JUST ANOTHER RIDE

Dave sent out a ride invitation, and for some reason, I could not resist. After three weeks of warm weather (for January), the temp dropped just before the ride. And it stayed down. Conditions at ride start: temp <30° wind chill <20°. It might have gotten into the low thirties on Friday, but I doubt it. Still, warm sun.

Following the previous Sunday and Monday rides in the fog and rain and on sloppy roads, I spent several hours cleaning and lubing my Madone. It looked great and begged to be ridden.

Carl, Dave, Dick, George, Kathy, Mike & Tim posed for a pre-ride photo. I’m telling you their names, because we were so bundled up, its difficult to identify us from the photo. Someone hollered, “Say ‘FREEZE’”. (see photo, p.2)

We rode west, mostly sheltered from the cold north wind, gingerly over an occasional icy patch. A motorist waved us on at an intersection, lowered his window and, in reference to the previous night’s interview with Oprah, shouted to us, “Sorry to hear about Lance.” (BTW, when referring to car windows, we used to say ‘cranked down’ or ‘turned down’, but I don’t think anyone makes a car with mechanical windows anymore.)

Large flocks of Snow Geese passed overhead.

In downtown Siepstown, most of the group turned east to catch the tailwind home. Having ridden about ten miles, I calculated that I had spent more time getting dressed than actually riding. I recalled Pete Nestor once remarking that for most avid cyclists, its not really worthwhile putting on your cycling shoes for only a twenty mile ride.

Dick, Tim, and I continued northward.

The Siepstown area deserves its reputation as one of the windiest places in the Lehigh Valley. It felt good to eventually turn for home on Lyon Valley Road, although there was more of a crosswind than tailwind.

For personal and selfish reasons, Tim persuaded us to turn onto Valley Road. We immediately discovered that Valley Road is not paved. Fortunately, the mud was frozen. Unfortunately, frozen mud is slippery. Riding slowly helped keep the bike clean.

We stopped at the quarry near Fogelsville to view a large flock of Snow Geese resting on the water. Truly an impressive sight.

By the time we returned, the burgers had been cooked and the cocoa was hot. We told stories. We joked. We sang ‘Happy Birthday’ to Tim. The party wound down and one by one we drifted away, back to our regular lives, away from our bikes and bicycling friends. I felt nicely warmed. Friday, January 18, 2013. Just another excellent ride.

Jack Helffrich  LWA President
Say "FREEZE" (story p. 1)

"To my mind, the greatest reward and luxury of travel is to be able to experience everyday things as if for the first time, to be in a position in which almost nothing is so familiar it is taken for granted." --Bill Bryson

THE OBESITY PARADOX

This is the time of year we tend to grasp at any good news to stave off SAD.

Days are lengthening...Yeah!!
Sixty degrees in the middle of January...Yeah!
The obesity paradox has been re-affirmed again this year...YEAH!!

What is the obesity paradox you may ask?
Overweight people live longer than skinny ones.
Simple as that, proven time and again.

For its relevance to cycling, we need to back up a bit.
I'm a steady 12 mph C rider with a 15 lb pot-belly, but last year, after some arithmetic, it turned out hanging with 15 mph skinny B riders was a real possibility. The prize was the usual Wednesday post ride pig-out which C riders often miss out on.

So, here's the math. How much more power would I need to travel at 15 mph vs 12 mph? i.e. 25 % or 1.25 times faster.
On a level road, all other things being equal, work required is mostly to overcome air resistance (pot bellies don't add much to air resistance) and is proportional to the cube of speed. 1.25 cubed is almost exactly 2.

So I would need to put out twice the power to ride at a B rather than a C pace. But I was prepared to suffer a little for a good meal. Having to breathe hard instead of conversing about the tranquil countryside with Neil Decker did not really bother me, and there is the god given phenomenon of drafting which could cut my work considerably. So, I could keep up since B riders are a congenial lot and never complained about me breathing hard on their wheel. Even when I lost my concentration to admire the beautiful countryside and found no one near enough to draft, my 3 mph deficit could be narrowed to 1-2 mph on the level by working hard, and more than made up on the downhill where gravity acting on my pot-belly turned out to be a legal speed enhancer (LSE).

When we came to an uphill, however, things were very different. If the hill took more than 15 seconds to climb, my strategy of suffering more and drafting did not work, and I usually ended up wishing I was dead.

Here's why:
1. At a hill climbing pace of say 10 mph, the effect of drafting becomes almost negligible. Besides, there rarely was anyone left to draft behind.
2. Work required to cycle uphill is work against gravity, and directly proportional to the rate of ascent, as opposed to work required to overcome air resistance on a flat road, which, remember, is proportional to the cube of speed. So, since a C rider like me, being 50% underpowered compared to a B rider (worked out earlier by assuming a cruising speed of 12 mph vs 15 mph on the level), that 3 mph 25% speed deficit is magnified to a 50% deficit on the uphills. Plus, the 15 lb pot belly, about an extra 10% total weight, slowed me down another 10%, since work of ascending is again directly proportional to weight. I could make up maybe half of that 60% deficit by killing myself (and again wishing I was dead), but being still 30% underpowered, the peloton would consistently and quickly pull away. A 6 minute hill for the pack would be an 8 minute hill for me.

But here's my consolation - The Obesity Paradox! I'm going to live longer than you skinny folks, but shall wish I was dead a lot more. (Apologies to an old Russian saying, about married men and longevity.)

References:
http://bicycles.stackexchange.com/questions/10326/why-is-it-easier-to-follow-a-cyclist-up-hill
http://www.sportsci.org/jour/9804/dps.html

Hansel de Sousa

LV Winter Visitors---Snow Geese---(story, p. 1).
CARS ARE CHEAPER

I am not as erudite as Hansel de Sousa, so I will avoid providing references and will use “back of the envelope” calculations to show that a bicycle costs more to operate than a car.

The cost per mile (CPM) for operating a car is readily estimated by the mileage deduction per mile allowed by the IRS in 2011: 50 cents. This covers everything, fuel, depreciation, insurance, repairs, etc.

Computing the CPM for a bicycle is a bit more complicated because the IRS does not allow a deduction for miles traveled by bicycle, although it should. I start with the cost of fuel. We fuel our bicycles with the food we eat, expending 33 calories per mile. The typical American diet is 2200 calories per day. I (conveniently) estimate that we spend about $22 per day per person for food, which is 1 cent per calorie. Thus, the CPM for fuel is 33 cents. To compute the cost of depreciation I will assume that a bike costs $1000, that it lasts 10 years, and that it is ridden 2000 miles a year. The $1000 bike gets 20,000 miles over the 10 years, so the CPM for depreciation is 5 cents. Many parts of a bike get replaced fairly frequently, especially tubes and tires. I assume a set of tubes and tires are replaced once every two thousand miles, while other parts, like chains, shift cables, brake cables, chainrings, etc. are replaced less often. Let us guestimate that these parts cost about $100 per year, which means that the CPM is 5 cents. Last, there is the cost of maintenance, e.g., tuneups, etc. I guestimate that to be $100 dollars a year, which means a CPM of 5 cents.

Summing all these CPMs up we get a CPM of 48 cents, slightly less than the CPM of 50 cents for a car. It looks like I failed in demonstrating my claim. I would like to say I made the claim to get your attention, but I won’t. I will say that your mileage may vary. So, I will repeat the above computation but with a detailed analysis of my wife’s and my use of our (single) family car. (I also note that if I include the cost of clothing specialized for biking, I could push the CPM past 50 cents.)

Our car is 10 years old, has 162,000 miles, and cost $16,400. Thus, the CPM for depreciation is very close to 10 cents. Our insurance is about $800 dollars per year, a CPM of 5 cents. We have spent about $800 per year for maintenance and repairs, a CPM of about 5 cents. (We spent $400 on tires that last about 60,000 miles, a CPM less than 1 cent. (The CPM for bike tires is at least thrice as much.) The only thing left is fuel costs. Our car gets 22 miles per gallon. At the current price of $3.50 a gallon, the CPM is less than 17 cents. Adding all this up we get a CPM of 38 cents. Turning to the CPM for my bike, I note that I do my own repairs, and, as some of you know, I ride my bikes until they fall apart, e.g., my 30-year-old Fuji Royale has many miles to go before it joins the person who sold it to me, Lenny Vreeland. This shaves about 5 cents of CPM, which gives for my bicycles a CPM of 43 cents. Oh, I forgot about the food. I checked my food costs for last month. For the two of us it was about $1000, i.e., $500 per person, which is a CPM of about 26 cents rather than the 33 cents quoted above. This shaves another 7 cents off the original calculation, and I get a CPM of 36 cents, two cents shy of the CPM for my car.

But wait, I have to talk my way out of my failure to prove my claim. The above calculations are for vehicle miles, not passenger miles. Thus, when my wife and I ride together in our car we halve the CPM for the passengers. When my wife and I ride our tandem, the savings are minimal. The tandem only provides a 25% energy advantage against air resistance, its purchase cost is higher, and its maintenance costs are substantially higher, because bicycle parts are designed for use on single bikes and take a real beating on a tandem.

Edwin J. Kay
edwink@lehigh.edu

PCA CATEGORY C OFFICIALS CLINIC

IMPORTANT INFORMATION

Instructor: Marilyn Taus.
Date: Sunday, February 10, 2013
Time: 9 AM to 3 PM
Location:
LVH Muhlenberg Hospital
2545 Schoenersville Road
Bethlehem, PA 18017

This is an introductory clinic for new officials. Rulebooks will be provided. Basic instruction in road, track, cyclocross and mountain biking officiating will be given. There will be an open book test following the clinic presentation. Please bring a check for $35.00 payable to USA Cycling or a credit card number to be sent in with the application for an official’s license.

For more information and registration please contact: Ellen Dorsey, ehdorsey@fast.net, 484-264-3871. There is no charge for the clinic. Lunch will be provided.

Sallie Urffer USAC “A” Official
MEMBER PROFILE:
CHAR STAMETS

In 2011, Char Stamets achieved her lofty cycling goal for that year by riding her bicycle for more than 10,000 miles. Her aim for 2012 was an even more ambitious 11,000 miles. At the LWA annual holiday party in early December, she was the attendee with the most miles, out-distancing the competition by a considerable amount. She replied to our request for some additional information.

Name: Char Stamets
Birthday: September 29
Years in LWA: 6
Residence: Easton, PA
Vocation: Owner of a beauty salon
Avocation: Bicyclist

QR: So, on December 31, 2012, what was your total cycling mileage for the year?
CS: I rode 10,501 miles. 730 hours, and about 500,000 (yes, half a million-ed.) feet of climbing. In the past three years, I have ridden a total of over 30,000 miles.

QR: Do you start with a plan?
CS: I generally try to ride 1000 miles per month, but drop back to 500 in the colder months of December, January and February.

QR: What’s in your stable?
CS: I own four bikes, but my favorite is my Moots.

QR: Who do you ride with?
CS: I ride with the Wheelmen (LWA), Cycle Fitters, Genesis, my husband Bob, and a lot of the time alone.

QR: How do you track your mileage?
CS: I have a Garmin 800

QR: What was your longest ride in 2012?
CS: 105 miles

QR: What organized rides do you do?
CS: I do every fundraising ride I can - Dream Come True, Livestrong Challenge, etc.

QR: What was your most intense ride?
CS: Route 1 along the California coastline near Big Sur.

QR: What is your favorite ride?
CS: The LWA’s Gap Gallop - I’ve done it eight years in a row.

QR: Your husband Bob is also an avid cyclist. Any prospects for a tandem in the future?
CS: Bob and I have talked about a tandem, but neither of us will ride in the back.

QR: What advice do you have for new riders?
CS: Start out easy, enjoy it, then work your way up.

QR: What motivates you to ride.
CS: I just want big numbers.

QR: What prevents you from riding?
CS: The bad weather beep (as I call it). An advisory or warning keeps me from getting out.

QR: What’s happening in 2013?
CS: On January 1st, I cleared my Garmin and started the new year with a 42 mile ride with Cycle Fitters.

QR Interview by Jack Helffrich, LWA President

LWA MEETINGS

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. Whenever possible guest speakers on cycling or cycling related topics are included before the regular meeting agenda.

Here are the tentative dates:
2/27/2013
3/27/2013
4/24/2013
5/22/2013
6/26/2013
7/24/2013
8/28/2013
9/25/2013
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.
LWA members should park in the ground floor parking lot and enter the ground floor entrance.

Dave Sheffield LWA Treasurer
TOO SICK TO RIDE?

It’s flu season in the Lehigh Valley. If you were one of the unlucky people who caught the flu, you may have considered jumping on your bike and pedaling through it. While I didn't have the flu, I came down with bronchitis and then was hit with a GI virus; both kept me off the bike for about 5 weeks! YIKES!

Working in a hospital for the past 26 years has taught me a lot about being sick and infection control. The best defense is to wash your hands often, do not touch your face, do not eat with your hands, and if you have a fever, please, please, stay home and rest, do not go to work, do not ride your bike, and stay clear of others if possible.

There is an old adage, “if the illness is above the neck, keep riding; if below, rest.” Good advice, unless you have a fever. A fever indicates infection. Don’t mess with that. If the problem is in your throat, chest or stomach, take some time off. Pushing through will make you sicker and prolong your illness. After you are without a fever for two days without a fever reducer, ease back into exercise. Pushing too soon or too hard could cause a relapse.

If you are like me and are taken off the bike for longer than a week, your fitness has diminished. Start with shorter rides at an aerobic heart rate. Your body can take up to a week to recover from even a minor cold, and the intensity and volume of riding may have contributed to getting you sick in the first place. It doesn’t matter how far or how fast you ride the first couple of times, but it is important to watch your heart rate. Keep your heart rate 10 beats or lower below your aerobic threshold. Lifetime Fitness has a great heart rate chart you can use to help you: http://www.spinervals.com/public/images/heart_rate_training_chart.pdf

It's always better to be under-trained and healthy than over-trained but sick.

Be Well

Sallie Urffer

THE SECOND ANNUAL WHEELMEN JUNIATA COUNTY BICYCLE TOUR MAY 3-5, 2013

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.

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

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.

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).

For more information about the cabin, the B&B, and the ride, read the expanded article in the January QR.

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

Ron Helmuth LWA Team MOOTS

SECOND ANNUAL WHEELMEN EASTERN SHORE OF MARYLAND APRIL 12-14

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.

Paul Smith VP Touring lwatouring@yahoo.com

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

LWA QUICK RELEASE February 2013
Ask a fellow cyclist to name the most popular bike in the world, and you would likely hear Trek, Specialized, Cannondale, or the brand of bike they choose to ride (Moots, anyone). While those brands have a strong presence in the United States “toy” bike market, they have limited market share around the world in terms of sheer numbers of bikes produced, purchased, and ridden, and most of the bikes sold in the US are built outside the US. An estimated 99% of the bicycles sold in the US in 2011 were imported from China and Taiwan, 93% from China and 6% from Taiwan. Of the estimated 133 million bikes produced around the world in 2011 (more than double the number of cars manufactured worldwide), only approximately 56,000 were actually manufactured in the United States, and those generally with imported components (drivetrains, wheels, tires, bars, saddles, etc.) from companies such as Shimano, and SRAM. Trek, Giant, and Specialized indeed control the largest share of the domestic market which as of 2011 included 143 bike brands.

By comparison, the Flying Pigeon bike company of China currently produces approximately 800,000 bikes per year. According to an article in Bicycling magazine, during the 1970’s and 1980’s the plant employed 15,000 workers, who produced about 10,000 bikes per day. A recent estimate placed about 500 million Flying Pigeons on the road today. Since its inception in the 1950’s, the most popular bike on the planet—based on sheer numbers produced, purchased, and ridden—continues to be the Flying Pigeon.

On July 5, 1950, the first Flying Pigeon was produced by a company based in Tianjin in northeastern China. The name chosen for the bicycle trademark was an expression of peace and harmony during the Korean conflict, and the bike’s logo is a stylized dove resting on the initials FP. The company’s current building, in operation since 1998, employs approximately 600 workers. The all steel frames are welded piecemeal with workers hand-spraying the rough welds with coats of enamel. The wheels are built on an assembly line with spokes first laced to hubs and then threaded to the rims. Bikes in progress move on conveyors similar to those at a dry cleaning operation. The bikes produced at the factory are a cultural icon in China, and Flying Pigeons are handed down in families from generation to generation.

The most ubiquitous Flying Pigeon, the PA-02, is a sturdy, all-steel, one-size-fits-all, single speed, weighing close to 50 lbs., with 28-inch wheels, full fenders, full chain cover, sprung leather seat, rear rack, push-rod brakes (a handlebar lever connects directly to the brake pads), and a double stand. The bike was traditionally available in any color you chose as long as it was black and is still available only as a 22-inch frame. The PA-02, however, is now available in other colors which are often used to distinguish its function. A dark green frame is used by the China Postal Service, a red frame by Chinese municipal fire departments, and yellow, orange, and blue frames are used by various Chinese businesses to identify their bikes. The PA-02 in basic black sells for about 240 yuan (about $38 US).

The other classic Flying Pigeon models are the PA-06 (men’s) and the PB-13 (women’s). The PA-06 most notable characteristic is the use of a double top-tube to add greater strength and rigidity to the frame. It is also the only model offered in two frame sizes, the standard 22-inch and a 24-inch. Both the PA-02 and the PB-13 are only available in a 22-inch frame. The PB-13, essentially a ladies’version of the PA-02, features a step-through frame. All three classic Flying Pigeons feature 28-inch Westwood rims with 32 spoke front and 40 spoke rear, a single speed hub, a steel chain ring with 42 teeth and a rear sprocket with 20.
The Flying Pigeon company now makes about 40 different bike models. Many look more like contemporary mountain or city bikes, in dozens of colors. According to an article in Bicycling magazine, all Flying Pigeon bikes are a couple of notches below what you’d find at Walmart. Flying Pigeons continue to sell well in China, Southeast, and Central Asia but until recently were not available in the US. That changed in 2008 with the launch of the Flying Pigeon-LA bike shop in Los Angeles and more recently with the opening of the NYC Flying Pigeon shop in New York City.

The first Flying Pigeon bike shop in the US was founded by two brothers in LA in 2008. You can read about their shop, catalog, and shop rides at their site: http://flyingpigeon-la.com/.

NYC Flying Pigeon opened in 2011 and sells a large selection of Flying Pigeon imports including the classic PA-06, the PB-13, and some of the newer single-speed fixed gear bikes now manufactured by the Flying Pigeon company. You can check them out at their site at http://www.nycflyingpigeon.com/.

A recent video on the homepage of a Vancouver distributor presents the rather “romantic” allure of the classic Flying Pigeon. Check it out at http://www.theflyingpigeon.com/.

Bicycling Magazine also has a great feature story about the Flying Pigeon and cycling in China written by Dan Koeppel, who visited the present-day factory in Tianjin, interviewed the factory’s deputy manager about the bike’s history and importance in Chinese culture and rode a classic Flying Pigeon on the streets of Beijing. You can find the article on the Bicycling Magazine site at http://www.bicycling.com/news/featured-stories/flight-pigeon.

http://tech.fortune.cnn.com/2012/08/09/the-worlds-most-popular-way-to-get-around/
http://nbda.com/articles/industry-overview-2011-pg34.htm
http://en.wikipedia.org/wiki/Flying_Pigeon
http://www.rvms.com/1-depending-look-think/

OPEN LETTERS OF THANKS TO THE LEHIGH WHEELMEN

Dear Wheelmens,

We appreciate all you have done for our organization in the past. The kids were super excited for the gifts you graciously donated. We look forward to a continued partnership with you.

Thank you,

James Williams
Community Bike Works

Dear Friends,

We would like to extend our sincere thanks to you for your generous donation of toys for the residents of our shelter during the holidays. A great deal of our support comes from the local community. Without the ongoing contributions from neighbors like you, we would not be able to continue providing for the residents who participate in the Shelter’s program.

The Community Action Committee of the Lehigh Valley and the Sixth Street Shelter, with the assistance of many community agencies and individuals, strives to provide services which assist families in moving themselves from homelessness into a stable and rewarding way of life. Thank you for being part of the community effort to aid these families in transition.

Sincerely,

Marsha Eichelberger
Director
Sixth Street Shelter

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 started in December, so hop on that bike and start training—space is limited to 30 riders!

More info, FAQ's:
http://www.habitatphiladelphia.org/updates/habitat-philadelphias-ride-homes-2013

Registration opened December 10, 2012

Sally Poliwoda Habitat for Humanity Philadelphia

G. Mack G Editor

LWA QUICK RELEASE February 2013
CIRCUS LIFE UNDER THE BIG TOP

Winter training. Negril, Jamaica.

The beach has been here for thousands of years. Nestled within a cove, it stretches for more than seven miles from end to end. Blue, warm water from the Caribbean caresses its sand which is as soft as the fur on a kitten. The sky overhead is deep turquoise, and there is sunshine from early morning till late in the afternoon. Sunsets at the end of each day beg for more time to enjoy, and the few clouds that are seen are puffy white cotton balls. Every day I say the same thing. This is crazy. No place can really be this beautiful.

There are some thoughts which always have a presence in my mind. This is an example:

One of the greatest tricks in life is never to look directly at anything of importance. If you want to see what is truly there you must always glance out of the corner of your eye.

Leg - step. Crutch - step. Leg - step. Crutch - step. With guitar in hand, Irmam walks this beach every day. One complete circuit is 14 miles and he does this twice. The journey requires him to walk from early morning into the dusk.

As always I watch him and wonder about his life. He approaches and smiles. A huge cavernous cave filled with some things that look a little like teeth. Believe it or not, we hug each other. Years have filled our souls with some understanding of each other because once every twelve months our paths cross. On the beach. In Jamaica. There I am. On vacation with two good legs and a smile. There's Irmam. One leg and one half of a leg with a crutch. He's not on any vacation. He is in his studio.

So he plays his guitar for me and he sings. And if I've had enough gin, the music swells with the swells, and the sounds surround me. I am transported by his music and voice and drift along with the clouds for a while.

He's so thirsty that I get a drink for him. And, I also give him a small amount of money. Strange how the world is set up. I look into his eyes. Directly. And of course this is my big mistake. There is nothing to be seen by doing this. And so I look down and wait for Irmam to walk away.


Days pass by and I return from my vacation. I wander down to my basement and find myself drawn to some photographs taken from last year's trip but see nothing remarkable. As I put the photograph of Irmam down, however, I take one more glance, this time out of the corner of my eye. And now the story which has eluded me is revealed. Footprints in the sand and Irmam's world has forever changed. Take a look for yourself, but do it quickly, for the ocean will soon wash them away.

So it goes.

Neil Dicker

EDITOR'S NOTE:
QUICK RELEASE SUBMISSIONS

All members of the LWA are encouraged to submit articles and photos for publication in the club's monthly newsletter. If you have a favorite ride to share with fellow club members or have a favorite ride story or photo from your cycling experiences, you can email them to G. Mack, the QR editor, by the 20th of the month for inclusion in the next month’s Quick Release.

All articles, photos, and classified ads are due by the 20th of the month.

Please send all submissions to gbmack@ptd.net
CLUB FUND RAISER EVENTS

The Touring division of the LWA holds two events each year that generate funds for the operation of the club and help fund member benefits. These are the Doughnut Derby and a club sponsored century (The Gap Gallop). The club relies on these events to supplement the membership dues, which are just enough to meet the fixed expenses associated with running the club. If you want more details of the club’s budget, I know our treasurer Dave Sheffield will be happy to supply them to you. In order to run the events, it is absolutely critical that we have club members willing to volunteer to work the events. As club members, it is a responsibility that I hope everyone can appreciate. Over the next few months we will be putting out calls for volunteers for both of these fund-raising events. We will be listing specific tasks that must be done or pick something that you feel comfortable doing without committing to an open ended obligation. Please consider helping the club generate the funds needed to continue to hold all the fun events like the Grill and Chill, Christmas Party, away rides and other member benefits by volunteering for at least one of our fund raising events. We are counting on you!

To keep everyone informed about the events here is a brief status report as of this month.

Gap Gallop

Last year the Gap Gallop was negatively impacted by poor weather and a conflicting century that drew away many of the riders who may traditionally have done the GG. That prompted the formation of a Gap Gallop committee tasked with deciding what direction the LWA should take the event. The committee met in December and looking at dates on which other potentially conflicting events were either already scheduled or were likely to be scheduled decided to move the century event from October to September 15. The committee also decided that it was time to make another significant change and create an entirely new century event with a new start location and new route. Thus was born the new LWA club century now renamed to be the Gap Giddyup.

The start location for 2013 Gap Giddyup will be DeSales University. The route heads from there to Reigelsville were it crosses the Delaware and heads north to our first rest stop near Phillipsburg, NJ. From there the Giddyup continues north on the way to Belvidere, NJ and our 2nd rest stop. Along the way there is an option to challenge your legs with a climb of Fiddler’s Elbow. Continuing north from Belvedere the route will reach Columbia NJ where it will again cross the Delaware into Portland. That crossing provides a fantastic view of the Delaware Water Gap. A third rest stop will be located at Driftstone Campground. Now headed south along the river, riders will return to Belevidere, then Phillipsburg where they cross back into PA before heading along the Lehigh and back to DeSales. Looking at a map of the route, it is basically three connected loops and therefore offers lots of options for shorter distance rides, including a family friendly ride on the Saucon Rail Trail.

All of the committee members are very excited about the event. More details will be coming as the planning progresses.

Doughnut Derby

This traditionally popular event is scheduled for Labor Day as in the past. More information will be forthcoming as planning progresses.

Paul Smith VP Touring

LWA WELCOMES NEW MEMBERS

LWA welcomes the following new members, who have joined the club since the December newsletter deadline. The order is most recent to earliest.

Hali Goldman
Cilento family ~ Peter, Maryam, Meghan
Gail Kessler
Donald Jagel
Michael Stohr
Monica Leavitt
Susan Asmann

CURRENT MEMBERSHIP:

Single ~ 210
Family ~ 75
Total ~ 360+

We apologize in advance for any errors or omissions. Please submit any corrections ASAP to Richard Baldock, 2013 LWA Membership Administrator, rv314159@rcn.com.

Richard Baldock LWA Membership Administrator

MEMBERSHIP NOTES

Any member who joins or renews should promptly receive a welcoming email and membership card(s) via traditional mail.

Although our typical response is usually almost "immediate", there may be occasional instances of a slightly delayed response.

If you do not receive a welcoming email within 7 days, please email Membership Administration. The same applies if you have not received your membership card(s) within 14 days.

Additionally, if you are paying by check (Paypal is preferred), then please email Membership administration when you have actually mailed your check.

Thanks.

Richard Baldock Membership Administrator
rb314159@rcn.com

Rob Smith Assistant Membership Administrator
rbsmith@fast.net
Although winter is full upon us, the LWA touring division is not hibernating entirely. Certainly there are not as many rides as in the nice warm weather, but still there have been rides since the beginning of the year. Our President started 2103 off with a New Year’s Day ride from the velodrome to Kutztown. He intended to stop at the Airport Diner for a late brunch, but the line was a bit too long to stand around, so the eight intrepid riders headed back after a brief stop at the 7-11. Cold, yes, but not too bad considering it was Jan 1!

If you wanted cold, you could have done Dave Sheffield’s Chill and Grill! Temperatures were in the high twenties when 8 (possibly crazy) LWA members headed out on Jan 18. That was the Chill part. After a ride of 25ish miles they all returned to Dave's for hot chocolate and burgers on the grill. Personally, I looked at the weather report and noticed the high for the day was forecast to be 31, so I got my workout indoors. They say with age comes wisdom. I’d buy that argument except many of the group of 8 (possibly crazy) riders are older than I. In fact one (probably crazy) fellow had just flown in from China at midnight the night before. I’ll protect him from ridicule by withholding his name.

Those of you who know Bill Derby have undoubtedly been exposed to his wit. He would have had a chance to show it off on Jack’s ride on Jan 20. It was a nice clear day, beautiful blue sky, chilly but not bitter. But the wind was blowing...HARD! In fact the national weather service had issued a high wind advisory. Six of us showed up (age induced wisdom once again failed to engage), and stood around debating if we should ride. Standing there, I could almost hear Bill say “It’s chilly, but at least it’s windy”. We decided to head out, going west with the sure knowledge that eventually we would turn around and get blown back to the Velo. Actually, the ride turned out to be not as bad as we had feared and another good time was had by all.

I guess the lesson here is that there is no inappropriate weather, just inappropriate clothing. I’m not so sure the author of that saying was exercising age-induced wisdom either.

Besides the occasional ride, other things are happening with the touring division. I’ll detail a few with some reminders of important dates.

**Sunday March 17: Spring Kick-Off Dinner**  The club can’t subsidize this event this year, but it’s such a great evening we wanted to have be sure it was on our calendar. Once again we’ll gather at Asia. The price is $30 per person. If you’ve been to Asia before you know how good the food is. Asia is BYOB, so you can bring along your favorite adult beverage. **If you are going to attend, you need to RSVP by Sunday March 3.** Send a note to Paul Smith at lwatouring@yahoo.com to let him know you are coming and how many in your party. Then send a check for $30 per person to our PO box:

LWA/Spring Kick Off
PO Box 140
Trexletown, PA 18087-0140

**April 12 - 14: Eastern Shore Weekend.** See details in the LWA website under the Events tab. Registration deadline is March 12. Additional details on p. 5 of this QR.

**May 3 - 5: Juniata County Ride.** See details in the LWA website under the Events tab. Registration deadline if you want to stay in the B&B is the end of February. More details can be found on p. 5 of this QR.

**May 17 - May 19: Weekend in Amish Country.** See details in the LWA website under the Events tab. Registration deadline is April 3. Additional details also in January newsletter.

Paul Smith  VP Touring
lwatouring@yahoo.com

**EDITOR’S NOTE:**

**A WORD OF THANKS FOR A WORD OR TWO**

Thanks to the following LWA club members who made one or more contributions to the newsletter during the 2012 cycle of publication. The present newsletter marks my first anniversary as editor of the Quick Release. Thanks to all for your articles, photos, suggestions, and support.

Richard Baldock  Geoff Rogers
Lisa Briggs  David Sheffield
Hansel de Sousa  Pete Siegfried
Neil Dicker  Paul Smith
Mary Earley  Mike Solliday
Jack Helfrich  Eric Suro
Ron Helmuth  Terry Terfinko
Dean Hower  Cynthia Underhill
Scott Kettering  Sallie Urffer
Dick McCrae  Brian Wacki
Laurie Ohlieger  Brad Yeakel
Paul Pietruswicz  Mark Zappe

G. Mack  QR Editor
SCOOTER'S SCOOP 3: DÉRÁILLEURS AND SHIFTING SYSTEMS

Anyone who cycles in our area of the country knows the need of having multiple gear choices on our bicycles. On nearly every ride I've been on, there has been some kind of discussion about gearing, especially when the group is about half-way up that first long hill. I was aware of the importance of finding the right gear combination when I was riding in Bend, Oregon, this past summer on my 1980's vintage Nishiki. It had a triple-gear crank but only a five-speed cassette. I had a renewed appreciation of having 10 speeds on my modern bike as I shifted gears uphill. In one gear my cadence was too fast, and in the neighboring one, too slow. I wished for that missing gear that hadn't been engineered yet in 1983.

Multiple gears are nice, as long as there is a way to get from one to another, and that's what this column is about—the basics of gear changing.

Dérailleurs have been around in some form since the late 1800’s. The French did most of the early experimentation with dérailleur design. The word essentially means to de-rail the chain, or move it to the next gear. This was done by taking the chain and shoving it to the next gear (think front dérailleur). Missing in the dérailleur design was the modern idea of a parallelogram shifter. Think of a rectangle where the bottom is stationary and the top is free to move in an arc. Now imagine the chain attached to the top corner of the rectangle. As the rectangle moves, it allows the chain to stay close to the small gear when fully extended, and close to the large gear when swung to the extreme end. The first multiple-gear parallelogram rear dérailleur was developed by the French company Nivex in 1938, according to historian Frank Berto.

A shifting system has three main components, the cable/housing, the shifter/control levers, and the dérailleurs. The cable is the wire that is enclosed in the housing. Modern cables are 1.1 or 1.2 millimeters in diameter, made of multiple strands of wire, and made of stainless steel. There are zircocoated steel wires, but those are mostly found on lower quality bicycles. The smoothness of the outside of the cable is important to the quality of shifting, so a die-drawn cable is the best. Imagine a wire being put through a pasta maker to smooth out the bumps of the individual wires, and you can better understand how a die-drawn cable is made.

Shifters and control levers pull the cables attached to the dérailleurs. Control levers are generally found on older bicycles that have shifters either on the down-tubes or attached to the stem. They are named "friction shifters". They are simply a lever held in place by a bolt which exerts just enough tension to hold the lever in place while in gear, yet still allows the rider to move the lever while shifting. Ratcheting shifters are most likely found on twist-grip and Campagnolo Ergo front shifters. Ratcheting shifters offer a large number of index points to fine tune (or trim) the dérailleur over the gears, but each click does not correspond to a gear position.

The third and most common shifter is the modern indexing shifter, where there is a specific click that corresponds with each gear. The shifter is the brain of the operation. Each click pays out or pulls in a measured amount of cable that lets the dérailleur align over the next gear. The number of clicks (indexes) in the shifter must match with the number of gears, and the dérailleur must be compatible with both to place the guide pulley just right to get to the next gear. It all seems quite complicated, but it isn’t, trust me. The engineers at Shimano, SRAM, and Campagnolo have figured out how to make their systems work. The different manufacturers’ systems are not compatible with each other, so you must use all of one manufacturer’s group for a shifting system.

Finally we are at the dérailleur! It looks like the most complex part of the system, only because you can see all of its working parts. It basically has the parallelogram to which are attached two pulleys, the guide pulley which is closest to the gears and guides the chain onto each gear, and the tension pulley which takes up the slack in the chain. The front dérailleur is simply a cage that shoves the chain from one gear to the next, very similarly to the first dérailleurs.

In next month’s column I will explain how to adjust the dérailleurs. In bike school, we started that lesson by repeating after the teacher “I am smarter than a dérailleur.” Remember that thought.

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.
WHO’S LEADING?

Every year at the Christmas Party the club recognizes our invaluable ride leaders without whom we would not have much of a cycling club. Included in this recognition are counts of the number of rides each person led over the previous year. This year we are going to add a regular feature in the QR where we will list the names and number of rides led cumulative through the current month/issue. Some friendly competition may take place. Therefore, the name of the column has a double meaning of sorts.

Here are some ground rules:
1) The only rides that will be included in the tally are those for which sign-in sheets have been submitted.
2) The cumulative total will include rides up to the 20th of the month of the QR issue. For example, the total for the Feb issue of the QR will include all rides through Jan 20 for which ride sheets have been submitted by the submission deadline.
3) The deadline for submitting ride sheets is the 25th of each the month.

These dates are necessary so totals can be tallied and reported to the QR editor in a timely way.

Here is the first edition of **Who’s Leading**.

<table>
<thead>
<tr>
<th>Ride Leader Name</th>
<th>Rides Led</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Baldock</td>
<td>3</td>
</tr>
<tr>
<td>Jack Helfrich</td>
<td>3</td>
</tr>
<tr>
<td>Ron Helmuth</td>
<td>1</td>
</tr>
<tr>
<td>Dave Sheffield</td>
<td>1</td>
</tr>
</tbody>
</table>

Counts are inclusive of rides through Jan 20 for which a sign in sheet was turned in.

Remember any LWA member can lead a ride. All you need to do is know a route and post the ride on the ride calendar. We will be scheduling a ride leaders’ information session sometime in the early spring. At that meeting we’ll discuss some guidelines for ride leaders and hear tips from experienced ride leaders from which we can all benefit. If you are interested, you can find a good document on the LWA web site called **Ride Leader Guidelines** under the Documents tab. The guidelines are worth reviewing no matter what level of experience you have had as a leader.

*Paul Smith*  
**VP Touring**

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**LWA CLASSIFIEDS**

**ARTICLES FOR SALE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Contact</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>LiteSpeed Classic Road Bike - 59cm Brushed titanium frame with Time carbon fork. Equipped with Campagnolo 9 speed Chorus 12-26. FSA carbon compact crank 50-34. Mavic Aksium wheels. $875.</td>
<td>Terry</td>
<td><a href="mailto:terfintt@gmail.com">terfintt@gmail.com</a></td>
</tr>
<tr>
<td>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 <a href="mailto:dick.mccreight@juno.com">dick.mccreight@juno.com</a></td>
<td>Dick</td>
<td><a href="mailto:dick.mccreight@juno.com">dick.mccreight@juno.com</a></td>
</tr>
</tbody>
</table>

**FOR RENT**

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 gbmac@ptd.net

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**QRQ OF THE MONTH**

The QRQ of the month for February is to correctly identify as many members of this classic LWA/Broken Spoke Team photo from the 1970’s (?). The LWA member with the most correct identifications will receive a special prize from LWA President and Keeper of the Special Prizes, Jack Helfrich. He or she will also receive special recognition in the March issue of the QR.

Submit your response to the QR by February 20, 2013. Email all responses to gbmac@ptd.net.

Responses will be posted in the next Quick Release.

*G. Mack*  
**QR Editor**

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**LWA QUICK RELEASE**

February 2013

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12
Hello Lehigh Wheelmen:

Who:
My name is Dominick Cerisano and I am the owner of a boutique cycle tour company Best Tuscan Tours, LLC located in Florence, Italy. Our company has been recognized by National Geographic as “One of the Best Adventure Travel Companies on Earth!”

What:
We would like to extend an invitation to your club members to join us for a very special Road Bike Cycling holiday to coincide with the 2013 UCI World Cycling Championships being held here in Tuscany (Florence), Italy.

A Very Worthy Cause:
A portion of the proceeds from this tour will be donated to a local children’s cancer research charity called the Tommasino Foundation.

The Itinerary:
Please have a look at our attached Brochure (PDF) and our American Listing with Bike Tours Direct http://www.biketoursdirect.com/Italy/2013-tuscany-world-championships

The Numbers:
If there is further interest I would be happy to set a phone conference to discuss this unique program with you along with financial aspects of collaboration. We are offering a very special discount for bike clubs & groups. This discount can be taken in any form via price reduction, revenue for your club, a donation to the Tommasino Foundation or to your favorite charity.

Thank you for your kind attention. We hope you will join us for what will surely be a very special cycling event!

P.S. We are very proud to announce our selection by National Geographic as one of the Best Adventure Travel Companies on Earth! Click here to review!

Kind Regards,

Dominick Cerisano, Founder
Best Tuscan Tours, LLC
GO! Tours, LLC Managing Partner
Florence, Italy
www.Besttuscantours.it
Dominick@Besttuscantours.it
+39 339 724 4446
Skype: best.tuscan.tours
### Lehigh Wheelmen Profit & Loss Statement
1 January 2012 - 31 December 2012

<table>
<thead>
<tr>
<th>Income</th>
<th>Total Touring</th>
<th>Racing Total</th>
<th>LWA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Membership Dues</td>
<td>4,729</td>
<td>0</td>
<td>4,729</td>
</tr>
<tr>
<td>Special events</td>
<td>6,322</td>
<td>2,700</td>
<td>32,086</td>
</tr>
<tr>
<td>Total Income</td>
<td>6,322</td>
<td>2,700</td>
<td>32,086</td>
</tr>
<tr>
<td>Expense</td>
<td></td>
<td></td>
<td></td>
</tr>
<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>12,801</td>
<td>19,386</td>
</tr>
<tr>
<td>Occupancy expenses</td>
<td>225</td>
<td>1,820</td>
<td>1,955</td>
</tr>
<tr>
<td>Professional Services expenses</td>
<td>0</td>
<td>496</td>
<td>2,491</td>
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<tr>
<td>Total Expense</td>
<td>4,220</td>
<td>17,645</td>
<td>32,492</td>
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### Income Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Donut Derby</td>
<td>4,729</td>
</tr>
<tr>
<td>Gap Gallop</td>
<td>6,322</td>
</tr>
<tr>
<td>Other</td>
<td>2,700</td>
</tr>
<tr>
<td>Total</td>
<td>32,086</td>
</tr>
</tbody>
</table>

### Major 2012 "Touring" Expenses:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holiday Party</td>
<td>4635</td>
</tr>
<tr>
<td>Velo Barn Rental</td>
<td>1200</td>
</tr>
<tr>
<td>IRS 501.c.7 Filing Fee</td>
<td>850</td>
</tr>
<tr>
<td>Website Upgrade</td>
<td>800</td>
</tr>
<tr>
<td>Ride Leader Awards</td>
<td>770</td>
</tr>
<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><strong>Total Touring Expenses</strong></td>
<td>11723</td>
</tr>
</tbody>
</table>

Includes transfer of Jr Racing to LVCC - Gift of $4371
YE Party Revenue $1597

### Lehigh Wheelmen Balance Sheet
31 December 2012

#### ASSETS

<table>
<thead>
<tr>
<th>Current Assets</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking/Savings</td>
<td></td>
</tr>
<tr>
<td>Cash in bank - operating</td>
<td>2,440</td>
</tr>
<tr>
<td>Cash in bank - Racing</td>
<td>20,275</td>
</tr>
<tr>
<td>Savings at Wells Fargo Bank</td>
<td>5,065</td>
</tr>
<tr>
<td><strong>Total Checking/Savings</strong></td>
<td>27,780</td>
</tr>
<tr>
<td>Total Current Assets</td>
<td>27,780</td>
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<tr>
<td>Fixed Assets</td>
<td>0</td>
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<tr>
<td><strong>TOTAL ASSETS</strong></td>
<td>27,780</td>
</tr>
</tbody>
</table>

#### LIABILITIES & EQUITY

<table>
<thead>
<tr>
<th>Equity</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Opening Bal Equity</td>
<td>30,260</td>
</tr>
<tr>
<td>Unrestrict (retained earnings)</td>
<td>2,211</td>
</tr>
<tr>
<td><strong>Net Income</strong></td>
<td>-4,690</td>
</tr>
<tr>
<td><strong>Total Equity</strong></td>
<td>27,780</td>
</tr>
<tr>
<td><strong>TOTAL LIABILITIES &amp; EQUITY</strong></td>
<td>27,780</td>
</tr>
</tbody>
</table>
LWA Discount Sponsors

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

**Action Wheels**
530 W. Broad St. #1
Bethlehem, PA 18018
610-866-1113
www.action-wheels.com

**BikeLine Allentown**
1728 Tilghman St.
Allentown, PA 18104
610-437-6100
www.bikeline.com

**BikeLine Bethlehem**
2112 Schoenersville Rd.
Bethlehem, PA 18018
610-691-0943
www.bikeline.com

**Bikesport**
325 West Main Street
Trappe, PA 19426
610-489-7300
http://www.bikesportbikes.com/

**Cycledrome**
8150 Hamilton Boulevard
Trexler Town, PA 18087
610-398-6631
www.cycledromebikes.com

**Cutters Bike Shop**
418 E. 3rd St.
Bethlehem, PA 18015
610-419-4207
www.cuttersbikeshop.com

**Fitness Central Bike Shop**
4337 Route 309, Schnecksville, PA
18078 PH 610.769.7300 Fax
610.769.7511
www.facebook.com/fitnesscentralbikes

**Eric J. Loch Diamonds & Fine Jewelry**
3370 Lehigh St.
Allentown, PA 18103
610-967-3479
www.lochsjewelers.com

**Keswick Cycle Co.**
408 N. Easton Road
Glenside, PA 19038
215-885-7433
www.keswickcycle.com

**Longswamp Bed & Breakfast**
1605 State Street
Mertztown, PA 19539
610-682-6197
www.longswamp.com

**Saucon Valley Bikes**
824 Main St.
Hellertown, PA 18055
610-838-1500
www.sauconvalleybikes.com

**Sleeping Dog Professional Cycles**
330 W. Weis St.
Topton, PA 19562
610-682-1000
www.sleepingdogprocycles.com

**South Mountain Cycles & Coffee Bar**
303 Main St. Lower Level
Emmaus, PA 18049
610-967-4490
smcbikes@ptd.net

**Spokes Bike Shop**
16590 Route 61
Hamburg, PA 19526
610-562-8900
www.spokesbikeshop.com

**Village Bicycle Shop**
7 South Village Circle
Reinholds, PA 17569
610-742-4786
gs391@verizon.net

**Weaver's Bike Shop**
729 Park Rd.
Fleetwood, PA 19522
610-944-9565
www.weaversbikeshop.com

*10% off parts and accessories*