the Needle, upon seeing our club's president and newsletter editor perched upon the same tandem, wondered aloud whether club policy shouldn't prohibit two major officers from riding the same bike. After all, major corporations never let their officials fly together out of fear that a crash will result in an immediate deficit of creativity and leadership. Nearby riders dismissed such concerns in this case, however, assuring "The Eye" that a crash and burn of this tandem would probably result in the DVBC vaulting from the 1980's to the present.

Keep ridin' and sendin' your gossip, news, jokes, trivia, rumors or outright lies to me or my spies.

How to Make Indoor Miles Count

By Drew Knox

Before those extra winter pounds appear and those finely-tuned leg muscles disappear, you can build an indoor training program that keeps you in shape and makes the transition to spring riding shorter and easier. Indoor riding is great, seriously. The key is to set up a program. I'll talk more about that in a minute.

The first question is what to ride? Lots of gyms and health clubs offer spinning classes. I've been in classes that ranged from tepid to torrid. Check those out first because if you enjoy the workout you will keep going back. Spinning classes also give you a chance to try out spinning bikes. I like the rock-solid feel, especially when standing, and the fly-wheel develops fast, smooth pedaling. It's common to spin up to 160 rpms on these. Older bikes can develop crunchiness in the bottom bracket. Some spinners have two-sided pedals so you can clip in. In serious classes, you see riders bringing their pedals, wrenches, water bottles, and heart rate monitors.

If you can't find a good spinning class, you are riding on your own. You still may want to purchase a spinning bike. I've seen some used for as cheap as \$350; new Giants and LeMonds go for around \$1000. Throw away the seats and you have a great piece of equipment.

Working down the food chain are trainers and rollers. I'm in the minority

by (mostly) preferring rollers where the rear wheel sits between two cylinders and the front wheel rests directly atop a third. I bought a used pair of Weyless rollers 25 years ago and put about 800 miles each year on them. The only maintenance I've done is replacing the belt every ten years.

What's special? Rollers feel more like road riding than trainers. They don't have much resistance. I mounted a 60-tooth chain ring found at my LBS to get the resistance I need for hard pushing. You need to balance on rollers and you can fall off. I like to pretend that I build up inertia so that when my wheel touches the floor I go screaming across the room. No such luck. Generally, rollers help riders develop a noticeable smoothness.

Trainers are stands on which, depending on the style, you either lock down on the rear axle or remove the front wheel and lock down the fork. Trainers create resistance either using a wind cage, magnetically, or with fluid. My used mag trainer produces uneven force so that the back wheel slips frequently enough to be annoying. I upgraded to a Kinetix fluid trainer that costs more than double but has a substantial feel, even when doing long, out-of-the-saddle climbing simulations.

Setup Indoor riding is a good place to recycle your old bike and equipment. Trainers are tough on

bikes. No matter which piece of equipment you get for indoor training, you are going to sweat mightily. Get a fan and towel down your bike after each workout. I put a carpet runner under my rollers and use books and a block stand to lift the front wheel under the trainer. With the fan, bike, TV and stereo, it gets loud.

If all this sounds complicated, it's not. I slip in a Tour video, dial up some rockin' tunes, climb on the bike faster than I can check email, so excuse me while I go thrash Lance -- again.

Making Indoor Training Work

Before you plunge into indoor equipment, understand that the biggest impediment to successful indoor training is tedium. You can have a great time outdoors riding with your buds, scouting new roads, sweating on hills, or sniffing the flowers, but Tour videos and rock music won't make you look forward to jumping on the trainer for 8-12 weeks. You need a program.

Here are my favorites:

Fred Matheny in "Off-Season Training for Roadies" tells you how to cross-train by mixing weight lifting with spinning, isolated one-legged workouts, ladders, endurance, high-resistance, and high-intensity riding.

In "Smart Cycling: Successful Training and Racing for Riders of All Levels," Arnie Baker provides dozens of sequenced 1-hour workouts and teaches you how to drive your workouts through a heart rate monitor. If you've not used a monitor before, this book will open a new and fascinating way of tracking your progress.

Both of these experienced coaches can help you can make a lot of progress over the winter.



President Dom Zuppo searches for a DVBC ride. Despite coaching from Mr. Buckeye, he was unable to find it.



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



Expiration Date: 11/30/06

BOB & JUDY LADREW
139 GABEL ROAD
COATESVILLE PA 19320

19320-1244



Application for DVBC Membership

(Expires 1 year from date joined/renewed)

Annual Membership: \$15.00 per household.

Check one: ☐ new member or ☐ renewal

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

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Date of Birth: _____

E-mail: _____

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:
(check all interests) ☐ Ride Leader
☐ 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)