

Delaware Valley Bicycle Club



November
2008

P.O. Box 156
Swarthmore, PA, 19081
www.dvbc.org

Climbing Mt. Washington 2008: *Not Just a Race, It's an Adventure*

by Mike Keating



New Hampshire's Mt. Washington, at 6,288 feet, is the highest peak in the Northeastern U.S. Claiming to have "the worst weather in the world," Mt. Washington recorded the highest surface wind speed ever (231 mph). Calm and sunny can change to foggy and rain in a matter of minutes. Its Auto Road is closed to cyclists except for two annual races and their respective practice rides: Newton's Revenge in June, and Hillclimb in August. (See www.mountwashingtonautoroad.com/Page-92.html for the FAQ page, and www.northeastcycling.com/Hillclimb_Races.html#Washington for a racer's description.)

I first became intrigued by Mt. Washington after reading Javier Pazos' article in a past DVBC newsletter. Last year I decided to give the annual 7.6 mile Hillclimb a try. Registration for the 2007 event began at 6 a.m. EST on February 1. The ride sells out quickly (in about 35 minutes that year), and because I was in Colorado that day, I had to get up at 4 a.m. to register. A marginal PC, marginal wireless network, and marginal internet connection along with a s-l-o-w web server turned a simple on-line registration into a nail-biting twenty minutes, as each agonizing screen refresh revealed the total registration creeping ever closer to the 600 limit. I think I was in the high 400s or low 500s.

True to its weather reputation, 2007's Hillclimb was cancelled. Sleet, rime ice, 72-mph gusts and near-freezing temperatures at the summit ruled out racing on Saturday. Sunday, the rain date, was predicted to be worse (ice, zero visibility, 90 mph gusts and freezing temperatures)—and it was. As a courtesy, 2007 registrants had a guaranteed spot in 2008.

The Hillclimb web site has an excellent Racer's Forum where veteran racers generously share tips for all levels of riders. Highlights of the "rules" include: you won't be able to eat during the ride; take only one water bottle; have warm/wet weather clothing available at the summit; sit throughout the unpaved section; and perhaps most importantly, get special gearing. Many Top Notch (80 minutes or faster) finishers have a low gear well below a 1:1 ratio. Typical is 22 or 24 up front with 32 or 34 in the rear. For 2007 I experimented with a 24 small chain ring replacing my 30 (Ultegra Triple 10-speed); I also tried the standard triple with an Ultegra-compatible 12x32 cassette. The 12x32 required replacing the standard rear derailleur with a long cage XTR. The 12x32 setup had sluggish shifting (particularly the jump from 28 to 32) and didn't provide as much of a spinning (as opposed to grinding) sensation as I would have expected. It also resulted in extra weight (both the cassette and the derailleur). The front 24 setup offered me almost as low a gear as the 12x32 setup and provided normal gear spacing in the rear. Both setups re-confirmed that I can maintain near max speed longer with slightly higher

(Continued on page 5)

SAVE THESE DATES!!

Thursday, November 27

8th Annual Frozen Turkey 30

All food donors (riding or not) get a free T-shirt.

See ride list for details.

Monday, December 1, 2008

**DVBC BANQUET and ANNUAL
MEMBERSHIP MEETING**

See Page 7 for details and registration form

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Membership in DVBC is encouraged, but non-members are welcome at all our rides and events. Except for the Bonkers Metric, Brandywine Tour, Club Banquet and Bonkers Picnic, all club events are free. Monthly board meetings are open to all — see Ride Calendar for details.

DVBC welcomes articles, photographs, and ride reports for the newsletter. Please submit materials to the Editor before the 15th of each month. 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.

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Club Affiliations

League of American Bicyclists
Bicycle Coalition of Greater
Philadelphia

Thanks to Our Supporters!

Craftech Computer Solutions

13 State Rd., Media
(610) 566-0980
www.craftech.com

Cycle Sport

801 N. Providence Rd., Media
(610) 565-9535
www.cyclesportmedia.com

Cycle Fit

320 S. Chester Rd., Wallingford
(610) 876-9450
cyclefitonline.com

Action Wheels

1066 Route 45, Deptford, NJ
(856) 468-5115
actionwheels.com

Drexel Hill Cyclery

703 Burmont Rd., Drexel Hill
(610) 626-4477

320 Produce Market & Deli

733 S. Chester Rd. Swarthmore
(610) 328-7211

Custom Bagels

15 S. Olive St., Media
(610) 891-6761

Linvilla Orchards

137 W. Knowlton Rd., Media
(610) 876-7116
www.linvilla.com

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rides@dvbc.org

Ride Guidelines

1. Arrive early and **be ready to leave on time**.
2. Make sure your bike is in proper working order **before** you arrive. Ride leaders are not expected to be bike mechanics.
3. **A helmet is mandatory for all DVBC rides.**
4. Carry a spare tube, patch kit, and water bottle.
5. 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 unsure of and work your way up.
6. Practice safety and obey all traffic laws.
7. Each rider assumes his/her own risk on all rides.
8. Those who ride ahead of the group are on their own ride.
9. Always notify the ride leader before leaving the group.
10. Ride leaders should adhere to the advertised speed of the ride.

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.

CANCELLATIONS

In the case of questionable weather or road conditions, events may be canceled. Call the ride leader if in doubt.



November 2008 Ride Calendar

*****Recurring Weekday Rides*****	
Wednesdays 10:00 am Miles:35-65 Class:B- Doc's Rides	Various routes from Swarthmore. Leaves from 320 Market parking lot. Probably a lunch stop. No ride November 19th. Foul weather cancels ride. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net
Fri Oct 31 9:00 am Miles:45+ Class:C+ Halloween Ride	Meet at Rose Tree Park in Media. Bring \$ for food stop at Northbrook. Average speed 13-15 mph (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Sun Nov 2 9:00 am Miles:30+/- Class:C Bring Out Your Dead	On this last day of daylight savings time bring out your OLD BIKES for a fun retro ride. I'm riding my 1974 Fuji 10 Speed so we'll be doing a TRUE C PACE. Those ole souls will love that you're taking them for a spin with me. Meet at Chadds Ford Elementary, Rte.1, Chadds Ford PA. Bring \$\$ for stop at Northbrook. Rain cancels ride. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Sun Nov 2 9:00 am Miles:51 Class:B Cyclists for Change	Don't even think of coming out on this ride if you are not registered to vote and stay right other than riding. Seriously. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Mon Nov 3 11:30 am Miles:10 Class:MtnBk Smedley Park Fun	Meet at the Chesley Business Campus, Baltimore Pike between Beatty & Pine Ridge Rds. in Media. Park all the way at the east end of the driveway near the Pine Ridge trolley stop. These are awesome trails very close to home, including all kinds of jumps and berms. For maximum fun, you should probably have some experience and the willingness to extend yourself. I will be happy to give some basic instruction. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Mon Nov 3 7:00 pm Miles:0 Classes:ALL Monthly Board Meeting	Come see how your club works. All welcome. Meetings run about two hours and are held at Delaware County Peace Center, Springfield Friends Meeting, 1001 Old Sproul Rd. Contact any Board member (info on page 2) for details.
Sat Nov 8 9:00 am Miles:50 Class:B- Lakes of Coatesville	Leave from Pocopson Elementary School (Rte 926 & Pocopson Rd. just north of Rte. 100) for this 50 mile ride through rolling to hilly terrain. The route will follow scenic roads along the Brandywine River Valley and circle reservoirs north of Coatesville. One rest stop. Bring money or snacks. Contact Steve Bertolini at 302-529-1122 or spbert465@hotmail.com
Sat Nov 8 9:30 am Miles:25 Class:C The Westtown Loop	Meet at Rose Tree Park in Media for a ride to Westtown and back. We will stick to a C pace averaging 10 to 12 miles per hour. Bring a snack for rest stop. Terrain mostly rolling with some hills. Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Sun Nov 9 9:00 am Miles:45 Class:C+ The Brunch Bunch	Meet at Rose Tree Park in Media. Bring \$ for food stop at Purebread Deli, Greenville, DE. Average speed 13-14 (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Sun Nov 9 9:00 am Miles:50 Class:B A New Direction Home	This ride is OUR choice.... it evolves as we go.... bring any book you want.... use your own energy drink but nothing oily.... discuss the hills don't attach them.... We will ALL lead this ride.... let's hope it is uphill. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Tues Nov 11 8:45 am Miles:55+/- Class:C+ Veterans Day Ride	Meet at Planet Fitness, Pennell & Marionville Rds, Aston PA, ride to Media to catch a little of the parade, then continue to Purebread in Greenville DE for a treat and then back to Aston the dreamy way. Decorated bikes are welcome! My dad is a WWII vet and I'm proud of him! Bring \$\$\$. Rain cancels. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Sat Nov 15 9:00 am Miles:7-10 Class:C (MTB) Take to the Woods	Meet at Route 420 in Prospect Park, PA—the John Heinz Wildlife Refuge side lot. We'll ride the Refuge's paths observing birds, deer, foxes, rabbits, and lots more. Trail is very flat, making a hybrid an excellent alternative if you don't own a mountain bike. Rides like this can be an enjoyable alternative when the temperatures are cool. Wet weather, recent heavy rains, or snow will cancel as navigating the trail will not be practical. Call ahead. Contact Frank Jackson at 215-620-0632 or cyclingfrankrides@hotmail.com

<p>Sun Nov 16 9:00 am Miles:35+ Class:C+ Art Museum</p>	<p>Art Museum C+ paced ride from Drexel Hill Cyclery, Burmont Rd., Drexel Hill. We'll travel to the museum not for culture, but to cruise the museum loop. Bring \$ for snack. Contact Bob Martin at 717-529-0981</p>
<p>Sun Nov 16 9:00 am Miles:50 Class:B That Coventry Ride</p>	<p>Start and end at the R5 Wayne Train station and do that a easy rolling route to the north- ern eastern corner of Chester County and return via a slightly hillier route. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com</p>
<p>Wed, Nov 19 9:30 am Miles:48 Class:B- Doc is Off Loop</p>	<p>Start at Rose Tree Park, Rte. 252, Media. Doc is not available today so Mary Huis and I are doing a PureBread soup and muffin ride. Ride will be at "Doc" pace. Contact Dan Dil- lon at 610-494-4949 or Grey48Wolf@verizon.net</p>
<p>Sat Nov 22 9:00 am Miles:45 Class:C+ The Brunch Bunch</p>	<p>Meet at Rose Tree Park in Media. Bring \$ for food stop at Purebread in Greenville, DE. Average speed 13-14 (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net</p>
<p>Sun Nov 23 9:00 am Miles:50 Class:B A Montgomery Maffick</p>	<p>Something in eastern Montgomery County. Not sure what but something. Maybe a ride to up to Salisbury and back. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com</p>
<p>Sun Nov 23 9:30 am Miles:62 Class:B/B- Northbrook or Delaware</p>	<p>Meet at Moylan Rose Valley train station at Manchester and Woodward Roads for a nice hilly 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</p>
<p>Wed Nov 26 9:30 am Miles:35 Class:C PIE RIDE</p>	<p>Let's get ready for Thanksgiving. From Chadds Ford Elem. School parking lot, we'll head to Northbrook for a helping of apple crumb pie. Forks and plates provided. Rain cancels. Contact Cheryl Lynch at 610-356-3123 or oyveyquilts@yahoo.com</p>
<p>Thur Nov 27 9:00 am Miles:30 Class:C+ 8th Annual Frozen Turkey Thirty</p>	<p>Please join me for this food raiser for charity. Last year 20 riders donated 500 pounds of food. This year's donations will go to the Delaware County Aids for Friends, an organiza- tion that supplies meals to people who are housebound. 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</p>
<p>Fri Nov 28 9:00 am Miles:50 Class:B- Bike Black Friday</p>	<p>Meet at Shaw's Bridge lot on Creek Rd., just past soccer fields. Food stop at Cafe Cali in West Grove. Route is Brandywine Tour 50 miler. Contact Dan Dillon at 610-494-4949 or Grey48Wolf@verizon.net</p>
<p>Sun Nov 30 9:00 am Miles:50 Class:B The Leftover Ride</p>	<p>Every one must bring a turkey sandwich for this ride. We will stop for beverage and cran- berry sauce. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com</p>
<p>Sun Nov 30 9:00 am Miles:35+ Class:C+ Art Museum</p>	<p>Art Museum C+ paced ride from Drexel Hill Cyclery, Burmont Rd., Drexel Hill. We'll travel to the museum not for culture, but to cruise the museum loop. Bring \$ for snack. Contact Bob Martin at 717-529-0981</p>
<p>Mon Dec 1 6:00 pm Miles:0 Class:Classy! DVBC BANQUET</p>	<p>DVBC's ANNUAL BANQUET AND MEMBERSHIP MEETING Eat, drink, be merry! Reminisce about good times on the road in 2008. See details and registration form on page 7.</p>



By Bob and Judy LaDrew

(*Mt Washington, continued from page 1*) gearing and a slightly lower cadence.

This year, with my PowerCranks training (subject of a future newsletter article), my default gear for any given speed has increased. Using the standard setup (30 front, 12x27 rear) for the Dolomites (including some 18% sections) convinced me I could use it for the Hillclimb. The main concern was rain on the unpaved section: spinning out was a possibility.

It was about a nine-hour drive on Friday to my hotel in Gorham (eight miles from the Mt. Washington Auto Road). I just made the tail end of the Friday night spaghetti dinner held in conjunction with check-in. The later start this year (8:40 for the Top Notch wave) provided a most welcome additional hour of sleep. Rarely being up before sunrise, I took a wait and see approach with the chilly temperature. At the Mt. Washington parking lot I quickly located my ride down (bikes are not allowed to descend), then decided to warm up on the road rather than a trainer. I made sure to drink an entire water bottle during warm-up. I would take just one bottle up with me.

Because of the large size of my starting wave (juniors, tandems and 45+), I didn't cross the start line until 30 seconds after the gun went off. The nature of the timing chips on our bikes allows for individual tracking at the finish line but everyone in the wave is considered to have started simultaneously.

After a couple hundred yards of flat road, the adventure begins. This is quite a circus. Not only is the field still packed together, many people are making an unusual and substantial gear shift (42 or 39 to 24 up front, e.g.). This, coupled with the adrenaline rush many experience, resulted in a mine field of sorts. Seeing a number of crashes (a benefit of 12% grades is that crashes are at very low speeds) I opted to go hard for a few minutes to break free of the masses. A bonus for doing so would be getting my heart rate up in order to more quickly settle into a rhythm.

Many portions of the stretch below the tree line are at least partially shaded. The non-shaded sections added an unexpected factor: heat. I love riding in brutal hot/humid weather but dehydration became a concern with only a single water bottle. Fortunately cloud cover appeared for the last 30% of my ride. I would end up out of water at the top, but I hadn't run short enough to cause problems.

With the drop off in endurance I had experienced in the Dolomites I was con-

cerned about blowing up. Monitoring my heart rate and "listening" to my leg muscles, I ended up taking two brief breaks totaling about 4 minutes.

My unusually high gearing had one very noticeable benefit. Whenever the grade eased (still probably 8 to 9 percent) my default effort (I didn't consciously force myself to maintain intensity now that the grade dropped) resulted in me passing several people at every such instance.

Fifty mph gusts are very common, with first timers often blown over when emerging above the tree line, but the dreaded winds were practically nonexistent. That meant one had no distraction from the daunting view of the next mile and a half or so – the perfect storm trifecta. You're now on an unpaved section, you see the seemingly endless steep stretch ahead and you see how slow the other riders are going. And these are riders who were fast enough to be almost a mile ahead of you!

In a perverse way the unpaved section benefited me. As much as I dive right into other challenges (extreme temperatures, steep climbs, dangerous descents, etc.) I don't like unpaved roads. "There is no way I'm going to stop (and having to restart) on this stuff." The dry weather made this section much less of a factor than many other years. In truth I wonder if I had enough in my legs to spin out while seated even if I tried.

With about a mile to go I picked up my pace slightly. With the end figuratively in sight I had no more concerns about blowing up. About then light hail began, which was surreal, considering my worries about overheating a mile or two earlier, was surreal.

Spectators line the side of the road for the last half-mile or so. A volunteer at the next to last turn, before the infamous 22% final short section, shouts out, "Swing wide left, then go diagonal right to the top." While this tactic was well drilled into me by reading the racer's forum, it was very helpful to be hit over the head with "This is where you actually do it."

Despite having every intention of following the advice, I ended up at the right side of the road, but only part way up. Now I was facing the alleged 22% (when I later questioned this on the forum someone said it registered 28% on their computer). I've been on such grades before, such as the Eichele Road hill in Montgomery County, Pa., which DVBC

riders battled with a couple of years ago. When I climbed Eichele, I almost came to a stop after each down stroke—but that hill is short, nothing like Mt. Washington's 7.5 miles of 12% leading up to this final stretch.

After about three crank revolutions I didn't feel I could continue to the top (all of maybe 10 more yards). I didn't think I could unclip without falling, and I didn't have enough breath to ask some to grab me. I tentatively reached out my right arm hoping someone would grab it. Instead, this threw me off balance and I swerved sideways. That brief respite, and the adrenaline rush as I righted myself, enabled me to continue upwards. I glanced at my heart rate: 193. Having briefly hit 189 once on the trainer, where the whole point is to max the interval effort without worrying about passing out or falling, I was shocked. "This can't last" I thought to myself, and sure enough, before I had set my sights back to the road, it reached 194!

Very shortly after that stretch volunteers at the finish grab your bike and wrap you in a blanket. It's hard to say which helped more, as both were vital for me. My results: 1:51:27 for the 7.6 miles, 414th out of 600 overall. In my age group (male 45-59) I finished 18th of 28.

About ten minutes after I finished heavy hail began and started to accumulate, giving the racers behind me an even greater challenge at the top. I located my ride down, and because I was driving home the same day I decided to skip the very popular lunch/awards ceremony at the base.

I opted for the shortest distance home by taking I-95 through Connecticut to the Cross Bronx Expressway and the George Washington Bridge. I asked myself how many people could possibly be driving on this route at this time of day, around 6 p.m. The short answer: a lot. The stretch by Fairfield, CT was a slow crawl. Based on Friday's ride up to NH, I expected this to change after reaching the Bronx, and it did—for the worse. After a few minutes I opted for the regular streets, going as far as I could before getting back on the expressway—despite having no map, no GPS, and no time ever spent in this part of the Bronx. What a day for experiencing opposite ends of the Americana spectrum: a pristine mountain with a day so clear one could see Quebec, followed by a free-lance mini tour of the Bronx on a Saturday night.



Bike Dirt

by F.X. Pedrix

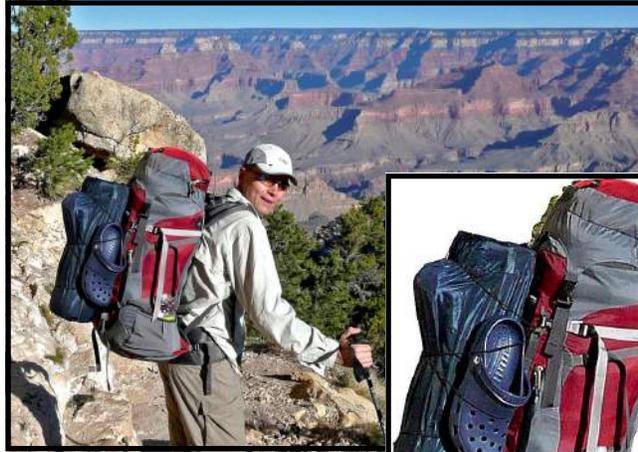


“You’ve got Armstrong vs. Ulrich, Coyote vs. Roadrunner, David vs. Goliath, the Hatfields vs. the McCoys....” **Dreamer’s** speech was leading up to a major presentation at the end-of-season banquet for the DVBC’s elite **Wednesday Night Rose Tree Riders**. She explained to her audience that none of these rivalries match the intensity of the dual last August between **Misty** and **Juror #6** on the Alpe d’Sycamore Mills, won by Misty under suspicious circumstances. Dreamer presented Misty with a huge trophy bearing the inscription “Misty Jones, Queen of Sycamore Mills.” Symbolically, the name Juror #6 was inscribed on the bottom of that trophy. Finally, Juror #6 was awarded a medal for his performance. It bore the inscription “**Participant.**” The Juror would have us believe that his loss can somehow be rationalized by the fact that he was only a few weeks removed from major surgery. Or that **Grey Wolf** was pushing Misty up the hill. Or that he hadn’t been told that he was in a race. Throughout the winter next spring’s rematch will be on the minds of the entire club. [Editor’s Note: Please pardon me if I have

test: “**Guess the Weight of the Prince’s Backpack.**” When making your guesses, remember that the Prince is no athletic lightweight: this is the man who rode 29 centuries

Hall, MD.

Our **Rides Coordinator** took a nasty spill last month after slipping on a local freshly tarred-and-chipped road. He was badly hurt but



and more than 12,000 miles in one recent year.

A rumor has been circulating that one unidentified Philadelphia rider



is now recovering. A few weeks later, **Crashrock**, riding **Quilter’s** “Horse Country” event, ran into a hole and took a nasty spill, breaking his arm. Says **Grey Wolf**: “I am sorry he fell but something very nice happened after the fall: Many people in cars stopped to help. One nurse stopped and checked him out real good, She even put her jacket under his head. Maybe there is hope for us humans yet.” I also heard that, in the emergency room, one of the nurses saw his last name, Rothrock, and tried to get a good deal on a new car. Wrong Rothrock. Get



more important things on my mind this winter, such as whether or not I will have any retirement savings left by next spring...]

Several spies have reported seeing the **Polish Prince**—hiking (not biking) on the local roads to get in shape for his latest passion, mountain climbing. One spy reported that the Prince wore a backpack on these practice treks, and wondered how much it weighed. Since we missed the “Guess the Number of Jelly Beans in the Jar” contest at Easter and the “Guess the Pumpkin’s Weight” contest during the Halloween season, we’ll have to make due with our own special con-

received a speeding citation while on his bike. This prompted a jealous response from **Motorola**: “I have been hoping for years now to sometime get a speeding ticket while on my bike. I would frame it and hang it on the wall.” **Marco** added: “I didn’t quite get one in high school, but I did get yelled at by a cop in Stanley Park, Vancouver, BC. The speed limit is 20 km/h (about 13 mph) around the park, and handing out speeding tickets on the park’s

ring road appears to be a major source of revenue for the city. Pretty much all the bicycle traffic on the road exceeds the speed limit, and presumably that cop was a few tidbits short of a doughnut that day.”

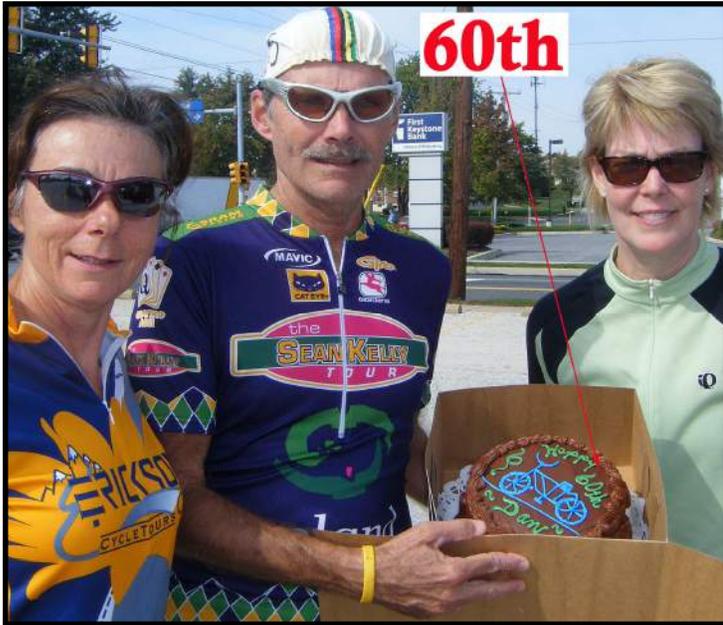
Congrats to **Gas Passer** who biked his second century this year at the Seagull and exceeded by 1.4 mph his fastest average since his first century 34 years ago. He will not tell us exactly what speed he averaged but we know it was a blistering pace. More congrats to **Jim Irwin**, who completed his first century September 20 with **Bonnie and Len** on a WCBC ride from Middleton, DE to Rock

well soon, Steve and Clarence!

Brothers **Jack and David Cunicelli**, both club members and generous sponsors, have a reputation for running a customer-friendly business, but one of their patrons recently took unfair advantage of their hospitality by driving through the front window and into the store. It seems he mistook the long, thin pedal for the brake. No one was hurt and the brothers quickly reopened **320 Produce**.

Eric Zwicky put an item on the list serve about the latest cycling drug scandal. He included a link to a French newspaper with the comment “Most disturbing....” **Buckeye** wrote back, “I agree it is most disturbing.... Three years of French in high school and I couldn’t read a single word :-)” **Bonkersboy** thinks Lance is bowing out of the Tour de France because it is the only way to stop officials from re-testing his 1999 urine samples. That guy is cynical!

On her Oct. 5 Rose Tree Ramble **Smilin’ Rookie** and her charges pledged to avoid chips and tar at any cost. That was worth the effort but not easy and they succeeded only by changing their destination to another state. After muffins in Greenville, Delaware, **Silent John** became only the second person in club history to ride the entire length of the Twaddle Mill Hill without pedaling. [Editor’s note: I assume John was going downhill...?] Heroism comes in all forms. New member **Sefi** made her DVBC debut on that ride. She acquitted herself well and claims to be impressed with how active our club is and all the rides on our ride calendar.



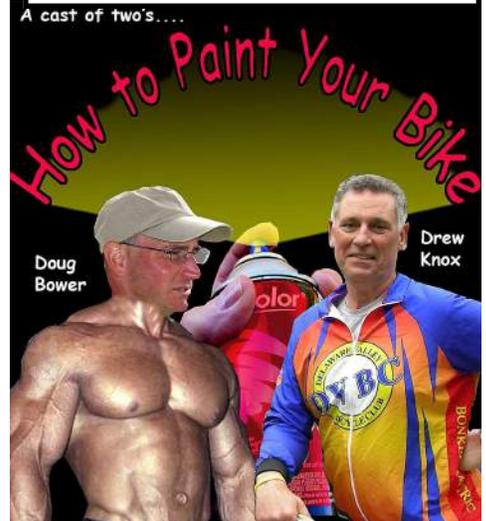
take his own or Misty's word—but either way he rides like a man half his age.

Ride Away will be shutting down his riding season for the month of November. It is not that he's lazy—even former pros need to let their bodies recover. After eclipsing the half million mile mark (for his lifetime, not for the year) in September, Ride Away did not become complacent. In fact, early AM on October 17 he set out from Christiana, PA toward Virginia with the goal of logging a double century. He reached his motel sooner than expected and had to settle for 198 miles. On the next day's ride to Waynesboro his seat post broke, requiring him to stand/coast the final 20 miles. Second day total: 143. A day later, in search of a seat tube, he registered 42 miles—all standing (Ouch!). Pedestrian totals of 86 and 73 on Days 4 and 5 gave Ride Away 542 mountainous miles to show for his five days of pain.

Send all your gossip, innuendo, lies, falsehoods, and even truthhoods, as well as other assorted bike dirt to fxpedrix@dvbc.org.

Bike Painting How-To Video Available

After two years in production, Bonkersboy Studio has finally released the club movie "How to Paint Your Bike." The 38-minute film stars DVBC president "The Perffessor" and Board member "Buckeye," who share their knowledge and talents while detailing the process of painting a bike, from disassembly, prepping the frame, painting, and re-assembly. Contact Bob LaDrew (bonkersboy@verizon.net) if you want to borrow a copy of the DVD. A limited edition of the movie poster may also be available.



Have you ever noticed how many ride reports end with something like "And thanks to Grey Wolf for doing such a great job of sweeping?" A good sweep often makes a ride enjoyable for people who would otherwise have had a miserable time. Grey Wolf is a talented rider who could easily blast off the front if he wanted. And speaking of Grey Wolf, he celebrated a major birthday last month. Not sure which one—it was either the 40th or 60th, depending upon whether you



DVBC Annual Banquet & General Membership Meeting

Monday, December 1, 2008

Reception at 6:00 pm.

Dinner at 7:00 pm

Always a fun time for old and new members.

Name(s) _____

Phone # _____ Number attending _____

Meal choices (check one appetizer & entrée per guest)

Appetizers:

___ House Salad

___ Escarole Soup

Entrees:

___ Baked Salmon Béarnaise

___ Grilled Vegetable Cannelloni

(Cannelloni contains no animal products)

___ Roast Prime Rib au jus (\$5 extra)

DVBC subsidized charges for

Members & up to 2 guests:

\$10 per person

(\$15 for prime rib)

Additional guests:

\$30 per person

(\$35 for prime rib)

Total Enclosed:

\$ _____

**Cash Bar
Sit-Down Dinner
Annual Awards
Election of Board Members**

D'Ignazio's Towne House

(in the Tiffany Room)

117 Veterans Sq., Media, PA (610) 566-6141

Directions: www.townehouse.com.

On street parking free after 6:00 pm

***Please send registration
and payment by Nov. 17 to:***

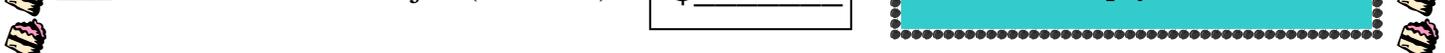
Larry Green

315 Maple Avenue

Swarthmore, PA 19081

(610) 544-5799

(Make check payable to DVBC)





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

<p align="center">Application for DVBC Membership (Expires 1 year from date joined/renewed) Annual Membership: \$15.00 per household.</p> <p align="center">Check one: <input type="checkbox"/> new member or <input type="checkbox"/> renewal</p>	<p>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</p> <p>The DVBC Safety Fund is used to promote issues regarding cycling safety in the Delaware Valley. I wish to contribute:</p> <p><input type="checkbox"/> \$1 <input type="checkbox"/> \$5 <input type="checkbox"/> \$10 <input type="checkbox"/> \$15 <input type="checkbox"/> \$20 <input type="checkbox"/> \$25 <input type="checkbox"/> other: _____</p> <p>Amount enclosed: \$15 (membership) + _____ (safety) = _____</p> <p>I'll volunteer for: <input type="checkbox"/> Ride Leader <input type="checkbox"/> Tour Volunteer <input type="checkbox"/> Board Member (check all interests)</p>
<p>Please print clearly and use your 9-digit zip code, if known.</p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone: _____ Date of Birth: _____</p> <p>E-mail: _____</p>	
<p align="center"><i>Please send your check or money order to the:</i> Delaware Valley Bicycle Club, P.O. Box 156, Swarthmore, PA 19081</p>	

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)