IN THIS ISSUE
Cycling and Life's Limit 1-2
Spring, Sprang, Sprung 2
Bicycling HOF 3
Member Profile 4-5
CPR Road Tour 5
Speed Racer Report 6
Eastern Shore Weekend 6
Juniata County Weekend 6
LWA Membership Meetings 6
Bits on Bikes 3 7-8
St. Luke's Hospice Ride 8
QRQ of the Month 9
Bucks County Charity Ride 9
New LWA Members 9
Scooter's Scoop 10
Reveal the Path 11
Membership Alerts 11
Classifieds 11
Touring Report 12
Who's Leading 12
LWA Financial 13
Local Club Sponsors 14

CYCLING AND "LIFE'S LIMIT"
A PERSONAL REFLECTION

I need to stop listening to public radio. Just the other day, I listened to an interview with Leonard Hayflick called "Life's Limit." "Until Leonard Hayflick came along, everyone thought cells were immortal---that they'd divide over and over again, forever. Hayflick torpedoed that theory and proved that there is a limit."

That just destroyed my main reason for cycling with the Lehigh Wheelmen - riding to control my age. But it wasn't always like that. For my first 50 years, when I rode a bicycle, it was mainly to get to where I was going----to school, visiting friends, shopping, work, etc. Then, in August some 10 years ago an article appeared in the Morning Call about socially-oriented Lehigh Wheelmen rides. There was a picture of a grinning Russ Cressman (and, boy, could he grin), cutting into a ripe tomato after a Wednesday ride. So it seemed that some cyclists ride to where they don't need to get to, and do it for fun and recreation. May be worth a try.

So, I joined the Lehigh Wheelmen and started riding to places where I did not need to get to, for fun and recreation. But "fun and recreation" was an exaggeration---there was a pagoda ride, the one that hospitalized Dave Sheffield and almost killed me. That was definitely not fun. There were many other rides when Earl Wuchter would remind me I could have stayed home on the sofa drinking beer. But, having gained some 40 lbs since high school, I continued riding, not so much now for fun and recreation, but to control my weight. Until I did the math.

It turns out cycling is much too efficient. If the energy put into walking were put into a bicycle, it would get you three times as far. A moderately paced ride burns from 300 to 500 calories per hour, depending on wind resistance and terrain. Since a pound of body fat contains some 3500 calories, it would take a full day's riding at 12-14 mph to lose a pound of fat. That is, if I did not eat anything. But a day's riding would involve frequent snacking, a good lunch, and pigging-out for dinner; eating well over 3500 calories total. And since prolonged exercise stimulates your appetite for a few days, it's probably easier to gain than lose weight from cycling.

A much better reason for cycling, I then thought, was to maintain my health. It seems our average annual risk of dying from all causes is 1 in 115, but the risk of dying on a bicycle is only 1 in 130,000. And cycling turns out to be about 700 times safer than sky-diving. According to new research published in the British
CYCLING, cont. from p.1.

Medical Journal, the health benefits of cycling outweigh the risks by a ratio of 77 to 1, despite cyclists’ greater exposure to air pollution. But, then, I remembered what Mark Twain said: “There are three kinds of lies: lies, damned lies, and statistics.” After all, my dad lived to 88 and would probably still be alive had the doctor treated his pneumonia properly. The only regular exercise he did was to walk 30 minutes a day for 50 years, as part of his commute to work.

So, I reckoned that instead of riding a bike every day, I could live just as long by drinking beer on the couch and skydiving once every two years, provided I walked to the beer store for supplies. The problem was, I would still age.

There was a solution, though. As everyone knows by now, some drugs enhance cycling performance----caffeine, testosterone and human growth hormone (HGH). It turns out these same drugs also prevent aging. This is what Erin at pureandhealthy.com says: “Whether it’s to prevent the development of age-related disorders or to improve the memory of older adults, including coffee in one’s diet is a good thing.” And the American Longevity Center is big into HGH Therapy and Testosterone Therapy.

Lucky for cyclists, testosterone and human growth hormone blood levels can be increased by sprinting, made easier with caffeine. "Medical Research shows high-intensity exercise, a 30 second all-out effort sprint, can increase the body’s natural production of the fitness hormone (HGH) by 530%!" In addition, "Caffeinated chewing gum increases repeated sprint performance and augments increases in testosterone in competitive cyclists."

Armed with this knowledge, and with coffee in my water bottle, repeated 30 second sprints made me a better rider--at least the coffee helped in the Donut Derby--and I actually started to feel younger, until I heard Leonard Hayflick on public radio. Now I can hear every cell in my body ticking away, towards their "Hayflick limit." Perhaps it was always that way, and I was just deluded by the placebo effect, which, by the way, is increasingly effective, at least for psychotropic drugs, thought to be due to highly persuasive ads on prime-time TV, but that's another story....

References:
Efficiency of cycling: http://en.wikipedia.org/wiki/Bicycle_performance

Ending back at Upper Saucon Park, my carpool driver, Mike, waited while I changed out of my cycling clothes. The park features a heated restroom with lights, flush toilets, hot water at the sink, and a hot-air hand dryer. This place should be featured on a “Life is Good” tee shirt. Yes to “Long live long rides,” but the shorter ones can be pretty sweet in the middle of February.

Jack Helffrich  LWA President

SPRING, SPRANG, SPRUNG

My friend Dave used to say that winter starts to lose its grip on Valentine’s Day. Sure, he said, winter is a long way from being over, but the sun does get remarkably higher in the sky, and there are occasional days of tolerable warmth.

Sure enough, as if on cue, one of those occasional days was last Friday, February 15. Earlier in the week, I had missed Terry’s Wednesday morning club ride because I was waiting for the delivery of a package at our home. When the clouds and rain arrived in the afternoon, I figured it was back to doom and gloom for a while and forget about riding. After all, we had narrowly escaped Nemo the previous weekend.

So Paul’s email announcing a ride on Friday surprised me. Sure enough, a weather window of opportunity opened, and we were out riding. Twelve of us set out for a thirty mile ride - ten of the regulars and newcomers Narr and Tom. The C-plus pace suited us all well. Sunny skies and temps in the forties felt like Florida. With a larger interval of time between rides, there was more to discuss, and less conditioning to inspire competition, so we mellowed our way south to Richlandtown.

Calories burned during cycling: http://www.ece.umd.edu/~emad/CC/calories.htm
Calories in a pound of body fat: http://www.caloriesperhour.com/tutorial_pound.php
Comparative risk of dying: http://www.afn.org/~savanna/risk.htm
Health benefits of cycling outweigh risks by 77 times: http://www.cyclehelmets.org/1207.html?NKey=65
Testosterone and HGH are anti-aging: http://www.myhealthiestlife.com/2012/01/american-longevity-center-hgh-therapy
HGH reverses 10 - 20 years of aging: http://www.nejm.org/doi/full/10.1056/NEMO19007053230101#t=articleTop
Caffeine and sprinting increase testosterone: http://www.ncbi.nlm.nih.gov/pubmed/2073165
Placebos are getting more effective: http://www.wired.com/medtech/drugs/magazine/17-09/ff_placebo_effect

Hansel de Sousa
A VISIT TO THE USA BICYCLING HALL OF FAME

If you ever find yourself in northern California on vacation or business, I would highly recommend a visit to the USA Bicycling Hall of Fame in Davis, California. Davis, California, is a self-proclaimed cycling Mecca and when you visit, you will understand their well-founded claim. Bikes are all over the city, perhaps in part due to the large UC Davis population.

Visitors to the museum get to see three brightly lit floors of bicycles, riding gear, and cycling memorabilia. Wooden bicycles, bamboo tandems, and bicycles from yesteryear to more recent mounts are on display. Several video stations provide insight for many of the displays. My favorite area was the lower level where the really old bikes are found.

The entry fee is very affordable and you can lunch at the farmers' market or the many restaurants in the immediate area.

The original Cycling Hall of Fame (HOF) was established in Somerville, NJ, but due to lack of funding and the loss of their facility, they were forced to close their doors. Somehow they managed to retain much of their cycling memorabilia. The Davis Bike Club and the City of Davis stepped into the void and obtained the funding and facility to establish a new home for the HOF. Items from the former host club, the Somerset Wheelmen of Somerville, New Jersey, were transported to Davis and are now on display at the new HOF.

The HOF has limited hours and as of this writing is only open on Saturdays. The farmers market at the rear of the HOF on that same day makes parking a challenge, but not impossible. Nearby are hotels and lots of other things to explore.

The Davis Bike Club also sponsors many rides that you could join if you bring along a bike or find one to use or rent. If cycling pain is your game, do the club's double century!

In addition, for over the last 30 years there has been an extreme local event called the Death Ride in which riders tackle three monster mountain passes in one day. The 84-year-old owner of the Dublin, CA, Bike Shop has ridden every Death Ride since its inception and has only recently limited his Death Ride to two of the mountain passes. I want to eat what he eats!

I took lots of pictures which can be viewed at the Photoshop web site listed. I have also included the URL's of the HOF, Somerset Wheelmen, and Davis Bike Club, and the Death Ride of the California Alps.

http://www.usbhof.org/
http://www.davisbikeclub.org/
http://www.somersetwheelmen.org/archives/history.html
http://www.deathride.com/index.html
http://www.photoshop.com/users/johnemccarty

John McCarty
MEMBER PROFILE:  
FRITZ WALKER

"Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." Like the proverbial mail carrier, LWA member Fritz Walker has been commuting to and from work daily for the past ten years in all weather conditions, adding approximately 80 miles per week to the rest of his cycling mileage. In a recent interview with LWA President Jack Helffrich, Fritz explained his motivation and described some of the highlights of his cycling routine.

NAME: Fritz Walker  
DOB: Jan. 1, 1954  
RESIDENCE: South Whitehall, right by Covered Bridge Park  
EMPLOYER: Air Products  
TITLE/POSITION: Chemist  
YEAR AN LWA MEMBER: I honestly don't know. We moved to the Lehigh Valley in about 1997 or 1998, but I don't think I joined right away, so about 10 years?

How many years have you used your bicycle for commuting? Interesting question! I think I used a bike to get to elementary school frequently, starting about the third grade. Throughout my work career I was an off-and-on bike commuter. It was probably about 10 years ago that I became a year 'round commuter, regardless of the weather.

How far is your commute? It's eight miles each way. That's eighty extra miles a week.

How often do you bike commute? Every day. In the interest of full disclosure, we recently got a puppy and I have to share lunchtime duties seeing that the dog gets out of the crate and is fed. That means I can't commute by bike on those days because of the time involved.

Do you track your annual mileage? Most times no, but I have a couple of times. My commuting adds up to about 4000 miles per year. Note that since an average car gets about 20 mpg, that's about a pound of CO2 per mile. So I reduce my greenhouse gas footprint by about 2 tons per year. (The energy efficiency of a bike is so much greater than that of a car that the extra food you eat to power a bike can be safely ignored.)

Why do you bike commute? No one reason. Probably the most important is that it's fun! Second, I need the exercise. By bike commuting, I get a decent aerobic workout every day with only a small time penalty vs. car commuting, so it's an efficient way to stay at least somewhat fit. Third, I'm an unabashed tree hugger. The decrease in my personal CO2 footprint is significant. I used to claim that I liked to embarrass my daughters by wearing spandex every day, but they're grown up and have left the roost.

What bike do you use? In the summer I use my Tom Kellogg custom-built Spectrum, probably my most prized possession. But in the winter I like something a little more substantial, with wider tires and a longer wheelbase. I also like flat handlebars and a more upright position for commuting, as it makes it easier to pivot and see traffic all around you, though this is a minor consideration. For years I used a really nice Marin hybrid that had flat handlebars but was a lot faster on the road than say a mountain bike. I loved that bike, as it was what allowed me to get back into riding after some severe back problems requiring surgery. I even took it out on road rides with the LWA when I first started riding with y'all. But I simply wore that bike out. A couple of years ago I bought a Trek Soho for the winter. It has a belt drive, internal 8-speed Nexus gearing, and roller brakes, so I've never had to put a drop of lubricant on it anywhere! That means it stays very clean, and I don't have to do maintenance in cold weather.

Do you have any special equipment or clothing? Yes! Lots of layering in the winter. You don't have to spend a lot of money to bike commute, and if you want to wear regular pants and clothes they'll work just fine. But I do use bike clothing, and wind-proof tights are a good idea if you're going to winter commute. The most important piece of foul weather gear I have is a Gore-Tex shell I bought years ago. If you layer some good long underwear, a long sleeve jersey, a wool sweater and that shell, you're good to go down to the single digits Fahrenheit! Also, ditch the racing shoes for touring shoes that aren't so ventilated - but they're not expensive. Add booties if it's really cold. I don't know why it took me so long to figure this out, but a ski helmet is great in the winter as opposed to a bike helmet with some kind of spandex hat. Much warmer. Finally, if you're going to commute in the dark, invest in a good lighting system powered by rechargeable batteries, preferably lithium-ion types. Also, have some inexpensive backup lights powered by regular AA or AAA batteries. For the rear, I
always have at least two lights going, in case one goes out and I don't know about it. For the front, the cheap battery system will at least let me be seen by someone else, though it doesn't allow me to see the road the way the premium lighting system does. So I just slow way, way down, and make sure I arrive home safely. For riding in snow and ice, you need studded snow tires which actually work really well. I live by the rule that if the road conditions are too bad to ride to work, they're too bad to drive to work, and I work from home. I realize not everyone can make that choice.

What is most enjoyable about bike commuting? 1. Working out the demons from a frustrating day, so that I'm reasonably tolerable to my family by the time I get home. 2. A commute home on a clear crisp winter evening when there is a light fresh snow on the ground and a full moon. Nothing like it. The snow completely cushions the sounds of your tires, and the peacefulness is surreal.

How do you arrange for a change of clothes during hot, rainy or other inclement weather? I put them inside a plastic bag in my backpack or luggage rack bag. I never carry shoes - I have a pair of black and a pair of brown under my desk at work.

I've seen you out in some awful weather. What forces you to use the car? Honestly, weather has never forced me to use the car! I’ve had to wait out thunderstorms. There have been a few times that my wife has called and said "It's looking pretty bad out there - like me to pick you up on the way home?" Maybe 5 times over the last 10 years I've said yes. But could I have ridden home? Yes. Frankly, I enjoy riding in the rain as long as I have the gear necessary to stay warm. I remember peddling up Lone Lane through one terrific rain storm. That road really funnels the rain down the sides of the road. The water was so deep my pedal was submerged on every down-stroke. Somebody from work with a pickup truck passed me and asked if he could give me a lift? “And ruin all this fun? I really appreciate the offer, but no thanks.”

Other than getting lunch for my puppy, the thing that most often has me using the car is when I have to get to the airport for business travel, or there's some errand I have to run that can't be handled with the bike, or I have a really early meeting at work - I've never been a morning person! Also, very occasionally because of the cold I'll admit I've chosen to drive. But that's not being forced to drive, that's just lack of willpower, and getting old. A couple years ago I never did that!

How do you deal with the safety issue, and what is your biggest concern? I rarely have issues with motorists, and I think that's because I have so much experience riding in traffic. I’ve taken CAT's Road 101 course, and I’m a licensed bike safety instructor. Being safe, by the way, sometimes means I take the lane if there's not enough room for both of us to let the vehicle safely pass. Not to say I never have to deal with a rude or unsafe driver, it does happen, but it’s very infrequent. Biggest concern? Some drunk making a big mistake. But that's my biggest concern when driving a car too.

What was your most interesting commuting experience? Let me give you my most rewarding commuting experience. First of all, you need to understand that there are basically two kinds of bike commuters: bike nuts like us, and poor people who can't afford a car.

One night I was approaching Tilghman on my way home. There was a guy up ahead on a Huffy special mountain bike, riding on the wrong side of the road. It was very cold, and he was dressed in a dark, cheap winter coat. Most importantly, he didn't have a light. I caught up to him, and it was clear he was from another country, with limited English skills. I figured I wouldn't be able to explain why it was a bad idea to ride on the wrong side of the road, but since I always carry a spare, I could solve the rear light problem I gave him my Blackburn LED lamp. I didn’t have a bracket, but he said “duct tape,” so I knew he had a solution. He stuck out his hand and we shook. “My name Buddy - from Philippines.” “My name's Fritz - from New Jersey.”

Jack Helffrich  
LWA President

G. Mack  
QR Editor

CPR ROAD TOUR PRESENTATION AND INFORMATION

On Wednesday, February 27, the Lehigh Wheelmen Association sponsored a one hour training course for certification in CPR (Cardio Pulmonary Resuscitation) and use of the AED (Automated External Defibrillator).

The one-hour session was conducted by Earl Ostrander of CPR Road Tour. Earl provided the training free of charge to all LWA members. In addition to being very knowledgeable and informative, Earl is extremely engaging and entertaining. He and his staff offer an extensive choice of health and safety training courses, which, as the name of the company, CPR Road Tour, suggests, brings this training to you or your organization.

CPR Road Tour offers courses in CPR, First Aid, AED use, Lifeguarding and Water Safety, Pet CPR and First Aid, and Babysitting Safety. More information can be found at their website, http://cprroadtour.com/

G. Mack  
QR Editor

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
THE SPEED RACER REPORT
MARCH RACE SERIES
VOLUNTEERS NEEDED

The March Racing Series begins on the first Sunday in March in the William Penn Business Center behind the Yacco's off Rte. 100. Races start at noon and run until 3:00pm. Spectators are welcome. Volunteers are needed as course marshals. If any LWA members wants to help marshal corners, they can contact me at sracer866@aol.com or just come to the races. Any help is welcome.

Thanks,

Pete Seigfried VP of Racing

SECOND ANNUAL WHEEMLMEN 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

THE SECOND ANNUAL WHEEMLMEN 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

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:
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 AsburyUnited 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

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

LWA QUICK RELEASE MARCH 2013 6
A critical step in the evolution of the Laufmaschine, invented by Karl von Drais, to the modern bicycle was the addition of pedals to mechanically propel the vehicle rather than depend on the shuffling or running feet of the rider, as on the original two-wheeled "hobby horse." With the addition of cranks and pedals to the front wheel of a two-wheeled design, the bicycle or velocipede ("fast feet") was born.

Image: Michaux Velocipede c. 1868-1869

The invention of the first mechanically propelled bicycle has been attributed to Kirkpatrick MacMillan, a Scottish blacksmith, in 1839, and another Scotsman, Gavin Dalzell in 1845, but these claims have been disputed. The first popular and commercially successful designs were created by Frenchmen Pierre Lallement and Ernest Michaux. The French designs used rotary cranks and pedals mounted to the front wheel hub. Pierre Michaux and his son Ernest also replaced the wooden beam of the hobby horse with lightly-sprung iron strips. In 1868, wealthy investors joined Michaux and his son to form Michaux Et Cie, the first company to mass produce bicycles.

One serious drawback of the front pedal design was that the front wheel had to be bigger than the rear to achieve any significant speed. In addition, it was difficult to pedal the wheel that was used for steering. As the desire for greater speeds increased, the size of the front wheel increased. The size of that front wheel, which was only limited by the leg length of the rider, could reach 5 feet in diameter. The first high-wheel bicycles were nicknamed the "penny-farthing" in England—the penny representing the front wheel and the farthing, a British coin about 1/4 the size of the penny representing the rear. The bicycle also became known as the "bone-shaker" in both England and the United States because of the uncompromising ride from a rigid frame and the iron-banded wheels on the early designs.

As the size of the front wheel increased, greater and greater speeds were achieved, and the sport of bicycle racing was born, but as the size of the front wheel increased, the safety and stability of the bicycle decreased. The rider sat high up on a seat almost directly above the bicycle's center of gravity. Even a small bump in the road could cause the rider to somersault over the front wheel. Two broken wrists from an attempt to break the fall was a common injury. If stopped abruptly, the entire bicycle could rotate forward on its front axle, and the rider with legs trapped under the handlebar would land on his head. From these rather spectacular crashes of the high-wheeled bicycles come our expression "take a header" and according to some sources the expression "breakneck speed," describing the severity of the injuries sustained.

Despite this safety issue, the high-wheeled bicycles continued in popularity and, as the front wheels got larger and the rear wheels smaller and the frames lighter, significant design improvements were made. Frenchman Eugene Meyer invented wire-spoke tension wheels in 1869. Englishman James Starley, considered the father of the British cycling industry, added tangent spokes and a mounting step. Other improvements included ball bearings, solid rubber tires, and hollow-section steel frames. In the United States Albert August Pope began production of his "Columbia" high-wheeled design in 1878. The Penny Farthing model made by Pope Manufacturing Company in 1886 weighed 36 lbs. and had a 60-spoke 53-inch front wheel and a 28-spoke 18-inch rear wheel. Pope was known for his aggressive business practices and extensive advertising, and his mass production techniques were later adopted and copied by Henry Ford. As manufacturing techniques improved, bicycle makers in this time period even began to introduce annual model changes.

Image: 58" Racing Ordinary ~22lbs. c.1889

The next step in the evolution of bicycle design was a step back to the equally-sized wheels of the original bicycle and a step forward to the bicycles of today. This step was made possible by the development of the rear wheel chain drive which offered not only greater speed but greater stability and safety for the rider. These early designs which began to appear in the 1880s have been named the "safety bicycle" to distinguish them from the less stable and more dangerous high-wheeled "ordinary." John Kemp Starley, the nephew of James Starley,
BITs ON BITES, cont. from p. 7

has been credited with the production of the first successful "safety bicycle," the "Rover" in 1885. The Rover featured a tubular metal frame, a steerable front wheel, equally-sized wheels, and rear chain drive.

![Starley "Rover" c.1887](image)

These bicycles still had hard rubber tires and, though safer, were for a time less comfortable than the high-wheelers because they lacked the shock absorption of the long spoke front wheel; therefore, many of the "safties" had early attempts at front and rear suspensions. The next major innovation for the bicycle, the pneumatic tire, made these designs obsolete. The pneumatic tire was first applied to the bicycle by John Dunlop, an Irish veterinarian, in an attempt to give his young son a more comfortable ride on his tricycle. With the addition of pneumatic tires and the development of the diamond patterned frame, the modern bicycle was born.

The new design with improvements in steering, safety, comfort, and speed quickly became more popular than the penny farthing and ignited a "bicycle craze." Bicycling was so popular in the 1880s and 1890s that cyclists in the United States formed the League of American Wheelmen, still in existence and now called the League of American Bicyclists. The practicality and safety of the new design also made it attractive to women which prompted Susan B. Anthony, the American feminist, to call it the "freedom machine." How I Learned to Ride the Bicycle published by Frances Willard in 1895, described by Bicycling magazine as one of "the greatest books ever written on learning to ride" wrote of the liberating effect of riding a bicycle for herself and women in general---"I would not waste my life in friction when it could be turned into momentum."

Despite continued development and refinement since the beginning of the 20th century, the basic design of the modern bicycle has remained essentially unchanged from John Starley's "Rover." The invention of the derailleur in France between 1900 and 1910 was one of the most significant improvements over these early bicycles, but to quote Hansel de Sousa, "that's another story."

Sources:

http://www.pedalinghistory.com/PHistory.html
http://bicycling.about.com/od/thebikelife/ss/History.htm
http://www.velorama.nl/engels/menu.html

EDITOR'S NOTE 1: The photos included with this article are of painstakingly restored vintage bicycles, not replicas. Other examples of restored vintage bicycles can be found on the following website which was the source of these photos.

http://vintagebicycle.wordpress.com/

EDITOR'S NOTE 2: In researching this article, I came upon Rideable Bicycle Replicas, a company in Alameda, CA, which manufactures and sells replicas of classic high-wheelers, safety bikes, early tricycles, and tandems. According to their website the company has made replica bikes for Disney productions, the Ringling Brothers and Barnum and Bailey Circus, various stage plays, and the Sultan of Oman. If you are considering one more bike to add to your collection and want something a little different, check out their website.

http://www.hiwheel.com/

G. Mack QR Editor

3rd ANNUAL CHARITY BIKE RIDE TO BENEFIT ST. LUKE'S HOSPICE SATURDAY, MAY 11, 2013

The 3rd Annual Charity Bike Ride to benefit St. Luke’s Hospice will be held on Saturday, May 11, at 9am at the Bob Rodale Cycling and Fitness Park in Trexlertown. Rides of 10 and 35 miles will start and finish at the park. Sag support will be offered for both rides and rest stops will be available for the 35 mile route. Refreshments will be provided for all participants. All participants will also receive a commemorative t-shirt, and custom jerseys will be available for purchase at the event. Participants can register online until May 8. Day of event registration will also be available.

The ride will benefit St. Luke’s Hospice, a program of the Visiting Nurses Association of St. Luke’s, a non-profit organization, which has been providing hospice care to our community for the past 27 years.

More information and online registration is available at the following link:
http://www.active.com/event_detail.cfm?event_id=2077852

For those unable to participate in the ride, the site also includes a link to make direct donations to the charity.

Thank you,
Lindsey M. Rich
Community Liaison
VNA of St. Luke’s
Home Health & Hospice
484-241-5451
richl@slhn.org
www.slhn.org
QRQ OF THE MONTH:
WHO ARE THESE GUYS?

The QRQ of the month for February was to correctly identify as many members of this classic LWA/Broken Spoke Team from the 1970’s (?) as possible. Thanks to Dave Sprigle, who provided the photo to the QR and incidentally is the 3rd rider from the left in the picture.

The LWA member with the most correct identifications, besides Dave Sprigle himself, was Dave Wieand, who correctly identified 1 rider in the picture, the 4th from the left, as Curt Bond. David will receive a special prize from Jack Helffrich, President of the LWA and Great Giver of Gifts. The names of the riders pictured, according to Dave Sprigle, appear below the photo.

Bernie Cleese (sp?), Chuck Wilson, Dave Sprigle, Curt Bond

The QRQ of the Month for March is to correctly identify the vintage 10-speed bicycle in the following photo. The QR reader with the most accurate identification will receive a special prize from Jack Helffrich, LWA President and Keeper of All Special Prizes.

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

Responses will be posted in the next Quick Release.

G. Mack QR Editor

2013 CYCLE BUCKS COUNTY CHARITY BIKE RIDE: JUNE 22

Registration is now open for the 2013 Cycle Bucks County Ride to support Doylestown Hospital and Girls on the Run. The event which takes place on Saturday, June 22, at Solebury High School in New Hope, PA, features four route options of 10, 25, 50, and 65 miles. All routes take place on scenic backroads of Bucks County. In addition, the event includes a 1 mile fun run.

The event features a light breakfast, detailed route maps, refreshment stops, SAG support, and a post-ride lunch. The ride website provides a description and detailed map for each ride option. Registration is now open online. Entrants who register before June 1 will receive an event t-shirt.

The charity event is presented by the New Hope-Solebury Community Association and the Tara L. Riedley Foundation and provides financial support to Doylestown Hospital and the local chapter of Girls on the Run.

For more information and registration online go to http://www.cyclebuckscounty.org/register/

G. Mack QR Editor

LWA WELCOMES NEW MEMBERS

LWA welcomes the following new members, who have joined the club since publication of the last newsletter.

- Barbara Cohen
- Peter Milthorp
- Matt Klusaritz
- Ken Glogovsky

As of 2/24/13, most recent first.

Current Membership (as of 2/24/13)

- Individual 203
- Family 75
- Total 353+

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
SCOOTER’S SCOOP:  
REAR DERAILEUR ADJUSTMENT  
"I am smarter than a derailleur!"

Basic outline of the process:  
1: run cable and set barrel  
2: set the high/low limit screws  
3: remove slack from cable and tighten mounting screw  
4: shift to second gear and adjust placement of guide pulley by turning barrel

Last month I covered the three systems of gear changing mechanisms: shifters, cable/housing, and derailleurs. In this month’s column, I will cover derailleur adjustment. Most of us have realized that cables have a certain life-span, and some cables die at the most inopportune times. I remember a ride with Jack Helffrich where his rear cable broke, and he was left with a two speed bike, big ring, small ring, and 11-tooth rear gear. Replacing the cable would have been fairly easy, except for the internal cable routing. Cable replacement is one of the most frequently done jobs next to tire and tube replacement. Most riders can get the cables routed but then have issues getting the shifter indexing to match the derailleurs movement.

Contrary to popular myth, cables do not stretch. Replacing cables generally results in taking the housing out of the fittings, maybe even taking the ferrels (the little caps on the end of the housing, usually two per length of housing) off the housing ends and taking all off the bike to help run the cable. When each piece is reassembled, there is usually a little room for compression of the fittings. Even if each fitting has only a half-millimeter of squish, the whole cable will be off by two millimeters, which is about a half of a gear shift.

Okay, enough theory, let’s do some adjustments. On the rear derailleur there are three screws, two beside each other, and the third underneath. The two labeled H and L are the ones you want. The H will adjust the outer limit on the small gear (think of pedaling HARD in the small gear) and the L will adjust the inner limit over the big gear (think of pedaling LAZY in the large gear). First adjust the H limit screw for the small gear. You want the guide pulley (the one closest to the gears) to be directly under the small gear. Move the screw until it is. I close one eye and sight down the back of the gears to help with this adjustment. To adjust the guide pulley under the large gear takes more muscle, because you will be pushing the pulley arm over against the tension of the spring. I turn the cranks to help get the chain over to the large gear while pushing the derailleur with my other hand. Using the L screw, adjust the guide pulley to be directly under the large gear. Use some pressure on the derailleur because you don’t want the chain to accidentally be shoved into the wheel if the adjustment is too loose. Now put the cable through the hole in the end of the derailleur and lightly tighten the mounting screw. The third screw under the derailleurs adjusts the tension on the chain. Usually this can be left alone if the cable is the only thing being replaced.

The rear derailleur has what is known as a barrel where the cable enters the mounting hole. The barrel is usually a small plastic olive-shaped piece with ridges on the outside to make turning easier. When looking straight at the opening where the housing goes into the barrel, screw the barrel all the way into the derailleurs, and then back it out one and a half turns. This will give you some play to either tighten one and a half turns. Go to the shifter and run it through the series of indexing until all the cable has played out. You will likely have to pull on the cable to make sure the shifter has cleared all the indexes. Loosen the mounting screw and pull the cable tight at the derailleur end. This step is easier if you use pliers to pull the cable. Tighten the mounting screw. I always give the cable another few tugs under the down-tube just to make sure I have all the slack out of the housings. You might have to loosen the mounting screw and pull the cable end again with your pliers.

Shift the front derailleur so the chain is on the big ring. Shift the rear derailleur to the second gear. The guide pulley should be right under the second gear. If the pulley needs to go towards the larger gear, turn the top of the barrel towards the large gear (This is the most common direction). If the pulley needs to go to the smaller gear, turn the top of the barrel towards the small gear. As the housing seats (compresses) in the fittings, you will probably need to turn the top of the barrel towards the big gear a few turns, a quarter turn at a time. Shift through all the rear gears to make sure the guide pulley is centered over each. When the adjustment from first to second gear is correct, the rest will automatically be correct. The engineering of the shifter-derailleurs compatibility will guarantee the shifts will align over the gears. Tighten the cable mounting screw one more time, cut the end of the cable about two-fingers width from the end of the screw, and put a cable end cap on it.

Front derailleur adjustment is similar but a bit more tricky in my opinion. I’ll be covering that system next month.

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.
REVEAL THE PATH

Adventure cycling documentary coming to Philadelphia on March 12

"Reveal The Path," a visually stunning adventure documentary that will ignite the dreamer in everyone, will be coming to Philadelphia at World Cafe Live on Tuesday, March 12, at 7:30 p.m. The event is sponsored by the South East Pennsylvania Trail Riders.

"Reveal The Path" is the followup film from the creators of the popular, award-winning film "Ride The Divide." The film is an inspirational story of adventure, taking viewers on a 36-day vagabond bike trip to some of the world's most visually stunning destinations.

Filmed on four continents, "Reveal The Path" features world-class mountain bikers, including Tour Divide founder Matthew Lee, star of "Ride The Divide," and Kurt Refsnider, 2011 Tour Divide winner.

Sponsored by Salsa Cycles, the full-length feature film explores Europe's snow-capped mountains, Scotland's lush valleys, Alaska's rugged coastal beaches, Nepal's elevated wonders and Morocco's high desert landscapes.

Along the way the riders connect with locals who are living modest yet seemingly fulfilling lives, leading the filmmakers to question what it means to live an inspired life - however humble or extravagant.

"This adventure will leave you with an eager desire to chart your own course to faraway lands," said director Mike Dion, who also co-stars in "Reveal The Path," as he did in "Ride The Divide." "Or, simply, you may just want to discover with eyes wide open what is around the next bend."

Advance tickets to the screening are $11 and are available at www.imathlete.com/events/revealthepath. World Cafe Live is located at 3025 Walnut St. in Philadelphia. Tickets the day of the show will be $15 at the door.

Formerly the Philadelphia Mountain Bike Association, the South East Pennsylvania Trail Riders are a local IMBA chapter. SEPTR is a non-profit organization dedicated to the protection and preservation of local trails through responsible usage, advocacy, volunteer work and financial contributions. For more information about the SEPTR, go to www.phillymtb.org.

To view the trailer or for more information, go to www.revealthepath.com.

For additional information, contact Garry Harrington at 603-209-5010 or gharrington3165@hotmail.com

LWA MEMBERSHIP ALERTS:

MODIFYING MEMBERSHIP PROFILE

- Login at our website (www.lehighwheelmen.org).
- Select Member Info.
- Select Edit tab, Update Your Profile.
- Select Contact Info tab.
- Edit profile data.
- Select Update.
- Logout.

This is particularly important if you change your email address, switch membership type/plan at renewal, etc.

Questions: Contact Richard Baldock, rv314159@rcn.com.

CHECKING MEMBERSHIP STATUS

- Login at our website (www.lehighwheelmen.org).
- Select Renew Subscription.
- Current status will be displayed.
- Logout.

Questions: Contact Richard Baldock, rv314159@rcn.com.

PLANNED DATABASE CLEANUP

- Over the next few weeks we plan to start deleting database records of expired memberships.
- As a result, LWA emails about upcoming events and activities, Newsletter notices, etc. will cease.
- Therefore, we encourage everyone to check their current status and renew ASAP, if necessary.

Questions: Contact Richard Baldock, rv314159@rcn.com.

Richard Baldock 2013 Membership Administrator

LWA CLASSIFIEDS

ARTICLES FOR SALE

TREK Magneto by CycleOps---indoor trainer. Like new, hardly used, ($239) asking $135.
Contact Kathleen at mjms@rcn.com.

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
TOURING REPORT
MARCH 2013

It's getting closer to the days when we won't have to bundle up to get out on the road, but even though it's still winter, there have been rides. Since Jan. 20, 9 rides posted have been posted on the LWA calendar. Not too bad for February! You can see who's been leading in the "Who's Leading?" article in the QR. Even though I personally love both Alpine and Nordic skiing, I'm ready for warm weather and clear roads now that it's March, so let's all keep our fingers crossed that we will have an early spring.

Speaking of spring, the Kick Off Dinner at Asia is Sunday March 17 at 5:00pm. We need at least 20 people to make it worthwhile for Asia to open for us. The restaurant is normally closed on Sunday, but they love to host the Wheelmen and really prepare a great meal. You can check out the menu in the Events tab on the LWA website. The cost is $25 inclusive of everything except alcoholic beverages (Asia is BYOB). As of Feb 24 we had 14 people who have indicated they are coming. We need to give Asia a final count by March 8, so if you are planning to come and are procrastinating, please send an e-mail to lwatouring@yahoo.com so I can add you to the list. I am sure you will have a good time in addition to a great meal.

As spring gets closer, I know more and more rides will start showing up. I want to thank everyone who is willing lead rides bin advance because without you we would not have an active club. Leading a ride is fun and rewarding. You get to pick the start time and location, distance, route, and pace. However, there are some responsibilities and rights that go along with leading.

Maybe you've thought about leading a ride but are a bit hesitant to post. I know the first time I led a ride I was nervous as a long tail cat in a room full of rocking chairs. Maybe you thought there was some sort of criteria you had to fulfill before you could lead. Maybe you just don't know how to use the ride calendar. Or, maybe you've led rides in the past but wonder exactly what you should do if something bad happens, if the weather turns nasty, or if someone joins the ride who can't keep up with the pace you posted. Whatever the case may be, we will try to get your questions about leading rides answered on Saturday, April 6, at a ride leader's ride and discussion. We'll head out together on a ride of about 30 miles, then gather for some pizza and beverages and a discussion about leading rides. I'd like to encourage both experienced and potential ride leaders to participate in this ride. We can all learn from each other. The ride is posted, but the start location is to be determined, so check the calendar closer to the start date.

One additional reminder, we have some great weekend-long events planned in April and May for which you need to sign up if you want to participate. Check out the Events tab for details. If you are personally planning on going to some away event and would be willing to organize it as a club outing let me know and I can add it to the list of events.

Paul Smith        LWA VP of Touring

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 is the March edition of Who's Leading.

<table>
<thead>
<tr>
<th>Ride Leader</th>
<th>Rides Led</th>
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<tbody>
<tr>
<td>Richard Baldock</td>
<td>4</td>
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<tr>
<td>Jack Helfrich</td>
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<td>Dick McCreight</td>
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<td>Dave Sheffield</td>
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<td>Paul Smith</td>
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</tbody>
</table>

Counts are inclusive of rides through Feb. 20, 2013, for which a sign in sheet was submitted.

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.

Here are the ground rules for "Who's Leading":
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 month.

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

Paul Smith        LWA VP of Touring
CROSS TRAINING
RUNNING WITH THE LVRR

For those of you who cross train by running, one of the premier running clubs to be found anywhere is located in Allentown; namely, the Lehigh Valley Road Runners (www.lvrr.org). Several LWA members are also members of LVRR.

A few highlights:
• Clubhouse located in the Lehigh Parkway (a road running club with its own clubhouse is extremely rare).
• Group runs.
• Major road racing events.
• Low-key races, mostly in the Lehigh Parkway.
• Social events.
• Low-key races for children.
• Scholarships.
• Charitable grants.
• Individual and Family memberships.

Richard Baldock  LWA and LVRR member

LWA FINANCIAL REPORT
31 JANUARY 2013

Attached below is the LWA Financial update for the period ending 31 January 2013. During January, our largest expenditures were related to 2013 insurance. We renewed the General Club Liability Insurance ~$830 and the club's Director and Officer Insurance $575. The Racing Division also spent $620 on permits and insurance.

Cash in the Bank:
• Touring $6K
• Racing $19K

Dave Sheffield  LWA Treasurer

LWA January 2013 Financial Summary

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<th>Website</th>
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<th>Misc Expense</th>
<th>Dues</th>
<th>Total Touring</th>
<th>Total Racing</th>
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Assets:
Ending Cash Balance

Touring 6034
Racing 19441
Total 25475
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
www.bikesportbikes.com

Curt’s Cyclery
Route #248
Nazareth, PA
610-759-5134
http://curtscyclery.com/
info@curtscyclery.com

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

Cycledrome
8150 Hamilton Boulevard
Trexlerstown, PA 18087
610-398-6631
www.cycledromebikes.com

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

Fitness Central Bike Shop
4337 Route 309
Schnacksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

Keswick Cycle Co.
408 N. Easton Road
Glenside, PA 19038
215-885-7433
www.keswickcycle.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
email: 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
email: gs391@verizon.net

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

LWA QUICK RELEASE  MARCH 2013 14