

Delaware Valley Bicycle Club



P.O. Box 156, Swarthmore, Pa, 19081

November 2007



We may be reading about cool weather cycling on the front page, but not so long ago Cheryl Lynch needed some relief from the heat. (Dan Dillon photo)

Cool Weather Cycling Heats Up

By Dominick Zuppo

Crisp leaves and evening temperatures are a sure sign that autumn has arrived. And while available daylight may wane, many of your fellow club members continue to enjoy the sport of bicycling at this time of year. Let's review some strategies you can adopt to extend your cycling season.

Dress for Success

No matter the season, the act of cycling generates a lot of body heat. While individual metabolism and physical conditioning may vary, cool weather exercise requires that you pay close attention to three aspects of your clothing: wicking ability, insulating qualities, and wind resistance.

Your base layer should draw perspiration away from your skin – look for a thin undergarment that contains soft wool, polypro, or capilene. If you go on a Kountry Kitchen ride and feel cold and clammy after breakfast, you'll know that what you're wearing isn't up to the task.

Next is a layer of clothing that insulates and keeps you warm. It should also absorb perspiration and help transfer it to your outer layer so that evaporation can occur. If you remove your jacket or vest and see tiny beads of water on your back, you'll know that your mid-layer is earning its keep.

Finally, your outer layer should protect you from wind, rain, and overheating. Can the same piece of clothing keep the rain out and expel perspiration? Yes, if the chest, leg,

or shoulder panels are made from a weatherproof material and the sides and back are breathable, you'll stay warm and comfortable.

Don't forget your extremities. Consider purchasing an extra pair of cycling shoes that are one-half size larger than normal. They'll provide additional space for a warm air pocket or a double layer of socks. Neoprene shoe covers also protect your feet from the wind and rain. A balaclava will help warm your head, ears, and neck. And to maintain control of your bike you'll need warm hands, so wear polypro glove liners or insulated gloves.

If you jog or ski, you may already own many of these cool weather clothing accessories. And try to wear jerseys and jackets that contain neck zippers. They're a great way to modulate your ventilation as you ride.

Seeing is Believing

It's fun to see the expressions on people's faces when you're out cycling, and they can see your breath. But remember, motorists don't expect to see bicyclists during the cooler months. Now more than ever it's important to be seen.

Many brands of sportswear are made in bright colors, like day-glow orange or yellow, and contain reflective piping or other accents. One in particular is a treatment called IllumiNITE. During normal conditions, the jersey or jacket looks like any other. But shine a light on the garment and it reflects the light

(Continued on page 3)

Inside:

- ◆ Board Members p2
- ◆ Ride Guidelines p2
- ◆ New Members p3
- ◆ Bonkerz p4
- ◆ Ride Calendar pp5-6
- ◆ Club Banquet p7
- ◆ Highland Tour p8
- ◆ Frank Jackson p9
- ◆ Dragon Boats p10
- ◆ Helping Bob Leon's Legacy Live On p11

The Delaware Valley Bicycle Club

P.O. BOX 156
Swarthmore, PA 19081

<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.

Board of Directors & Staff

Dominick Zuppo, *President*,
610.544.8630 or domzuppo@att.net

Debbie Chaga, *Vice President*
610.494.3033 or dreamer@crafttech.com

Frank Jackson, *Secretary*
FJackson@rohmhaas.com

Mike Broennle, *Treasurer*
treasurer@dvbc.org

Clarence Shoch, *Ride Calendar*
rides@dvbc.org

Drew Knox, *Brandywine Tour Coordinator*,
bwtour@dvbc.org

Antonio Rocha, *Web Page*
484.802.8374 or tony@crafttech.com

Larry Green, largreen@earthlink.net

Cheryl Lynch, oyveyquilts@yahoo.com

Peter Schmidt, pschmid1@swarthmore.edu

Nancy Schwarz, ambrosine@comcast.net

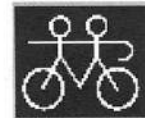
Brian Wade, *Past President*,
610.254.9485 or bwadedvbc@aol.com

Bob & Judy LaDrew, *Newsletter Editors*,
610.383.9327 or bonkers@dvbc.org

Club Affiliations



LAB



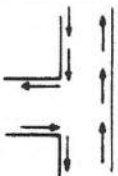
*Bicycle Coalition of
Greater Philadelphia*

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

Ride Guidelines



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



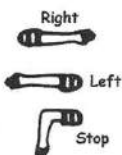
Keep right.
Drive with
traffic, not
against it.
Ride single
file.



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 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!

(Continued from page 1)

back to the source. Reflective bands that wrap around your wrists or ankles with Velcro could supplement your regular cycling attire.

Battery-operated lights can also be used. When conditions warrant, a flashing red LED taillight and white headlight can be switched on to increase your visibility. Or you can adapt an inexpensive mountain bike helmet for gray weather use by affixing reflective tape to its perimeter. The visor would also come in handy in case it starts to snow.

Handle with Care

You attended some club rides this summer and learned some new skills. Riding during the cooler months will help hone those skills as you navigate familiar terrain with subtle differences.

Precipitation not only challenges your comfort level but also your bike handling skills. Remember that manhole covers, leaves, and painted lines are slippery when wet. Pump your brakes by alternating the use of the front and rear levers. Applying pressure to only one brake may overheat your rim and cause the tube to rupture. Occasionally wipe your rims clean by gently applying the brakes. And don't hesitate to dismount your bike if necessary – your hip or collar bone will thank you later.

Maintain or Refrain

Two maintenance problems that occur this time of year stem from water and salt. Water makes both

you and your bike uncomfortable, and road salt only makes matters worse. You'll need to pay special attention to maintain your bike and keep it in good working order.

Lube your chain once a week. The combination of damp or wet weather and the occasional dusting of road salt will cause your chain to dry out more quickly than ever. A properly lubricated chain will minimize wear to itself, your chainrings, and cogs.

Applying your brakes in damp or wet conditions will quickly wear down your brake pads, so make sure they are in good repair. Most modern pads contain wear lines, so replace these \$10 items when needed. The extra material will come in handy, and you don't want to ruin a \$300 pair of wheels by gouging them with worn brake shoes.

Your bike will become especially dirty, so make sure to keep it clean. When washing your bike, remember not to apply high water pressure to any of its components. Unlike summertime, water that doesn't drain but freezes in the smallest spaces, like your cassette mechanism, brake or shifter cable housings, and your derailleur jockey wheels, can cause bad things to happen.

Not to Reason Why

Assuming that you are a normal person, why would you want to ride your bike now? The answers may surprise you, as they surprised me when I first started riding all year long.

Cool weather riding can be surprisingly comfortable. If you are

dressed properly, it only takes a few miles to raise your core body temperature. You can remove or reapply layers when conditions change. Of course, you can always apply "Greek Fire" (chemical foot and hand warmers) as a last resort.

While it may not sound logical, cold weather can improve riding conditions. Many people stay indoors when the temperature drops, which results in lighter traffic. Televised sporting events also contribute to reduced traffic. And fewer road construction projects mean better pavement for cycling.

Cycling throughout the year helps to maintain your fitness level. Especially during the holiday season, riding your bike often will stave off those extra pounds you try so hard to avoid. It can also improve your mental health. As the hours of sunlight diminish, riding outdoors can lift your spirits and help prevent the holiday "blues." Laughing at the corny jokes you hear during the ride helps, too.

Riding all year long has many advantages. Purchasing cool weather clothing can stimulate the local economy. You'll have a new excuse to wear that gaudy jacket or hat. Seriously, though, you can continue to develop your bicycle handling skills and cultivate a routine of regular bicycle maintenance. And with a little time and effort, you can join your cycling friends as you ride together and demonstrate to the rest of the community that cyclists are hardy folk who know how to have fun. See you on the road.

New Members



Daniel Dorff
Diane Federici
Linda Heller
Greg Woznicki

Photo right:
DVBC members at
the Blackwater
National Wildlife
Refuge on a
beautiful fall
weekend in October
2003.



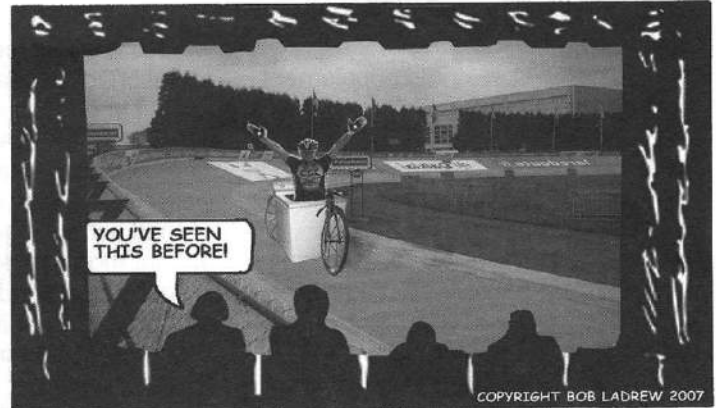
BONKERZ

by Bob LaDrew

THEY SAY OBREE USED WASHING MACHINE PARTS TO BUILD THE BIKE HE USED IN SETTING THE ONE-HOUR RECORD.



I'M BETTING THEY EXAGGERATED THOSE DETAILS FOR CINEMATIC EFFECT.



COPYRIGHT BOB LADREW 2007

For permission to reproduce, email bonkersboy@verizon.net

Fax (610) 353-8230

Phone (610) 356-1515

Accurate

Auto Tops & Upholstery

Convertible Tops - Roadster Tops - Sunroofs
Car Ceilings - Truck Seats - Classic Restorations

Edgemont Court Ind. Park
W. Chester Pk. & Miller Rd.
Edgemont, PA 19028

Jim Moore
Owner



Tancredi's
Auto and Truck Repair, Inc.

(610) 833-2270
500 Fairview Road
Woodlyn, PA 19094

JOE TRANCREDI
Towing Pager
(888) 975-2053

Sunday morning mountain bike rides
Call for information

Expert Sales and Services

Guaranteed lowest prices



Mountain Bikes

Hybrid Bikes

Kids Bikes

TREK
Authorized Dealer

Road Bikes

Tandem Bikes

Joggers & Trailers



Cycle Fit of Delaware County

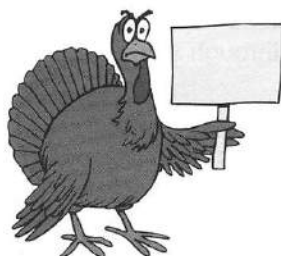
320 South Chester Road
Wallingford, PA 19086
610-876-9450



Special discounts for club members

Largest selection of bikes in Delaware County

Specializing in closeout models



DVBC Ride Calendar

November 2007



*****Recurring Weekday Rides*****	
Wednesdays 9:30 am Miles:35-60 Class:B- Doc's Ride	Various routes from Swarthmore. Leaves from 320 Market parking lot. Probably a lunch stop. No ride on November 21. Foul weather cancels ride. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net
Saturday, Nov 3 9:00 am Miles:60+/- Class:C+ Country Restaurant, Bridgeton, NJ	Join Bonnie and me for a ride to the Country Restaurant for lunch. Moving average 15-17mph. Terrain flat to rolling. No one dropped. Start at Kingsway HS (Routes 322 and 551), Swedesboro, NJ. Contact Len at 610-558-6232 or freewheelinguy@verizon.net
Saturday, Nov 3 9:00 am Miles:62 Class:B- Lake Nockamixon Metric	Do the 2003 Lake Nockamixon route with Dreamer. Bring at least 2 water bottles/food since there aren't many places to fill up. Meet at Hatboro Horsham High School parking lot. Cue sheets provided. Car pooling suggested to save gas/environment. Rain cancels ride. Contact Debbie Chaga at 610-494-3033 or dreamer@craftech.com
Turn your clock back one hour when you go to bed Saturday night.	
Sunday, Nov 4 8:30 am Miles:58 Class:B+ Northbrook Orchards	Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Nov 4 9:00 am Miles:40+/- Class:C Pole Tavern Wawa Ride	Join Bonnie and me for a ride to Pole Tavern. No one dropped. Start at Kingsway High School, NJ, Routes 322 and 551. For route map, cue, elevation graph go to: http://www.bikely.com/maps/bike-path/Swedesboro-PoleTavern-41 Contact Len at 610-558-6232 or freewheelinguy@verizon.net
Sunday, Nov 4 9:30 am Miles:35 Class:C Northbrook Country Market	Grab Cheryl's wheel and enjoy an easy-paced fall ride to good food. Dan will sweep, no one dropped. Ride mostly on Brandywine Tour 27-mile loop. Meet at Chadds Ford Elementary School (Route 1&Fairview), past Hank's on right. Contact Cheryl Lynch at 610-356-3123 or oyveyquilts@yahoo.com
Monday, Nov 5 7:00 pm Miles:0 Class: ALL Board Meeting	Meet at Springfield Friends Center. All welcome. See what goes on behind the scenes of your club. Contact Dom Zuppo at 610.544.8630 or membership@dvbc.org
Saturday, Nov 10 9:00 am Miles:40+/- Class:C+ Northbrook Orchards Ride	Join Bonnie and me for a ride to Northbrook. Moving average 14-15. Terrain is flat to rolling with moderate climbing. No one dropped. Start at Chadds Ford Elementary School at Route 1 and Fairville Rd., Chadds Ford. For route map, cue, elevation graph go to: http://www.bikely.com/maps/bike-path/Chadds-Ford-Northbrook-44 Contact Len at 610-558-6232 or freewheelinguy@verizon.net
Saturday, Nov 10 9:00 am Miles:85 Class:B+ Kings Landing 85	Start at Kingsway High School. Ride to Mays Landing and back. Brian & Tony on board. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Nov 11 9:00 am Miles:40+/- Class:C South Jersey Ramble	Join Bonnie and me for a ride. Terrain is flat to rolling. No one dropped. Start at Kingsway High School, NJ, Routes 322 and 551. Contact Len at 610-558-6232 or freewheelinguy@verizon.net

Sunday, Nov 11 9:30 am Miles:62 Class:B Northbrook Orchards Ride	Northbrook Orchards or Delaware Loop. Meet at Moylan Rose Valley train station at Manchester and Woodward Roads for a nice hilly fall ride through some of our beautiful classic DVBC routes. Food/water stop at midpoint. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Monday, Nov 12 9:00 am Miles:50+/- Class:C+ Veteran's Day Ride	Meet at Planet Fitness (Old Acme) parking lot in Aston, PA, at Pennell/Rt 452 & Marionville Rds 1/2 block. Ride thru Del. and Chester Counties with a stop halfway. Hear a few good stories about my Dad's adventures during WWII. Hills, no one dropped. Rain cancels ride. Contact Debbie Chaga at 610-494-3033 or dreamer@craftech.com
Saturday, Nov 17 9:00 am Miles:50 Class:B- Octorara Watershed	Back by popular demand. Meet at LaDrew's house near Coatesville for ride thru scenic Octorara Watershed. Side trip to 1911 lynching site of Zachariah Walker, complete with mini-lecture. Snack at Mile 20, lunch at 35. Contact Bob LaDrew at 610-383-9327 or bonkersboy@verizon.net
Saturday, Nov 17 9:45 am Miles:26 Class:C C U at Selene	Start at Selene Whole Foods Co-op, 305 West State Street, Media. Enjoy the beautiful scenery of the hills & valleys to Ridley Creek State Park & beyond. Free refreshments afterward inside the store. Free parking in a lot just west of the Co-op. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Sunday, Nov 18 8:00 am Miles:45-50 Class:B- A Regular Ride	The usual thing but with less hills and old friends. Start at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Nov 18 9:00 am Miles:35+ Class:C+ Art Museum	Meet at Drexel Hill Cyclery, Burmont Rd, Drexel Hill. Regular Bob Martin Art Museum/Manayunk loop, minus Bob Martin this month : (. Bring \$ for snack. Happy ending at Bruster's ice cream in Drexel Hill. Contact Dan Dillon at 610-494-4949 or Grey48Wolf@verizon.net
Thursday, Nov 22 9:00 am Miles:30 Class:C+ 7th Annual Frozen Turkey Thirty	Please join me for this food raiser. Riding or not, bring a bag of non-perishable food goods to Rose Tree Park between 8:30 and 9:00 AM and get a free t-shirt. Ride starts at Rose Tree Park and heads out through Ridley State Park with a loop in Chester County. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Saturday, Nov 24 9:00 am Miles:50+/- Class:C++ Ye Olde Brandywine Fifty	Ride the old Brandywine route. Expect hills but no one dropped. Meet at Chadds Ford Elem. School, Rt. 1 just past Creek Rd, Chadds Ford. Rain cancels ride. We'll stop at a 7-11 along the way. Contact Debbie Chaga at 610-494-3033 or dreamer@craftech.com
Sunday, Nov 25 9:00 am Miles:35/50 Class:C+ Kountry Kitchen	Meet at Kingsway (Rt 551&322, Swedesboro, NJ) for traditional route to KK breakfast. Dan filling in for DVBC legend Bob Martin. No one dropped (except juror #6). Prefer internet contact. Contact Dan Dillon at 610-494-4949 or Grey48Wolf@verizon.net
Sunday, Nov 25 9:00 am Miles:60 Class:B+ A Montgomery Metric	Ride to Salisbury and back. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com



Bike Dirt

By Babs Pedrix



Bob Martin reluctantly passed on leading his regular rides in the month of November due to his real estate adventures. He is in the process of selling one home and purchasing another. On the left is a picture of the new Martin homestead. Apparently all those old bikes, saddles and bike parts were worth something after all. Who knew? The question is, will we be able to keep him in the DVBC once the move has taken place? Be sure to attend the December banquet and membership meeting to hear the latest on this major real estate transaction.

Highlander Tour

By Lewis Neidle

I am often asked for recommendations for a challenging (that means hilly) century ride.

There is the Savage, hosted by our neighbors the White Clay Bicycle Club. The Savage is a fine ride, but being local it lacks a certain cachet, especially since rumor has it one of our club members tackled it on a fixed gear a few years ago.

Another reasonably close option is Hillier than Thou, taking place in the hills of New Jersey. (Hint: none of these hills is close to the Kountry Kitchen). I have not done this ride but have seen some of the major climbs (i.e., Fiddlers Elbow). This is a challenging ride, but still, you will not get much respect from folks who do not realize that all of New

Jersey is not flat.

Farther afield, our past president has been frequenting the Mountains of Misery in Virginia. Having done several Bike Virginia's, I can attest to the real climbing possibilities in that state. However, at least for me, Memorial Day weekend is too early in the year to tackle a hilly double metric in the heat.

One of my lesser-known favorites is the Mount Greylock Century, taking place in August in the Berkshire Mountains of Massachusetts. At least it usually does. The roads on Greylock are closed for construction during 2007 and 2008, so this ride will not take place again until at least 2009.

So as a public service I found myself in the Finger Lakes of

upstate New York in mid-September to check out the Highlander Tour. Actually, I had never been to the Finger Lakes before, biking or otherwise, and decided to take a mini-vacation. The website promised the signature Highlander route had 11,000 feet of climbing on 19 major climbs with grades up to 23%. There are several other available options for the less insane, including a century option skipping the six toughest climbs with a mere 6,000 feet of climbing, a metric century (also serving as a bailout option) including many of the tough climbs, a short, flattish option suitable for families, and a difficult mountain bike route.

The route was extremely well

(See Highlander, page 10)



 610 566 0980
 610 566 9340
 sales@craftech.com
 www.craftech.com

Choose Craftech Computer Solutions for all your computing needs

- Internet Connectivity
- Computer Hardware & Software
- Networking
- Computer Repairs
- Web Design
- Web Hosting

Media's First Internet Service Provider
a **DVBC** Member

Now That the Cat is Out of the Bag!

By Frank Jackson

While reading the July FX Pedrix gossip column, you probably noticed a mention about some new trail activities I've become involved with. Well I guess you can't tell that guy anything. Basically while sharing a few beers, I mistakenly spilled my guts on the secret trail plans. FX doesn't drink, but he knows I can belt a few down. Now that I think back on it, he was repeatedly filling my glass. Anyway, though sworn to secrecy, he quickly forgot about keeping it in the vault and there it was, in print for the world to see in the July edition of the Club Newsletter.

So here is the scoop. Since 2004, I have been managing the demolition of a large chemical plant located along the Delaware River in Philadelphia. While my work on the project will be completed in the 2009/2010 time frame, it is what is next that sparked FX to continue refilling my glass. The State plans to utilize the property along the river as part of what will be known as the K&T Trail. It will connect Morrisville, Pennsylvania, (connects to the New

Hope/Washington's Crossing trails) with Penn's Landing in Philadelphia. This new trail will become part of the East Coast Greenway, a bike route running from the Florida Keys to Calais, Maine. The Greenway Trail will hit every major city along/near the way.

So for those who would like further details on the subject FX spilled, you can follow the information below. Basically the web link will take you to the Greenway section of a bike trail that will be running through the demolition project I am currently working on. If you look at the map, the demolition project is the green shaded area just north of where the map's K&T Trail identification is located. I guess this ought to put me in good/better graces with those club members who identify me with the chemical industry, you know, herbicides, biocides, fungicides.... Regardless, I love you all no matter which way on the organic/chemical curve you lean.

The link is: <http://www.drcc-phila.org/greenway.htm>.



Home of H.H. Racing Group, U.S. National, Olympic, & World Champions

We carry bicycles and accessories by:



- We service all bicycles from toddlers to World Champions.
- Special Discounts for DVBC members

Five HH bicycles went to Athens, Greece and one took a Silver Medal.

801 N. Providence Road "Five Points" Media, PA 19063

Tel: 610-565-9535 Fax: 610-565-6033

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

(From *Highlander*, page 8)

marked. As a matter of fact, it was one of the few routes I have seen that may have been better marked than our DVBC rides. There were many rest stops, and I chowed down at each one. The scenery was varied and spectacular, with views of Lake Canandaigua, farmland, mountains and valleys. Due to the combination of the terrain and the specific roads chosen, there were essentially no rollers. Once the road tilted up, you could count on climbing for a while. For the downhill aficionados, the pavement was smooth, the visibility great, and the traffic light.



As for the climbing, the website was accurate. The cue sheet indicated the approximate location of each climb along with a very brief description. There were the basic "hills." There were "big hills" which were longer and/or steeper than the basic hill. The "long hills" I actually looked forward to since, although they went on forever, they were less steep. The highlights were the three "monster hills" each spectacular in its own way.

The first of these, Bopple, was at about the 35-mile mark. The road meandered easily along the lake shore and then curved away from the lake, took another turn, and ... wow! A very steep gradient with graffiti on the pavement and spectators yelling and ringing cowbells. I made it up that section with only a little weaving, and after another turn the gradient eased substantially. Hoping the first monster hill had been conquered, the road turned again, and unbelievable. Absolute pandemonium. I looked up and there were 20-25 riders like ants scurrying back

and forth on an impossibly steep road. Crowds of spectators screaming either enjoying the carnage or providing encouragement. Riders' names and corny sayings painted on the road. Stuff like "No walking zone" or "No stopping zone." How seeing "23% grade" written in spray paint on the road is supposed

to provide motivation I do not know. I joined the carnival and managed to weave my way up the road successfully. The second

monster hill, Gannett, came soon after Bopple when your legs or lungs had not fully recovered. This climb went up to a park at the highest point in the region. It was two miles long with a 1.3-mile section of grades I would estimate at around 11-12%. Taken by itself, this would be a challenging but doable climb; but with so many other climbs both before and after, it was tough.

The final monster hill, Sliter, was at about the 70-mile mark. Before the ride, I thought this hill would be extremely tough as I knew my legs already would be shot, and it was 0.6 miles long with a continuous 16% grade. It was out in an isolated area, so although there were a few spectators, there was not the large crowd or excitement as on Bopple. With a lot of weaving, and much to my surprise, I made it up successfully.

If you are looking for a challenging century ride, I do not think you would be disappointed with the Highlander Tour. I was able to get up all the hills (albeit weaving back and forth) with a low gear of 34 X 25, but it certainly would have been nice to have something lower, since I had to use that gear on many of the 19 climbs.



Debbie Chaga and Maureen Shanahan succeed in dragon boat racing (As reported by Debbie)

When we got to our tent on the river at 7:00 a.m., there was a heavy fog; and we were afraid that it would be foggy for the first race. However as soon as the sun came out, the fog quickly lifted. We won our first race which was quite a pleasant surprise. It was cool to see the guys cheering us on after we crossed the finish line. Then we came in 7th in our second race. The third and final heat was very close. We were in the lead for the majority of the race until right at the finish, the Breast Cancer Team got us by about five feet; and another team took second by a mere foot. We were third. Not a bad showing considering our team only practiced three times, and the Breast Cancer Team trains three times per week all season. Our team, Kay Crusaders, took 27th place overall in a field of 136 teams. Maureen and I had a great time.

Helping Bob Leon's Legacy Live On

By Debbie Chaga

A few weeks ago, Cassie Leon mentioned to Doug Bower that she wanted to sell her late husband Bob's bikes, equipment, and cycling clothing. Since the Trexlertown Velodrome Swapmeet was going to be held soon thereafter, Mr. Buckeye got an idea (yeah, we know how scary that is!). Doug thought DVBC could clean up all of Bob's bikes and gear, rent a space, and sell everything at the swap meet. Doug posted a message on the list serve and DVBCers responded wholeheartedly. Dom came to my place, picked up canopies and tables and drove them to Doug's place. Early Sunday, October 7th, Charlie Stockley, Drew Knox, Gina B., David Bennett, Dave Hartrum, Mike Toof, Nancy Ness, Eric Valencia, and I all showed up at Doug's and began the task of cleaning bikes, wheels, gear, bags, and other assorted items and tagged them for sale. Most of us mentioned how bittersweet it was to see and handle all of the familiar bikes and jerseys we would see Bob use on the many rides we did with him. However, we got into the spirit of the day and dug in.

Charlie looked very striking in his work apron as he cleaned away. Gina and David did a marvelous job of cleaning up several wheel sets. Nancy went through all the jerseys, jackets and shoes. Doug was a cleaning machine jumping from one project to another. Drew did a great job cleaning up Bob's tandem and made it look sparkling new, and Dave, Eric V., and Mike cleaned up the other bikes. I worked away sprucing up bike bags, helmets, and

went through boxes of gear and tagged everything for sale. Of course once it was all done, we had to go out on a late afternoon ride to lunch and back.

Early Saturday, October 13th, Drew, Dom, JoAnn Fahey, Eric V., Nancy, Doug, and I headed up to the Velodrome with all the gear. Before we even got inside, Bob's old turquoise Raleigh sold to a young guy from Philly who absolutely loved the bike. Once inside, we set up the tables and the goods and business was fast and furious. The second bike to sell was Bob's old carbon bike to a guy who was just getting started riding. Then the tandem sold to a man who bought it for a woman who was going blind and who wanted to continue riding. The last bike to sell was Bob's good carbon bike to a young Amish man. The jackets, helmets, bags, tools, jerseys, and other assorted items also sold well. People were very interested when we told them the story where all the gear came from. Tony, Alex, Ira, and Juror #6 stopped by to cheer us on.

After the sale we all commented how it felt good to know that Bob's legacy is living on. His helmets will protect the heads of the new owners. We know that his bikes have found good homes, and there's a good chance we'll see the new owners on the road some day. Furthermore, Cassie Leon was thrilled with the amount of the proceeds. She wishes to express her appreciation to all the DVBC members who volunteered and worked so hard on the project.



Sue Conahan and Steve Rothrock at the September Bob Leon Memorial Ride to Kountry Kitchen.



DVBC president Dominick Zuppo, Jo Ann Fahey and Dan Dillon await breakfast at the Bob Leon Memorial Ride.



Delaware Valley Bicycle Club
P.O. Box 156
Swarthmore, PA 19081



[Handwritten scribbles and signature]

Expiration Date: 11/30/2007

BOB & JUDY LADREW
139 GABEL ROAD
COATESVILLE PA 19320

1932041284 R010



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

PDF

Please send your check or money order to the:

Delaware Valley Bicycle Club, P.O. Box 156, Swarthmore, PA 19081

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)