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April 2013

PAT YTSMAS
RIDE SAFE BIKE TOUR
JUNE 2, 2013

The 2013 Pat Ytsma Ride Safe Bike Tour to benefit Pat’s Children’s College Fund will take place on Sunday, June 2, 2013, with a start at Earl Adams Memorial Park in Breiningsville, PA. Pat, a former LWA member and an advocate for bike safety, died on December 8, 2011, from injuries sustained after being struck while riding his bicycle on the Fahy Bridge in Bethlehem. All LWA members are encouraged to support this ride and honor Pat’s legacy.

The benefit will include two ride options of 20 and 40 miles through Lehigh and Bucks Counties. Both routes are promised to be flat and include rest stops and sag support. Bike Line of Allentown is again providing mechanical support. Cyclists are encouraged to secure pledges for their participation. Prizes will be awarded to the riders who secure the most pledges. Top prize is a 2013 Jamis Coda Comp Bicycle, provided by Bicycling Magazine. Second prize is a two-night stay at the historic Times House Bed and Breakfast in Jim Thorpe.

All pre-registered riders will receive a t-shirt and lunch will be served to all participants after the ride.

Individuals interested in making personal donations to the ride can send them to the Pat Ytsma Ride Safe Bike Tour, 1720 Spillman Drive, Suite 200, Bethlehem, PA 18105. The ride organizers are also seeking corporate and group sponsors whose donations will be honored with a branded mile-marker sign and their logo on the ride website and on the official PYRSBT ride t-shirt.

Groups interested in being sponsors should contact Sal or Russ at 610-865-2621. Questions about the ride can be addressed to ride organizer, Kirk Koehler, patytsmabiketour@gmail.com, 610-865-2621.

Further information about the Pat Ytsma Ride Safe Bike Tour for both participants and corporate sponsors can also be found at http://www.patytsmabiketour.com/. Participants can register on line and non-riders can make direct donations to the children’s education fund on that site.

G. Mack QR Editor
So, let's keep looking for more signs of spring. Bill and Jane Derby have returned from Florida. That's always a good sign. The next sign will be when Terry Terfinko brings his new Trek Madone out on a ride. We also expect that Pete and Karen Nestor will eventually return from Idaho.

And, of course, keep watching for me to show up for a ride wearing cycling shorts and no balaclava. Now that's a sure sign of springtime weather.

Jack Helffrich  
LWA President

A NEW REASON TO RIDE

As a kid, I rode bikes because there was nothing cooler than cranking along behind my dad on the tandem. In high school, I rode bikes because my older sister got first dibs on the car. In college, I rode bikes because it was the only way to keep up with my rowers when they would go for long-distance runs. In law school, I rode bikes to get out of the library. Since I moved to the Lehigh Valley, I have been riding bikes to make friends and explore.

Every spring, we pull out our spandex, tweak our derailleur, pump up our tires and hit the road. We each have a million reasons why we started cycling—to go fast, to lose weight, to rehab an injury, to get out of the house, to win. This year, I have a new reason: Team in Training. In the last decade, while I was riding bikes, cancer started running through my family like a bingo game of body systems. This fall, when I was feeling hopeless and a little bit selfish out here on my bike, a purple card came in the mail, inviting me to a meeting for the Leukemia & Lymphoma Society’s Lehigh Valley chapter of Team in Training.

LLS’s Team in Training supports the efforts of athletes who raise money for cancer research, healthcare advocacy and information services for patients with leukemia, lymphoma, Hodgkin’s disease, and myeloma. Research supported by LLS has contributed to the development of chemotherapy, bone marrow and stem cell transplants, and a variety of drugs that have been used to fight many kinds of cancer. Before the meeting was over, I was on board—this was a chance to use my bike for something bigger than myself, to feel like I could fight back against a disease I couldn’t control.

So this spring, I’m riding a bike to train for the TriRock Philadelphia Olympic-distance Triathlon this June, to join a team of survivors, family members, friends, and other athletes who are ready to sacrifice a fraction of our time and comfort to fight blood cancers and support patients and families. I want to give everyone a chance to discover the joy of cycling for whatever reason that gets them on the road.

Jenny Ronis

Editor’s Note: Jenny will be writing a follow-up article about her experiences with Team in Training and the TriRock Triathlon after the event this June. Look for her follow-up in a future QR.
HELMETS AND MEMBERSHIP: A PERSONAL PERSPECTIVE

A couple weeks ago I received an email from the LWA, explaining our new meetup group. "Our primary goal is to attract new members to the club," the email said. That's great. There are over 100,000 households in the Lehigh Valley, median annual income is over $45,000.00, and I would bet many households probably have at least two bicycles, some perhaps with training wheels. Lots of potential members out there. So, with probably over 100,000 cyclists in the Lehigh Valley, why does the LWA have fewer than 700 members? Obviously, there are many valid reasons why cyclists refrain from joining their local cycling club.

One important reason can be found right under the LWA logo on the meetup page: "Helmets required for all riders.” I've already put on my fire-proof suit, helmet included, but before you start flaming our undauntible editor, read the NY Times article—"To Encourage Biking, Cities Lose the Helmets.” That article, and a recent survey of Bethlehem cyclists paid for by PennDOT, says it all. In the survey, 77 bicyclists were counted in 5 hours, by observers facing north at the intersection of New and the Greenway in South Bethlehem. 74% of 57 cyclists did not wear a helmet. Only three cyclists were estimated to be under 12 years old (we're not told if they were helmeted), so all, or nearly all cyclists were within the law, as far as helmet use was concerned. One begs the question, why do 74% of cyclists not feel a helmet is necessary?

The NY Times article provides a valid answer—"Requiring helmets makes a basically safe activity seem really dangerous." Had helmet use been mandated when I was growing up, my mother would probably have driven me to wherever I wanted to go, just like soccer-mums do today, in their SUVs. Citing discrepancies in participation of various bike sharing schemes, the article suggests that if you force or pressure people to wear helmets, you discourage them from riding bicycles. "A two-year-old bike-sharing program in Melbourne, Australia — where helmet use is mandatory — has only about 150 rides a day, despite the fact that Melbourne is flat, with broad roads and a temperate climate. On the other hand, helmet-lax Dublin — cold, cobbled and hilly — has more than 5,000 daily rides in its young bike-sharing scheme."

No one here is saying wearing helmets is a bad idea. That's an entirely different and even more contentious issue. The key word is “requiring” helmet use as part of the uniform. A better case can be made for requiring basic cycling skills, a safe bike with proper brakes and adequate tires.

Dropping our helmet requirement may well attract more of the 100,000 cyclists out there, and to no one's surprise, probably very few riders would choose not to wear a helmet.

References:
Our meetup page:
http://www.meetup.com/Lehigh-Wheelmen-Association/

Lehigh Valley demographics:
http://tinyurl.com/lvdemographics

PennDOT survey of cyclists in Bethlehem:
http://www.car-free.org/wordpresspw/?p=2403

NY Times article:
http://tinyurl.com/citiesforgethelmets

Dublin-Melbourne bike hire comparison:
http://www.cyclehelmets.org/1211.html

Hansel de Sousa

QR VIDEO OF THE MONTH: PINARELLO PUT TO THE TEST

Thanks to Ron Helmuth, aka Helmoots, for suggesting this month's VOM, Video of the Month, “Martyn Ashton - Road Bike Party,” in which according to the video description on YouTube—"Martyn Ashton takes the £10k ($15,000) carbon road bike used by Team Sky's Bradley Wiggins & Mark Cavendish for a ride with a difference."

Check it out!
http://www.youtube.com/watch?v=7ZmJtYaULT0

If you have a favorite cycling video to share with fellow LWA members in the QR, please send the video link to gbmack@ptd.net for inclusion in a future newsletter.

G. Mack QR Editor
CPR ROAD TOUR PRESENTATION

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).

Thirty-eight individuals attended the one-hour session, 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 was 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

LWA RIDE CALENDAR MEETUP ENHANCED

In addition to our website and Facebook page, we have created a MeetUp group for the LWA. Our primary goal is to attract new members to the club through greater exposure via social media. The page is up and running and I invite you to give it a try.

Here is the link to the LWA MeetUp page:
http://www.meetup.com/Lehigh-Wheelmen-Association/

If you are new to MeetUp, you will be asked to create a login. A login is not required to view events, but ride leaders will need to login to post rides. Ride leaders should still post rides on the LWA calendar and optionally copy the ride on MeetUp until early April when MeetUp will become our standard and only ride calendar. The switchover date to MeetUp will be communicated to all members in April.

Some additional MeetUp benefits:
1. Email notification when new rides are posted or canceled.
   You can adjust your settings if you don’t want this feature.
2. RSVP to rides and events and add them to your calendar.
3. Ride leaders can see who is coming to their rides.
4. Rate a ride, add pictures and comments.
5. MeetUp Smartphone App (iPhone & Android) so you will always have the ride schedule in your hand. (Free)

With MeetUp you can have the LWA ride calendar in your hand. A free Smartphone App is available for iPhone and Android. It’s a great tool to stay informed of new rides and changes to existing rides. It is always a good idea to check a posting before heading out. With MeetUp App, you can choose to get alerts if a ride is changed or canceled. You will also be notified of any last minute rides that are scheduled.

This free App is available at the iTunes store for iPhone or Android App store.

I am hopeful MeetUp will bring us lots of new members and make our club even stronger.

Terry Terfinko   LWA Webmaster
No, this is not a picture of an early cycling challenge with riders sitting in opposed positions pedaling against one another to see who was strongest, nor is it a rather questionable design for a tandem with one rider forced to sit and pedal backwards. This bicycle, circa 1870, was an early, somewhat ingenious but also awkward attempt at a gear change for a single rider. The bicycle had two seats, two sets of pedals, and two handlebars, and two differently-sized wheels. Depending on the terrain the rider could decide which handlebar to lock in place and choose which wheel to pedal. The larger wheel could be chosen as the front drive wheel for riding on flats. The smaller wheel could be chosen as the front drive wheel for riding up hills. The bicycle design also, of course, offered a simple convertible bicycle which could be ridden comfortably by two family members with different leg lengths—not, of course, at the same time.

After the major shift in popularity to a chain-driven rear-wheel-drive bicycle with the introduction of the “Rover” or “safety bicycle” by John Kemp Starley in 1885, the focus on gear changes turned to the rear wheel and eventually to early forms of a derailleur. Though gear changes became a focus for early bike inventors and many attempts at primitive gear-changing mechanisms were devised, most early attempts at a gear change continued to involve a stop and a wheel change or flip-flop.

One of the first methods to produce two-speed rear-drive bicycles was a rear wheel with a sprocket on each side of the hub. To change gears riders had to stop, remove the wheel (usually secured with wingnuts, flip it around, resecure the wing nuts, and continue riding. According to John Forester at ProBicycle.com the road-racing gearing system of choice until 1938 was a double-sided hub with a “fixed and free,” a freewheel on one side and a fixed gear on the other, giving the rider a relatively high fixed gear for the flats and a relatively low free wheel for climbs and descents. Since cyclists in racing events were totally self-supported during that time period, the rider was responsible for making the wheel switch. In fact, though various types of gear changing mechanisms had been invented since the advent of the rear-wheel-chain-driven bicycle, the derailleur made its first appearance in the Tour de France in 1937.

Derailleur (French), correctly spelled dérailleur (to derail), derived from the derailment of a train from its tracks. First recorded use, 1930.

As early as 1895 a Frenchman, Jean Loubeyre, had patented a device, which he called the Polycelere (multispeed), to derail the chain from one sprocket to another. Another Frenchman, Paul De Vivie, who wrote cycling articles under the name Velocio, is generally considered to be one of the most important early figures in the development of the derailleur, based on both his engineering and his advocacy of cycling and gear-changing mechanisms. Considering most of the derailleur attempts up to his time awkward and unreliable, Velocio in 1905 tested a four-speed derailleur, named the Cyclist, in rides in the Alps.

Development of gear-changing systems continued with many early designs using rods to move the chain onto various gears. In 1928 the "Super Champion Gear" or "Osgear" was introduced by the company founded by Oscar Egg, a champion cyclist. Also introduced that year was the Vittoria Margherita. Both systems used chainstay mounted paddles and single lever chain tensioners mounted near or on the downtube. Roger Lapébie won the 1937 Tour de France on a bike using an Oscar Egg’s Osgear Super Champion groupset in the first year that derailleurs were allowed on the bikes of professional cyclists in the race.

A next important step in the development of derailleur design was the Le Simplex derailleur launched in 1928 by Lucien Juy, a Dijon bike shop owner, and founder of Simplex. Le Simplex used a single pulley, a pair of guide plates to push the chain to each of the two sprockets, and a spring-loaded arm to tension the chain. This was the first use of a spring-loaded top pivot which was to become an essential part of the modern indexed derailleurs of today. Derailleurs, however, did not become common for road racing until the Simplex introduction of a cable-shifted derailleur in 1938. Simplex continued to produce derailleur designs until the 1990s.

In 1949 Tullio Campagnolo introduced the first Gran Sport derailleur, a dual cable model that never saw production. The single-cable Gran Sport was introduced in 1950. Even before these designs which utilized the parallelogram movement of modern derailleurs, many of the world’s best cyclists had already been using Campagnolo’s equipment, including earlier designs, the Cambio Corsa and the Roubaix, which used an awkward system of dual rods and quick releases to complete shifts. With the release of the single-cable Gran Sport design, Campagnolo introduced a rear derailleur which would look very similar to those that would be developed world-wide for the next 30 years.

Along with the refinement of the parallelogram rear derailleur design, Campagnolo also invented the parallelogram front derailleur, a combination which became the “all Campy” system of choice for top racing bicycles. The front derailleur
**BITS ON BIKES**, continued from p. 5

also used a shift cable; therefore, the "all Campy" bike had two shift levers mounted at the top of the down tube, the setup of choice until further improvements moved the shifters to handlebar mounted systems such as Shimano's STI and Campagnolo's Ergopower in 1990.

The next step in the evolution of derailleur design came in 1964 with Suntour's invention of the slant-parallellogram rear derailleur, an improvement which resulted in smoother shifting, and the slant parallelogram remains the current derailleur design today. The major improvements since then have focused on the switch from friction to indexed shifting, an increase in the number of gears, and the development of electronic shifting systems.

Suntour joined other manufacturers, such as Simplex, Huret, Galli, Mavic, Gipiemme, Zeus, Campagnolo, and Shimano, in turning out their own derailleur components until Shimano’s introduction of indexed shifting in 1985 “required a more compatible system of shift levers, derailleur, cogset, chainrings, chain, shift cable, and shift housing. This need for compatibility increased the use of group sets, or groupsets, made by one company and drove most other manufacturers out of the market.” Shimano, of course, called its integration of its shift levers with brake levers STI, or Shimano Total Integration, which it released in 1990. Campagnolo released its own version, Ergopower, in 1992.

Campagnolo, Shimano, and SRAM are today the three main manufacturers of derailleurs and fully-integrated gear-changing systems.

References:
http://www.classiclightweights.co.uk/designs/simplex-hs.html
http://www.velorama.nl/engels/museum/index.html
http://en.wikipedia.org/wiki/Paul_de_Vivie
http://theinquisition.eu/wordpress/2011/history/the-derailleur/
http://probicycle.com/jf/jfderail.html
http://en.wikipedia.org/wiki/Derailleur_gears#History


G. Mack QR Editor

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**A TALE OF TAX ON BIKES:**

**CYCLIST POLLUTION?**

In an interview in March's Quick Release, LWA member Fritz Walker described the benefits of his 16-mile bike ride to and from work over the past ten years, including its impact on the environment. In Fritz's words, "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.)" Thanks, Fritz.

"And now for something completely different."

In a recent email supporting a proposed state bike tax on bicycles costing more than $500, Washington State Representative Ed Orcutt (R), a ranking member of the Washington State Transportation Committee, argued that bicycling is bad for the environment and that bike riders should pay a tax to help maintain the state’s roads.

In the email, written to bike shop owner Dale Carson, Orcutt stated that bike riders pollute the environment because they produce more carbon dioxide than car drivers.

"If I am not mistaken, a cyclist has an increased heart rate and respiration. That means that the act of riding a bike results in greater emissions of carbon dioxide from the rider. Since CO2 is deemed to be a greenhouse gas and a pollutant, bicyclists are actually polluting when they ride,” wrote Orcutt in his email defending the suggested tax. Carson, owner of Bike Tech in Tacoma, Washington, had originally written the Seattle lawmaker, arguing against the proposed tax, suggesting that biking was good for the environment and actually saves taxpayers money.

Orcutt added that a bike tax makes sense because drivers of cars are currently paying for roads and the bike lanes on roads through gas taxes, but “there is no gas tax---or any transportation tax---generated by the act of riding a bike on the roadways.”

If approved the additional state tax would be added to the normal Washington state sales tax (6.5%) and local sales taxes,
A TALE OF TAX, continued from p. 6.

which vary in the state. In Seattle, for example, if the bicycle tax is implemented, it would add 5% to the present combined local and state tax rate of 9.5%. Anyone buying a bicycle over $500 would pay a 14.5% tax, or an additional $72.50.

In a response to Seattle Bike Blog defending his statements, Orcutt offered an apology for his earlier remarks but also the following, “You would be giving off more CO2 if you are riding a bike than driving in a car,” he said. However, he said he had not “done any analysis” of the difference in CO2 from a person on a bike compared to the engine of a car. Perhaps Orcutt should have done a little homework.

A recent study by the ECF, European Cycling Federation, found that emissions from cycling are 10 times lower than those stemming from the passenger car “even taking into account the additional dietary intake of a cyclist compared with that of a motorised transport user.” Sound familiar? Calculated in grams of CO2 per passenger per kilometer traveled, the study offered the following comparison: bicycle, 21 g.; e-bike, 22 g.; passenger car, 271 g.; bus, 101 g. The figures for passenger car and bus were based on short trips similar to those a bicycle could make. The study concluded that “though not emissions free, the bicycle is still the lowest emitter of greenhouse gasses per passenger kilometer traveled.”

Perhaps Orcutt should have read Fritz’s interview in the Quick Release, but perhaps he wouldn’t have understood it nor believed it.

Read more about the ECF study here:
http://tinyurl.com/bikeportland-emissions

http://tinyurl.com/emissions-denmark

Read Orcutt’s original email here:
http://images.bimedia.net/images/emailOrcutt.JPG

References:
http://tinyurl.com/carbon-dioxide-output
http://tinyurl.com/msnb Orcutt
http://tinyurl.com/huffington-post-ocutt
http://tinyurl.com/bike-commuting-1
http://tinyurl.com/seattleblog1

G. Mack       QR Editor

MEMBERSHIP NOTES

Check your member profile at renewal time, especially email and postal addresses (recently a couple of USPS mailings bounced back after a week due to an expired forwarding address).

LWA Special Events, such as the upcoming Maryland Eastern Shore Weekend (4/12/13 - 4/14/13), generally require a current LWA Membership for all participants, especially those participating in the Events’ rides. This is generally true because the LWA’s insurance requirements. Non-riding guests may not have to be LWA Members. Always check with the organizer to be sure. In this example, LWA Membership needs to be current through at least 4/14/13.

To check your Membership status, login and click on Renew. If you are “current”, just Logout. Questions: Richard Baldock, rv314159@rcn.com.

Richard Baldock  LWA Membership Administrator

LWA WELCOMES NEW MEMBERS

LWA welcomes the following new members, who have joined the club since publication of the March 2013 newsletter.

Kathleen Kelly
Jeffrey Kuhn
Melanie Mohler
Bruce DeChillo
Frank Walsh
David Martin
George Carey
Brian Stout
Mark Butsavage
Alan Smith
David Aurentz

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

Current Membership (as of 3/24/13)
Single  ~ 229 (+22)
Family/Household  ~ 81 (+5)
Total  ~ 391+ (+32)
Units processed  ~ 90

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
**QRQ OF THE MONTH**

Congratulations to Dean Hower, winner of the QRQ of the Month for March. Dean submitted the most accurate identification of the classic 10 speed in the following photo. The name of the bike, Photoshopped out in the March issue has been restored to the frame. Seven LWA members submitted guesses, all seven identified the bike in the photo as a Schwinn, four identified the bike as a Le Tour, but only Dean correctly identified the vintage as 1974. Dean will receive a special prize from Jack Helffrich, LWA President and Keeper of All Special Prizes.

Special recognition also goes to David Wieand who submitted the following rather thorough recollection of the pictured bike: “If I remember correctly, that is a Schwinn LeTour. It was the first lugged frame in their lower priced 10 speeds. That of course doesn’t include the Paramount. It was also the first one to use a non-adjustable crank, ie modern day 3 piece, not a 1 piece crank like the Varsity and Continentals. It was probably purchased at Ed’s Cyclery too!”

The QRQ of the Month for April is to again attempt to identify the vintage bike in the following photo. Supply make, model, and year if possible.

The LWA member with the most accurate identification will receive a special prize from Jack Helffrich, LWA President and Grand Gifter of Great Gifts.

Submit your responses to the QR by April 20, 1013. Email all responses to gbmack@ptd.net.

*G. Mack*  
*QR Editor*

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**WHO’S LEADING 2013**

Despite an unusually cold March and start of the spring riding season, a number of LWA members continue to post a fair share of rides, even though the weather has not been particularly fair.

Here is the April edition of "Who’s Leading 2013.".

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<td>Richard Baldock</td>
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<td>Jack Helffrich</td>
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<td>Dick McCrete</td>
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Counts are inclusive from 12/1/2012 – 3/24/2013 for which a sign in sheet has been submitted. Sheets should be submitted to the VP of Touring (Paul Smith). You can mail them to the LWA address, send them as a PDF attachment to an e-mail (lwatouring@yahoo.com) or hand them to Paul in person.

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. 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.

The cumulative total will include rides up to the 20th of the month of the QR issue. 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.

*Paul Smith*  
*LWA VP of Touring*
THE TOURING REPORT

Spring has arrived, at least on the calendar, but we are still waiting for those nice warm days when we don’t have to bundle up to ride. Despite the slow arrival of warmer days, the LWA has been out on the roads. In fact, the ride calendar for March shows 22 posted rides. I really appreciate the ride leaders who make this possible and look forward to seeing many more rides as the season really gets into gear. If you’ve lead a ride, don’t forget to turn in the sign up sheet.

One thing that is nice to be able to count on is regular recurring rides that happen every week. I wanted to highlight some of these so that you can get them on your calendar and plan on them.

Recurring Rides:

Monday Evening Rides: Leaving from the Velodrome at 5:30pm. There are rides for all levels and interests. Whether you like a social C or D pace, or prefer a more aerobic workout on a B or A pace, there is likely to be a ride for you. Check the calendar to see the specifics each week. Once each month we hold the very popular Grill and Chill after the Monday rides. The first Grill and Chill of 2013 is scheduled for April 22. The club provides burgers, hot dogs and drinks. You are welcomed to bring something to share.

Wednesday Ride: For those of you lucky enough to be free on a Wednesday morning, this B paced ride of around 40 miles is the perfect way to get in a mid week workout. The rides start from a variety of locations and we ride in many different areas. Check the ride calendar each week to see where we are meeting and get details of the planned route.

Thursday Evening Goodman Rides: Every Thursday there is a C+ paced ride and a B ride leaving from Lehigh University’s Goodman Campus (Stabler). Art Hunsberger leads the C+ ride. The route is one of several of between 25 – 30 miles at a pace of 13mph average. Geoff Rogers leads the B ride using one of a variety of route options. You can count on a great workout!

WOW----Women on Wheels: This women only ride starts at the Velodrome every Sunday at 1:30pm, lead by Donalee Frary. It is for fun-loving women who want to get out on the road to enhance bike handling skills and get a good workout. Pace is mostly C/C+ with faster riders (B Pace) forming later in the ride. They do variations of the Bowers route. Rest stop included. Singing is optional.

I addition to the recurring rides, our calendar is interactive and the best source to find out what is happening. Be sure to check it often.

Away Events:

Weekend in Amish Country
Be sure to check out the details for this super weekend trip to Lancaster county on the LWA Events tab. Registration is on-line and open until May 2. I really recommend this event because the riding is just so wonderful and the area so unique.

Eastern Shore Weekend
In just a few weeks 22 LWA members will be headed to the Eastern Shore of Maryland for a weekend of riding and fun. Although the on-line signup deadline has passed, you can still sign up by sending a note to Paul Smith (lwatouring@yahoo.com) to let him know. You will need to make your own lodging reservations at the Comfort Inn, Easton, MD 410-820-8333. The block of rooms we booked has been released, but there is likely still space available in the property. You can also stay at the adjacent Holiday Inn Express. There number is 410-819-6500. The LWA is charging $20.00 (not including lodging of course).

Juniata County Bicycle Tour
The Second Annual Wheelmen Juniata County Bicycle Tour will take place on May 3-5, 2013. Each of three days will feature a 50-65 mile B-paced ride on little-travelled roads through field and forest and the small towns of the beautiful Juniata River Valley. Cue sheets for shorter rides will also be available. To sign up: Ron Helmuth, 484-767-3711, ron.helmuth@verizon.net

Cue Sheet Conversion Project
Currently the LWA has numerous cue sheets posted on the web site under the Documents tab. Although these cue sheets are a wonderful resource to the great riding in our area, they will be much improved through the work of several members who will be converting the cues to GPS maps. These new cue sheets will have many more features, including a map of the route with elevation profiles and statistics, a nicely formatted printable cue sheets, ability to download the route data to GPS devices and many other features. I will update you upon completion of this ongoing project.

Paul Smith LWA VP of Touring
SCOOTER’S SCOOP:
FRONT DERAILEUR ADJUSTMENT
“I am smarter than a derailleur” 2

Outline of the article
1: run cable and set barrel
2: check clearance and alignment of derailleur
3: move chain to inboard gears and tighten cable
4: set the high/low limit screws
5: move chain to outboard gears and adjust barrel for trim

Front gears are the unsung heroes of speed and climb. In one gear, you can climb nearly any grade, in the other, hit upwards of 30 mph (that's the maximum speed my brain will allow me to think). The derailleur on the front gears is not as sophisticated as the one on the rear. Whereas the rear derailleur nudges the chain from one gear to the other, the front unceremoniously shoves it from one to the other. The operation of the front derailleur is between two or three gears where the back is between upwards of 11 gears, so the front does not need the mechanical finesse that the rear needs.

I am again starting out with the assumption that cable replacement is the reason for having to adjust the derailleur to the shifter. There is a barrel adjuster in the housing for the front derailleur cable. It is either in line near the shifter if the cable comes out of the side of the shifter, or at the braze-on mounting where the cable connects with the frame. Some have adjusters at both places. Turn the barrel all the way in, and then back it out about a turn and a half, just like we did to the rear barrel. Put the chain in the small chainring in the front and on the large gear in the back so the chain is completely on the inboard gears. Run the cable through the housing and route it into the front derailleur. Lightly tighten the cable just to keep it connected.

Check the alignment of the front derailleur with the large chainring for the amount of space between the top of the chainring teeth and the arc of the bottom of the derailleur. The gap between the top of the teeth and the derailleur should be between one and three millimeters. New derailleurs have a piece of cellophane tape with a silhouette of the teeth and gap. The opening measured on the tape is 1-3 mm.

As a standard procedure, I always check to make sure the derailleur is aligned with the chainrings. If the chain won't go between gears smoothly, or worse, drops off the inside or outside, the derailleur probably needs to be aligned. I close one eye and sight from above the chainring to make sure the derailleur and large chainring are parallel. The construction of the outside bar of the derailleur can be misleading because of the wide and narrow bends in it. Pick one plane of the bar and align it with the gears. When tightening the clamp, pay attention to the angle of the derailleur. The motion of the clamp compressing against the seat post can add a twisting motion to the derailleur, and you are back to square one with a non-aligned derailleur. TORQUE the mounting bolt to the correct tightness when you are satisfied with the alignment.

The next steps deal with the limit screw adjustment. Move the chain to the inboard-most gear on both the crank and the cassette. The cable from the front shifter should be completely relaxed so there is no tension on the cable. There are two phillips adjusting screws on the front derailleur. There is no standardization of which screw adjusts the inside and outside limits, so you will have to experiment to make sure you are turning the correct one for the inside adjustment. Using the screw to adjust the inboard clearance, set the gap between the derailleur and the chain to one millimeter. This measurement is between the side of the chain closest to the frame and the bar of the derailleur next to that side of the chain.

Loosen the cable mounting bolt, pull all the slack out of the cable and tighten the cable mounting bolt. You might need to use pliers to put enough tension on the cable to take up all the slack when pulling it tight.

Move the chain to the outboard-most gears on both the crank and cassette. The rear derailleur should easily move to the small gear via the shifter. I move the front derailleur either by flexing it by hand or by use of the shifter. Using the other adjusting screw, set the gap between the outside of the chain and the outside bar of the derailleur to one millimeter. If you haven't done so, now use the shifter to shift to the big ring. Most of the time this motion will automatically move the chain the correct amount between the small and the large chainring. You can tweak the amount of cable movement by turning the adjustment barrel to pull more or less cable when the shifter is moved.

Those who have a triple crank will have one more step. Shift the rear to the gear nearest the middle of the cassette, then shift the front from the big ring to the middle. Some triples will have a trim feature for the center chainring. When shifting from the large ring, the first index will take it to the center ring but will be just toward the larger chainring. The second index should center it over the center chainring. Sight from above the center of the chainring, and, using the barrel adjuster, center the derailleur cage over the center chainring. As long as the slack has been removed from the cable when tightening it to the mounting screw, there shouldn't be much adjustment necessary for the center chainring.

With a little bit of work you should have a smoothly shifting chain for your next ride.

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.
**RIDE LEADERS EVENT:**
**FOR ALL RIDE LEADERS AND POTENTIAL RIDE LEADERS**

I want to invite any LWA member who has led rides in the past, and any member who is interested in leading a ride at some point in the future to come to our Ride Leaders Ride and Discussion, Saturday, April 6, 10:00am, at the Asbury Methodist Church, 1533 Springhouse Rd., Allentown, PA. We will go for an approximately 30 mile ride together, then return to have some pizza and beverages and hold an informational session about leading rides for the LWA. During this session we will review the ride leader’s guidelines and discuss the rights and responsibilities associated with leading an LWA ride. Susie Molnar will do a short presentation (not first aid related) about what to do if something bad happens during a ride. We will also present a demonstration showing how to post a ride including a discussion of posting rides on the LWA Meetup Calendar and a brief demonstration of using web-based mapping software to assist in planning a route.

Leading a ride is really a lot of fun and a great way to contribute to the energy of the club. The great thing is that as a ride leader you get to pick the start location, time, route, distance and pace. If you really enjoy doing 20 miles at 10mph, with a stop for ice cream, super; there are probably others who like that kind of a ride too and are just looking for someone to step up and be the organizer. Perhaps you hate to stop on a ride, want to average 18mph and ride 60 miles. OK, post the ride, I bet you’ll get takers. Whatever your riding preferences, I encourage all LWA members to consider leading rides at some point. It doesn’t have to be a new route or go to a new place because really what we ride for is the fun and companionship of a group.

*Paul Smith  LWA VP of Touring*

**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:
- 4/24/2013  5/22/2013
- 6/26/2013  7/24/2013
- 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

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**LWA Financials**  
**February 2013 YTD**

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<th>Touring</th>
<th>Racing</th>
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**Total Operating Income**  
$ (1,284) $ (1,082) $ (2,366)

**February Major Cash Flow Items**

28-Feb-13

| February Dues | $ 360  |
| Touring Spring Kick Off Dinner | 274    |
| Touring 2012 Gap Gallop (late invoice) | (300)  |
| Racing Income | 1,760  |
| Racing Expense | (1,677) |
| Affiliation Dues | (250)  |
| Donations (CFR Training) | (100)  |
| Other           | (113)  |
| **Total**       | **$ (46)** |

**Assets:**

| Touring Checking Acct | $ 1,156  |
| Touring Savings Acct  | 5,065    |
| Racing Checking Acct  | 19,193   |
| **Total Assets**      | **$ 25,414** |

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LWA QUICK RELEASE  
APRIL 2013  
12
Can you identify any of these riders from an early LWA/Broken Spoke ride group (provided by Dave Sprigle)? Send your response to the QR, gbmack@ptd.net

Scott Kettering (left) on a recent ride with the South Broward Cycling Club in Florida. (see Scooter’s Scoop, p. 11)

Fainting Goats on a recent Art Hunsberger ride. (see “Who’s Leading?” p. 12)

Blondie’s Cupcakes, a recent stop on a Dick McCreight ride (see “Who’s Leading?” p. 12)

Early Spring Ride, March 22. 33°F, wind 15 mph WNW, wind chill 22°, snow geese (see “NSB”, p. 2)

LWA VINTAGE PHOTO

LWA MISCELLANEOUS PIC PAGE

Have a favorite cycling photo--new or vintage---to share. Email to the QR editor, G. Mack, by the 20th of the month for inclusion in a future newsletter.

gbmack@ptd.net
LWA Discount Sponsors

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

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www.keswickcycle.com

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Hellertown, PA 18055
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www.sauconvalleybikes.com

**Sleeping Dog Professional Cycles**
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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
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610-742-4786
email: gs391@verizon.net

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