

Delaware Valley Bicycle Club



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

October 2006

Volunteers, Not the River, Soar at the BW Tour

by Dominick Zuppo

Those of you who are responsible for scheduling meetings or seminars in your work or private lives know the effort it takes to orchestrate a successful event. Many hours of planning and strict attention to detail are needed to plan for every contingency.

By all accounts, our Brandywine Tour Coordinator Drew Knox has got the process down cold. And I know how fastidious he is about the routes he chooses and the conditions of those roads. So impressed was one of our guests, Frank Warnock, that he wrote "Excellent job, all. I must admit, I had my doubts about how the ride would pull off after the storms the day before. I knew there would be trouble just given the down tree/power lines across Rte. 100, delaying my arrival. But few would have known (unless you were strictly following the Q, which most of course don't)."

Frank went on to say "I don't usually write many praise emails, but your performance clearly was sensational. You must have been out there monitoring the route all weekend, as my reporting the down tree at registration was already old news. Thanks so much for a superb ride, as it is every year. It's one of a handful I never miss."

Back at our Pocopson Elementary "tour headquarters," SAG Team captain Tony Rocha was hard at work dispatching his crew of support-and-gear volunteers in a successful effort to cover over 125 miles of road. I believe the comments of another guest, Richard Comroe, sums up the level of support the club strives to achieve. "I think I've been on 6 or 7 consecutive Brandywine Tours but this

one was by far the best for a great number of reasons. Riding through Chester County is one of the prettiest areas there is."

"But the main point of this letter is to give thanks for all the great help your organization supplied to one of my riding friends, Kathleen Wagner. Due to reasons not yet known she had a total of six punctures during the course of the ride! Your excellent SAG support seemed to magically appear each and every time we needed them! Your SAG not only gave us four tubes they had but also had a tire when we finally determined that might have been the culprit. I would like to thank the two gentlemen [Bob and Hershel - ed] personally for the "above and beyond" services they gave."

Richard had even more praise for the design of the course and for our food stop volunteers. "Besides the best SAG I've ever experienced, the route was extremely well-marked and the rest stops were stocked with the best food ever. Then, of course, was the pizza at the end of the ride. We were practically drooling as we climbed that final hill leading up to the school. Thanks, again, for a most wonderful ride! I can't wait for next year's Bonkers Metric and the best ride that anyone runs, the Brandywine Tour."

Richard's biking buddy, Kathleen, later added, "Hi! I just wanted to thank Bob Martin, Hershel, Bill and Don for all of your help during my horrendous ride with the 6 flats. I know one of my riding buddies, Richard already thanked you but I was the one you rescued time and time again."

And I'd like to thank the 342 riders

who either pre-registered or shrugged off the threat of rain and attended our 30th annual summer tour. Many thanks also go to our volunteers, both the stalwarts of the club we depend on so much and who make our club so great, and especially to the 14 club members who survived my arm twisting and agreed to volunteer at their very first tour. I can only hope they realize how valuable their presence was to the success of this year's event.

The year may be winding down, but don't forget there's still lots of time to get out and enjoy the landscape that encompasses our Brandywine Tour. There are also a number of fund-raising events sponsored by other bicycle clubs in the greater Philadelphia area. I hope you will attend them in support of the organizations that introduce the sport of cycling to young and old alike. See you on the road!

Save the Date!

**Monday,
December 4**

for the DVBC
Holiday Banquet

Watch for more
information
on the web site
dvbc.org and
in upcoming issues
of the newsletter.

The Delaware Valley Bicycle Club

P.O. BOX 156
Swarthmore, PA 19081

<http://www.dvbc.org>

DVBC Meeting Place

Delaware County Peace Center,
Springfield Friends Meeting,
1001 Old Sproul Road
(behind the car wash at Rte. 320
and Old Marple Road).



GO BONKERS!

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

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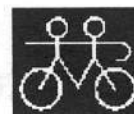
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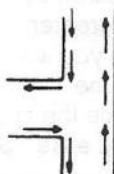
*Bicycle Coalition of
Greater Philadelphia*

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

Ride Guidelines



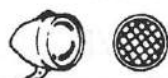
Obey all applicable traffic regulations, signs, signals and markings.



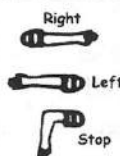
Keep right.
Drive with traffic, not against it.
Ride single file.



Watch out for car doors opening, or for cars pulling into traffic.



Protect yourself at night with the required reflectors and lights.



Use hand signals to indicate stopping or turning.

1. Arrive early and *be ready to leave on time*. Rides start no more than 5-7 minutes late.
2. Make sure your bike is in proper working order *before* you arrive.
3. Carry a spare tube, patch kit, and water bottle.
4. Practice safety and obey all traffic laws.
5. A helmet is mandatory for all DVBC rides.
6. All Club rides are rated according to the degree of difficulty. Do not "bike off" more than you can do. Go on rides within your ability, interest and experience. If you're in doubt about your ability, try out a ride one class below the one you're not sure of and work your way up.
7. Ride classifications:
Class D: For new, inexperienced riders or families: 7-9 mph average moving speed with frequent stops and as few hills as possible. The group will wait for all riders. The ride lengths are usually less than 10 miles, but longer distances are permissible.
Class C-: For average riders: 10-11 mph average moving speed with rest stops as needed. The group will wait for stragglers. The recommended distance is 10-30 miles.
Class C+: Also for average riders: 12-13 mph average moving speed with rest stops every 45-60 minutes. No obligation to wait for stragglers if cue sheets or maps are provided.
Class B-: For more experienced riders: 14-15 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.
Class B+: For strong riders: 16-18 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.
Class A: For very strong riders: 18+ mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.
8. Each rider assumes his/her own risk on all rides.
9. Those who ride ahead of the group are on their own ride.
10. Always notify the ride leader before leaving the group.
11. Ride leaders should adhere to the advertised speed of the ride.
12. Ride leaders are not expected to be bike mechanics.

Note: In the case of questionable weather or road conditions, the Ride Leader may decide to cancel the event. Call the ride leader if in doubt. The general public is invited to all events organized by the Delaware Valley Bicycle Club. Except for the Bonkers Metric, Brandywine Tour, Club banquet and Bonkers picnic, all club events are free to the general public. The general public is welcome!

A DVBC cyclist rides the Tour de France

By Mike Keating

The Package

This year I again chose Thomson Bike Tours (thomsonbiketours.com) for my TDF cycling vacation. With one exception (a package doing every stage in its entirety) they probably offer the most riding. Included are hotel accommodations, all breakfasts, most lunches and the majority of dinners, airport pick up and drop off, ground transportation, luggage transfer (including bike case) support vans, professional mechanic, daily maps, profiles and cue sheets and bi-lingual ride leaders. I signed up for both the Pyrenees and the Alps.

Pyrenees

Although I was stronger than last year I was still the worst rider on the flats so I generally went with the slower group. The first day involves assembling bikes and a short check-out ride - we check our bikes and TBT staffers check out the riders' abilities. About halfway up the main climb I was feeling good so I took off. No one tried to stay with me after the first few hundred yards. After several minutes I was still feeling good and glanced at my heart rate - 180. Whoa - a little too good; the highest I had ever averaged for a minute was 180 so I slowed down. Three riders from the fast group passed me and at the top they were discussing the steepness. Our profile sheet indicated max 10% for any kilometer. Because I was struggling to do 5 mph (my speed last year on 10%) I was wondering if the training had been for naught. I mentioned 10% and one guy with a GPS said, "No it averaged 13% with a max of 15%."

Tuesday (7/11) would take us up Luz Ardiden, where the fan's yellow bag took down Lance in 2003. Various circumstances resulted in my going with the faster group today. As usual, I was dropped before we reached the start of the climb. During the climb I passed some of the slow group and possibly one or two from the fast group. I made it up in 1:17 (14 km @ 7.4% average grade). It

was cloudy with a hint of drizzle so at times one was chilly even though climbing.

The descent was very good - excellent road surface. Part way down, the fog got pretty thick and I could hear a faint "pinging" sound. With the new wheels I was thinking, "I really hope that noise is from distant cows (which can't be seen due to the fog) and not some spoke situation with my new wheels." Fortunately it was cowbells. One rider recorded the entire descent with a helmet-cam. He said he'd reached 62 mph.

An unappealing lunch selection at the restaurant caused me to under-eat; I had only a couple of rolls. After lunch I chose to do the optional Hautacam climb (15.7 km @ 7.7%). I was dropped on the flat approach to Hautacam, later jumped on the wheel of two strangers and virtually caught my group, then was dropped again after a roundabout. I was now feeling better so I started a crazy (for me) pull (22-23 mph slightly uphill into a head wind), but couldn't reel in my group before the climb.

I was able to get up the first 8 km or so - in fact catching four guys from the group. With about 7 or 8 km to go I bonked. I struggled up to within 2.5 km of the summit but by then the group had started their descent and passed me in the other direction. After the descent (first half was fabulous) it wasn't too long before we faced payback time for that great descent from Aucun in the morning. I was already shot so I got a ride from the non-riding wife of one of group.

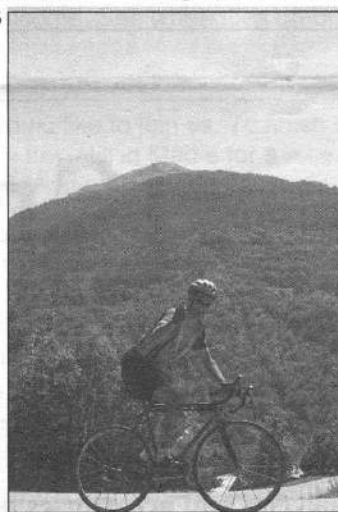
Wednesday (7/12) would be our first Tour-viewing day. An early morning rain let up before we started but our viewing stand would still be somewhat muddy. As usual I ate as much breakfast as I could in the time allotted.

A very brief warm-up through Marsous and Arrens was rudely

followed by a major wake up call. A medium length but steep climb - the Col de Solour. On the descent a rider fell and apparently broke his collarbone.

Marie Blanque had some steep stretches but there were also a few breaks. Cloud cover made this the only day where heat wasn't an issue. This year TBT has a generator, a satellite dish and a plasma TV for live broadcasts of the tour. Great way to kill some of the hours until the riders arrive. I made sure to consume mass quantities of food so I wouldn't bonk like yesterday as I hadn't yet ruled out an optional climb of the Col d'Abisque.

After the Tour and our descent we all gathered at our vans. Most opted to sag back and the vans were filling up so Peter was happy to let

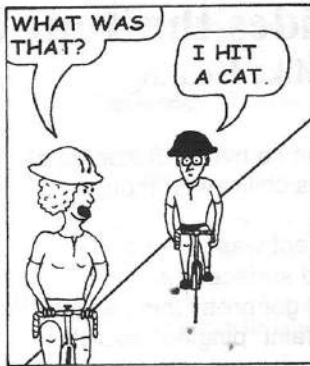
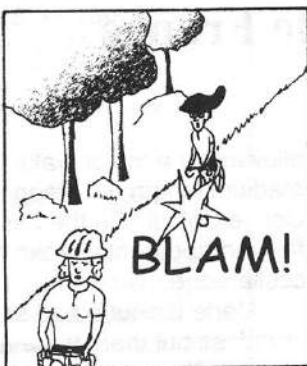


Alex (another slower rider) and me do the climb even though it was now after 6:00 pm. Col d'Abisque was stunning with its views during the climb - and this was with limited visibility due to fog. I caught and passed one rider early on and then caught another

rider about 1.5 km from the summit (only 7 guys did the ride). The top was nasty cold with fog. The descent again included riding through a herd of cows.

Thursday (7/13) we had to pack and bring our luggage to the lobby by 7:00 as we would finish our ride at our next hotel. We picked up the Tour route early on and followed it all the way up the Col du Tourmalet and then the Col d'Aspin. Our viewing stand was 3 km from the Tourmalet summit. I tried to continue up to the summit but got caught by the publicity caravan and had to abandon

(Continued on page 9)

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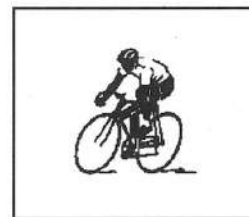
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DVBC Ride Calendar

October 2006



*****Recurring-Weekday Rides*****

Tuesdays 6:00 pm Miles:15-20 Class:C NightRiders ✓	We spin around Southern DelCo well into the dark. Bike lights front and rear are a must. You must call or e-mail the leader to confirm the start time and location. Very cold or wet weather will cancel ride. Most rides start at 6 PM. Contact Dave Trout at 610-368-0760 Email: brider-ride@usa.net
Wednesdays 9:00 am Miles:30-60 Class:B/B- Doc's Ride ✓	Various local routes starting from the Swarthmore area. Sometimes a lunch stop. Foul weather cancels ride. Call ahead of time for weekly plans. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net
Wednesdays 6:00 pm Miles:15-20 Class:C Show and Go ✓	Who ever shows up to ride in Delaware County. Meet at the Pathmark on MacDade Blvd in Folsom. Contact Dave Trout at 610-368-0760 Email: brider-ride@usa.net
Sunday, Oct 1 8:30 am Miles:30-35 Class:C+ Rose Valley & Westtown ✓	Meet at the Moylan-Rose Valley R3 train station, Manchester Ave. and Woodward Rd., for a hilly ride out toward Westtown and back. Bring food for brief rest stop at mid-ride. Contact Adam Levine at 610-891-0780 or aelrypa@hotmail.com
Monday, Oct 2 7:00 pm Miles:0 Class:ALL Board Meeting	Meet at Springfield Friends Center. All welcome. See what goes on behind the scenes of your club. Contact Dom Zuppo at 610.544.8630 or membership@dvbc.org
Wednesday, Oct 4 6:30 pm Miles:0 Class:ALL Food - Iron Hill	For ALL night riders, and whoever else would like to join us. To finish our great season of after-work riding, we are all meeting at the Iron Hill in Media for a nice and deserved dinner. Contact me by the 3rd to make reservations. Contact Antonio Rocha at 484-802-8374 or tony@crafttech.com
Saturday, Oct 7 8:30 am Miles:45 Class:All Eichele Hill Challenge ✓	I will lead a ride from my house in Lansdale to Eichele Hill, which is 20 miles each way. This will be a very challenging climb, but fun to take part in, even if half of us have to walk up the hill. Total ride length 45 miles, all classes, nobody will be dropped, cue sheets provided. Call 215-362-1633 for directions. Contact Doug Bower at 610-952-0562 or dkbower@crafttech.com
Sunday, Oct 8 9:30 am Miles:62 Class:B Westtown and Beyond ✓	Westtown & Beyond Meet at Moylan Rose Valley train station, Manchester & Woodward Roads for a ride over the classic routes of the DVBC. Go thru western Delaware County, Chester County & maybe Delaware. Plenty of hills, farms & creeks to enjoy. Food stop at mid point. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Saturday, Oct 14 9:00 am Miles:62 Class:B/B- Salem Oak Metric ✓	Meet at Salem Oak Diner, Rte. 49, Salem NJ and ride the famed Peter Odell route. We eat early and often. Come early for breakfast. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Sunday, Oct 15 8:30 am Miles:35+ Class:C+ Art Museum ✓	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 taking in the October weather. Bring \$ for snack. Contact Bob Martin at 610-352-2114
Saturday, Oct 21 9:00 am Miles:50 Class:B Shirk's Bike Shop Ride ✓	Leave from Bob LaDrew's house near Coatesville. Eat lunch in Intercourse, then stop at Shirk's after traversing Welsh Mt. Bring H2O + \$. Contact Bob LaDrew at 610-383-9327 or 2ladrews@netreach.net
Saturday, Oct 21 9:45 am Miles:20-26 Class:C C. U. at Selene ✓	Start at Selene Whole Foods Co-op, 305 West State St., Media. Enjoy the beautiful scenery of the hills & valleys to Ridley Creek State Park & beyond. Free refreshments afterward inside Co-op. Free parking in lot just west of the store. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org



Bike Dirt

By F.X. Pedrix



All right people, that's enough. I know you lust after my Crash & Burn Award but this has got to stop. When **Misty** slammed her head against the pavement on Chestnut Lane the day after the Brandywine Tour I realized the competition for C & B has become way too fierce. Unconscious for a full three minutes, Misty had to be carted to the hospital in an ambulance with a **Presidential** escort. Her concussion, sore ribs and nasty road rash have been duly noted but, while impressed, I demand a cessation of the Crash & Burn competition. When I instituted C & B eight years ago, I was envisioning last year's silly situation where **Buckeye Boy's** three-wheeler trickled off the road and he landed on his back with the trike on top. Good for a chuckle but not life-threatening.

Lately, last year's reigning **Rookie of the Year, Jack Cunicelli**, and **Quilter** (twice) have all taken serious spills so I'm closing the contest because I've already got more data than my staff can process between now and the banquet.

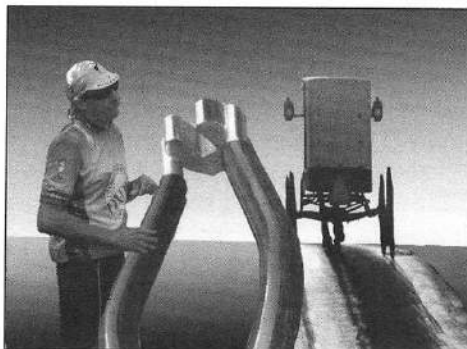
At the Brandywine Tour **Rob and Linda Young** proudly announced what some of us others consider our dirty little secret: that they are now paid-up card-carrying members of the DVBC. Many of us have been riding with them for a few years so it seems natural to have Rob and Linda aboard. Linda is a former racer and both Rob and Linda have conquered Mt. Washington.

For his eniwydnarB (Get it? Some people didn't) 65-miler the **Perfessor** thoughtfully drove into the country before the ride and stashed a cooler of refreshments in the woods next to a farmer's field. Imagine how surprised and pleased his charges were when, halfway through the ride, Drew pulled off the road and unveiled his trove of goodies. Next, imagine the Perfessor's dismay when, after the ride, he returned to the site and discovered his cooler had been purloined. The FBI is still working the case.

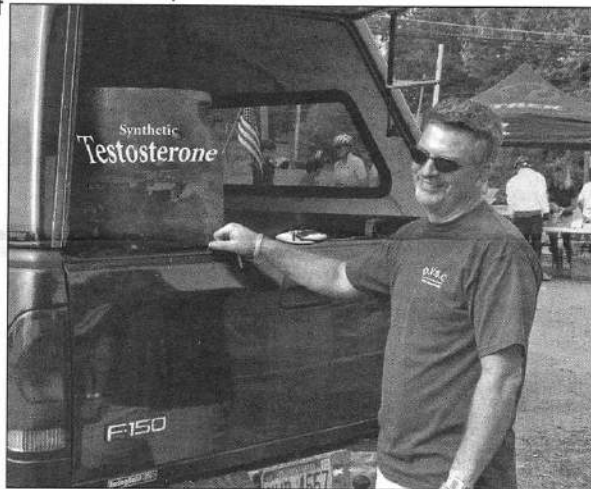
And speaking of the Perfessor, did you see his quote on the club's list serve after he visited **Kiki and Richard's** wedding web site: "Wow, those terrific pictures, great setting, and beautiful bride make me want to get married. Oh wait, I am."

And speaking some more of the Perfessor, we all recognize and appreciate the wonderful job he has done designing the Brandywine Tour, one of the more challenging centuries in the region. But did you realize that the man who designed the course with such sadistic artistry has himself never ridden the entire century in a single day? That's like a chef not being willing to taste his own food.

During our Brandywine Tour (a rousing success with 336 paying customers), SAG driver **Purple Martin** seemed at one point to have disappeared. According to the story that crossed my desk, Purple's SAG wagon got stuck behind a slow-moving Amish buggy. Those buggies are enough to explain anyone's tardiness but it seems that Purple, an inveterate mechanical tinkerer, was distressed because he noticed that one of the Amish man's buggy wheels was out of true. I am told that he hailed the driver and offered to adjust the spoke tension on the offending wheel. As you might have guessed, he did the job perfectly but not before having to locate the biggest spoke wrench he had ever used.



In case you missed it, it is easy to tell how smoothly the Brandywine Tour went this year. All you have to do is visit the club's web site and check out the **Polish Prince's** photos of the event. You will notice that every one of our club's working volunteers is sporting a stress-free smile. Thanks to the Board's thorough planning there was abundant food at all the rest stops. The only miscalculation was President **Dominator's** order for a small 55-gallon drum of synthetic testosterone when the 275-gallon size was called for.



The **Silver Fox** has built a reputation for clean bikes and a healthful life style. It turns out he has not always lived such a clean life. The Fox admits to starting smoking when he was 8 or 9 and says that by the age of 12 he was up to a pack a day. Naturally, his love of the bike figures into this story since it was the Fox's bicycle paper route that generated the funds to support his nicotine addiction. At 26 he was scared straight by the ominous warnings of then-Surgeon General C. Everett Koop, the first Washington big wig to make a stand against the big tobacco companies. Now the Fox, a vegetarian, is the poster boy for clean living and those who were waiting for age to slow him down have long since given up.

(Continued on page 10)

Regional Events

Sept. 30 - Oct. 1, MS150 Bike to the Bay, Dover, DE to Rehoboth Beach, DE.

Sun. Oct. 1, Pumpkin Patch Pedal, Thompson Park, Jamesburg, NJ. 25, 50, 62, or 100 miles thru rolling farmlands of central Jersey during peak fall harvest season. SIBA

Sun. Oct. 1, She Got Bike!, Oregon Ridge Park, Cockeysville, MD. Day of cycling, music, fun in celebration of women's cycling. Some of Baltimore's most scenic roads, then enjoy women's-specific cycling expo & fashion show. For women cyclists of all abilities but festival open to all. \$14.

Sat. Oct. 7, Fall Bicycle Flea Market, Lehigh Valley Velodrome, Trexlertown, PA. \$5 entry fee, 9:00am-2:00pm. 610-395-7000

Sat. Oct. 7, Sea Gull Century

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Sun. Oct. 8, Cycle for the Red Cross, Tabernacle, NJ. 12, 20, 40, 50, 64, or 100 mi in Burlington County. \$30 pre-reg or \$35 day of, incl lunch. Richard Lewis, 609-387-0030. Register online at active.com

Sun. Oct. 8, Gap Gallop Century, Bethlehem, PA. Lehigh Wheelmen Association

Sat. Oct. 14, Savage Century, Newark, DE. 40, 60, 75, or 100 mi, rolling to hilly. Major climbs are on 75 & 100 mi rtes. White Clay Bicycle Club, Gary Ferenz 302-239-7415 or Joe Lazorick 302-239-7328.

Sun. Oct. 15, Covered Bridges Ride, Erwinna, PA. Scenic ride thru autumn foliage in Bucks County. CBBC

Oct. 15-20, C&O Canal Tour, MD. Ride on the unpaved canal towpath.

Oct. 15-20, Great Ride Around the Mountains of PA, Lehigh Valley up into the Pocono Mountains.

Oct. 20-22, Fall Foliage Bike Festival, Staunton, VA. Scenic rides in Shenandoah Valley on rolling countryside with some short steep climbs.

Oct. 20-22, Rehoboth Beach Weekend, Rehoboth Beach, DE. Incl meals & beach-front hotel accommodations. Flat terrain. PPTC

Sun. Oct. 22, Tour du Port, Baltimore, MD. One Less Car, 410-360-6755.

Sat. Oct. 28, The Great Pumpkin Ride of Delaware, Townsend, DE. Ride 7.5, 30, or 62 miles on quiet rural roads over flat terrain. Benefits the Krysti Bingham Cerebral Palsy Foundation.



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(Continued from *Tour de France*, page 3) and turn back at 2 km.

After the Tour we had no difficulty with traffic as most people opted to watch the final climb of the day. I was able to break 2 hours for the climb.

The descent was great. Instead of weaving through cows, today it was sheep. However that was a blessing as a slow car ahead of me threatened to give me a repeat of last year's Tourmalet descent (13 km of being stuck behind a slow car.)

Fortunately some sheep blocked her while I weaved through and quickly dropped her.

Friday (7/14) we would do a Cat 1 climb then descend to watch the stage start. Finally we would ride up the challenging Superbagnères. It was another day where we ride to our next hotel and the vans bring our luggage.

Col de Peyresourde was a very good climb for me. Although significantly trailing several people in the slower group at the start, I eventually passed everyone and finished first by several minutes. This summit had the most drastic difference in environment/atmosphere comparing a Tour day (last year) and a non-Tour day (this year). The descent took us into Luchon for the start of the Tour stage. We got up much closer to the activities than last year's stage start (which we saw in Miramas).

On Superbagnères I may have had the fastest time (of the slow group) but I had a mechanical problem (derailleur) and a water break which allowed one or two guys I normally drop to finish ahead of me. It gets very steep the last 1 km but I was chasing down Alan so I was giving maximum effort anyway and the grade didn't have the impact on me that it had on most others.

Alps

Saturday, the Pyrenees group was dropped off at the Toulouse airport. Three of us were staying on to do the Alps and had a lengthy ride

to our hotel in Eybens (near Grenoble). At the hotel I met Marie, a fellow rider from Bellingham, Washington. She sounded very strong ("9 – 12 mph up 8% grades") but did not like heat.



river from Eybens) Village Olympique in honor of Peggy Fleming and Jean Claude Killy. About an hour after we got back, the main group arrived from Geneva.

Monday (7/17) took us to the mighty Galibier – considered by many the toughest climb in the Alps.

Today we were driven to our start. We did the classic ride of Col de Telegraphe (11.8 km @ 7.3%), about 3 km of descent, then Col du Galibier (18 km @ 6.9% with the last 8 km @ 8.5%). Like last year, Telegraphe was relatively easy. The summit is interesting with the large bicycle

sculpture decorated with water bottles all along the frame perimeter and the wheel circumferences.

I didn't find Galibier as tough as a few of the other climbs, partly because I slowed down to ride with a fellow geezer who looked like he was struggling. Absent mindedly, I left my sunglasses at the summit. Our descent would go 4 km then turn off Galibier and continue down Lautaret. Neither Marie nor I had yet received cue sheets for the week so when I met her at the restaurant we had to

Sunday, I went out for a morning ride with Marie once she got her bike assembled. We included a pass through the Grenoble (just across a

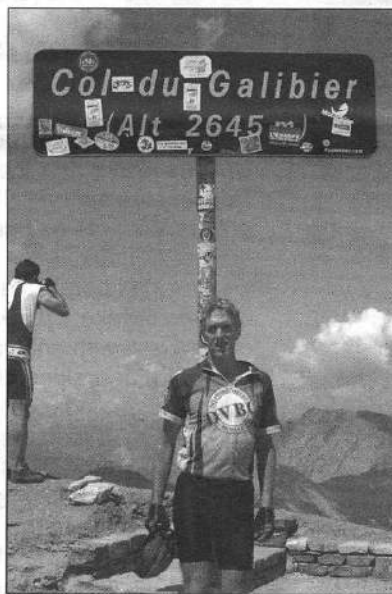
decide which way to go. Several km down things didn't look promising and Marie said there had been a sign indicating Grenoble was in the other direction. Oops. We finally asked someone and discovered we had descended 12 km the wrong way.

We turned around and headed back up. Fortunately this side of Galibier is much less steep (overall 42 km @ 4.5%) but the "tired and lost" factor made it seem like about 7%. We were out of water but fortunately were able to get some at a horse riding operation. We later learned why we never saw the sag wagon: "Mike and Marie decided to skip lunch and are riding back on their own." somehow became common knowledge. This was interesting because I had no idea I would eventually be riding with Marie and Marie is meticulous about eating and would never miss a food stop.

We ate at the restaurants at the turnoff then managed to survive the long ride home. We ended up with about 115 miles. Moreover the ~~Mike~~ and Marie jokes would dominate the rest of the week ("Mike and Marie must have eloped."). Tuesday (7/18) was Alpe d'Huez day. The 42 km to Borg d'Oisans (start of the climb) was uneventful apart from my usual dropping off the pacerline to ride at a more comfortable pace. The absolute throngs of people prevented riding for time on the climb. I was hoping to see how close I could come to the one-hour

benchmark of a strong rider. Peter had done 56 minutes in his prime. Pantani did 34 and Lance did 37. While a normal day viewing a mountain stage is a zoo, a stage finish on Alpe d'Huez is a circus in the middle of a zoo on top of a Chinese fire drill. It was too crazy for me so I stopped at our viewing stand and didn't do the last 3 km to the summit.

After our long descent (the first several km were mostly at walking



(Continued on page 10)

(Continued from *Tour de France*, page 9)
speed) we had the option to sag back or ride. The vans seemed like they were getting full so I decided to ride back to the hotel – usual head wind and all. At least I had a cue sheet plus general familiarity with the route. And with Marie sagging back, I was now the new mileage leader.

Wednesday (7/19) would see us one last time up that same river valley. The Col de la Croix Fer was the most varied in terrain and included two slight downhill sections. At 27 km it was the longest climb. At one point I stopped at a bar for two orange juices. The bartender didn't know I was going to inhale the drinks then jump right back on the bike. He gave me two glasses along with the two bottles. I noticed that the juice was a product of Brazil. "What the \$#\$%\$#!" I thought. Nobody has more and better oranges than Spain – an 8-10-hour truck ride away as opposed to across an ocean and into the southern hemisphere, and then a multi-hour truck ride from Marseille.

A surprise maneuver by a stranger up ahead of me resulted in my slowing down from 35 to about 15 then getting stuck in a 39/12 gear up the 11% grade. The pros ride a 39/21 – what's wrong with this picture? About 250 yards ahead I saw a van parked on the shoulder with space on the right. I struggled mightily to barely turn the cranks but I got there. "Slow up so you don't ride past before you can grab the van," I thought. Forgetting that I was doing less than 4 mph I slowed up as I got to the passenger window – and promptly started coasting back down the hill. Fortunately the window was open and I was able to grab the door.

This was the day Floyd Landis cracked but because we were on the 3rd of the stage's 5 climbs he was still with the main pack when the Tour went by us. After the Tour we then rode to our van rendezvous in St. Etienne. We had to wait about 90 minutes for the vans to arrive with the usual mob of pedestrians, vehicles and bikes clogging the descent. An hour-long van ride to our hotel in the major ski resort of Megeve turned into almost two hours as a road was closed for tunnel construction and the detour was lengthy.

Megeve reminded most people of Vail. Tons of pricey shops and restaurants. It also reminded me of last

(Continued from *Bike Dirt*, page 7)

Among those DVBC nicknames that were not thought up by me, **Pool Boy** is the coolest. I am told that he earns it again and again by passing up club rides on hot days in favor of lounging around the pool. Pool Boy has his priorities in the right place.

Poetic justice was served on **Bonkers Boy's** September 16th hot dog ride when a Lancaster County man leaned his head out the passenger-side window to make a disparaging comment to the peloton. The red neck's official NASCAR hat blew from his head and dropped at the feet of the riders. As the ride continued Buckeye Boy tossed the cap into a cornfield.

Bonkers Boy tells me that his cast and crew are in the final stages of filming their movie and it should be finished in time for the club's winter banquet. Reports are that **Dreamer** turned in a moving performance as a SAG driver and **Buckeye** has shown histrionic brilliance that would be worthy of an academy award were it not for his propensity to look repeatedly at the camera. **Jo Ann, Nancy and Lewis** also showed Thespian flare in a film guaranteed to move our DVBC audience to tears.

Not without good reason, the DVBC takes no responsibility for the content of this column. Keep ridin' and send your gossip, slander, and innuendos to me, F.X. Pedrix.

year's trek to Carcassonne – the fanciest/trendiest places are also the biggest pain in the [extreme lower back].

Thursday (7/20) saw our ride shortened due to the wear and tear of consecutive long days. We would watch the Tour from our first climb – the Col des Aravis and then ride back skipping the second climb. This worked out great for me as I needed a rest day before Ventoux.

We had barely started when I decided to take a drink. The group slowed and with only my left hand available for braking, the front wheel slid out from under me and I picked up some 27 mph road rash. The bike and I were ok but my DVBC jersey now has some holes. Interestingly, the first person to come to the scene was in fact Neal, an attorney from Phoenix. Consensus was that he smelled blood.

Today was the day of Floyd's epic ride. We were shocked to see him so far ahead of his competition and assumed he would have to crack again. Hopefully, the upcoming appeal will clear him of the allegations.

With my Ventoux adventure (doing all three climbs in one day – 70 km with 14,660 feet of climbing) coming up on Sunday I took a rest day on Friday.

Saturday we dropped off everyone at the Geneva airport and headed for Mont Ventoux. My triple climb of Ventoux was described in last month's DVBC newsletter.

DVBC Safety Fund

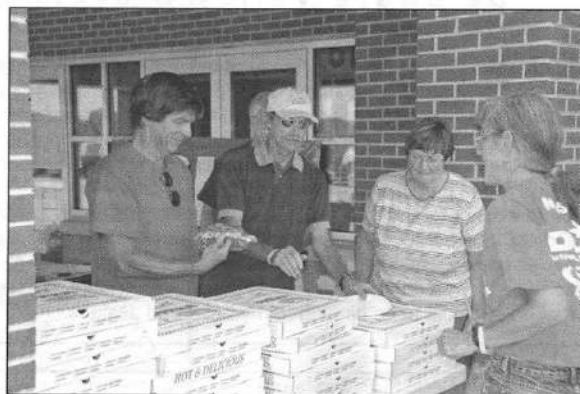
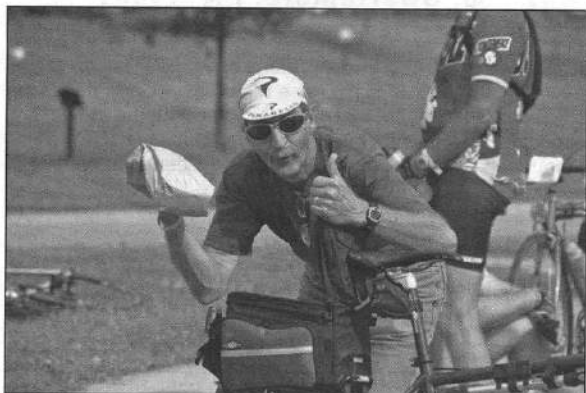
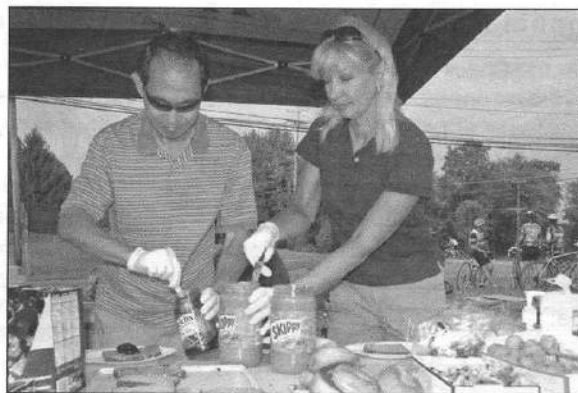
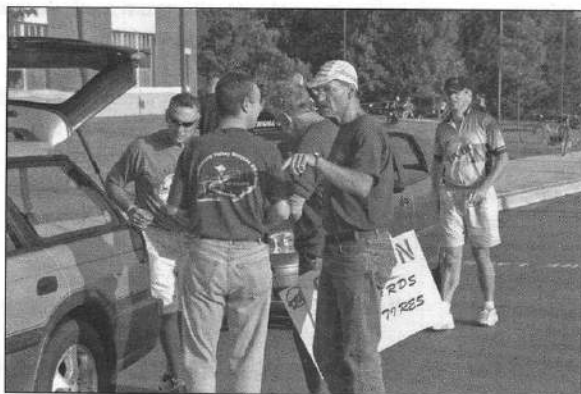
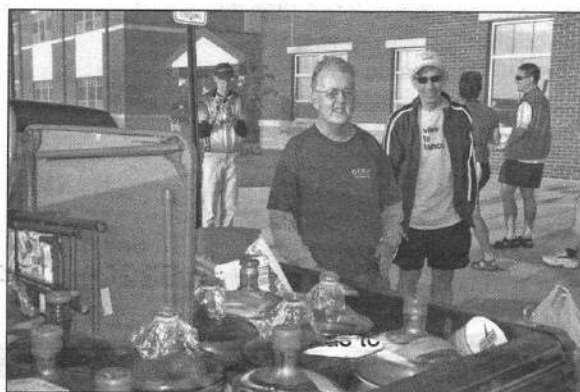
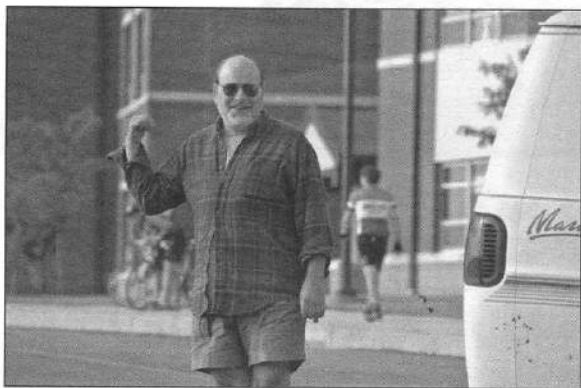
Unfortunately, some of our fellow club members have experienced a crash this year. The most recent, which occurred during a casual ride along one of our Brandywine Tour routes, resulted in a temporary loss of consciousness.

The number of contributions to the Safety Fund, some of them most generous (Thank You!), has increased this year, and your Board needs some ideas on how to spend this money. For example, two years ago Medical Information Carrier Systems, a helmet-based ID system, were purchased for all club members.

One suggestion is to contact the American Red Cross or some other safety organization and purchase as many seats for first responder/CPR training that the fund will allow. But we would also like to hear your suggestions, so please contact any Board member or send Dom a message at membership@dvbc.org.

Thank you Brandywine Tour Volunteers!

Photos by Edward Sobolewski





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PHILADELPHIA PA 191

02 OCT 2006 PM 6 L



Expiration Date: 11/30/06

BOB & JUDY LADREW
139 GABEL ROAD
COATESVILLE PA 19320

19320+1244

PO10



Application for DVBC Membership

(Expires 1 year from date joined/renewed)

Annual Membership: \$15.00 per household.

Check one: ☐ new member or ☐ renewal

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

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Date of Birth: _____

E-mail: _____

Membership includes: DVBC Newsletter (10 issues per year), discounts at most Club sponsors, Club subsidized events. Your membership attracts advertisers and helps influence local government decisions concerning bicycle issues

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

☐ \$1 ☐ \$5 ☐ \$10 ☐ \$15 ☐ \$20 ☐ \$25 ☐ other: _____

Amount enclosed: \$15 (membership) + _____ (safety) = _____

I'll volunteer for:
(check all interests)

- ☐ Ride Leader
☐ Tour Volunteer
☐ Board Member

Please send your check or money order to the:

Delaware Valley Bicycle Club, P.O. Box 156, 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)