



Delaware Valley Bicycle Club



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

September 2008

The Joy of Bike Commuting

By Jon DeCristofaro

Many people are turning to cycling as alternative transportation to lessen both their commuting costs and environmental impact. I recently took up bike commuting for a third great reason: I love to ride my bike! In order to spend more time cycling while not taking time away from my family, job, or sleeping, I decided to try to ride into work in Center City, Philadelphia at least one day per week this summer. My strategy leads to more weekday riding at no one's expense.

My experience with bike commuting this summer has been positive, and I'll be gaining new insights after trying this fun and rewarding mode of transportation through the fall and winter. In the meantime, I encourage you to think about how to make it work for you, even if you can't do it every day.

Most people who learn that I commute by bike ask me the same few questions, which I try to answer below:

How long does it take?

Forty-five minutes to cover about 12 suburban and urban miles. This

(Continued on page 10)



CHECK OUT THE NEW DVBC WEBSITE!

By the beginning of September, the revamped club website (www.dvbc.org) should be up and running. Thanks to Tony and Alex at Craftech for taking Board input and making these improvements. All the content has been reorganized and updated, new content has been added, and on top of all that, it just looks pretty!

If you have any comments about the website (compliments are allowed!), suggestions for improvements or additions, or find parts of it that are not working properly, please contact Adam Levine, newsletter and web editor, at aelrvpa@hotmail.com.

SAVE the DATES!

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FINAL REMINDER

**August 31**

### Brandywine Tour

DVBC's Premier Cycling Event!

For info, visit [www.dvbc.org](http://www.dvbc.org).

To volunteer, contact Debbie Chaga ([dreamerdeb@gmail.com](mailto:dreamerdeb@gmail.com)) or Drew Knox ([president@dvbc.org](mailto:president@dvbc.org))

~~~~~  
September 14

BikePhilly

ridebikephilly.org

Sponsored by Bicycle Coalition of Greater Philadelphia

As the organizers describe it, this is "a family-friendly bike tour celebrating the freedom of car-free Philadelphia streets. Ride through historic neighborhoods and explore hidden corners of Fairmount Park. Bicyclists of all skill levels are welcome with distances of 10, 20, 35 or 50 miles available." Late registration \$45 (with varying discounts). Thousands of riders expected. Volunteers are still needed, and can sign up at the website or by email to Beth@bicyclecoalition.org. DVBC member Debbie Chaga is planning to volunteer and might ride to the event. Contact her for more details at dreamerdeb@gmail.com.

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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

EDITOR'S EASY CHAIR

As the driver maneuvered his car around me, sidling half into the opposite lane even though an oncoming car was clearly in view, I yelled at him as he passed: "Stupid, stupid, STUPID!"

Does anybody like to be called stupid once, let alone three times? This driver didn't like it one bit. He stopped ahead of me, got out of his car. I rode past, and he cursed my mother. I called him triple-stupid again—and when he jumped back into his car, I realized I had been the stupid one. My worst fears didn't come to pass: he didn't chase me, or use his car as a weapon against me. But if he had, guess who would have been the loser?

Considering that many of the roads we ride on have no shoulders, the mere presence of bikes frustrates and angers some drivers. Provoking them further by name-calling or waving middle digits (as I did to another driver earlier on the same ride) only heightens their anger, and makes all cyclists look bad.

I'm not a religious person, but every time I ride on the roads and return safely, I say a little prayer of thanks to St. Asphaltus, the patron saint of road bikers. I will now add a prayer *before* every ride: "May you help me keep my eyes on the road, my mouth shut, all my fingers on the handlebars, and (no matter how angry I am) a smile on my face." —ADAM LEVINE

Board of Directors and Staff

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

Debbie Chaga, *Vice President*
610.494.3033 or dreamerdeb@gmail.com

Frank Jackson, *Secretary*
FJackson@rohmmaas.com

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treasurer@dvbc.org

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Peter Schmidt,
pschmid1@swarthmore.edu

Nancy Ness, nessnancy@verizon.net

Jake Ludwinski, redallez@gmail.com

Doug Bower, Bowerdou@verizon.net

Dominick Zuppo, *Past President*
484.483.7456 or domzuppo@att.net

Adam Levine, *Newsletter & Web Editor*
610.891.0780 or aelrvpa@hotmail.com

Antonio Rocha, *Web Page & Listserve*
484.802.8374 or tony@dvbc.org

Clarence Shoch, *Ride Coordinator*
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.

Regional Events

Sun. Aug. 31, DVBC Brandywine Tour (see page 1 for more info)

Mon. Sept. 1, Donut Derby, Breinigsville (Trexlerstown), PA. 35-mi fun race, 2 rest stops with water and donuts. For every donut eaten, minutes are deducted from your official finish time. Lehigh Wheelmen Association www.enter.net/~lehighwheelmen/

Sept. 6, Amish Bike Tour, Dover, DE. Ride 15, 25, 50, 62 or 100 miles on flat terrain. 1,392 riders in 2007. 1-800-233-KENT or 302-734-1736. www.visitdover.com/events_biketour.htm 800-233-5368

Sat. Sept. 6, Tour des Farms, Vincentown, NJ. 13, 26, or 50 miles with stops at various Burlington County farms. Shop as you ride and we will pick up your purchases and deliver them back to the starting point for you. www.sjr.cd.org/tourdesfarms/index.htm

Sat. Sept. 6-7, Univest Grand Prix and Cyclosporitif, Souderton, PA.

The Grand Prix (spectator event) is a UCI-sanctioned race. Cyclosporitif is a 40- or 60-mile recreational ride on rolling-hilly terrain. www.univestgrandprix.com/univestgpg

Sun. Sept. 7, ArtCycle: Tour de Bucks, Doylestown, PA. 20, 38, 63 Miles. Benefits the James A. Michener Art Museum. Same day as the nearby Doylestown Arts Festival and the Univest Grand Prix Criterium. www.michenermuseum.org/events/artcycle

Sun. Sept. 7, New York City Century, New York, NY. 15, 35, 55, 75, or 100 miles. 6,000 riders. www.nyccentury.org

Sun. Sept. 7, Shoo-Fly Classic, Oley, PA. Ride 20, 40, or 62 miles – or combine the 40 and 62 for a full century. Berks County Bike Club www.berksbicycle.com

Sat. Sept. 13, Scenic Schuylkill Century, Philadelphia, PA. Ride 25, 38, 65 or 100 mi to Montgomery and Chester Counties. Features breakfast

at the start, 4 rest stops, and a pizza bash at the finish. Bicycle Club of Philadelphia. www.phillybikeclub.org

Sun. Sept. 14, Bike Philly (see page 1 for more info)

Sat. Sept. 20, Jersey Devil Century, Parvin State Park, Centerton, NJ. 25, 50, 75, or 100 miles by combining loops from the central food stop; flat terrain. South Jersey Wheelmen www.sjwheelmen.org

Sept. 27-28, MS150 City to Shore, Cherry Hill, NJ, to Ocean City, NJ. Greater Delaware Valley Chapter, National MS Society <http://bikepae.nationalmssociety.org>

DVBC WATER BOTTLES!

Insulated Polar bottles with club logos. 2 sizes, various colors, Only \$10 each To order contact Debbie Chaga dreamerdeb@gmail.com



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Candid Camera at the Bonkers Picnic



Left: Mike Broennle and son Ian eye the Potato Rolls; host Judy urges caution.
Center: Rich and Marji (seated) eat pie while Tony and Bob discuss which pie tasted best.
Bottom: Roz and Jim LaDrew and David Bennett (aka Brandywine Friends) extol the virtues of pie in song.

The Joy of Bike Maintenance

by Debbie Chaga

As a child I never worried about maintaining my bike. I'd ride it until it broke or I got a flat and good ole Dad would fix it up for me. Later, when I bought my first bike on my own, a lime green Fuji 10 speed, if something went wrong I took it to the bike shop. When I started serious road riding, I realized that it would better to try to do my own maintenance. That way I could avoid having it in the shop, and not being able to ride while I waited for it to be cured.

The first few years I wasn't able to do much and was extremely intimidated by the whole process. It seemed a great mystery to me and I was afraid I'd break something. My Raleigh R700 had Shimano Aero wheels which made it very difficult to get the tires on and off the rims. The first time I tried to change a tire it took me 45 minutes to get the tire off and I was close to the point of tears. Finally, I got a new tube installed and got the tire back on after another half hour. I repeated the process on the back tire but never could get the last 8 inches of the back tire on, so I showed up at a ride and got assistance from two strong guys. It was a relief to see that they also had trouble with it.

I asked people in the club and bike shop employees a lot of questions, and gradually I began to learn some tricks. Now I know ways to work the tires a little to get them on and off the rims more easily—and I'm happy to say that the rims on my new bike are much easier to work with. My daughter recently had a flat on her mountain bike, and I was able to change the tube in about 10 minutes. I felt like a pro.

Little by little I've gained confidence and skills. Besides changing tires, finding what caused the flat and patching tubes, I now know how to take a seat off and put it back on and get it at about the right angle and height as before. I'm able to take my bikes apart and clean them the Doug Bower way which includes taking off the cassette, cleaning it and putting it back on. I've also learned how to retape my handlebars and change pedals (although that is still a bit of a challenge).

Of course, you've got to have some tools on hand, which I've been picking up along the way. I own a chain whip (ooh baby!), a pedal wrench, along with other various met-

ric wrenches. It's also a good idea to buy a bike stand which makes it a lot easier to work.

I'm still learning. Recently Doug Bower, Charlie Stockley and I were trying to figure out why my bike wasn't shifting properly. While replacing the rear derailleur cable, Charlie told me it needed to be lubed. I was astounded to hear that as I had no idea that needed to be done. "That's why you get up every day," Charlie said, "to learn something new." That's exactly what I'm doing, learning something new all the time.

Some things still intimidate me—like working on the bottom bracket, which I have no intention of doing just yet. I haven't fixed a broken spoke yet but that's because I haven't broken any. I'm keeping my fingers crossed on that, but if I do break one I'll just get some good advice and go at it. Working on bikes is definitely dirty work but I'm having a good time learning and I feel a sense of pride. I highly recommend giving it a shot if you have never attempted being your own mechanic. Just be ready to get lots of grease on your hands!



DVBC Ride Calendar

SEPTEMBER 2008



*****Recurring Weekday Rides*****	
Tuesdays 6:00 pm Miles:15+/- Class:C-/C Vocabulary Ride	Meet at 320 Produce, S Chester Rd & Park Lane Rd. for an easy paced ride through the Swarthmore, Wallingford, Ridley Twp & surrounding areas. Bring lights. Beginners welcome. 11-13 mph pace; no one dropped. Contact Betsy Ffrench at 610-544-8253 Email: EFfrench@wilmingtonTrust.com
Wednesdays 9:30 am Miles:35-65 Class:B- Doc's Rides	Various routes from Swarthmore. Leaves from 320 Produce, S. Chester Rd. & Park Lane Rd. Probably a lunch stop. Foul weather cancels ride. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net
Wednesdays 6:00 pm Miles:20+ Class:B- B Back B4 Sunset Ride	Weekly fun ride out of Rose Tree Park, Rt. 252 near Media. Days are getting shorter so we'll ride what hills and valleys we can and get back as the title states. All riders are expected to ride safely, follow the rules of the road and have fun. Inclement weather cancels ride. Contact Debbie Chaga at 610-494-3033 Email: dreamerdeb@gmail.com
Wednesdays 6:00 pm Miles:15-20 Class:C Rose Tree Park N Ride	Meet at Rose Tree Park, Rte. 252 near Media for an easy ride through Ridley Creek State Park and the surrounding area. We'll stick to advertised pace and wait for stragglers. Contact Dom Zuppo at 484-483-7456 Email: domzdvbc@att.net
Thursdays 5:15 pm Miles:30+ Class:C+/B- Bridgeport, NJ	Meet Bridgeport Municipal, Main St, Bridgeport. Terrain is flat to rolling, average speed 15-17mph, (This is the overall average from start-finish, so there may be times when our moving speed is greater (or less) depending on the terrain). No one dropped. I can send a map for anyone not familiar with this start location. Contact Len Zanetich at 610-558-6232 Email: freewheelinguy@verizon.net
Monday, Sep 1 8:00 am Miles:105 Class:B Three Wawas to the Wind	What better way to recover from the Brandywine Tour than spending the day on the bike? Leave Kingsway (http://tinyurl.com/2kucep) for Bridgeton, Port Norris, Estell Manor, and Beautiful Downtown Buena -- possibly in reverse order depending on the wind. Three chances for lunch but officially 1 lunch and 2 snack stops. Write if you have questions or if, shudder, weather is questionable. Contact Drew Knox at or agknox@gmail.com
Saturday, Sep 6 9:00 am Miles:50 Class:C+ Brandywine 50 Revisited	Meet at Pocopson Elementary. Expect hills & beautiful scenery. Avg. speed of ride 12-14 mph. Two short stops in addition to food stop at mile 26. Cue sheets. Bring money for food. Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Saturday, Sep 6 9:30 am Miles:30 Class:C Happy Birthday Ride	Meet at Pocopson Elementary School. Join Cheryl and help her celebrate her birthday (we won't say which one) as we ride Brandywine 27 miler with a detour to Northbrook Country Market. A cake will be waiting for us after lunch. Some hills, but we'll regroup at the top. Cue sheets. Rain cancels. Contact Cheryl Lynch at 610-356-3123 or oyveyquilts@yahoo.com
Sunday, Sep 7 8:00 am Miles:60 Class:B Back on Track	The R5 resumes its regularly scheduled departures from the Wayne Train Station. Join me promptly for a mostly flat ride—yeah, right!—to Conventry and back... back the hilly way.
Sunday, Sep 7 9:00 am Miles:35 Class:C+ The Brunch Bunch	Meet at Chadds Ford Elementary. We will meander around Brandywine Valley & stop at Purebread Deli in Greenville, DE for brunch. Avg. speed 12-14 mph. Cue sheets. Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Monday, Sep 8 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.

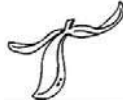
Saturday, Sep 13 7:00 am Miles:50/105 Class:B/C+` Hawk Mountain Century	Century (B) or 50 mile (C+) ride to Hawk Mountain from Lansdale. The 50 mile option allows you to drive closer to the Hawk, park and still climb to the top. There is no stinking rain date since it's going to be a sunny, beautiful day. Contact Doug Bower at 610-952-0562 or doug_bower@verizon.net
Saturday, Sep 13 8:30 am Miles:50+/- Class:B- Chadds Ford Ramble Ride	Join Bonnie and Len for a ride around Chadds Ford. Average speed 14-16mph (see my Thursday ride). Terrain is flat to rolling with moderate climbing. No one dropped. We'll regroup as necessary. Start Chadds Ford Elementary School, Route 1 and Fairville Rd., Chadds Ford, PA. Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sunday, Sep 14 8:00 am Miles:60 Class:B Half Around	You are cordially invited to climb a few hills with me or ahead of me on this ride from the R5 Wayne Train Station to Kimberton and back. Expect climbing. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Sep 14 8:30 am Miles:48+ Class:C Pole Tavern Wawa Ride	Join Bonnie and Len for a ride to Pole Tavern. Average speed 13-15 mph (see my Thursday ride). Terrain is flat to rolling. No one dropped. Start Logan Twp. Municipal, Main St, Bridgeport, NJ. Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sunday, Sep 14 8:30 am Miles:35+ Class:C+ Art Museum Ride	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
Friday, Sep 19 9:00 am Miles:50 Class:C+ Take the Day Off	Take the day off from work and meet at Rose Tree Park in Media for a 50-mile ride to Chadds Ford & beyond. Expect hills. Avg. speed 13-14 mph (start to finish) w/faster on flats & slower on hills. Bring money for food. Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Saturday, Sep 20 8:45 am Miles:55+/- Class:B- The Witness Ride	Join Dreamer for Bonkers Boy's infamous Witness Ride (he gave his blessing) where we'll pass sites from the movie. Who knows, maybe we'll see Harrison Ford and Kelly McGillis filming the sequel. Possible guest appearance by Bonkers Boy. Ride starts at Hibernia County Park, just past Bonkers' house, Coatesville PA. Bring money for our food stop. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Sunday, Sep 21 8:00 am Miles:60 Class:B The Mirror Metric	Named so, not because it is the same way back as out... but because mirrors are MANDATORY on this ride, no exceptions, not even for my regular riders. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Sep 21 8:30 am Miles:30+ Class:C Chadds Ford Ramble Ride	Join Bonnie and Len for a ride around Chadds Ford. Average speed 12-14mph (see my Thursday ride). Terrain is flat to rolling with moderate climbing. No one dropped. We'll regroup as necessary. Start Chadds Ford Elementary School, Route 1 and Fairville Rd., Chadds Ford, PA . Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Saturday, Sep 27 9:00 am Miles:68+/- Class:B- Country Rose Restaurant, Bridgeton,	Join Bonnie and Len for a ride to the Country Rose Restaurant for lunch. Average speed 15-17mph (see my Thursday ride). Terrain is flat to rolling. No one dropped. Start Logan Twp. Municipal, Main St, Bridgeport, NJ. Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sunday, Sep 28 8:00 am Miles:60 Class:B The Cinder Block Century	Named so, because all bikes will be fitted with a cinder block. No exceptions, not even my regular riders will be exempt. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Sep 28 8:30 am Miles:35 Class:C Bob Leon Memorial Ride	Bob enjoyed leading club rides on both sides of the Delaware River. Join me at Chadds Ford Elementary for this 3rd annual event. The route will be hilly but following it will lift our spirits in remembrance. We will stop at Northbrook Orchards for a tasty snack, so don't forget to bring change. No one dropped, but threat of rain cancels. Contact Dom Zuppo at 484-483-7456 or domzdvbc@att.net

Bonkerz Alphabet Primer

By Bob and Judy LaDrew

A is for animals; they hammer like crazy.
I can't keep up with them; I guess I'm just lazy.

B is for bananas; they keep bonking at bay.
As for their wrappers, just toss them away.



C is for carbon fiber; it makes the load light.
My gut doesn't help; about that you are right.

D is for derailleur, our modern day friend.
When it needs replacing, get ready to spend.

E is for energy bars. One drawback, it's true:
They're nearly impossible to bite and to chew.

F is for flats. "Where is that mechanic?
Oh wait, I'm alone. I'll try not to panic!"

G is for gears so it's easy to go.
Sadly, if easy, you also go slow.



H is for helmets; they're hotter than Hades.
But they save the brains of both gents and ladies.

I is for inner tube, a self-contained bladder.
With each passing second my tire gets flatter.

J is for jerseys; they cost me some dough.
But it's worth it to make people think I'm a pro.



K is for kickstands; for parking they're great.
Too bad I'm slower; they add extra weight.

L is for Lycra, the biker's textile.
I look cool though riding a sluggish time trial.

M is for motorists who oft go ballistic,
Making some biker become a statistic.



N is for natural break. "You just keep going.
I'll see you whenever my water stops flowing."

O is for odometer; it logs every mile.
I make up in volume what I'm lacking in style.

P is for pacelines; they increase the speed.
I can do it all day if they don't make me lead.



Q is for quick-release, liked by English and French.
We can all take our rides without bringing a wrench.

R is for racing. If I can't close that gap,
The next time around I'll be down by a lap.

S is for saddles; they're thin and quite tiny.
Riding all day gives me pain in the heinie.

T is for touring—unsupported, low-cost.
I'm out all day pedaling—hot, tired, and lost.



U is for undulations; you climb and descend.
There's always a big one around the next bend.

V is for valves; you've got Presta and Schrader.
You still need a muscular tire inflator.



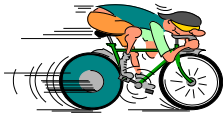
W is for wheels that stay true without wobbles,
If you ride on the asphalt and keep off the cobbles.

X is for X-rays—indisputable proofs
That I've made some egregious navigational goofs.

Y is for yielding; it's an option to ponder.
Tween dying and living, the latter I'm fonder.

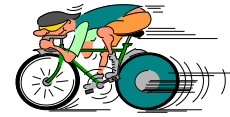


Z is for zipping my jersey up fast
So I look good on Ventoux when I come in dead last.



Bike Dirt

by F.X. Pedrix



Despite scattered showers, the ninth annual **Bonkers** picnic was a major success, with 31 in attendance, including brand new member **Danny Steciw** and **Gas Passer's** son **Ian**, who would have had to terminate anyone he told what he does for a living. Some who were hoping to ride to the event panicked at the sight of early morning raindrops and either drove or cancelled out completely. But **3-Speed's** group, pedaling with our octogenarian **Rides Coordinator**, were not to be deterred.

A week later, however, **3-Speed** appeared to be resting on his laurels, as he failed to show up for the Highland Orchards Ride. You're probably thinking, "The guy doesn't have to go to every ride, does he?" and you're right. But it is recommended that he attend rides for which he is the designated Ride Leader. (In fairness I should point out a later claim that, while biking to the start, 3-Speed incurred an irreparable breakdown and had to bail out.)

Getting back to the picnic, **Bonkers Boy's** afternoon ride was attended by ten "B" riders and you can guess what happened to the advertised "C" pace.

Special thanks go out to **Bonkers Boy** and wife **Judy** (not necessarily in that order), for hosting us yet again. Also delicious thanks to **GiGi**, **Ride Away** and the **Professors** for bringing homemade pies. And our hosts want to publicly thank **Jittery Jo** and the **Dominator** for arriving early to help in the kitchen, and **Bill and Jean Pashinski**, special friends of DVBC, who, for the ninth year in a row, lent tables and chairs for the occasion. The musicians **Roz and Jim LaDrew** and **D'ster**, **Rear Admiral of the DVBC Navy**, put on an even better performance than last year. If you missed them you can redeem yourself by coming to the **August 31 Brandywine Tour**. Their group is aptly named the **Brandywine Friends**.

There was gripping drama at a Rose Tree Wednesday night ride early last month. At the base of Sycamore Mills hill (the DVBC's mini-version of *Alpe d'Huez*) **Misty** and **Juror # 6** exchanged trash talk. Finally, **Misty** had had enough.

She pulled in front of # 6, and shot him "the look" (*see Lance, TdF 2001*) before rocketing up Sycamore Mills. At least that is the way I got the story from one of my spies. When he finally got back to the parking lot, the Juror explained: "Actually I won; as everyone knows, hanging on the team car or getting a push is a disqualification. And hopefully the refs will fine **Grey Wolf** heavily" (for pushing **Misty**). The next day, the Juror went on the club listserv and issued a challenge: "Dead stop start from the base of the hill. No pushes, no hold-backs. After that **Grey Wolf** will be known as 'Red Wolf' because of the look on his face. That is if he is anywhere to be seen back at the parking lot. --Juror #6, King of The Hill."

While in Virginia in early July, **Ride Away** did one-day rides of 210 miles, 160-some, and 135—all within a five-day period. If you think these were flat rides you haven't seen Virginia. Then **Ride Away** wondered why he was feeling tired for a few days afterward. He is expected to reach the magical half-million mile lifetime mark sometime in early September. My lovely wife **Babs'** reaction to that: **Ride Away's** wife **Marji** should be a candidate for sainthood!

Smilin' Rookie may need her name changed to **Smilin' Veteran**. In the spring she rode with other DVBC women in Spain, and at the end of July she and **Quilter** took a five-day guided Woman Tours bike trip in the Finger Lakes region of New York State. Despite rain on four of the five days, **Rookie** kept on **Smilin'**, and reports: "The scenery was beautiful, the biking was fun, the food was great and the ladies were very friendly. I had one mechanical problem - my rear derailleur cable severed at the shifter on my handlebars. This is the great thing about supported tours: the guide took the extra bike out of the van, put my pedals on, adjusted the seat and I continued on the ride. She took my bike to the bike shop in Ithaca and for \$26.00 (sounds inexpensive), my bike was repaired and ready to ride for the next day's ride. All in all, a great trip."

The **Rookie** has also been leading

some great rides here at home, including her **PureBread** ride on August 9th, which featured good food and great outdoor seating. On that occasion our **Newsletter Editor** demonstrated that he should start reading his own publication. He showed up for the 9 am ride at 8:15, thinking it was an 8:30 ride. At least he wasn't late.

A week earlier the **Rookie** had a whopping 17 out for her **Brandywine 50** ride. It was a beautiful day to be out on one of the most beautiful routes in the region (and if you don't believe me, come out and ride it yourself on **August 31**). Unfortunately, that large group of humans acted more like a herd of cats. By ride's end, they were so strung out it truly seemed as if drugs were being taken—some of the performance enhancing variety, and others with the opposite effect. Kudos to **Betsy Ffrench**, for helping lead the group back, and to **Grey Wolf**, for helping sweep and for discovering, in his extra ten miles of riding, two new restaurants for us to try.

My moles report that **Shelley Epstein**, back from her recent MTB tour in Israel, is riding **STRONG!**

On an impromptu Mays Landing ride in August, **Buckeye** found his charges in a dangerous situation when, seven miles from home, a ferocious lightning storm struck. The temperature dropped 20 degrees and headwinds were howling. **Buckeye** led his group up a driveway where they took shelter in a garage until the storm subsided.

On an August 1st impromptu ride **Dreamer**, **Quilter**, **Misty** and **Grey Wolf** celebrated the completion of a 25-miler with homemade ice cream in Aston. Afterwards, the **Wolf** taunted **Juror # 6** by telling him he should have been there because **Quilter** had treated: "You should have come; I know your favorite flavor is free!" At a later ice cream ride, **Quilter** showed up to treat yet again. On that occasion she had her new baby with her: a cute puppy named **Bailey**.

Mike Shea took the bull by the horns last month, stepping up to lead the C rides out of Rose Tree when the **Dominator** needed to take a month off and it

(Continued on page 9)

(Bike Dirt, continued from page 8)

appeared that ride might fold. Good job, Mike! Besides leading club rides, Mike also teaches spinning at a local health club. He says that the ultimate compliment to him, as a teacher, is when one of his regular spinners buys a real bike and abandons indoor classes for the open road.

Multiple reports indicate that **Bike Whisperer** astounded everyone on his August 10th Art Museum ride. A cell phone rang and Whisperer reached in his back pocket to answer it. No one expected him to be using one of those new-fangled contraptions! Reports are that Whisperer pulled out an old shoe phone that looked like the one Maxwell Smart employed in "Get Smart." Next thing we know, he'll be disposing of his 8-track player!. Moments later the group was further amazed when **Camera Shy** checked the weather forecast by borrowing the **Blackberry** of another cyclist. Soon she may even have an email address. It was not a good day for **3-Speed**, who got lost on a ride he has done about 500 times. **Liza**, who was on her first Art Museum ride, had to show him the way back to the group in the rain.

Congratulations to the **Cycling Gardener**, who had a birthday last

month and biked a 50-miler to celebrate. He must have miscounted. Seems like 39 miles would have better matched his age.

A new rider to the club, **Mark**, brought his 14-year-old son **Kyle** on a recent Jersey ride, and the kid did an excellent job keeping up over the 36 miles. Back in the parking lot, a spy overheard Mark asserting that he can always beat Kyle on the flats, but admitting (with a combination of parental pride and athlete's chagrin) that the kid (being many pounds lighter) can usually beat him up the hills. (See **Eric Zwicky's Alpe d'Huez** story elsewhere in this issue for another saga of father outdone by son.) Perhaps a way to slow down these upstart youngsters would be to make them carry **cinderblocks** in their jersey pouches, to even things out, weight-wise.

Speaking of cinderblocks, **Brian Wade** has a ride listed on September 28th called "**The Cinderblock Century**." Taking Brian's titles literally is sometimes dangerous, but I can't wait to report on that heavyweight ride in next month's column!

I have a report that **Buckeye** recently sold his dinghy. We all know that every time Buckeye gets rid of something he replaces it with something bigger and better. And, speaking of bigger, there haven't been any recent sightings

of **GiGi** and **Buckeye** on the tandem.

Babs and I can't wait to hear from **Mike Keating** about his trip to another one of those mountainous countries in Europe. (Look for an article in the next newsletter.) Mike practiced all winter, spring, and early summer on his **Power-Cranks**. Hopefully he remembered how to ride on the roads.

PowerCanks (which will be the subject of another upcoming story by Mike) allow each pedal to operate independently, and can lead to some bizarre-looking cycling techniques. Mike reports: "I was riding through Swarthmore doing the PowerCanks 'Dolphin' drill (both legs in synch rather than 180 degrees apart), when an elderly rider going the other direction called out, 'What the heck kind of pedals do you have, buddy?' I went around the block, caught up with him, and we had a conversation. He's 80 and rides almost every day. The way he extolled the benefits of biking he might as well have been a past president of the club. His typical ride was six miles ('I know every road in Swarthmore!') but he was proud to point out that he did his personal record of 14 miles the previous Saturday in the heat."

Keep riding—and send your exaggerations, lies and outright falsehoods to me or my spies at fxpedrix@dvbc.org.

Thanks to Our Supporters!

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

Craftech Computer Solutions, 113 State Rd., Media, (610) 566-0980, www.craftech.com

Welcome to New Members (as of August 14)

Douglas Apter

Heather Bonaventura

Bob Campbell

Michael DiFebbo

Brian Eberz

Mark Monti Ellis

Steve Madonna

William Richards

Tracey Rothenberger

Danny Steciw

Philip Stoops

Rob Weber

(*Bike Commuting, continued from page 1*)

is exactly how long it takes me when I take SEPTA's R3! While the train schedule says the trip from Swarthmore to Suburban Station is only 23 minutes, I first take a short drive to the station, park, wait for the train, and then have a four block walk to my building in the city. Door to door time is a tie. On the way home, I pass dozens of cars, buses and trolleys that are backed up at lights. That's a very rewarding feeling that evening commutes rarely provide.

What route do you take?

Philadelphia has a number of bike lanes and is a relatively bike-friendly city. I ride east along Providence Road through the Delaware County suburbs and then Baltimore Avenue once I'm in the city. There is a bike lane for my whole ride within the city limits. I chose smaller but well-traveled thoroughfares (not neighborhood streets) so as to maintain a steady pace (fewer stop signs) and be safer by avoiding cross-traffic moves like left turns when there's no left-turn arrow. Google Maps with Street View can help you plan a route.

What do you ride?

I ride a fixed-gear steel road bike. The route is relatively flat and the mechanical simplicity means there are no derailleurs to get out of

adjustment, very few cables to wear out, and not many parts to get gummed up by, well, gum or other yuckies that you may find on the roads. (I have also ridden my older mountain bike, which has fatter tires and many more gears. However, it's heavier and slower and the "fat tires" are not necessarily better, even on some of the bumpier or more rutted

Tips for a safe and effective commute

Ride steadily, courteously, and predictably.

Avoid riding on sidewalks and parking lots.

Choose a low traffic, rather than the most direct, route.

Equip and educate yourself for safety and comfort.

Smile while riding!

and pot-holed streets.) There are some very nice dedicated commuter bikes such as REI's Novara Transfer (\$600) with rack, lights, fenders, and featuring appropriate frame geometry and components. Most bikes sold as "touring" machines are also quite suitable. The usual club rider's carbon race bike might not be the best choice though. For personal belongings, tools, and water, I ride with a Camelbak backpack. You could also use panniers or a small rack that attaches to the seat post.

Don't you get all sweaty?

A little. But I leave early in the morning when it's cooler, and I wear the appropriate shorts and wicking layers. At work, I towel off, absorb some A/C, and change into work clothes and use some toiletries that I have at work for just this purpose. A great tip is to buy wrinkle-free pants, and seersucker shirts—seersucker has tiny wrinkles built in, making it essentially impossible to get rumpled, and it keeps you cool. On the way home, it'll be hotter and sweatier, but work is over; you can take the long way home and make the commute into your afternoon recreational ride.

Is it safe?

It's at least as safe as driving; possibly not as safe as taking SEPTA rail. But, I'm getting in better shape and saving time because I'm exercising *while* commuting. A helmet, gloves, and alert riding are, of course, required. And proper preparation, such as carrying a cell phone and knowing how to fix a flat—two things that even car commuters should do—provide further confidence that you can get out of a jam. Riding always carries risks (as does driving). The key is to minimize your contribution to that risk.

(For more information on commuting, visit Paul Dorn's website, CommuteByBike.com; and the Bicycle Coalition of Greater Philadelphia at bicyclecoalition.org.)



Left to Right: Dom, Mike, Drew, Jim, Jo Ann, Lewis, Bob, Adam, Deb, Doug, Nancy

The Ride from the Bonkers Picnic, August 2. The photographer suggested this caption: "Pre-ride group picture. To protect the innocent, the post-ride hot fudge sundae picture will *not* be posted. Who knew that she could eat that much ice cream?"

[Editor's confession: The unnamed "she" was not alone in her overeating; Judy's hot fudge was irresistible!]

Father and Son Climb Alpe d'Huez

by Eric Zwicky

First of all, I don't want to make too much of having climbed the Alpe d'Huez, one of the stages of the Tour de France. It's a 13.8 km (8.6 miles) climb, at an average gradient of 7.9 percent, with 21 hairpin bends—not an easy climb for anyone, and I found it very difficult. But lots of people in our club have done it—and for some of them it wasn't their only climb of the day! What made this ride special for me was that, after being at the Alpe three other times (2003, 2004, and 2006), this year was the first time my son Evan and I made the climb. It was something I had promised him we would do together when he turned 16. As it turned out, we didn't quite do it together—but that's getting ahead of the story...



We arrived at our hotel at the top of the Alpe (elevation 10,924 feet) on the afternoon of Sunday, July 20th. Monday we went to rent our bikes, but I had gotten the date wrong and our bikes weren't available until the next day, so we took a vigorous hike instead. Finally, on Tuesday, we rented the bikes and rode down to the start of the climb, in Bourg d'Oisans, with our next-room neighbor, John Robson, who blogs and writes for *Competitor Southeast* magazine. The downhill was fun and fast, but by the time we got to the bottom Evan's and my hands were cramped almost shut from squeezing the brakes at every turn. We rode a couple of flattish miles up the Romanche valley to warm up our legs and loosen up our hands, then we turned around and

headed for the climb.

The first two slopes, to turns 21 and 20 (they're numbered from the top to bottom, so the first turn is 21), are very long and very steep. Evan and John went ahead, and before I got to the first turn I lost sight of them. I kept on, stopping three times for about two minutes each—long enough to down an energy gel and a few swigs of water—at turns 20, 11 and 6. Otherwise I just ground it out in the lowest gear—I think it was a 39 x 25—for almost two hours.

When I got to the finish line, Evan was nowhere to be seen, much to my disappointment. I found him back at the hotel, already showered and relaxing on the balcony, and made him get back on his bike and return with me to the finish, where I found someone take our picture together. After that we rode back to the town center and had a beer at the little bar where we always watch the Tour on TV.

The next day, Wednesday the 23rd, the Tour arrived. We scouted out some places along the barriers near the finish line and settled on a spot near the giant TV so we could watch the stage unfold. Four hours later, the racers came past—first Sastre, followed by the chase group containing Valverde and Evans, then dlibs and drabs, small groups of riders, until the main bunch about 30 minutes later.

That night, we ate supper a few tables away from the Caisse d'Epargne team, which always stays at the same hotel we do. Since 2003 we have gotten to know one of their riders, José Vicente Garcia Acosta. He came over to our table to say hello, remarked how much Evan had grown since he had last seen us, and the next morning gave Evan one of his personalized jerseys.

Evan's youthful vigor and propensity for beating me up the hills might have annoyed another father, but not me. I'm as proud as I can be. He made it up the Alpe with no worries, without stopping, and unlike me he had no trepidation at all prior to starting out. It was really gratifying to see, even though I would have preferred it if



we had done it together. He did it at his own pace, and I did it at mine.

LEFT: After finishing the climb, Eric (right) found Evan relaxing at the hotel, and brought him back to the finish for this photo. ABOVE and BELOW: Near the top of the Alpe, professional photographers take pictures of climbing riders and hand them business cards as they pass. "These are the photos Evan and I got," Eric says. "Mine looks like I am yawning, but make no mistake, I was not bored!"





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)