

Delaware Valley Bicycle Club

Winter 2011-2012



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

Cycling through Italy and Germany By Sabine Cranmer



My husband Charlie and I had the good fortune to be able to take a bike trip to Italy with Backroads at the end of October, after which I continued on my own to north-central Germany to visit relatives. In a way the trip was a measure of how far I've come as a cyclist, but it was also an affirmation of the adage, "the more things change, the more they stay the same." We took our first bike trip, also with Backroads, in the Loire Valley in 2003. The terrain was basically flat, the rides interspersed with visits to castles and cafes, the weather warm and dry. We had a wonderful time, and vowed to take more such trips.

A few years later we signed on with VBT for a trip in the Canadian Rockies. The terrain was more challenging, and while we enjoyed the scenery and the wildlife, the idea that we could have even more fun if we were in better shape began to creep into my mind. We could go on the longer rides and still have energy and time for sightseeing, as well as be able to eat and drink as much as we wanted without having to worry that it would slow us down. Around that same time I read in an article about Lance Armstrong that his coach, Chris Carmichael, ran camps for "all levels of riders", so I signed us up, thinking that we would spend a week focused on riding, come home and train all season, and then reap the rewards of this plan at the end of the summer on a bike vacation.

After being spit out the back of the group during the February training camp, we found that it was still way too cold to do much riding. In fact, it didn't really warm up until sometime in May and what with one thing and another, we never really did get all that much riding in. By September it was pretty clear that unless I took drastic action I was only going to get weaker and heavier throughout the winter. Nor was there any bike vacation on the calendar. Instead I went to New

Mexico for a college reunion, and when I came back, I hired a coach. That's when things started to get harder but better. For about six months, I followed my training regimen religiously. Then I felt I had to cut back on intervals and intensity. This was a difficult time, as it seemed my hard won gains were slipping away ever so slowly, despite spending long hours on the bike.

Meanwhile, Charlie was training on his own, riding when he could find the time, and improving slowly and gradually. We decided we were ready to tackle biking in Tuscany, a place Charlie had long wanted to visit. We'd heard biking in Tuscany was challenging, but we also knew that we would have full support on the rides and that we would have no trouble keeping ourselves entertained off the bike if it came to that.



Still, when the pre-trip postcard questionnaire arrived, asking us to rank our priorities, whether biking, culture, food or relaxation, it was pretty clear that it wasn't going to be possible to do all those things in equal measure. We opted for biking and eating. Anything more would be incidental, a bonus. We planned to go on at least the medium ride every day and the long ride whenever we could.

In the event it was difficult to have to sacrifice time exploring a charming town in order to complete a ride. It was also difficult to have to sacrifice a beautiful ride for a tour of an ancient monastery. Even with all that training, we still couldn't have it all. So after a day or two, we remembered our plan to make the ride the priority and settled in for some very enjoyable, relaxed, long days on the bike, taking in the scenery and not rushing. As the hours passed and we watched the landscape change with the light, wheels and road turning, I was suffused with a feeling of timelessness. I couldn't stop smiling. I was deeply content.



Much too soon, the trip ended. Charlie returned to PA, and I flew to Hamburg to visit with relatives. Expecting cold, rainy weather, I was pleasantly surprised by warm, cloudy weather, which held for almost the entire remainder of the trip. All the same, northern Germany was a real contrast to central Italy. Whereas in Italy our focus was biking, in Germany it seemed that biking was something to be taken for granted. Of course there must be bike lanes and paths everywhere! Of course everyone gets to work and shops by bike! Biking is so much a part of everyday life, that I felt a little absurd making a point of doing it. So I tried to integrate it into my visits as unobtrusively as possible. In Schwerin, where I was visiting a cousin, I asked to borrow her bike for a few hours while she baked for our ritual coffee hour in the afternoon. She pointed me towards the main road, saying I'd find a bike path alongside it, and off I went. Sure enough, there was the path. At the first intersection there was a detailed map and signage indicating directions to take for the various bike routes.

(Continued on page 7)

SAVE THE DATE!!

Monday December 5
DVBC BANQUET
ANNUAL MEMBERSHIP
MEETING

D'Ignazio's Towne House
Be There or Be Left Behind

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 15th 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 1st 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

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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.

Winter Ride Calendar

Check the ride calendar at www.DVBC.org for late additions to this list..
Check with ride leaders if weather looks threatening.

Recurring Weekday Rides

| | |
|---|---|
| Wednesdays 10:00 am Miles:30 - 60 Class:C+ Docs' Ride | Ride starts and ends at the 320 Market Cafe parking lot in Swarthmore. Usually a lunch destination. Foul weather and temperature <45F cancels ride. Contact Larry Green at 610-544-5799 Email: largreen@earthlink.net |
| Sat, Dec 3 10:00 am Miles:19-24 Class:D/D+/ Delightful, Delicious D (and D+/C-) | Average speed 8-13 mph. Meet at Formal entrance to the Azalea Garden (behind Art Museum), next to Italian Fountain. Anyone for hot coffee, tea, or cocoa, mixed with warm conversation? Let's head west/ NW toward the Main Line, at an easy, relaxed pace, in search of a welcoming cafe. We will climb a few hills here & there, but slow & gentle climbing (or walking up hills) is perfectly fine on this ride. We'll stop to regroup as often as needed. Cue sheets will be provided, but the route can be adjusted as needed. Ride is cancelled in the event of rain/snow/ice/slick roads, or if the temperature at start time is less than 28 deg F. PLEASE CONTACT the LEADER AHEAD of TIME, if you plan to join this ride. Also, please contact the Leader if you have questions, e.g., proper layers of clothing. Cue sheets will be available. It is optional, but you may preregister until Friday, December 2, 2011 at 11:00 pm. Preregistering (click on "Preregister" link for this ride listing at http://phillybikeclub.org/newbcp/rides/calendar .) is NOT required, but it will save you a bit of time at the ride start. This allows you to enter your name, cell phone #, and emergency contact # ahead of time. All you need to do at the ride start is add your signature next to your name. Contact Linda McGrane at 267-251-7862 . or mcgrane_linda_a@yahoo.com |
| Sun, Dec 4 9:30 am Miles:35 Class:B-/C+ Art Museum Loop | Meet at parking lot across from Drexel Hill Cyclery on Burmont Rd, Drexel Hill. Do not park in the Rite Aid lot since your car will be towed away. Park on the street behind that 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. Rain, snow or ice cancels ride. Check the last minute update on day of ride for cancellations. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com |
| Mon, Dec 5 6:00 pm Miles:0 Class:All DVBC Annual Meeting and Banquet | The social event of the year is held at the Towne House restaurant in Media, pa. Always a great time for all. Contact Larry Green at 610-544-5799 or largreen@earthlink.net |
| Fri, Dec 9 9:45 am Miles:47 +/- Class:C+/B- Friday Frolic with Jeff and Linda | Average speed 13-15 mph. Meet at Bruno's, Germantown & Northwestern Aves, in Chestnut Hill. Let's enjoy a scenic loop in eastern Montgomery County, around Towamencin, Lansdale, and Gwynedd. Mostly rolling terrain, with a few brisk climbs, but very pretty roads. We will stop to regroup as needed. Route includes two rest stops -- Merrymead Farm on Valley Forge Road, and the Whole Foods in North Wales. Emails (or preregistration) letting us know that you are coming are most welcome! Please use cell numbers on the morning of the ride, after 7am (215-806-2062 for Jeff, 267-251-7862 for Linda) Cue sheets will be available. It is optional, but you may preregister until Thursday, December 8, 2011 at 11:00 pm. Preregistering (click on "Preregister" link for this ride listing at http://phillybikeclub.org/newbcp/rides/calendar .) is NOT required, but it will save you a bit of time at the ride start. This allows you to enter your name, cell phone #, and emergency contact # ahead of time. All you need to do at the ride start is add your signature next to your name. Contact Linda McGrane at 267-251-7862 . or mcgrane_linda_a@yahoo.com |
| Sun, Dec 11 9:30 am Miles:5-7 Class:All Hike the Wissahickon | Average pace 3-4 mph. Meet at Corner of Germantown Ave. & Bethlehem Pike (site of the old Borders Book Store). Let's enjoy climbing some trails in Valley Green. There will be a flat option available for part of the hike. From the meeting point, we'll walk a few blocks through residential streets in Chestnut Hill, to access the trail on Crefeld St. Streets & homes in Chestnut Hill should be decorated for the holidays! Well-behaved canine hikers are warmly welcome to join us. The charming Rich Terry will be our Co-Leader. Optional group lunch after the hike. It is optional, but you may preregister until Saturday, December 10, 2011 at 11:00 pm. Preregistering (click on "Preregister" link for this hike listing at http://phillybikeclub.org/newbcp/rides/calendar .) is NOT required, but it will save you a bit of time at the hike start. This allows you to enter your name, cell phone #, and emergency contact # ahead of time. All you need to do at the start is add your signature next to your name. Contact Linda McGrane at 267-251-7862 . or mcgrane_linda_a@yahoo.com |

| | |
|---|--|
| Sun, Dec 11 10:00 am Miles:35 +/- Class:C+ Chadds Ford Loop | How about a nice zippy loop down to Chadds Ford? Our average speed will be 12.5 to 13.5. We'll climb some hills to keep us warm. We will have a short snack bar stop midway through the ride. You must contact me before the ride, please. If no one says they are coming, I may cancel the ride. Ride starts in Rose Tree Park in Media, Pa. Rain/snow/extreme cold cancels. Contact Mary Huis at or mary2335@verizon.net |
| Sat, Dec 17 10:00 am Miles:35 +/- Class:C+ Hilly Paoli Loop | Average speed will be a relaxed pace between 12 and 13. Meet in Rose Tree Park in Media. Let's travel out to scenic, low-traffic Paoli and ride the upper Bonkers route. You must contact me prior to the ride, please. If no one says they are coming, I may cancel ride. Rain/snow/extreme cold cancels. Contact Mary Huis at or mary2335@verizon.net |
| Fri, Dec 23 10:00 am Miles:25 +/- Class:C Holiday Special - Divine Inspiratio | Average speed 12-14 mph. Meet at Italian Fountain behind Art Museum. The Bike tour of historic houses of worship, of various denominations, in Philadelphia -- Center City, Northern Liberties and Fairmount, Society Hill, South Philly, University City, etc. Houses of worship should be decorated for the holidays. This route will make several stops at different historic landmarks. In the holiday spirit of peace & harmony, we'll include as many different traditions/demoninations as possible. Route can be lengthened or shortened, depending on the weather. If it's very cold, this theme can be modified as a walking tour of the houses of worship in Old City/Society Hill. We will stop for an indoor rest break. Cue sheets will be available. It is optional, but you may preregister until Thursday, December 22, 2011 at 11:00 pm. Preregistering (click on "Preregister" link for this ride listing at http://phillybikeclub.org/newbcp/rides/calendar .) is NOT required, but it will save you a bit of time at the ride start. This allows you to enter your name, cell phone #, and emergency contact # ahead of time. All you need to do at the ride start is add your signature next to your name. Contact Linda McGrane at 267-251-7862 . or mcgrane_linda_a@yahoo.com |
| Sat, Jan 7 10:00 am Miles:35 Class:C/C+ Winter Wonderland | Let's enjoy a wonderful winter ride out to Paoli. We'll meander around the upper Bonkers route enjoying the winter landscapes. The hills will keep us warm. If it's not too chilly, we'll have a quick energy bar break. Ride starts at Rose Tree Park in Media. You must contact me prior to this ride, please. If I don't hear from anyone, I may cancel the ride. Rain/snow/extreme cold cancels the ride. Contact Mary Huis at or mary2335@verizon.net |
| Sun, Jan 8 10:00 am Miles:35 Class:B-/C+ Art Museum Loop | Winter rules apply--contact me if you plan on riding since if I don't hear from anyone, the ride will be cancelled. Meet at parking lot across from Drexel Hill Cyclery on Burmont Rd, Drexel Hill. Do not park in the Rite Aid lot since your car will be towed away. Park on the street behind that lot. We'll take a short stop at Lloyd Hall for a brief water and nature break. Optional post-ride Ming's meal. Rain, snow, ice, or frigid cold cancels ride. Check the last minute update on day of ride for cancellations. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com |
| Sat, Jan 28 10:00 am Miles:25-30 Class:C/C+ West Chester Ramble | Join me for a comfortably paced ride out to West Chester. There will be some hills and we can stop for a quick hot chocolate if the riders would like to warm up. Bring a snack. Ride starts at Rose Tree Park in Media. You must contact me prior to this ride, please. If I don't hear from anyone, I may cancel the ride. Rain/snow/extreme cold cancels. Contact Mary Huis at or mary2335@verizon.net |
| Sun, Feb 5 10:00 am Miles:35 Class:B-/C+ Art Museum Loop | Class:Winter rules apply--contact me if you plan on riding since if I don't hear from anyone, the ride will be cancelled. Meet at parking lot across from Drexel Hill Cyclery on Burmont Rd, Drexel Hill. Do not park in the Rite Aid lot since your car will be towed away. Park on the street behind that lot. We'll take a short stop at Lloyd Hall for a brief water and nature break. Optional post-ride Ming's meal. Rain, snow, ice, or frigid cold cancels ride. Check the last minute update on day of ride for cancellations. Contact Debbie Chaga at 610-494-3033 or dreamerdeb@gmail.com |
| Sat, Feb 11 10:00 am Miles:30 Class:C/C+ Chadds Ford Loop | Join me for a fun ride down to Chadds Ford area. I will share my favorite roads with you. There will be hills to keep us warm and bring a snack for a quick refuel stop. Ride starts in Rose Tree Park in Media. You must contact me prior to this ride, please. If I don't hear from anyone, I may cancel the ride. Rain/snow/extreme cold cancels. Contact Mary Huis at or mary2335@verizon.net |
| Sat, Feb 25 10:00 am Miles:25-30 Class:C/C+ It's Almost Spring | Join me for a celebratory ride that spring is right around the corner. We'll meander out to Paoli and climb some hills to start our late winter training. Ride starts in Rose Tree Park in Media. You must contact me prior to the ride, please. If I don't hear from anyone, I may cancel the ride. Rain/snow/extreme cold cancels. Contact Mary Huis at or mary2335@verizon.net |

Thanks for the Memories

DVBC acknowledges their on the road ambassadors



Your DVBC Board has 2011 ride season metrics that we would like to share with you. There were 285 rides posted for 2011 with 243 listed in the monthly Newsletters and 42 ad hoc. These rides represented almost 8200 road miles (mountain bike miles and hiking miles not included). The 27 DVBC members listed below stepped up and led rides and/or hikes. The ride leaders who led recurring/weekly rides accounted for over 60% of the rides. No surprise there. The weekly rides are so important to our club and many members rely on them through the riding season.

They are a great big generous commitment on the part of the leaders. We also enjoyed the wonderful individual rides. This year, a new multi-club component of riding surfaced thanks to Cate Crosby, Linda McGrane and Mike Fuller. Through their posting of joint rides with Suburban Cyclists, Bicycle Club of Philadelphia, and White Clay Bicycle Club, DVBC had the opportunity to meet cyclists from other clubs and sample some new routes. Throughout the riding season, we had charity-type rides to clean up creek areas and gather food for Aid for Friends, we had a Tour of Pennsylvania where we traversed the state from Erie to Lansdale, we travelled all over Delaware County, Chester County, and even made it as far as Montgomery County, Philadelphia and New Jersey. Some of us even made it across the ocean to ride in foreign lands. We sampled the fare of innumerable restaurants, country stores, diners, and convenience stores. We saw hawks, deer, fox,

bear, great blue herons, vultures, and owls along wonderfully scenic landscapes. We rode mountain bikes, touring bikes, commuter bikes, cyclocross bikes, hybrids and road bikes. We rode during the day, evening and even at night in complete darkness where lights were needed. And most of all, we had fun and enjoyed the unique camaraderie of fellow cyclists. Hats off to all the 2011 ride leaders and *thanks so much for the memories.*

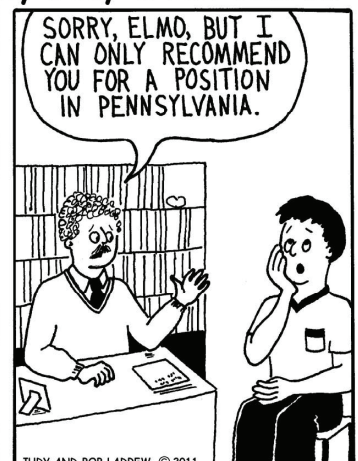
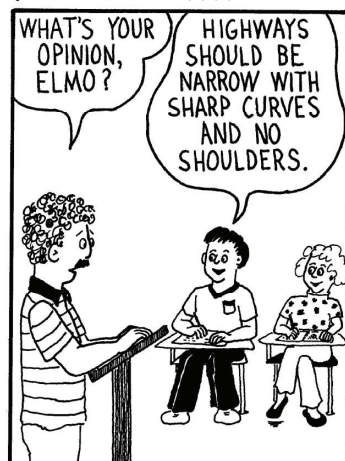
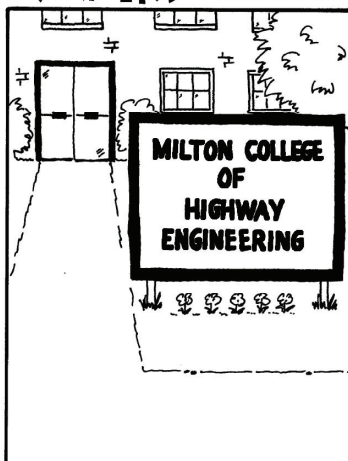


| Recurring/Weekly Ride Leaders | Individual Ride Leaders | | |
|-------------------------------|-------------------------|-----------------|---------------|
| Deb Chaga | Dave Alfe | Len Davis | Mary Huis |
| Cate Crosby/Jack Thomas | Rich Andreas | Paul DeSanto | Drew Knox |
| Betsy Ffrench | Dave Beruth | Dan Dillon | Linda McGrane |
| Larry Green/Woody Kotch | Doug Bower | Cliff Edgcumbe | Alex Moeller |
| Mike Madonna/Andy Marzano | Mike Broennle | Shelley Epstein | Tom Smyth |
| | Dave Cunicelli | Mike Fuller | Brian Wade |
| | | | Dom Zuppo |

BONKERS

Cartoons of the DVBC....

by Judy & Bob LaDrew



Technical Q and A

with Coach Webb and Bike Designer Bill Boston

Winter is here. You may not ride a lot, but you can learn a lot while you sit on the couch.

Q: I noticed on a club ride that Ed spins really fast and stays in the little ring, yet he's riding really fast at the end of the century. Is that how I should ride?

Coach Webb: There's spinning and there's SPINNING. One is turning the cranks as fast as you possibly can, regardless of efficiency and form and the other is turning perfect circles in a marriage of speed, strength and style. My guess is that there is a positive relationship between your time spent at high cadence during the beginning of a century and the strength you feel at the end. We know that the guys "mashing" at the start are usually whimpering at the end. The key is knowing when your cadence is just right.

Conventional wisdom says that "cyclists have different styles, some turn big gears at low revs and some spin out little gears, but it doesn't really matter. The speed is the same anyway." WRONG! The truth is that cadence does matter and it matters all the time.

There is no question that turning a "perfect circle" maximizes cycling efficiency. By this I mean develop a fluid stroke which permits full utilization of the "scrape-through" at the bottom of your pedal stroke and a powerful pull as you come back around to the top. The result of a well-phased, smooth stroke is increased momentum in your cadence, crisper shifting, better flexibility in your legs and increased endurance. Spinning a smaller gear at a higher cadence can help insure turning "perfect circles," but you need to make sure you're not spinning too fast.

The magic cadence for road cycling in the saddle is 90-100 rpm. If you doubt me, pop in an old Tour de France tape. Those guys have metronomes in their legs! Learning to maintain this cadence should be one of your goals this season. I promise you this: learn to turn perfect circles at 90-100 rpm's; your centuries will be faster AND you may even feel like dancing later that night!

Q: If the coach's goal is to spin between 90 and 100 rpms, how does frame design

affect that?

Bill Boston:

Several aspects of fit influence your ability to spin comfortably in that 95-100 rpm range: crank length, seat tube angle and top tube length. Your cranks should be between 39 and 40% of the length of your femur. This gives a good pedal stroke without excessive angular change at the hip. Shorter cranks provide less leverage, allow higher rpms and usually reduce stress on knee joints. Longer cranks provide more leverage to push



Random Fill...Mike Madonna swears by these techniques. Just ask his collarbones. Nary a fall on all that ice and snow. Thanks Coach!

bigger gears but also limit your cadence because of hip closure. In other words, as crank length increases, rpms decrease. Longer cranks also require a shorter top tube length or a higher handlebar position while shorter cranks allow longer top tube lengths and a lower handlebar position.

Your seat tube angle, or fore/aft saddle placement has a large effect on your ability to comfortably spin at your targeted rpms. Moving the saddle rearward, like a longer crank, increases angular change at the hip joint relative to its maximum

range of motion. This also adds leverage to push those big gears in a more upright body position, but may exceed your available range of motion in lower body positions.

So what is the optimum saddle position? Most current fitting systems use a plumb bob to position the knee over the pedal spindle. Unfortunately, this does not account for the distance from the actual pivot point of the knee to the lower face of the patella. It also assumes that there is only one correct placement for the knee relative to the pedal. Knee placement should vary with the riders' targeted rpms and natural ability to achieve that. The faster the desired rpm, the farther forward I place the knee. In Accufit I use a fairly complex formula to calculate the optimum knee placement, based the rider's desired rpm and crank length, then I calculate seat tube angle and saddle setback.

Even top tube length, or total reach, affects your ability to spin. Excessively low bars or long reach also restricts the hip joint during the pedal stroke which causes you to bounce up and down when spinning higher rpms. All told, there are no easy answers on how to get the right fit for that super spin. My suggestion is to pay attention to your body. If you are not comfortable spinning the rpms that you want, make small changes until you get where you get there. Don't move the saddle (and your knees) too far forward as that can be just as bad as too far back. Once you have your saddle position established, don't forget that you will likely need to adjust the bar position as well.

Editor's Note

I would like to thank each person who answered the call to contribute each month. My apologies to those of you who have submitted, bragged to your friends and family about your lengthy treatise on chain suck and yet remained unpublished. Your time will come.

Please keep up the work. I will be asking more from you in 2012. If you want to read it, you sometimes have to write it.

David Cunicelli

Advocacy News: What's Been Going on in DELCO?

By David Bennett: Chairman and Chief of Operations of the Delaware County Cycling Committee of the Bicycle Coalition of Greater Philadelphia

Over this last year, we have achieved several landmark goals in order to improve Cycling conditions in our region.

Last fall, we held a demonstration on West Chester Pike at the Blue Route Interchange, in response to the fatal crash that took the life of Haverford College Professor Russell Garrett. PENNDOT took us seriously and recently implemented several improvements to the roadway including narrowing the travel lanes, widening the shoulders, and improving some of the signage. Our initial dialogue with them led to holding 2 meetings each year with District 6 officials and advocacy leaders from Bucks, Chester, Montgomery and Delaware Counties in order to discuss whatever issues may come up.

A diverse group of Bike/Ped and Trail advocates including the Radnor Conservancy, the BCGP, Rails to Trails Conservancy, Campbell-Thomas Architects, DCNR, REI, and

several motivated individuals, created a plan to have a trail connecting Valley Forge Park to the John Heinz Wildlife Refuge by way of the Radnor trail, the Route 100 Trolley line, Cobbs Creek, and the Cobbs Creek Trail. In less than 6 months we managed to get letters of support from all the towns along the route to do a feasibility study. We hope to get that under way by the spring.

After temporarily shutting down due to some changes, the Chester Neighborhood Bikes project is back in business under the umbrella of the Chester Housing authority and plans to begin operations in the spring.

And last but not least, The Chester Creek Rail Trail is continuing to make progress to create a rail trail connecting Rt. 1 to Chester following the banks of Chester Creek.

Any questions or concerns? Please contact me at dster21@comcast.net



ABOVE: The original Cycling Gourmandes. Sabine's aunts out on another cake ride.

BELOW: Makes Mary's muffin ride look like a vegan barbecue. Sign me up.



Winter Wonderland

Riding Through Flats.



Hear the Dreaded "Pssssssss"? Stay Cool

Having a flat while riding is certainly an annoyance, but it can also be very dangerous if you don't handle it correctly. The classic "Pssssssss," or slowly deflating flat, usually doesn't present much of a problem. Slow down, pull over, and fix it. A blowout can be a very different story:

It's 1976 (yes, there were bikes back then). I'm flying down East River Drive towards the Art Museum with my friend on my wheel. I hear the pop, then the crash and then the squealing car brakes. I look back and see my friend and his Bianchi down on the pavement with a line of cars thankfully stopped behind him. The tire and rim are trash. I

don't know what my friend actually did at the moment he flattened (he was okay except for some road rash) but perhaps the strategies below would have helped.

Whether it's a "Pssssss" or a blow out:

1. Alert other riders, if any.
2. Look around. Is it safe to stop?
3. Brake and weight on the non-flat wheel.
4. Gently slow down and pull off the road without any sharp turns or radical swerving.

5. Get off the bike ASAP and walk to a safe place to fix the flat.

6. Stay off the pavement while you're doing your repair.

By un-weighting and not braking on the flat wheel and not turning too sharply, you have the best chance of keeping the tire on the rim. Keeping the tire on the rim maintains your control. If the tire comes off, you're probably going down.

This is all easy to do on an uphill or flat road. If you're going downhill or around a sharp curve it gets sketchy real quick. If you can't slow down you may have to look for a soft place to bail.

Think warm. Ride safe.

(Continued from page 1)

For the next 30 km I never had to look at a map or ride on a street. Somewhere near the end of the ride I realized that I'd have been in trouble if someone had turned or removed a sign, but that never happened. These white signs with green lettering were to be found everywhere I went in Mecklenburg, and when I commented on them to my aunt, she replied that Niedersachsen has far more.

Speaking of my aunt, she and her sister are fixtures in their region for riding every day, rain or shine, usually for about 30-50km. I accompanied them on one of their rides. They know every feature in the landscape and just about every person they meet. I think they keep several cafes in business, too. Every one of their rides features a café as a destination, and they always each order 2 pieces of cake. "Come on, Sabine, you must keep up and order two pieces too." I had a chocolate and an apple filled muffin. Delicious!

On the Baltic Coast, the hotel arranged for bikes to be delivered the night we arrived, as requested. Since all the bikes come equipped with generators and lights, we rode to the restaurant where we had dinner. The next day, we biked from Kuehlingsborn to Bad Doberan via Heiligendamm, where the G8 Summit was held a few years ago. Some clever person contrived to have a road, tracks and a bike path share a transportation corridor. Along the way from town to town there are lots of natural areas and also fields and woodlands. It's altogether pleasant.

Now that I'm back, I'm enjoying riding my speedy bike again, hoping to be in shape for another bike adventure, maybe the Alps next time!



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

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.

Membership: \$8 through April 2012

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)