

Delaware Valley Bicycle Club

October
2008

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



The author at the summit
of Passo Stelvio, 25
kilometers from the start
of the ride on Day 5.

The Dolomites Tour 2008 by Mike Keating

The package: Thomson Bike Tours (thomsonbiketours.com) Dolomites trip. \$3,495 for seven days, six nights. Includes all breakfasts, one lunch and all but one dinner. Full ride support (ride leaders and sag vans) and transfers between hotels and airports (pick up in Venice, drop off at Milan).

“Dolomiti”, literally “the Dolomites” is better translated as “riding up to the sky while riding yourself into the ground.” This trip to Italy would be the first significant outdoor riding, apart from three climbs of Hawk Mountain, I had done since last fall.

A switch to PowerCranks (powercranks.com) on my trainer bike (look for an article in a future newsletter) resulted in improved strength at the expense of a temporary decrease in endurance. This could be an “interesting” week.

The trip over went as smooth as one could hope given a nine-hour flight, a one-hour shuttle bus ride, two two-hour train rides and a final one-hour bus ride. With the big day I had planned for tomorrow I forced myself to build up the bike the day I arrived rather than wait until morning.

Saturday 8/1

Today will reveal a lot. Having done mostly one-hour sessions on the trainer I’m now about to tackle the Dolomites. Knowing that the low gears would be critical my setup includes a triple crankset with a junior cassette,

(Continued on page 7)

Brandywine Tour Wrap-up

Thanks to all the volunteers who helped make our Brandywine Tour one of the most successful in recent memory. Registered riders totaled 461, more than in 2007, and Mother Nature answered our prayers by providing a beautiful day. Pizza was tasty, massages were comforting, and music by David Bennett and Jim and Roz LaDrew provide a festive atmosphere at the end.



To see more photos of the event, visit the DVBC web gallery:
<http://gallery.craftech.com/dvbc/2008+Brandywine2/>

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

DVBC welcomes articles, photographs, and ride reports for the newsletter. Please submit materials to the Editor before the 15th of each month. Please note that the views expressed in this publication are not necessarily the views of the DVBC, nor do we endorse products or services advertised.

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Club Affiliations

**League of American Bicyclists
Bicycle Coalition of Greater
Philadelphia**

Thanks to Our Supporters!

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

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rides@dvbc.org

Ride Guidelines

1. Arrive early and **be ready to leave on time**.
2. Make sure your bike is in proper working order **before** you arrive. Ride leaders are not expected to be bike mechanics.
3. **A helmet is mandatory for all DVBC rides.**
4. Carry a spare tube, patch kit, and water bottle.
5. All Club rides are rated according to the degree of difficulty. Do not "bike off" more than you can do. Go on rides within your ability, interest and experience. If you're in doubt about your ability, try out a ride one class below the one you're unsure of and work your way up.
6. Practice safety and obey all traffic laws.
7. Each rider assumes his/her own risk on all rides.
8. Those who ride ahead of the group are on their own ride.
9. Always notify the ride leader before leaving the group.
10. Ride leaders should adhere to the advertised speed of the ride.

RIDE CLASSIFICATIONS

Class D: For new, inexperienced riders or families: 7-9 mph average moving speed with frequent stops and as few hills as possible. The group will wait for all riders. The ride lengths are usually less than 10 miles, but longer distances are permissible.

Class C-: For average riders: 10-11 mph average moving speed with rest stops as needed. The group will wait for stragglers. The recommended distance is 10-30 miles.

Class C+: Also for average riders: 12-13 mph average moving speed with rest stops every 45-60 minutes. No obligation to wait for stragglers if cue sheets or maps are provided.

Class B-: For more experienced riders: 14-15 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.

Class B+: For strong riders: 16-18 mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.

Class A: For very strong riders: 18+ mph average moving speed with rest stops at the discretion of the ride leader. No obligation to wait for stragglers if cue sheets or maps are provided.

CANCELLATIONS

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

DVBC WATER BOTTLES!

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To order: Debbie Chaga
dreamerdeb@gmail.com

**UPDATE: Chester Creek Branch Rail Trail**

The annual meeting of the Friends of the Chester Creek Branch Rail Trail was called to order at 7:15PM on August 18, 2008, at the Aston Township Community Center, by President Mike Fusco, who has been spearheading this Rail Trail project for at least the last thirteen years.

The main presentation was a progress report by the consulting engineer, Mark Wilson of the Wilson Consulting Group, PC. Mark has been tying up all the loose ends in preparation for a final presentation to PENNDOT Dist. 6 within the next month or two. In order to get the proposal approved, he has been clearing a host of required permits in order to expedite final approval. These include the **Safety Submission**: This shows that FOCCB has the rights to the property, where the trail will be located, and how the trail crosses other areas such as that PENNDOT controls. The **Categorical Environmental Exclusion (CEE)** shows that the trail and its construction will not impact endangered species or wetlands. The **NPDES Permit** is for discharging storm water run off. There will be no major storm water issues because the existing gravel rail bed will become the principle, permeable material used to construct the trail. These are the three most significant of a gauntlet of permits that will be required.

The rail line was closed for rail service due to a huge washout in 1971 located between Mount Road and Parkmount Road in Middletown Township. When FOCCB obtained the right of way (ROW) from SEPTA, they received the right to salvage the steel rails that still remain. We learned that steel could be worth as much as \$200,000.00 which would be used by the FOCCB to help fund the project.

The regular business at the meeting included the annual election of the Board of Directors where the panel of officers who have been serving over many years were again approved by the membership: Mike Fusco, President; Ira Josephs, Vice President; Barry Pinkowicz, Vice President; John Paulson, Treasurer; and Valerie Fusco, Secretary.

--Submitted by David Bennett, with help from Mike Fusco.

Chester Neighborhood Bike Works

Come Volunteer with this new Cycling Organization

Mon. & Wed. 7:30-9 PM and Sun. 1-3 PM

Volunteering is all based on your skills and interests. Volunteer opportunities can range from repairing bikes (and learning how to repair bikes) to simply writing thank you cards. Everyone can help and everyone is welcome!

Chester Neighborhood Bike Works is located on the third floor of the YWCA in Chester, PA, on the corner of 7th and Sproul Streets.

Contact Anna Baeth or Tara Jones-Stephens at (301) 676-9484, (610) 876-8226, or anna.baeth@gmail.com

October 2008 Ride Calendar



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

Tuesdays 5:15 pm Miles:14+/- Class:ALL Aston Hill Climbing Society	Train with the AHCS! Hill repeats with Dan and Debbie, for anyone who wants to get stronger. All welcome, since you do the hills at your own pace. Meet at Planet Fitness, Pennell & Marionville Rds., Aston PA. If you can't make the start let me know, and you can meet us Neumann College. Contact Debbie Chaga at 610-494-3033 Email: dreamerdeb@gmail.com
Wednesdays 9:30 am Miles:35-65 Class:B- Doc's Rides	Various routes from Swarthmore. Leaves from 320 Market parking lot. Probably a lunch stop. Foul weather cancels ride. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net
Thursdays 5:00 pm Oct. 2, 9 & 16 ONLY Miles:30+/- Class:B- Bridgeport, NJ	Meet Logan Twp. Municipal, Main St, Bridgeport, NJ. Note earlier start time. This recurring ride will end on October 16. NO RIDES ON OCTOBER 23 or 30 , 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
Wed Oct 1 6:00 pm Miles:0+/- Class:ALL Season End Get Together	Let's continue with the season ending tradition of getting together for a toast to the 2008 summer season at Iron Hill Brewery, State St, Media PA. Expect trash talk and complaints from Juror #6 about being cheated on the race up Sycamore Mills. All welcome. Riders leaders will gladly accept free beers. RSVP by Sept. 27. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Sat Oct 4 8:30 am Miles:50+/- Class:B- Chadds Ford Ramble	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. Regroup as necessary. Start Chadds Ford Elem. School, Rte 1 & Fairville Rd., Chadds Ford, PA Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sat, Oct 4 8:45 am Miles:37 Class:C+ Dragon Boat Race	Come out and cheer Dreamer in charity dragon boat race. Event takes place in Schuylkill River off Kelly Dr. Brief Wawa stop for h2o and snack. Start at Bruster's ice cream in Drexel Line Shopping Center (near State Rd. and Rt. 1, Drexel Hill). Contact Dan Dillon at 610-494-4949 or Grey48Wolf@verizon.net
Sun Oct 5 8:00 am Miles:60 Class:B The Bust Your Keester	A zany ride with many hills. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sun Oct 5 8:30 am Miles:35 or 50+/- Class:C/B- Kountry Kitchen Ride	Join Bonnie and Len for a ride to the Kountry Kitchen. The pace to breakfast will be C. After breakfast we will separate into two groups. The longer group will continue to complete a 50 mile loop at a B- pace. Terrain is flat to rolling. No one dropped. Start Kingsway High School, Route 322/Kings Highway, Swedesboro, NJ. Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sun Oct 5 9:00 am Miles:45 Class:C+ Rose Tree Ramble	Meet at Rose Tree Park in Media. Food stop at Northbrook. Average speed 13-15 mph (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Monday, Oct 6 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.
Tue Oct 7 12:00 pm Miles:10 Class:MtnXX Smedley Park	Meet at the Chesley Business Campus, Baltimore Pike between Beatty & Pine Ridge Rds. in Media. Park at east end of the driveway near Pine Ridge trolley stop. These are awesome MtB trails close to home including jumps and berms folks have made. For maximum fun, you should probably have some experience and the willingness to extend yourself. I will be gladly give basic instruction. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org

Sat, Oct 11 9:00 am Miles:30+/- Class:C Horse Country Ramble	Let's meet at Rose Tree Park for a scenic ride through horse country. Some hills, but mainly gently rolling terrain. Bring \$ for a snack. Contact Cheryl Lynch at 610-356-3123 or oyveyquilts@yahoo.com
Sunday, Oct 12 8:00 am Miles:60 Class:B Our Very Own Hilly	A hundred foot of climb per mile minimum. That's a lot of FOC... foot of climb. Start and end at the R5 Wayne Train Station. Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Oct 12 8:30 am Miles:30+/- Class:C/B- Chadds Ford Ramble	Join Bonnie and Len for a ride around Chadds Ford. Average speed 12-14 mph (see my Thursday ride). Terrain flat to rolling with moderate climbing. No one dropped. Regroup as necessary. Start Chadds Ford Elem. School, Rt 1 and Fairville Rd., Chadds Ford, PA Contact Len Zanetich at 610-558-6232 or freewheelinguy@verizon.net
Sunday, Oct 12 10:00 am Miles:22 Class:C/C- Walt's Farewell Ride	Meet in Lower Perkiomen Park off of Rte. 422 in Oaks. Go all the way back to the ranger station. This is a casual fat tire ride especially for long time club members. Lunch on the trail. No calls, no ride. Contact Walt Linton at 610-466-7474 or Bycycle971@aol.com
Monday, Oct 13 9:00 am Miles:50+/- Class:C+ Columbus Day w/Dreamer	Play hooky with me and I'll write your boss a note. Ride from Planet Fitness, Pennell & Marionville Rds, Aston PA out to Northbrook and back. Bring \$\$ for food. We'll follow the route Columbus took in 1496 when he discovered Del/Chester Counties. Rain cancels. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Saturday, Oct 18 9:00 am Miles:45+ Class:C+ The Brunch Bunch	Meet at Rose Tree Park in Media. Stop at Purebread Deli in Greenville, DE for brunch. Average speed 13-15 mph (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net
Saturday, Oct 18 9:00 am Miles:60+/- Class:All Snaps	Bring bikes and cameras to Salem Oak Diner, then ride to Mad Horse River, Judge Hancock's house, the creepy house on swamp island and lunch at Country Rose. Take your best shots along the way, post them on the DVBC website so the club can vote for winners. Prizes to be awarded at the banquet. The route can be shortened to 45 miles, if the weather is threatening. Contact Drew Knox at 267-421-2657 or agknox@gmail.com
Sunday, Oct 19 8:30 am Miles:35+ Class:C+ Art Museum	Art Museum C+ paced ride from Drexel Hill Cyclery, Burmont Rd., Drexel Hill and the Rite-aid parking lot across the street.. 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
Thursday, Oct 23 7:00 pm Miles:0 Class:ALL Great Pumpkin Carve	Boo! Not a ride. Check out the great pumpkins artists carve at the Chadds Ford Historical Society. Bring \$\$ for admission and food. Info: www.chaddsfordhistory.org . Wear comfortable shoes and dress warmly. Meet at CFHS, Creek Rd, Chadds Ford PA . Free parking in the field. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com
Saturday, Oct 25 8:30 am Miles:70+/- Class:B- Pizza or Wawa in Buena	Join Bonnie and Len for a ride to Buena. 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
Saturday, Oct 25 9:00 am Miles:50+ Class:C+ Haunted Bike Ride	Join us if you dare for a ride to local haunts. Each haunt has stop with short narrative. Bring \$\$ for snack. Alternate leader: Mike Shea: mike.shea@eclipsys.com , 610-722-7815. Meet at Rose Tree Park, Rt. 252, Media. RSVP: no committed riders or bad weather could cancel. Contact Frank Jackson at 215-620-0632 or cyclingfrankrides@hotmail.com
Sunday, Oct 26 8:00 am Miles:62 Class:B- A Round of Hills	Eighteen hills is par for this course, yielding 7,500 foot of climb. Less than ten people have completed this ride. Start at the R5 Wayne Train Station. MUST RSVP Contact Brian Wade at 610-254-9485 or bwadedvbc@aol.com
Sunday, Oct 26 8:30 am Miles:35+ Class:C+ Art Museum	Art Museum C+ paced ride from Drexel Hill Cyclery, Burmont Rd., Drexel Hill and the Rite-aid parking lot across the street.. 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
Sunday, Oct 26 9:30 am Miles:62 Class:B/B+ Northbrook Orchards/ Delaware Loop	Meet at Moylan Rose Valley train station at Manchester and Woodward Roads for a nice hilly ride through some of our beautiful classic DVBC routes. Food/water stop at mid-point. Contact Ira Josephs at 610-565-4058 or ira@dvbc.org
Friday, Oct 31 9:00 am Miles:45+ Class:C+ Halloween Ride	Meet at Rose Tree Park in Media. Bring \$ for food stop at Northbrook. Average speed 13-15 mph (start to finish). Contact Mary Huis at 610-627-0766 or mhuis@comcast.net

Regional Events

Sat. Oct. 4, Sea Gull Century, Salisbury University, Salisbury, MD. Ride 63 or 100 miles on very flat terrain. 6,000 riders. www.seagullcentury.org

Sat. Oct. 18, Savage Century, Newark, DE. 40, 60, 75, or 100 miles www.whiteclaybicycleclub.org/

Sun. October 26, 11 A.M.

Wildcat Pride Ride

Celebrate collegiate bicycling with alumni and current members of the Villanova Cycling Team. Human Zoom and Scott cycles will attend, and Keystone Volvo will provide SAG during this 20 mile ride. Meet at the Lancaster Pike parking lot across from the VU Field House. Contact Dom Zuppo 484-483-7456 for more info.



Mary and John on a ride to PureBread, a new DVBC feeding station. Mary looks sad (well, she's not smiling, is she?) because the pistachio muffins are sold out.

WELCOME NEW MEMBERS! (as of September 13)

Debra Abraham
Jay Adelsberg
James Alwine
Jeffrey Babin
Glenn Bennett
Lee Karen Brennan
Charlotte Brooks
Stephen Brooks
Trevor Brooks
Edward Claghorn
Mike Cory
Mary Creekmore
Jim Cunningham
Michael Dougherty
Jim Drumm
John Fridy
Richard Gossow
Patricia Hushen
Tom Ikeler
Richard Jacobs
Toni Jaros
Sue Knisely
Denise Kulp
Nick Leasure
Linda McGrane
Kevin Michals
Rick Miller
Jeffrey Pitul
Frank Prese
Chris Reugoso
William Richards
Tracey Rothenberger
Ed Rothwell
Linda Simmons
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Ann Tierney
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BONKERZ



CARTOONS
OF THE
DVBC

By Bob and Judy
LaDrew



(Dolomites Tour, continued from page 1)

16x27. Yes, I will spin out at lower speeds but for this type of climbing I like having three gears between 21 and 27 (22, 23 and 25) rather than just a 24.

The plan is to do about 80 miles to Monte Zoncolan (toughest climb in France, Italy or Spain) and stay overnight. My route will join the route last year from Cortina to Zoncolan so I have cue sheets. A mere 37 km or so from Alleghe to Cortina over the Passo Giau should be a piece of cake.

Well the Passo Giau is itself a righteous climb. I took a few photo op breaks (euphemism for resting dead legs?). The back pack (about twelve pounds) wasn't as uncomfortable as I feared but I wonder how much it contributed to my pedestrian pace up Giau. The summit was very lively. Lots of motorcycles, some cyclists, many tourists. A volunteer for a drug fighting group approached me for a donation. As I kicked in some Euros he asked me where I was from. "Philadelphia," I said. "Rocky Balboa" he replied.

Two hours into the ride and I'm only at the first summit. I'm glad I installed the cassette. In addition to providing more options, the 21/22/23/25/27 shifting was smoother than the 21/24/27 standard gearing.

It must be an Italian law that motorcycles are required to aggressively pass any non-motorcycles on winding mountain roads. I felt comfortable right away on the descent—that is, until a car seemed ready to pass me on a hairpin turn. What could be worse than that? The same car, pulling almost even with me and hanging there through the turn!

Finally, in Cortina, I get to see what the town looks like in sunlight. Last year was mostly dreary every day with rain. Next up is the Passo Tre Croci. This climb has a varied profile with some 8-9% sections but some easier stretches as well. I struggled through the first steep section.

When I didn't recover significantly during an easier section I started to wonder about the scope of my ride. I pulled out the profile for the remaining climbs (not including Zoncolan) and saw there was another challenging climb.

Houston, we have a problem. Tomorrow would require the return trip to Alleghe to meet the group who will be arriving from Venice. Zoncolan will have to wait for another year. I headed back down to Cortina. Instead of going back to Alleghe via the Passo Giau (it's harder this direction) I opted for the longer route but less challenging climb over the Passo Falzarego. On paper it was less challenging but since I was fried there were frequent stops. At the summit I was surprised how quickly I got cold. I threw on the usual light jacket and started to descend. I didn't get a single km before I stopped and put on a long sleeve polypro liner. I never felt hot until the bottom of the descent. Eighteen flat kilometers from there and I was back in Alleghe.

Sunday 8/2

Resting heart rate was 59 (usually it's 48 to 51). Is this due to the sleepless night (strange with the effort expended on the three climbs) or an overtraining factor? We'll see. Around noon the luggage truck and the two vans of the main group arrived. The group included two riders from the TDF Alps/Pyrenees trip I took in 2005. Both of these guys were memorable.

Dennis was one of the stream of massive-legged guys wandering in to the orientation making me think (that being my first trip): "I'm dead." Finally a normal-legged guy breaks the pattern. I'm relieved until I hear he is Jorge from Argentina. "Great, he probably lives in the Andes at 8,000 feet and had been climbing 10% grades since he could walk."

Brian had brought his seven-month pregnant wife, Jennifer, who did all the climbs both weeks. This included a climb in the Pyrenees that

was about 10 km at 8 to 9% (with a stretch of 14% for variety). The temperature averaged 101 and peaked at 107. I had to take two heat breaks (almost unheard of for me – I love riding in the heat). She took some breaks but completed that climb!

Back to the present: Today's ride was an indication that I had gone too hard yesterday. I was off the back shortly into the lone climb of the day. The group waited for me at the bottom where we turned left to finish the last few flat kilometers to the hotel. Because the group started as soon as they saw me I didn't have to unclip and ended up second in the paceline. I hung for a bit at 22.5 mph but had to bail. Tomorrow would be different now that I had an "easy" (oxymoron in the Dolomites) day of "recovery." One troubling sign was a max heart rate of 166. I can usually average that for an hour without undue effort.

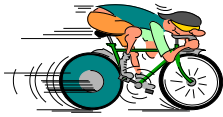
Monday 8/4

Another largely sleepless night with resting heart rate dropping only to 58. Without question I will be going with the slower group each day. Pleasant sunny weather again. Comfortable 8 km or so ride to the first climb. Not too long before I was dropped off the back. Sometime after that the fast group caught me (they left ten minutes later). Again I'm struggling yet heart rate never hits 160. Slight shortness of breath despite being under 5,000 feet elevation. Out of character, I opted to sag the rest of the day. Unfortunately the seating in the van was awkward with everyone's back pack plus my bike so some minor back issues gave a hint at trouble. The slow group benefitted by my sagging as I took several dozen photos of riders.

Tuesday 8/5

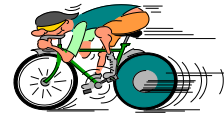
Finally another good night's sleep. Resting heart rate at 51. Today will be a rest day. I don't feel cheated as the slow group was doing only two of the four climbs. Plus I could stay

(Continued on page 10)



Bike Dirt

by F.X. Pedrix



On Sunday, September 7th, my lovely wife **Babs** was sitting at her computer reading emails. Suddenly I heard her shout, "Go, **Boat Shoes**!" When I ran to see what was happening she explained that Boat Shoes was at **Cheyney** riding his first-ever race and he was doing well. "How could you possibly know that?" I demanded. Babs explained that **Eric Zwicky** was at the race watching and issuing updates on his **BlackBerry**. The first transmission said that after two laps many had been dropped but our man was riding in the lead group. I sat next to Babs and we watched as Eric's messages came in. Twenty-five minutes later Boat Shoes was still in the 20-man lead pack. "Allez, Jon!" Finally we learned that he had finished 14th out of 40 in his first road race. Club rookie-of-the-year for 2007, it became clear last year that Boat Shoes has a racing future.

Even though she has not been riding much lately, my lovely wife **Babs** has been working hard at the gym. Without going into details, I can tell you she is looking great. So good, in fact, that she was inspired to enter her gym's abdominal contest. While Babs is looking hot, abs are not her forte. However, another DVBC member, **Cindy Monteith**, a regular on **Movie Man**'s Sunday rides, took first place in that competition by a wide margin. I am told that, after coping the award, **Dear Abby** let all the guys on the R-5 ride punch her in the stomach. After withstanding the barrage the buff blond taunted them with, "Is that the best you can offer?" Abby used to live on the eastern shore of Maryland but found that flat terrain so un-challenging she relocated to the Wayne area mostly to undertake hilly rides like those of **Movie Man**. Within her group she is known as **Buffy the Hill Slayer**.

This in from the "What Barks Like a Dog Isn't Always a Dog" Department, or the "Let Sleeping Groundhogs Lie" Bureau: On an August ride **Movie Man** led his group onto the Schuylkill Trail, where they approached a groundhog. The fat

mammal stepped aside as the riders passed but then **Randy** started barking at it like a dog. This addled the critter and it charged back onto the trail, where **Dear Abby** ran over it. The unfortunate animal survived, but at the club banquet we may have to re-institute the Roadkill Award and rename it the "Road Injury Award."

One final report from **Movie Man**: "In the middle of my **Half A Round Of Hills** ride last week, **Eye of the Needle** wondered aloud, 'Why haven't any of the **Aston Hill Climbing Society** come out for one of these hill rides?' I replied, 'You'll know when we're done.' We finished with a respectable 48 miles and 5,400 feet of climb."

Our octogenarian **Rides Coordinator** was in a jam last month while visiting his daughter Amy in Beverly Hills. It seems he found himself in a tourist area with no bicycle at his disposal. Not to worry. Amy and her good friend **Linda Spheeris**, a TV set designer, went down to the MGM prop room and rummaged around to see what they could find for Clarence. They emerged with the **Smith and Wesson** bike ridden by the police woman in a TV show filmed in Venice Beach. While the bike did get its share of admiring glances, Clarence reported that it was way too heavy for his legs. If Ms. Spheeris's name sounds familiar it is because she has been nominated for an Emmy for her artistic set design in the TV show "Dexter." Clarence was in town when she learned of the nomination and, while out on his police bike, he spotted the excited Linda driving recklessly through Beverly Hills after receiving word of the nomination.

From the Chip and Tar Department, this unfortunate news: **Clarence** went down in the gravel recently and sustained some serious injuries. We all wish him well in his recovery, and wish that PennDOT and Chester

County would get on the ball and actually repave the roads, instead of making untold miles of them dangerous for cyclists.

As the Brandywine Tour approached **D'ster** began negotiating with our Board concerning the music: "I will be performing alone under the name 'Davy Sprockett and the Rumblestrips'. Jim and Roz are called 'The Brandywine Trend' and together we are to be known as 'The Brandywine Trend and Friend'. My manager suggests you make up a contract whereby we agree to perform wearing helmets (we need to make sure we are covered under DVBC's liability insurance...you know what happened to Curtis Mayfield). We expect you to provide **Brandy and Wine** (a case of Dom Perignon or **Dom Zuppoignon**), a case of a full sampler from Iron Hill in West Chester (**Brandybrew**), and a spread of BBQ, Chester County **Mushrooms** stuffed with **caviar** from Brandywine sturgeon, air conditioning outside the school if the temperature is above 78, and appropriately attired hostesses for Jim and me and an appropriately attired host for Roz. We will require our own private portopotty. All you men, please keep your daughters and wives under control. All you ladies, be warned about what Roz can do with her fiddle and bow."



Way back in 1975 the **Wooden Man**, then **Wooden Boy**, biked his first century. He enjoyed himself so much he has recorded at least one per year ever since.

This run includes a double century in 2004. Also in 1975, a boyishly young **Gas Passer**, possibly on that same 1975 day, logged his first 100-miler. He too liked the experience and assumed that many more would follow. But, life being what it is, he got involved in his career (passing gas) and family life and a 33-year century drought ensued. In early September a group of cyclists, led by **Doc** and the **Perfesser**, gathered at Kingsway for an informal 100-miler over the South Jersey flatlands. The group included both Wooden Man, there to continue his century streak, and Gas Passer, whose intention was to end his multi-decade century drought. Both men reached their goal. The Perfesser noted that Gas Passer looked metronome-smooth all the way, but that Steve Fisher (who completed his second century) was running fast and slow and just might have earned a new nickname: The Happy Wanderer. "When I was in the pace line, it was fun and efficient." That ride also represented the first-ever for **Doc Ar-junal Ganesh**, who Perfesser called "a very strong and natural rider."

Red Allez was very excited to ride the Lance Armstrong Challenge for the first time and had his gal with him, who just started road riding recently. His mom also came out to cheer them on and took pictures. Later when Red was looking at the pics he asked Mom why she took a picture of the motorcycles but only got Lance's right leg and butt. She responded, "**Who's Lance?**"

On an August "Doc's Ride," the **Cycling Gardener** rode off the front of the pack at the top of Gradyville hill. As his comrades watched from behind he dismounted before jumping a fence and disappearing into an **orchard**. This was a natural break of a different kind. Moments later the Gardener emerged with his pockets bulging with apples. **Smytie** says the Gardener's next book will be entitled "Easily Accessible Orchards of the Delaware Valley". {Editor's note: To curb his appetite for **apple-stealing**, Cycling Gardener recently went to a local orchard, picked a whole bushel, and actually paid for every one of them (except the two he ate while picking, which he fessed up to at the checkout and was given for free.)

At the Brandywine Tour **Misty** and **Grey Wolf** ably manned the Noble **food** stop for the second straight year. At that distant outpost they supplied chairs and fostered a festive atmosphere for the hardy century riders who stopped in. Although he will not reveal particulars, the Wolf says this year's Noble was just a hint of things to come. We can only speculate on what he intends to do next year. Will there be a water slide? Hula dancers? A Rolling Stones Concert? Stay tuned.

One of the riders who refueled at Noble that day was **Len Davis**. After breaking his hip on a club ride in April, Len got back on the bike in June, and made it his goal to complete the Brandywine Century, which he did. Congratulations and great comeback, Len! Accompanying Len that day (and knowing Len, probably chasing him up the hills) were **Mike Madonna**, **Tony Four**, and **Danny Steciw** (who completed his first century).

As anticipated, **Ride Away** reached the career **500,000-mile** plateau early in September. He took a week's vacation and drove to Delaware County from Jersey every morning to enjoy our challenging Southeastern PA hills. Ride Away logged 800 miles for the week, including 132 at the Saturday Brandywine volunteer ride. Congratulations to Ride Away, who has not yet announced the date on which he expects to reach the million mark.

An October ride in the current newsletter has an intriguing title: **Walt's Farewell Ride**. Listed by our club's **Legend**, the ride is referred to as "a casual fat tire ride especially for long time club members". You veteran DVBC members might want to check that one out.

Mr. Buckeye has listed a "Hawk Mountain Century" three times this season and each time it has been rained out. After last month's third cancellation **Smytie** wrote, "Buckeye, we have received requests from many drought-stricken nations. They would like you to plan a ride in their area soon, so it will rain there too."

Smilin' Rookie hyped her 9/7 ride out of Chadds Ford by raving about the **pistachio muffins** her charges could expect at the PureBread snack stop. She did such a great promotion job that by the time

Rookie got to the front of the cafeteria line the pistachio muffins were all gone. Immediately in front of her, **Bonnie** had ordered the last one.

Prior to the Brandywine paint ride the **Perfesser** explained to the volunteers the correct way to paint the arrows and what they should look like to be consistent for the riders to follow. As they pulled over to paint their first intersection, **Grey Wolf** asked **Misty** if the spray cans were prepared for use. Misty replied, "Well Drew gave them to me, so I assume he got them ready." The duo spent a long three hours of frustration painting arrows that just never seemed to look right. Fur-



thermore, it seemed that more paint was going on themselves than on the asphalt. See photo below for the explanation for their frustrations. After a quick lesson from

Dreamer, the Wolf took off via bike to correct the situation in time for the Tour. He now claims he loves painting the roads. Looks like next year we'll be sending our rookie painters to PennDOT's Painting 101 course.



Send all your gossip, innuendo, falsehoods and even truthhoods to me at fxpedrix@dvbc.org.

Dolomites Tour, continued from page 7)

at the hotel. Tomorrow we switch hotels so a “rest day” would involve sitting in the support van for five or six hours.

Wednesday 8/6

Today would be an “easy” day as we leave Alleghe and ride over two summits to get to Bolzano. The Passo San Pellegrino is a modest climb, by Dolomites standards. More variation in grade than most. The variety enabled a relatively comfortable climb as tough sections were followed by significantly easier sections. We had lunch at the bottom of the descent with the main topic of conversation being the “sacrilege” of being served water other than San Pellegrino. After lunch the Passo Costalunga on paper was an easy

climb—shorter and less steep than most. However, my lack of endurance revealed itself again and the perceived effort was greater than anticipated. This doesn’t bode well for tomorrow’s ride up the mighty Stelvio.

Thursday 8/7

In addition to the challenge of Stelvio itself, by now it was clear I wasn’t ready for consecutive days of riding. The ride to the base is 80 km with 1,800 feet of climbing. Today was also perhaps the hottest day so far. The week’s accumulated effects took their toll. I was struggling up 9 & 10% grades in a 30/27 gear. I probably could have continued but I would have delayed the group considerably and really stretched out the sag van’s territory. Plus I wanted to save something for tomorrow’s ride up the Mortirolo. A new low: sagging

before lunch.

Today was the exact opposite of last year’s epic (cold rain the entire ride until near the top when it turned to snow). The sunshine revealed the upcoming switchbacks in a frightening visual of what had to be climbed. Last year the visibility was so poor that one couldn’t always see as far as the next turn. The summit was a festival of activity and vendors. A far cry from last year when not a soul, save our group and a few employees of one restaurant, was present.

The descent of Stelvio is undoubtedly the most breathtaking scenery of any I have done. Included are some hairpin turns in dark tunnels. Last year I had done the climb but didn’t have enough warm clothes to do the descent. Normally I don’t do a descent if I haven’t earned it by first doing the climb. Since I had



Day 5—The Passo Stelvio climb and some of its 49 switchbacks.

climbed it last year I felt no guilt in riding down. The steep nature of the mountain does make the descent a very technical one so no great speeds can be expected.

Our group had two crashes. One was due to a ridiculously careless maneuver by a driver. In avoiding the driver our guy ended up striking another vehicle head-on. Because this was just after a hairpin turn his speed was slow and he wasn't badly hurt. His fork/steerer tube was damaged which ended his riding. The other crash resulted from someone losing control while taking a photo. Fortunately he went left in his fall—right would have been the “quick descent.” He had a sore shoulder but didn't require any medical attention.

The Mortirolo. A fearsome beast, often the most difficult climb in the Giro and the third toughest climb in the three grand tour countries. Six kilometers in the middle average well over 10%. For a climb often included in the Giro it is stunning how narrow this is for the entire length.

I started out okay even standing for the first couple of minutes to get my heart rate up more quickly. I needed to take a couple of breaks in the first few kilometers. By the 6 km mark I was struggling to maintain a slow speed. With the narrow road it would be very difficult and dangerous for the sag van to turn around so I decided to jump in at the next sag stop. With lunch arranged at the summit I could have continued without holding others back but Mt. Washington was now only eight days away.

The summit is very remote without a hint of any commercialism. After lunch, the technical nature of the descent led several riders to sag to the bottom. At the bottom I decided I would have another go for the final climb, Passo Gavia.

The route to the start of Gavia is mostly moderate uphill riding but after about 40 minutes it was enough to have me again way off the back of

the group. With the group needing to pack up our bikes when we got back I didn't want to hold things up so I was “back home” again in the van.

Gavia is easy to underestimate as its profile lacks the slap in the face, extensive red zone (10% + grades) of Mortirolo. Nevertheless it is rated the ninth toughest climb. Afterwards several riders said they found it tougher than Mortirolo.

One of its trademarks is the tunnel about 3 km from the summit. It's dark enough that lights are recommended. A few light-less riders said they could not see anything. One rider didn't realize he was overtaking another until he heard breathing. Fortunately surprise and fear, not crash and injury, were the headlines.

After a middle of the road (no pun intended) descent—some technical sections, some good for speed—we were back in Bormio. The hotel garage where we packed up our bikes has a timer on the lights. After a few minutes all the lights automatically shut off. Someone then has to walk over, in the dark, and push the switch.

Earlier in the week it was evident that no one else was going to step up and be the group “representative” for collecting and distributing tips for the Thomson staff so it fell to me by default. As a result I failed in my week-long mis-



Day 2 – Fellow riders Andrew (lead) and Jay nearing the top of Passo Valparola, one of four summits on the classic Sella Ronde ride, which rivals the Passo Stelvio descent to Bormio for the quintessential Dolomites scenery.

sion of trying to avoid having to pronounce Matilde's name.

Saturday 8/9

Today we shuttle the 3.5 hours to the Milan Malpensa airport—one van leaving at 5:30 and the other at 8:00. USAir's Milan-PHL flight departs at 9:35 am so I had to stay overnight and return Sunday. This worked out great as Saturday was blacked out for redeeming a Dividend Miles free trip. Lying in bed most of the day without ever feeling restless indicated I had done plenty of difficult riding despite the miles spent in the van. With two Dolomite trips behind me I feel like I'm playing The Holy Grail black knight to the Dolomites' King Arthur (after two rounds and two limbs cut off): “It's just a flesh wound; merely a scratch; I've had worse.”

More photos can be viewed at:

<http://picasaweb.google.com/makeatngk/ItalyDolomites2008>



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

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