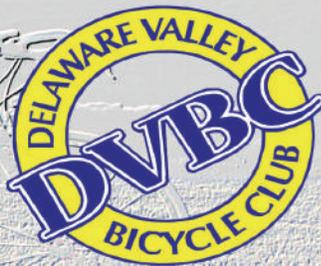


# Delaware Valley Bicycle Club

October 2011



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

## Group Rides are FUN-damental *by President Dom Zuppo*

Last month an interesting article was posted on our email list-serve. In the "Lost Art of the Group Ride," attorney and cyclist Peter Wilborn lamented the days when a group of cyclists got together and followed a common set of rules as they rode.

Rules? Yes, there are rules, norms, customs to follow as you ride. The ride leader deserves thirty seconds of quiet as they describe their impending ride. Don't pass on the right, and move to the right so that faster riders can safely pass you. Ride single file as soon as possible when someone calls out "car back." If you're off the front of the peloton, you're on your own.

Mr. Wilborn made a few points in his article. I'd like to comment on some of them.

**Everyone is an expert these days.** Maybe that's true. But is that a bad thing? The Internet provides a lot of information that wasn't readily available in the past. There are many websites and blogs dedicated to the improvement of cycling technique, either for commuting, competing, exercising, or just having fun. People have many opportunities to learn, but please keep an open mind as you weigh the pros and cons of different ideas.

**More experienced riders just want to drop the others . . . a group ride is neither a race nor cycling Darwinism.** ("Cycling Darwinism" – could be a catchy idea for a T-shirt.) Seriously, if experienced riders want to ride with their friends, they should set up their own ride and have at it. A group ride is different – together you'll cover the same distance at roughly the same pace. Some riders may

have to push themselves while others relax. But through it all you stay together and enjoy the group dynamic.

**Rides are advertised by average speed.** This is a problem that many bike clubs experience – how to accurately advertise a ride so that participants know what to expect. Many clubs, like ours, use the traditional "A through D" ranking system, while others have developed a different approach. The Baltimore Bicycle Club describes their rides as "casual, 10-12 MPH, 13-15 MPH, and 16 Plus MPH." The Mid-Hudson Bicycle Club uses three designations: pace, distance, and terrain, so a "B57-Terrain4" ride would be 57 miles long with significant hills at an average speed of 13-18 MPH. Of course, with today's technology a cyclist could always contact the ride leader to see if his/her level of fitness was appropriate for the ride.

**Riding a bike well requires good technique.** Still very true. Good technique makes the ride safer for everyone. Passing only on the left reduces the chance of collisions. Not overlapping wheels (when your front wheel is slightly ahead of the rear wheel of the rider in front of you) means you (and the folks behind you) are less likely to crash if the rider in front must swerve to avoid an obstacle.

Watch and learn from an experienced cyclist. She makes riding a bike look effortless as she glides down the street or up a hill, often chatting a mere foot away from the cyclist next to her. She holds a nice straight line, calls out obstacles, and displays a terrific cycling aura.

Good technique also makes it easier for the cyclist. You'll expend less energy, and

muscles not needed for propulsion are more relaxed. You might even enjoy the effort if you don't feel so tired.

**Before the internet, before custom bikes, and before Lance, it was done better. Learning to ride was an apprenticeship.** I don't know that it was done better, but it was done differently. If your ride leader is a strong, silent taskmaster, you might be a begrudging apprentice. But if you rode back in the day with Bob Leon, you would have received a touch on the shoulder (at 15 MPH) as a gentle reminder to relax your muscles. Or with Bob Martin, who with a whistle and a calm voice would suggest that your chirping derailleur pulleys would appreciate a little lube.

Is a group ride fun? It was, in the past. Nowadays, it seems more like work. Once quiet and deserted roads where we cut our cycling teeth, like Creek Road in Chadds Ford, are now often filled with motorists. We need to be more diligent, which means less time to enjoy the scenery and more time spent watching for hazards. And we seem to have more time constraints now than we did in the past: 'Start the ride exactly on time,' 'only twenty minutes for the lunch break,' 'let's go!'

Can we still enjoy a group ride? Definitely yes, just remember the rules. Call the ride leader if you have any questions about a ride. Respect their time and the effort they took to map out a course. Make sure your bike is in good repair – ride leaders aren't mechanics. Keep these thoughts in mind and you'll truly enjoy the experience. Welcome to the club!

**‘Nuff said...**

Aristotelian logic translated for cyclists to understand

**"Hold your line." What's a line? A steady, even path. Straight down the road. A graceful arc 'round a curve. No weaving. Predictable. Pro!**

## Delaware Valley Bicycle Club

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

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. Money raised from rides and membership dues is donated to a variety of cycling-related organizations.

DVBC welcomes articles, photographs, and ride reports for the newsletter. Please submit materials to the Editor before the 15<sup>th</sup> of each month. The views expressed in this publication are not necessarily those of DVBC.

**Monthly board meetings are open to all, and are usually held the 1<sup>st</sup> Monday of the month (except December) at 7 p.m., at the Swarthmore Public Library. Contact the President to confirm.**

### CLUB AFFILIATIONS

- \*League of American Bicyclists
- \*Bicycle Coalition of Greater Philadelphia
- \*Adventure Cycling Association
- \*Bicycle Access Council
- \*East Coast Greenway
- \*PA Walks and Bikes
- \*Friends of Ridley Creek State Park
- \*Friends of the Chester Valley Trail

Newsletter Contents © 2011 by DVBC

## Board of Directors and Volunteer Staff

**Dominick Zuppo**, *President*  
484.483.7456 or president@dvbc.org

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

**Nancy Ness**, *Secretary*  
nessnancy@verizon.net

**Mike Broenne**, *Treasurer*  
treasurer@dvbc.org

**Larry Green**  
largreen@earthlink.net

**Rich Andreas**  
the\_andreas@comcast.net

**Alex Moeller**  
agmoeller1@gmail.com

**Doug Bower**  
doug\_bower@verizon.net

**Mary Huis**, *Ride Coordinator*  
Mary2335@verizon.net

**Antonio Rocha**, *Web Page & Listserve*  
484.802.8374 or myweb@craftech.com

**David Cunicelli**, *Newsletter Editor*  
davidcunicelli@gmail.com

## RIDE GUIDELINES & CLASSIFICATIONS

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 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.

**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.

# October 2011 Ride Calendar

Check the ride calendar at [www.DVBC.org](http://www.DVBC.org) for late additions to this list.  
Check with ride leaders if weather looks threatening.

## \*\*\*Recurring Weekday Rides\*\*\*

<b>Wednesdays 9:30 am</b> Miles:30-60 Class:C+ <b>Docs' Ride</b>	Ride starts and ends at the 320 Market Cafe parking lot. Usually a lunch destination. Rain cancels the ride. <b>Contact Larry Green at 610-544-5799 Email: <a href="mailto:largreen@earthlink.net">largreen@earthlink.net</a></b>
<b>Sat, Oct 1 9:00 am</b> Miles:48 +/- Class:C+ <b>The Muffin Ride</b>	Join me for a lovely fall ride out to Purebred Deli in Greenville, Delaware. This ride has it all - great scenery, challenging hills, flat time trial sections, and last but not least, great food! Rain cancels ride. <b>Contact Mary Huis at or <a href="mailto:mary2335@verizon.net">mary2335@verizon.net</a></b>
<b>Wed, Oct 5 6:00 pm</b> Miles:0 Class:All <b>Season's End at Dreamer's</b>	Celebrate this year's fun summer cycling season with a get together at Dreamer's. We'll have pizza and refreshments on her deck as we rehash those sultry summer evenings climbing the hills of DELCO. If you're coming, please RSVP Deb by Oct 2nd. Deb will provide her address/directions. <b>Contact Debbie Chaga at 610-494-3033 or <a href="mailto:dreamerdeb@gmail.com">dreamerdeb@gmail.com</a></b>
<b>Sat, Oct 8 8:30 am</b> Miles:44 +/- Class:All <b>6th Annual Bob Leon Memorial Ride</b>	Bob Leon by trade was a carpenter, but he built more than convention centers or workspaces. Bob built many lasting relationships as he taught members how to be better cyclists. Join me at Kingsway H.S., Rts 322 and 551 in Swedesboro, NJ and we'll follow a front-loaded ride to the Kountry Kitchen. Bring money for breakfast, and please wear your club jersey (classic, neo classic, or modern) if you have one - photo op, you know! Rain cancels the ride. <b>Contact Dom Zuppo at 484-483-7456 or <a href="mailto:domzdvbc@comcast.net">domzdvbc@comcast.net</a></b>
<b>Sun, Oct 9 9:00 am</b> Miles:35 Class:B-/C+ <b>Art Museum Loop</b>	Meet at parking lot across from Drexel Hill Cyclery on Burmont Rd in Drexel Hill. Park at Rite Aid lot. I'm doing the B- hilly route. Juror #6 will lead the C+ on his less hilly route. Both groups will meet at Lloyd Hall for a brief water and nature break. Optional post-ride Ming's meal. Bob Martin and Dan Dillon are welcome along. Rain cancels ride. <b>Contact Debbie Chaga at 610-494-3033 or <a href="mailto:dreamerdeb@gmail.com">dreamerdeb@gmail.com</a></b>
<b>Sat, Oct 22 9:30 am</b> Miles:30-35+ Class:C <b>Ira's Old Ride</b>	Join us for an easy pace (12 to 13 mph average) on a scenic hilly ride as we leave from the parking lot next to Selene's (305 West State Street in Media) and head to the Greater Ridley Creek State Park area. No cue sheets, no one dropped. Rain cancels. <b>Contact Shelley Epstein at or <a href="mailto:4epsteins@comcast.net">4epsteins@comcast.net</a></b>
<b>Sun, Oct 23 8:30 am</b> Miles:55 Class:B- <b>3 Parks and a Trail</b>	Meet at Rose Tree Park in Media (Route 252 and Rose Tree Road). We'll stay together on the country roads to Valley Forge. Faster riders can lead a breakaway group while the peloton enjoys the S. R. Trail. Regroup at end of trail for ride into Manayunk. Short stop at Wawa on return route to Rose Tree. Expect some hills but we regroup at the top. No one will be dropped! <b>Contact Tom Smyth at 610-909-8226 or <a href="mailto:smitt542@comcast.net">smitt542@comcast.net</a></b>
<b>Sat, Oct 29 9:00 am</b> Miles:62 +/- Class:C+ <b>Kennett Sq Metric</b>	Join me for a wonderful long ride out to Country Butcher in Kennett Square. We'll dash up and down the fun rollers, pedal our little hearts out up the 2 or 3 (or 4 :) climbs, and enjoy some flat time trialing along Yorklyn Road. Our reward will be a yummy food stop at my favoritest food stop in the whole world. Expect outstanding scenery and many creek crossings as we travel in and out of northern Delaware and Pa. Rain will cancel. <b>Contact Mary Huis at or <a href="mailto:mary2335@verizon.net">mary2335@verizon.net</a></b>
<b>Sun, Oct 30 9:30 am</b> Miles:50+/- Class:B- <b>Aston to Northbrook</b>	Autumn is the perfect time to ride out to Northbrook for some apple cider donuts. Expect hills. Also expect a fun time or your \$ back. Anyone wearing a Halloween costume gets a free donut on me. Rain cancels ride. <b>Contact Debbie Chaga at 610-494-3033 or <a href="mailto:dreamerdeb@gmail.com">dreamerdeb@gmail.com</a></b>

**SAVE THE DATE!!! SAVE THE DATE**

**DECEMBER 5, 2011 6PM**

**DVBC ANNUAL MEETING AND BANQUET**

**D'IGNAZIO'S TOWNE HOUSE, MEDIA PA**

SEE WHAT WE LOOK LIKE WITH OUR HELMETS OFF. YOU MIGHT BE SURPRISED.

## The Wild Wild West by Shelly Epstein

### The Gestalt of Cycling in the Grand Tetons



On August 7th, **Betsy, Shelley, Jackie** (Shelley's friend from Seattle), and **Vicki** started off on a 6-day road cycling tour of the Grand Tetons and Yellowstone National Park. Our tour guides were the fabulous Nancy and Merrick from Escape Adventures. Nancy had the most amazing, eclectic music collection on her iPod. Merrick, in spite of suffering major leg fractures from a mountain biking accident, was still an avid mountain biker and skilled road cyclist.

Our guides picked us up in Idaho Falls, Idaho, and shuttled us to Montpelier, Idaho, to start the trek. Our first day was 50 miles with two long climbs (followed by 6% and 8% downhills). Although we had gotten a nice lecture on the symptoms of altitude sickness, no one suffered from this malady. We crossed the Geneva and Salt River passes then continued into beautiful Star Valley. Our first day was spent in awe of the incredible scenery, present in every direction.

We spent the first night in Afton, Wyoming, at a nice little motel with a pool with an abundance of dead insects but with complimentary

shampoo in the bathrooms.

#### August 8th Afton to Jackson, Wyoming

On our second day, we continued through scenic Star Valley to reach the mouth of the Snake River. The Snake River is the defining geographical feature of Idaho. Rising in the Rocky Mountains, it flows into Idaho from Wyoming in a northwest direction. From our perspective, it added more awe-inspiring scenery. Our ride took a dramatic rise in elevation as we headed up the Snake River Gorge and into the mountains to Jackson. Today was 70 miles, and as if to emphasize the point, the last 5 or 6 miles was on a bike path

loaded with hills.

We stayed in Jackson Hole, a really neat little town with great shops and restaurants, but had only a few hours at most to shop on very tired legs. The lodge where we stayed did not supply complimentary shampoo.

#### August 9th Grand Teton, Jackson to Moran Junction

Day 3 was our "off" day, low mileage and no hills, supposedly. As we cycled out of Jackson, the magnificence of the Tetons unfolded before us. The ride was within the Grand Teton National Park, which had its own bike trail, which in retrospect was a really nice luxury. The wildflowers were amazing, and we saw lots of bison while driving into the park. Sadly, a local resident and 70-year-old cyclist had collapsed and died on the bike trail. We saw him being given CPR as we passed by. This put a damper on our morning until we could wrap around a more positive spin: We're all going to die sometime, and why not in this most magnificent of places? Our day finished on the east border of the park in the small community of Moran Junction that serves as a gateway to Teton National Park.

We ended up with around 50 miles, many of which entailed hills

We stayed at the historic Hatchet Resort, whose restaurant boasts a large photo with an "Esso" sign, dating back to when the Inn was an Esso station. The hot tub, with a view of the Grand Tetons, was broken. But the rooms were really cool, not heated or air-conditioned, with woods bordering us. It felt like we were camping but with a comfortable bed and almost all the amenities (including complimentary shampoo...but no hair dryers). The gift shop sold chocolate-covered nuts with names like "Buffalo Chips" and "Bear Poop."

As an aside, since we were only 4 guests, Escape had our guides camp out each night—which they claim to have loved. This first night at the Hatchet Resort, we walked over to their campgrounds, adjacent to our cushy rooms, and enjoyed a campfire with them.

#### Aug 10th Grand Teton to Yellowstone

We shuttled into Yellowstone National Park 45 minutes to West Thumb Junction where we began our ride. From here, we crossed the continental divide twice as well as stopped to visit the famous Old Faithful geyser. Yellowstone is essentially a massive caldera of a super volcano. (Look that one up.) From the National Park Service website:

*With half of the earth's geothermal features, Yellowstone holds the planet's most diverse and intact collection of geysers, hot springs, mudpots, and fumaroles. Its more than 300 geysers make up two thirds of all those found on earth. Combine this with more than 10,000 thermal features comprised of brilliantly colored hot springs, bubbling*

(Continued on page 5)

## BONKERS Cartoons of the DVBC....

by Bob LaDrew



BOB LADREW ©2011

(Continued from page 4)

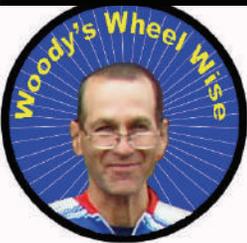
## **mudpots, and steaming fumaroles, and you have a place like no other.**

Our guide in Yellowstone told us that the geysers we saw that day had some of the best eruptions he's seen. The colors in the other geothermal sites were amazing. We did a lot of cycling and stopping to tour as many sites as possible in Yellowstone. All the way to Madison Junction, West Yellowstone there was phenomenal scenery. We learned the term "critter jam" which is when all of a sudden the cars and RVs are stopped and people are looking at some creature(s). We saw elk, mule deer, and lots of bison.

On our drive into Yellowstone, our guide had told us that Bicycling Magazine gave Grand Teton National Park a B+ for cycling because of its trail, and Yellowstone rated an "F" because at best, it had narrow shoulders for cyclists. We agreed. It was the bike versus the grand vehicles on this heavily traveled route! But it should be noted that not once did we hear honking. Apparently, it's an unspoken, unwritten creed that no one honks in national parks.

We stayed in an inn in Montana that night, after 48 miles of cycling. I believe it was on our final cycling leg of this day that we suffered the one and only "mechanical," a flat tire, although one of us had a brief episode of "chainsuck." (Look that one up.)

## **August 11th Madison Junction to West Thumb**



### **Now What?**

On Thursday I flattened near the end of a ride. As I changed my tire, I found the puncture 5 inches from the valve stem and

carefully checked for glass in the tire. Nothing. Friday night I patched the tube and Saturday morning the tire was still full -- until about 15 miles into a group ride when my rear began sagging. I know, that happens often but usually just at the end of rides.

This time I did a speed change and hurriedly threw in a new tube, pumped it up, slid the wheel into the dropouts and powered back to the group. But something was gnawing at me. This tube also had a puncture about 5 inches from the valve stem. Didn't I check the tire to make sure there wasn't any glass or thorns?

Fifteen miles later, the group was picking up speed and I was off the back with another flat. This time I went slower on the tube change working my hand around the inside of the tire but still didn't find any foreign objects so I put in my last spare.

I hadn't caught the group by Mayonnaise Landing, so I grabbed a sub and started exploring. I was on particularly deserted road when I felt the back of the bike getting slip-

After our shuttle to Madison Junction we rode through the heart of Yellowstone National Park. We rode past the likes of Artists Paintpots, Steamboat Geyser, and Ice Lake on the way to Yellowstone River. We saw the Upper and Lower Falls from canyon overlook, before moving along the Yellowstone River. Lunch was at scenic Yellowstone Lake. We spent the afternoon riding along the lakeside and we saw bison swimming across a river, a rare sighting. Our day ended at the famous Lake Yellowstone Hotel, where our ride was truncated under threat of tremendous storm clouds.

Once again, we stayed at the really cool Hatchet Resort. We cycled approximately 47 miles this day.

### **August 12th Teton Pass to Victor**

On our last day of cycling, started with a 7-mile ride on the bike path leading to Wilson. It was a bit nippy that morning, with our camping guides awakening that morning to a frost. In Wilson we began our climb over the Teton Pass to Victor, Idaho. This was a 6 mile climb with a 10% grade most of the time, and 4-6% on the switchbacks. We all made it to the top with varying proportions of biking and hiking (cyclecross, as Merrick put it) with the exception of Merrick who rode the entire time, except for when he stopped to take us on a tour of the mountain biking path he is creating. This path contained a graded (curved) ramp that ended with a 70-foot jump. The cyclist experiences 40 miles per hour on the turn (think of bobsled curves!!) The scenery was amazing and there was no

perly. I was fifty miles from my car on a deserted road with no spare tubes and an imminent flat, when the words of Dr. Woody came to me from our Bike Florida ride, "Sure you changed the flat but did you find the cause?" Not exactly.

Time to slow down. I laid out my tool kit, flattened tubes and sub, then I pulled the wheel and, sure enough, found another puncture 5 inches from the valve stem. What is going on? I flexed the tire and found a small cut barely big enough to fit a pen tip through. I never would have believed that could be the cause if I didn't have three tubes before me as proof. I glued up the tubes and, while waiting for them to dry, ate my sandwich and thought about how I'd really hate to hitchhike with a bike. Then I worked on the patches and blew up the tubes to test them. All of the patches held air so I now had three good tubes. I carefully slipped a boot over the pinprick and held it in place behind the tube in as I mounted the tire. It worked good as new all the way back to the car. In fact, I'm debating whether to replace an otherwise perfectly good tire.

### **What's In Your Wallet?**

Besides flattening, I've broken spokes, front and rear derailleurs and a derailleur hanger as well as downtube and brake shifters, cracked rear cogs and rims, snapped cables and chains, and had headsets, pedals and cranks come loose. I've only been stranded once. You need to be creative and carry an effective

vehicle traffic, although there was construction on one small section as cable lines were being laid. The top was at 9600 feet where we had an incredible view of the towns of Jackson and Moran. We were 4 for 4 in reaching the top. The descent was a sweet fast one: After the initial 8% downhill grade, it was a more gradual 10-mile descent, with the option of continuing another 7 miles or so on the flat at the bottom. Total: 23-30 miles. After lunch we shuttled back to Idaho Falls for our return to Salt Lake City.

What was our favorite part? The gestalt of all of it; six days of cycling in the most unbelievable scenery which was constant!! Amazingly, our legs reached a comfortable equilibrium and we were able to keep up our pace, even accelerating by the end. The meals consisted of whatever we wanted to eat, and we had wide leverage in selecting the restaurants. Lunch was prepared and served by our guides, who exceeded our culinary expectations. The overnight accommodations were all clean and relatively comfortable. And our guides themselves were about as perfect as you'd want your guides to be: encouraging, funny, responsible, helpful, tactful, fit and highly skilled.



**Rules of the road:** 1. Never drop Woody. 2. He carries a lot and knows how to use it 3. Get his cell number for your emergency.

tool kit. Let me know what other tools you think essential so we can work it into future columns. Here is what I carry in my smallest essential pack:

- Piece of rubber cut from old sew-up*
- Patch kit w. fresh glue*
- Several links of chain*
- 2 strong plastic tire levers*
- 2 spare tubes*
- Fiberfix replacement spoke from Peter White Cycles*
- Small multi-tool with link remover found on the road*
- Sunglass pouch to hold loose tools*
- Small screwdriver for general poking*
- 4, 5, 6 mm Allen wrenches. These will tighten most everything*
- Small piece of electrical tape wrapped around the 6 mm Allen*
- Small knife*
- Spoke wrench*



Delaware Valley Bicycle Club  
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**APPLICATION FOR DVBC MEMBERSHIP** (See page 3 of this newsletter for new membership policy.)

Membership includes: DVBC newsletter (10 issues/year), discounts at most Club sponsors, Club subsidized events.  
 Your membership also helps influence local government decisions concerning bicycle issues.

**Annual membership: \$15 per household**

CIRCLE ONE: **NEW** or **RENEWING** Member  
 Newsletter Preference: **Printed copy** (via US Mail) or  
**PDF** (via E-mail—saves trees and \$\$)

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

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ Birth Date: \_\_\_\_\_

EMAIL: \_\_\_\_\_

**The DVBC Safety Fund is used to promote issues regarding cycling safety in the Delaware Valley.**

I wish to contribute (circle appropriate amount):

\$1 \$5 \$10 \$15 \$20 \$25 Other: \$ \_\_\_\_\_

**AMOUNT ENCLOSED:**

\$15 membership + \_\_\_\_\_ Safety Fund = \$ \_\_\_\_\_

**I will volunteer for (circle all interests)**

*Ride Leader Tour Volunteer Newsletter*

Other: \_\_\_\_\_

**Please send your check or money order to: 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)