THE THREE O’CLOCK NEWS

December. A sunny day and a thirty-mile bike ride. Easy, flat and rolling. All of my friends are there. Jack, George, Mike, Bill, Jane, Dick, Terry and Chris. I remember some of the conversations. The beauty of the countryside with Bill. The photo op of the silo’s and the barn with Dick. The talk I am planning to do for the PA Perimeter Ride with Chris. The life and times with my buddy G. Jane passing me as she always does and saying, “Come on Dicker.” Jack and I laughing about time and age. Plans for Bike Virginia. Who is staying in a motel and who is camping.

Cold air and fun. Sunshine and the feeling of being forever young. Peace and sanity. Close to the universe you might say.

And then I came home. There was my wonderful wife Linda in front of the TV. Tears on her face. News of the slaughter in Newtown Connecticut. 20 children dead. Total insanity.

I blacked out.

I couldn’t breathe and not a word was on my lips. There I was. Fresh back from the world as God intended it to be. Face to face with the world which man has created.

My grandson Ethan is four years old and he lives 30 miles away.

Nothing to say in the face of insanity.

In the Jewish mystical world of the Kabalah, tradition has it that the letter Aleph or the letter A, symbolizes a portal, a doorway, a passage way to the Creator. This entrance can take any form and there are no special requirements.

In my opinion the bike and the bike rides which we embark upon both start with this letter Aleph. What you see is not always what you get. These bikes, these rides, these friends, keep me connected to the world of God.

And away from the insanity of man.

Neil Dicker

WHAT?!?

Q. What happens to runners when they get old.
A. They turn into cyclists.

I enjoy running, although definitely not in the same way that I really, really enjoy cycling. Until a few years ago, my friend Jeff and I ran in the Little Lehigh Parkway on a regular basis. Over the miles and minutes, we managed to solve most of the world’s problems and a few of my personal ones as well.

continued on p. 2
WHAT?!, continued from p.1

Lately, because I have been enjoying cycling so much, my running has been curtailed to about once per week. I have found that this is the proper frequency for minimizing the day-after aches and pains.

The only running event that appears regularly on my calendar is our annual Turkey Trot. This is an informal group that meets at the Fish Hatchery on Thanksgiving morning to run the 10k loop in the Parkway. Frequently, it’s the one time in the year when I connect with some of my running friends.

One of the regulars is Marc, an extraordinary runner and athlete. On a Turkey Trot a few years ago, Marc told me about his participation in ultra-marathons, and related how he had been in a 100 mile (not a typo) run in the Carolinas. Our mutual friend, Houman went along with Marc, an occasion which gave birth to one of the most incredible statements I have ever heard.

Marc said, “Houman went too, but he ONLY ran fifty miles.” (Emphasis mine.) Slack. (Sarcasm mine.)

At this year’s Turkey Trot, Marc was bringing me up to date on the latest in the world of ultra-marathons. He ran one that was entirely on the streets of New York City. If that wasn’t crazy enough, he related that he met a female ultra-marathoner who had run eighteen in 2012, and whose goal was to run thirty-two by year end, thus establishing a new world record. Apparently she was inspired by Dean Karnazes who ran 50 marathons in 50 states in 50 days.

That’s crazy. But at this point you may be wondering, “What about us? Where are the crazy cyclists?”

Well, I have the answer. It appeared in an article in the Nov-Dec 2012 issue of American Bicyclist. This year, cyclist Cindi Rauch celebrated her sixtieth birthday by bicycling 50 centuries in 50 states in 50 days. Just thinking about the logistics makes me tired, forget about the actual riding. Wow. This form of extreme achievement is what I refer to as the ‘Century Syndrome’. We take something we love to do, and do it until we eventually hate it. My usual feeling somewhere in the 70-80 mile range of a century is that I should have opted for the metric century. From 80 miles to the end, I just want it to be over.

It’s probably a function of age with me, but more and more, I just enjoy a nice, B-paced social ride with a group of friends. Perhaps an occasional challenge up a hill, or sprint to the barn at the end, but generally just getting out on the bike and appreciating the back roads of the Lehigh Valley.

So, congratulations to Cindi on her accomplishment. But don’t wait up for me.

Jack Helffrich LWA President

Dear LWA,

The Lehigh Valley Cycling Club would like to thank Lehigh Wheelmen Assoc. Inc for your donation of $4,371.05. LVCC/Young Medalists appreciates your support of our Junior Cycling program and we would like to assure you that your donation will be used solely for the development of our club program, with a focus on younger riders ages 10 to 14. As promised, when the Spring training season begins we will be offering all riders ages 10 to 14 one free day of team training with a certified coach per week and will be continuing the Smoothie rides at least 1 Saturday per month minimally, more when the riding schedule accommodates.

Please remember that LVCC, Inc is a registered 501(c) (3) and your donation is deductible under section 170 of the Code.

Sincerely,

Wendy Houlik
President Young Medalists/LVCC, Inc.
houlikwendy@aol.com
Cell: 860-371-6132
www.ymteam.com

ANNUAL ELECTIONS:
NEW BOARD MEMBERS

At the LWA holiday party and annual meeting held on December 7, 2012, the nominees for club officers and the new board members were announced and approved by the membership in attendance.

President
V.P. Touring
V.P. Racing
Secretary
Treasurer
Membership
Website Manager
Newsletter Editor
Board Member
Board Member
Board Member
Board Member
Board Member
G. Mack
Dick McCrreight

Contact information for current club officers and board members can be found on the front page of the newsletter and on the documents page of the LWA website.

http://www.lehighwheelmen.org/

G. Mack QR Editor
Ok, I admit that I had to look that one up. On the internet, since we disposed of our encyclopedia last year due to lack of use. I wondered if there was actually a verb “whelm” because although I have heard people say that they were “overwhelmed” or “underwhelmed,” I don’t recall anyone every saying they were “whelmed.”

whelm VERB (used with object) - 1. to submerge; engulf 2. to overcome utterly.

Suffice it to say that I am whelmed by the generosity of our members. At the annual LWA holiday party and election, we collected over sixty gift packages for the kids at Community Bike Works. I don’t have a precise number because several more contributions trickled in during the week, and many of the packages contained multiple gifts, and I just plain got tired of recounting them all.

Since Friday night, the gifts had been spread across the back of my van until final arrangements could be made to deliver them. It looked a lot like Santa’s sleigh, only without the reindeer, and the driver was not bearded, had no dimples or jelly belly. Well, maybe not so sleigh-ish. Our two-year old granddaughter, Cassidy, was fascinated by the expanse of all those brightly wrapped presents.

George Mack, Dave Sheffield and I planned to make the delivery to Community Bike Works last Thursday afternoon. The happy good news is that we collected more gifts than CBW could use. Brennan Sullivan and Jessica Webster from CBW helped us unload a portion of the gifts, then we drove to the Sixth Street Shelter where we had made arrangements to deliver the rest of the donations.

Jessica Eichelberger, Jennifer Reyes, and the rest of the staff were elated to receive the gifts and by your generosity. A tour of their facility revealed that your gifts had gone to the right place. There will be many happy faces during the holiday season.

So thank you again for your generous contributions. This event helped reinforce in me that as much as we love cycling, it’s not JUST about the bike.

You guys whelm.

Jack Helffrich  LWA President

For more information about Community Bike Works, go to www.communitybikeworks.org
For more information about Sixth Street Shelter, visit www.caclv.org

WHELM

Dave Sheffield (LWA), Brennen Sullivan (CBW), Jessica Webster (CBW) and George Mack (LWA) at Community Bike Works.

Dave Sheffield, Jennifer Reyes (SSS) George Mack and Jack Helffrich at the Sixth Street Shelter

Wanted; Used youth or children’s bicycles and frames. Any size, type or condition. These will be donated to the Earn-a-Bike program at Community Bike Works. Call Jack Helffrich at 484-347-3541 or email jackhelffrich@hotmail.com to arrange for pick-up. For more information about Community Bike Works, visit their website, www.communitybikeworks.org
A RIDER’S REFLECTION: 
LEAVE THE EGO AT HOME 

Real learning - that elusive and desirable addition to consciousness - rarely seems to come in consistent and manageable pieces. Rather, it shows up in gobs and chunks when one is least expecting but most emotionally and mentally available. Because plenty of heightened alone time happens daily on the bike, I’ve learned to expect the unexpected revelations that show up at these times, but am always surprised at just how cool the magic of attention is.

Some time this past summer, I had the pleasure of putting in some long-promised miles with a friend. The on-bike chatter takes all forms, but after a particularly rude driver passed us by, his casual comment stuck with me: "When I throw my leg over the top tube, I leave my ego at home.” This got my attention...and keeps it still.

So now, months later, when I’m out with the only 3 knuckleheads willing to show up for the Saturday Velo ride on a wickedly windy day, the opportunity to put this adopted mantra to the test showed up perfectly. Because we were rolling at 25+ with an unpredictable crosswind, we rode 2up with much more space between us than the usual elbow-rubbing protocol. So, when the pickup truck with camo decals rolled past and the driver yelled to get off the road, we were probably taking up about 1/2 the lane. Legal? Yes. Prudent given the road? Also yes. So far so good. My response was the usual friendly wave. The chick beside me - a talented up and coming triathlete - flipped the guy off.

It might be worth mentioning that the last few days have seen me feeling what I can only describe as ornery; nothing horrible by any means, but being a little careless with my words and behavior. I was aware of this and knew I was a bit out of sorts. Holiday stress, perhaps...maybe a heavy work/training schedule. So my calm reaction to this driver surprised me. And as I looked at this beautiful young girl engaging in behavior so lacking in impeccability, respect, and concern for her own life and that of her companions - her face transformed into a thing of malice and disgust - all the thoughts, actions and attitudes of my last few days replayed in sharp focus for me. Her careless behavior brought my friend's words about ego back to me, and I got to experience one of those moments of clarity and heightened attention. Kinda felt like a lesson was being served up just for me.

About three minutes later we saw the pickup pull off the road ahead of us, the driver clearly up for whatever version of confrontation our little girl stimulated in him. She saw this, rolled off the front of our little group, hastening whatever was to come. I quickly rolled up next to her and said "Let's not do this today...come on, let's just go.” Ignoring me, she pulled off the road to meet her perceived nemesis. Never touching the brake, I continued rolling up the road. Looking over my shoulder, I saw my other companions pull off as well.

Today my life is full of many good things, for which I am constantly amazed and very grateful. Have I made stupid and thoughtless decisions designed only to boost my own sense of self importance, assert my will, and prove how self-righteous and wonderful I am? You bet. Many, many times, unfortunately. Today, however, I allow myself to attract and be attracted by the good things. And in that mindset, I simply don't have moments of my life to give away to negativity and confrontation. Thank you, little girl, for teaching me this lesson once more. My wish for you is not of my own making and therefore much more meaningful, I'm sure: "With all thy getting, get understanding.”

Brian Wacik

JOE’S BIKE

A recent Wednesday Wheelmen ride was joined by a Lehigh Valley cyclist on a rather unconventional road bike by Lehigh Valley standards. Though this area has a strong road biking culture fed by the Valley Preferred Cycling Center and the LWA, few cyclists see, let alone ride, cargo or utility bikes, which are much more ubiquitous in European countries and U.S. cities like Portland, Oregon, where cycling is more commonly considered a mode of transportation than a form of recreation.

The bike was a Bullitt Milk Plus, built by Larry vs. Harry, a company in Copenhagen, which builds 13 different models. All Bullitt bikes have the same hardened aluminum frame, stainless steel nuts, bolts and discs, front and rear hydraulic brakes, and either an 8-speed Alfine internally-geared hub or external Shimano Deore 27-speed gearing.

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JOE'S BIKE, continued from p.4

The rider was Joe Burd, neighbor of LWA Board Member Mike Sollday. His bike was equipped with the 8-speed Alfine hub and, according to Joe, “a bit beefy at 53 lbs.” The bike is, however, rated at 400 lbs., including cargo and rider, and Joe regularly makes what he calls a comfortable round trip from his home to the Echo Hill Country Store for 50-60 lbs. of groceries. He used to make the trip with a trailer, but he considers the cargo bike to be a lot more stable with that size load.

“The bike is a real conversation starter. I feel like it seems more approachable to people than the bike and trailer. It’s unique for sure, but I think it has that ‘hey, I could do that’ quality. I always fall into conversation when I’m out for groceries at Wegman’s, and the Mennonites give it the nod. Also, I feel like drivers give a little wider berth on the roads, which is always nice. I guess it looks big enough to leave a dent.”

If you’d like more information about the Bullitt, you can check out the Larry vs. Harry site:


The company is based in Copenhagen, home of the International Cargo Bike Championship.

http://blog.brooksengland.com/wps/danish-cargo-bike-championships/

Joe also provided the link to a short mini-documentary about the cargo bike movement here in the United States:

http://www.youtube.com/watch?v=2Yy3kXIaKp8

G. Mack QR Editor

Intuitively, the chances of a cyclist getting hit by a motor vehicle should decrease as the visibility of the cyclist increases. However, like most things we do in the name of safety, cyclists using blinkies to increase their visibility are potential victims of the law of unintended consequences—a case of Target Fixation and its spinoff, the Moth Effect. Aircraft pilots are taught to avoid it, motorcyclists are warned about it, but automobile drivers, our nemeses of the road, are usually unaware of the phenomenon.

"Target fixation" is a process by which the brain is focused so intently on an observed object that awareness of other obstacles or hazards can diminish. Also, in an avoidance scenario, the observer can become so fixated on the target that they will forget to take the necessary action to avoid it, thus colliding with the object.

This phenomenon is very real, and easy to demonstrate when on a bicycle. When making a tight U turn, it’s far easier to look over your shoulder to where you are going than to fixate on the edge of the road you’re trying to avoid. Every year, dozens of emergency vehicles, with their emergency lights flashing, are rear ended on the shoulder of highways. Being impaired or tired tends to make drivers fixate more than usual, and a flashing light draws far more attention than a steady one. In addition, judging speed and distance of a moving object is much more difficult when the object is blinking. Try hitting a baseball under strobe lights.

That's really all I had to say, but our fastidious editor, believing that democracy implies my minimally informed opinion is worth as much as an expert's, has asked me to recommend whether cyclists should use blinkies on roadways.

So here goes.

In an automotive world restricted to skillful and attentive drivers, you don't need any rear lighting beyond what's required by the law, i.e., a red reflector when riding at night. This allows you a safe ride on your side of the road, as the law allows. But to protect yourself from impaired, distracted and just plain zoned-out drivers who've long ago forgotten the rules of the road, you should make yourself as difficult to hit as possible. Increased visibility is generally a good thing, and probably the blinky's raison d'être, although some undoubtedly glean pleasure from irritating following cyclists. However, “true believers worshiping at the altar of Visibility” need to read the segment on the "invisible style" of riding, in Robert Hurst's "The Art of Urban Cycling". Assuming our LWA charter requires its members to obey the state's cycling laws, we’ll forget about riding like a ninja, other than to say taking full responsibly to avoid getting hit on the road (i.e., don't count on any cars seeing you) is probably one of the safest ways to ride.

So taking "Target Fixation” into account, just how visible should you try to be, in order to avoid getting hit on the road? In daylight and in good weather, a blinky probably does not hurt nor help. In bad road conditions, and in urban areas, when drivers are naturally more attentive, a blinky probably helps to keep drivers away.

continued on p.6
FLASH: continued from p. 5

On dark roads, and with only the occasional passing car which has no surrounding reference to peg your size nor speed, I would put more importance in a steady light instead of a blinky and would also try to flood the road ahead of my bike with bright white lights and wear enough reflective material to look like a bicyclist and not just a road marker. Because a single steady or blinking red light can confuse a driver into thinking they were following a motorcycle or an automobile with a burned out light, it should also help, as the vehicle approaches, to move as far out of the roadway as possible. Some newer rear lights have a blinking mode superimposed on a steady light, which may give drivers a better assessment of a cyclist’s speed and position on the road. I also use an amber rear light rather than red, since amber has been shown to cause less “target fixation” than red. Actually blue, the color European emergency road vehicles use, is probably the safest of all.

Last but not least, several states, including Florida and Ohio, (I don’t know about PA) prohibit the use of flashing rear lights on vehicles, except to indicate a turn, lane change, or a stopped or disabled vehicle. Does “vehicle” as used in these laws include bicycles?

References:

Hansel de Sousa

Scott had invited club members to bring along their own wheels with flats to tackle with his instruction on effective techniques to remove and replace tires and tubes. His volunteers not only got some valuable guidance but left with fixed flats.

Glen Davis and Mary Earley gets some personal instruction on flat repair from Scott

Mary tries her hand(s) at remounting a tire without tools

SCOOTER’S SCOOP 1:
NOVEMBER GUEST SPEAKER

Scott Kettering, author of the Mechanic’s Corner column for the Quick Release and the chief bike technician at Vertical Earth Mountain Sports in Stroudsburg, PA., gave an extensive talk on tires, tubes, and flats at the November meeting of the LWA. Included was a hands-on fix-a-flat demonstration for proper tire/tube changes.
velocipede (n.) [1819 <Fr.<Latin velox “swift” + pedem acc., of pes “foot”) “wheeled vehicle propelled by feet on the ground.”

bicycle (n.) [1868, coined from bi- “two” + Greek kyklos “circle, wheel” on the pattern of tricycle]; both the word and the vehicle superseding the earlier velocipede. A vehicle that has two wheels, one behind the other, a steering handle, and a saddle seat or seats and is usually propelled by the action of a rider’s feet upon pedals.

Though Leonardo da Vinci is often credited with the design of the first bicycle based on a sketch found on the back of a page of his one of his notebooks, a model based on the design was never executed during his lifetime and the sketch itself is generally considered a forgery by investigators. Apparently a student or perhaps even a later examiner of Leonardo’s notebooks sketched out the design of a two-wheeled human-powered vehicle on the back of a notebook page using the outline of two circles on the front of the page as the starting pattern. Therefore, a German inventor, Karl Drais (also known as Karl von Drais and Karl Drais von Sauerbronn), is generally credited with the invention of the first human means of transport to use two wheels placed in line.

Karl Drais (1785-1851) introduced his invention, called the Laufmaschine or “running machine” on June 12, 1817, in Mannheim, Germany with a documented ride of 13 kilometers in under one hour. A few months later Drais rode approximately 60 kilometers in four hours. Both rides were made without the benefit of gears or pedals as his primitive bicycle design lacked a drivetrain.

Drais’s human-powered two-wheeler or “running machine” was later called the velocipede, draisine (English), draissienne (French), dandy-horse or hobby-horse. Some early copies of his design even featured horse heads on top of what would today be considered the front fork.

The Laufmaschine consisted of a padded wooden beam and two iron-rimmed in-line wooden wheels and was propelled by the rider pushing along the ground with the feet as in regular walking or running. The front wheel and handlebar assembly was designed to pivot to allow for steering. Riders sat on a an upholstered leather saddle nailed to the frame. The brake was a flat spoon-shaped piece of iron which was pressed against the rear wheel by pulling on a leather strap, though many early copies of Drais’s invention did not include a brake. Constructed almost entirely of wood, the draisine weighed about 48 pounds and had brass bushings within the wheel bearings.

Drais introduced his invention in Paris in 1818 and his running machine became an instant, though short-lived, success. Manufacturers in France and England made their own dandy-horses during the summer of 1819 with some improvements in design including an adjustable saddle, an iron fork, and larger wheels; and several thousand copies were built and used, primarily in Western Europe and in North America. Its popularity rapidly faded when, partly due to increasing numbers of accidents, authorities in many European and American cities prohibited its use. Many early draisines lacked a brake, road conditions during the time were abysmal, and many riders simply rode on the sidewalk, causing frequent collisions with pedestrians.

Nevertheless, Drais’s velocipede provided the basis for further development of a two-wheeled, human-powered design, and the draisine eventually inspired a French metalworker around 1863 to add rotary cranks and pedals to the front-wheel hub to create the first pedal-operated “bicycle.”

The Laufmaschine, however, still has its followers. In 2005, an Austrian rider, Walter Werner, rode a hobby-horse design the length of the Danube from its source in the Black Forest to the Black Sea, covering a distance of more than 2212 miles in five months. In Germany modern versions of the running machine have made a comeback in recent years, but mainly as “glide bikes” for two- and three-year-olds.

a modern interpretation of the Drais’s Laufmaschine

http://en.wiktionary.org/wiki/bicycle
http://www.velorama.nl/engels/museum/diafr-v.html
http://www.crazyguyonabike.com/doc/?o=1&doc_id=1889&v=HK
"A Short Illustrated History of the Bicycle." 2012. Carsten Hoefer

G. Mack QR Editor
V.P. OF TOURING REPORTS:
UPCOMING WHEELMEN EVENTS

TWAS THE WEEK BEFORE CHRISTMAS
(with great apologies)

Twas the week before Christmas, and all through the valley, The roads were still open, even to Bally. The Wheelmen party was held, and it was a ball. A jolly good time was had by one and by all. Now the winter will come, with it bluster and snow, But surely as sunrise the spring time will show. So plans are made and details worked out. When warm weather returns we can say with a shout, "There are rides to be ridden and places to see, From our respite from riding it's time to flee." So let me tease you, my good cycling fans, With some springtime trips, plots and plans.

I am really excited about the energy that is apparent in the club this year, and I want to thank everyone who has worked to get so many exciting things rolling. Last year's Gap Gallop faced several difficult hurdles, from a crummy day weather-wise to numerous competing events. A committee was formed and met in early December to discuss the future of the club event. We looked at calendars for competing rides and decided on Sunday Sept 15, 2013, for the Gap Giddyup. Yes, that's right, changes are happening. We are working on a new route, a new start, and some other exciting features to make the Gap Giddyup a really special event. Scott Kettering has volunteered to spearhead the event, and plans are moving along nicely. We will have much more to say about that in a month or two. One necessity to make the event happen is club members volunteering to help out both on the day of the event and before, so please let me know if you are interested in contributing to the event's success with your time. We have some special plans to make it worth your while. Stay tuned.

Last spring the club ran a very successful weekend trip to the Eastern Shore of Maryland. Over 40 club members made the trek south for what turned out to be a spectacular weekend of riding and fun. Well, we're doing it again. This year the dates will be Friday April 12 - Sunday April 14. Look for an announcement with more details in your e-mail and on the web site soon.

Ron Helmuth (aka HelMOOTS) hosted a weekend in Juniata County last year for a small group of club members. It was so well received and offered such great riding that this year he has organized it as an official Wheelmen event. Details are in Ron's article (which follows), so be sure to check it out. The dates are May 3-5.

As you may know Karen Winkler and I run a bicycle touring company, and we have become very familiar with the roads in Lancaster County. Like Ron, we want to share what we love about that area with our Wheelmen club members. I'm still waiting for final confirmation of rooms in a really nice inn in Bird-In-Hand (so many "in's"!), so I can't announce the details quite yet except to tell you the dates will be May 17-19. As soon as everything is finalized, I'll send out an e-mail through the club mailing list.

There will be multiple routes each day for all ability levels through some of the most beautiful Amish countryside to be found. (To be clear, this will be a Lehigh Wheelmen event in no way connected to Scamp 'n' Rascal Cycling Adventures).

So there are a lot of things in the works for 2013. I hope you are as excited about the plans as I am. I'm sure there will be a few hardy souls who will be riding all winter, and some who will not have to bundle up to ride because they either go south or stay indoors. If it ever snows, look for me on the slopes at Blue or XC skiing. Which reminds me, I want to explore the interest in going to Lake Placid, NY, for a weekend (or midweek) XC ski trip. Let me know if you might be interested in a bit of cross training.

Paul Smith  VP Touring
lwatouring@yahoo.com

THE SECOND ANNUAL WHEELMEN JUNIATA COUNTY BICYCLE TOUR

The second annual wheelmen Juniata county bicycle tour will take place on May 3-5, 2013. Each of three days will feature a 50-65 mile B-paced ride on little-travelled roads through field and forest and the small towns of the beautiful Juniata River Valley. Cue sheets for shorter rides will also be available.

Non-riding spouses and SO's are welcome as well. They may find the local farmers' markets, antique markets, wineries, and hiking to be of interest. Or a canoe trip on the Juniata.

Accommodations will be either at a Civil War era Farmhouse/Log Cabin, or if you prefer something less rustic, at the Bison Farm B&B several miles away. For those staying at the Cabin, you may sleep either in the Cabin, or tent camp on the banks of the pond. Bring your own bedding or sleeping bag and your own towels.

The B&B will hold open its seven rooms for us till the end of February. You will need to make your reservations directly with the Bison Farm B&B, 717-694-3807 or http://www.bisonfarm.net/. In my experience, calling is better than emailing. Mention that you are with the Wheelmen.
JUNIATA COUNTY TOUR, cont. from p. 8

The Cabin, with some tent campers, can accommodate up to 15. Get your reservations in early.

Schedule: We'll leave the LV on Friday morning, May 3, 8:00 AM for the two hour trip to the Cabin and ride to lunch as part of the first ride (See Cruisers' Café, Mt. Pleasant Mills). Saturday's ride is to Liverpool along the Susquehanna and to Pfoutz Valley.

After the Sunday ride featuring Academia, we'll share a meal on the way back to the Lehigh Valley, arriving in the early evening.

Our rides will take us to nutrition breaks at farmers' markets and bakeries run by the local Amish and Mennonites, along the Susquehanna and Juniata Rivers, to a local museum in what was once an academy, to the longest covered bridge in PA, to gorgeous valleys and beautiful farmsteads.

One evening we'll share a meal at the Cabin (Elena and her sister do one fine job of cooking!); one night we'll eat at a local restaurant. One on-ride luncheon will be provided. Breakfast will be provided to those staying at the Cabin. Each night will feature the Crème Stop for dessert, and a campfire on the banks of the pond, which, by the way, is full of sunnies, cats, and bass. Bring your rod; no license needed.

Cost will be $90 for those staying at the Cabin (nightly cabin fee, breakfasts, snacks, beer, one lunch, one dinner) – and $20 for those staying at the B&B (one lunch, one dinner, snacks, beer), (plus the cost of the B&B of course).

To sign up: Ron Helmuth, 484-767-3711, ron.helmuth@verizon.net

Ron Helmuth LWA Team MOOTS

JUNIATA COUNTY TOUR 2012

NEW RACE OFFICIALS CLINIC

February 10, 2013 USA Cycling will be holding a clinic for individuals interested in becoming race officials. I've been an official since 2008 and have worked over 200 races. While you won't get rich financially by officiating and yes you do get a stipend; it is rewarding to being a part of the larger picture. To learn more or wish to attend the clinic you can email me @ sallie.pedals@gmail.com or visit http://www.usacycling.org/news/user/story.php?id=1325.

Maybe it can be you with the pistol in your hand, looking at pro cyclists waiting for you to fire!

Sallie Urffer

LWA MEETINGS
MARK YOUR CALENDAR

All LWA members are invited to join club officers and board members at the LWA club meetings. Typically, meetings are held at 7:00 PM on the last Wednesdays of the month (except for December). Whenever possible guest speakers on cycling or cycling related topics are included before the regular meeting agenda. Check the website and Quick Release each month to find out about upcoming guest speakers and agendas.

Here are the tentative dates:
1/23/2013 2/7/2013 3/7/2013
4/24/2013 5/22/2013 6/26/2013
10/23/2013 11/20/2013

The meetings start at 7 pm and are held at the Asbury United Methodist Church, 1533 Springhouse Rd., Allentown, PA, located at the intersection of Walbert Av. & Springhouse Road. Meetings are held in the “Parlor,” located on the 2nd Floor. On Wednesday evenings, the 2nd floor entrance is locked. Thus, LWA members will need to park in the ground floor parking lot and enter the ground floor entrance.

Dave Sheffield

LWA CLASSIFIEDS
ARTICLES FOR SALE

WANTED

FOR RENT

2 HARD-SIDED BICYCLE TRAVEL CASES, Club owned, for rent to members for up to 4 weeks. $25 for 1 or 2 weeks, $50 for 3 or 4 weeks. Plus security deposit required for any rental. Contact Dick McCreight dick.mccreight@juno.com

Ads must be private buy/sell/wanted/etc. having to do with bicycling and/or other sports. Ads must be submitted by the 20th of the month to appear in the following month's newsletter. Send ads to gbmack@ptd.net
**QRQ OF THE MONTH**

The QRQ of the month for December, “supply a caption for the following photos,” received 0 responses from newsletter readers; therefore, the QR editor has chosen to make a response of his own.

“Freedom Machine” is also featured in a you-tube video of Price singing his song as he rides his bike singing and playing his guitar along a country road at [http://www.youtube.com/watch?v=JR9-5mirB3I](http://www.youtube.com/watch?v=JR9-5mirB3I).

If you have a favorite song or songs about bikes or biking you’d like to share with fellow cyclists, send me an email at gbmack@ptd.net. Responses will be featured in a future QR.

G. Mack  
**QR Editor**

**WEBSTIE CHANGES: VOLUNTEER OPPS**

New fields have been added to the member profile page. Members now have the option to select volunteer opportunities that interest them. Committee chairs will use these fields to contact members for assistance with events.

Please consider selecting one or more of these options to help keep the LWA the great club it is. New members will be presented with these fields when joining, and I encourage existing members to edit their profiles and choose a volunteer activity or activities.

Here are the instructions for updating your profile:

2. Select Member Info (Below Login)
3. Select Edit --> Update your Profile --> Contact Info

Here is a sample of the new fields from the website page:

**Volunteer Opportunities:**

- Ride Leader
- Board Position
- Grill & Chill Events
- Corner Marshall
- Donut Derby
- Race Support
- Gap Gallop
- Club Picnic
- Holiday Party

Terry Terfinko  
**LWA Webmaster**

**CYCLING SONGS**

Bikes and biking have not gotten great coverage in contemporary music, but the experience of cycling has been celebrated by a few notable musicians in a few notable songs. Among them are the following:

- Queen: “Bicycle Race”
- Luka Bloom: “Acoustic Motorbike”
- George Harrison: “Pisces Fish”
- Nazareth: “My White Bicycle”
- Livingston Taylor: “Bicycle”

One of my favorite little gems about the cycling experience is “Freedom Machine” by Matthew Price which is available as a free download at [http://www.last.fm/music/Matthew+Price/_/Freedom+Machine](http://www.last.fm/music/Matthew+Price/_/Freedom+Machine)

Check it out.
SCOOTER’S SCOOP 2:
TIRE CHANGE, THE SEQUEL
(continued from last month)

You are off the road at a safe place and in hand are your two levers, new correct-size tube, and your choice of inflator. First, open the brake pads. On road bikes this can be a lever on the caliper, or (on a Campy) a button on the brake lever. If you must remove the rear wheel, shift the chain into the smallest gear on the wheel. This will make removal and re-installation of the wheel easier because you won't have to fight the derailleur. Flip open the quick-release and remove the wheel. If you are lucky or unlucky enough to have double-flatted, remove both wheels.

Next, I usually do a quick examination of the outside of the tire to see if there is an obvious reason for the flat, like a piece of glass, a thorn, a nail, staple, or wire poking through the outside. If found, carefully pull it out, whatever it may be, and make a mental note of where the hole is in the tire. Assuming there is minimal or no air in the tube, put the valve stem towards you (I put that side of the tire on my lap) and compress the bead of the tire opposite the valve stem. Work from the place farthest from the valve stem. Squeezing the bead of the tire, work both hands around the tire toward you. The intent is to get the bead into the channel in the center of the rim. This will give you room to remove the bead from the rim closest to the valve stem first. Do this a few times, pulling the tire towards the valve stem part of the rim.

Take your two levers. Use the smooth end of one to reach between the rim and the bead, and then flip the bead to the outside of the rim. Only about two inches of bead will be outside. Hook the other end of the lever to a spoke. Take your second lever and do the same procedure about four to five inches away from the first. Hook it to a spoke. Using your fingers or a third valve lever, gradually work the bead off the rim. It shouldn't take much to pop the bead if you have the two levers to start the bead. Now you have one side of the tire off the rim, the tube inside the tire, and the other bead still on the rim.

Remove the valve cap, the threaded retaining ring for the valve stem (if Presta), and then the tube. Remember which direction the tube was in the tire. If you haven’t already found the flat-causing culprit on the outside of the tire, the placement of the hole in the tube will give you guidance where to look in the tire for the cause of the flat. Carefully check inside the tire. If you encounter something, most likely it will be SHARP! I use the back of my glove to sweep the inside of the tire.

Now that you have found the cause of the flat and removed the problem, prepare to reassemble. Remove the valve cap and retainer ring from the new valve stem. Peel back the tire bead at the valve stem hole and put the new tube’s valve stem through. Loosely put the retainer ring on the valve stem.

Inflate the tube slightly so it has some shape but not too much to make it balloon. Feed the tube into the tire, then work the tube into the channel of the rim. This protects the tube when re-installing the tire bead.

Working opposite the valve stem again, press the bead over the edge of the rim until most of the bead is in the rim. The last six to eight inches of bead are the toughest. Take a tire lever, place the end about one inch from where the bead refuses to flip over the rim and flip it over into the rim. Be careful not to pinch the tube between the lever and the rim. Repeat this process inch by inch until the last of the bead has been pushed over the edge into the rim. Partially inflate the tire and check the bead for even seating all around the rim. I grab the tire and wiggle it from side to side about every six inches to make sure the beads are seated. Pump up the tire to as close to pressure as possible. Tighten the retaining ring on the valve stem and put on the valve cap.

Reinstall the wheel on the bicycle. The quick-release should fold over to about a 45 degree angle when you feel resistance. Closing the quick-release will lock the wheel onto the bicycle. On road bikes the front quick-release should be at about the 12:00 position and the rear should be either between the seat and chain stays at about 10:30 position or just below the chain stay at about an 8:00 position. The final step is to close the brake pads and finish your ride. Oh, and be environmentally friendly with your old tube. Take it with you.

Scott Kettering
Scooter’s Scoop

Editor’s Note: Scott is an LWA member and the chief technician at Vertical Earth Mountain Sports in Stroudsburg, PA.

If you have a question for Scott about bike mechanics and repair for a future Scooter’s Scoop, email it to the QR at gbmack@ptd.net.
HABITAT FOR HUMANITY
RIDE FOR HOMES 2013

Calling all cyclists! Our first-ever “Ride For Homes” is June 5 – 8, 2013, and we want you on the team! The four day round-trip ride begins in Philadelphia and winds through Pennsylvania countryside to Harrisburg, where we’ll bike to the State Capitol to advocate for affordable housing legislation. Sign-ups start in December, so hop on that bike and start training—space is limited to 30 riders!


Registration will open December 10, 2012

Sally Poliwoda  Habitat for Humanity Philadelphia

LOCAL TOUR de CURE
VOLUNTEERS NEEDED

The American Diabetes Association will be having the first Tour de Cure here in the Lehigh Valley in May 2014. I have agreed to be the event chair. Its a huge undertaking and I’m looking for people to volunteer on various committees.

Right now I really need to find leaders for the following:
1) Recruitment-getting the word out to cyclists
2) Marketing & Publicity - increasing exposure and awareness of the event and diabetes
3) Red Leader - someone to be that figurehead to those with diabetes and assist with finding teams for them to ride with
4) Fundraising - cultivating sponsorships, teams, &cyclists
5) Executive Committee- increase revenue through corporate recruitment, opening doors and cultivating new teams
6) Day of Event Logistics - ensure that the tour experience on site is smooth and FUN
7) Route Logistics - ensure the day of event experience out on the routes run smooth and are FUN!

Within all these categories there are other areas that will be supported, such as, under logistics---parking, set up, medical, vendors, registration, food, volunteers and entertainment; under route logistics---rest stop, routes, sag, bike shops, Ham/communications, marshalls.

The routes I am considering are Lehigh Wheelmen’s Valley Veloce routes.

We will have an information day on March 9...not sure of the place and time yet...if you have a place let me know.

Please consider helping me with this event. It’s such a worthy cause that affects so very many people in our lives and community. Please email me if you can assist. Feel free to pass on my request to someone you may think will be interested in joining in.

Wishing you a joyous holiday season!

Sallie Urffer
sallie.pedals@gmail.com

TREASURER’S REPORT:
DECEMBER 2012

The following LWA financial report is for LWA Touring and Racing activities from 1/1/12-12/20/12. These reports represent preliminary 2012 results and may require modest year-end adjustments to reflect the 2012 audit findings and last minute expenditure reimbursements.

Please note that in 2012, the LWA Board agreed to transfer the FCCC (Jr. Racing) and associated cash holdings of $4371. This was treated as a "charitable gift" and shows as an expense against the Jr. Racing P&L.

Looking forward to 2013, we should strive to strengthen our Touring Financial Position by:

1) Increasing Club Membership
2) Improving profitability on our 2 key Touring Events: Gap Gallop and Doughnut Derby. Paul Smith has activated a Gap Gallop subcommittee to improve this event, and the committee members expect to make recommendations to the LWA Board by February 2012.
3) Managing discretionary spending

The Senior Racing Team continues in a strong financial position.

If you have questions, please call me at 610 462 0107.

Dave Sheffield  LWA Treasurer

Please see complete itemized reports following on p. 13.
Lehigh Wheelmen Profit & Loss Statement
1 January 2012 - 20 December 2012 (a)

Ordinary Income/Expense

<table>
<thead>
<tr>
<th>Income</th>
<th>Total</th>
<th>Racing</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Earned revenues</td>
<td>4,738</td>
<td>0</td>
<td>4,738</td>
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<tr>
<td>Special events</td>
<td>6,322</td>
<td>4,779</td>
<td>26,887</td>
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<td>Total Income</td>
<td>13,630</td>
<td>4,779</td>
<td>31,666</td>
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<tr>
<td></td>
<td></td>
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<td>45,026</td>
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Expense

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<tr>
<th></th>
<th>Total</th>
<th>Racing</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Business expenses</td>
<td>2,273</td>
<td>0</td>
<td>2,273</td>
</tr>
<tr>
<td>Depreciation &amp; amortization exp</td>
<td>751</td>
<td>0</td>
<td>751</td>
</tr>
<tr>
<td>Misc expenses</td>
<td>3,995</td>
<td>12,639</td>
<td>39,463</td>
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<tr>
<td>Occupancy expenses</td>
<td>1,200</td>
<td>1,955</td>
<td>1,955</td>
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<tr>
<td>Professional Services expenses</td>
<td>0</td>
<td>2,987</td>
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<tr>
<td>Total Expense</td>
<td>4,220</td>
<td>17,482</td>
<td>49,248</td>
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<tr>
<td>Net Ordinary Income</td>
<td>2,102</td>
<td>3,891</td>
<td>3,781</td>
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</table>

Major 2012 "touring" expenses:

<table>
<thead>
<tr>
<th>Expense Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Holiday Party</td>
<td>4472</td>
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<tr>
<td>Velo Barn Rental</td>
<td>1200</td>
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<tr>
<td>IRS 501.c.7 filing fee</td>
<td>850</td>
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<tr>
<td>Website Upgrade</td>
<td>800</td>
</tr>
<tr>
<td>Ride Leader Awards</td>
<td>770</td>
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<tr>
<td>Picnic &amp; Grill / Chills</td>
<td>759</td>
</tr>
<tr>
<td>Depreciation</td>
<td>751</td>
</tr>
<tr>
<td>Insurance</td>
<td>435</td>
</tr>
<tr>
<td>Quickbook Upgrades</td>
<td>430</td>
</tr>
<tr>
<td>Other Misc Expenses</td>
<td>1093</td>
</tr>
<tr>
<td>Total Touring Expenses</td>
<td>11560</td>
</tr>
</tbody>
</table>

Includes transfer of Jr Racing Division to LVCC - Cash Gift of $4371

Lehigh Wheelmen Balance Sheet
1 January 2012 - 20 December 2012 (a)

ASSETS

Current Assets

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking/Savings</td>
<td></td>
</tr>
<tr>
<td>Cash in bank - operating</td>
<td>2,603</td>
</tr>
<tr>
<td>Cash in bank - Racing</td>
<td>20,581</td>
</tr>
<tr>
<td>Savings at Wells Fargo Bank</td>
<td>5,965</td>
</tr>
<tr>
<td>Total Checking/Savings</td>
<td>28,249</td>
</tr>
<tr>
<td>Total Current Assets</td>
<td>28,249</td>
</tr>
</tbody>
</table>

Fixed Assets

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
</table>

TOTAL ASSETS

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
</table>

LIABILITIES & EQUITY

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity</td>
<td></td>
</tr>
<tr>
<td>Unrestricted equity</td>
<td></td>
</tr>
<tr>
<td>Unrestricted (retained earnings)</td>
<td>2,211</td>
</tr>
<tr>
<td>Net Income</td>
<td>(4,222)</td>
</tr>
<tr>
<td>Total Equity</td>
<td></td>
</tr>
<tr>
<td>TOTAL LIABILITIES &amp; EQUITY</td>
<td>28,249</td>
</tr>
</tbody>
</table>

"a) Includes Touring Division financial activities through 20 December and Racing Division activities through 30 October. Full 2012 results for both Divisions will be published in January."
LWA Discount Sponsors

Receive a 10% Discount with your LWA membership card!
(unless otherwise noted)

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www.bikeline.com

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