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PRESIDENTIAL POTPOURRI

The word potpourri has always irritated me. It must be French. The 't' is silent and the 'i' sounds like an 'e'. Anyway, here goes with some bicycle potpourri.

Grill and Chill - Despite what is euphemistically called a chill, about 75 enthusiastic riders turned out on Monday, April 22, for the first GnC of 2013. Grillmeister Debbie Terfinko, assisted by Paul Smith and Karen Winkler, fed the troops as they returned from the evenings rides. My 17 mile ride, while brief, featured enough climbing that the climber's climber, Neil Dicker, inquired, "Why are we going this way?" The cold wind required bundling up, wearing gloves, (flannel lined pants for me) and huddling around the gas grill. They were hot dogs in name only. Let's hope the next on on May 22 is a little more temperate.

MEETUP - The times they are a'changin'. We now have a new and improved ride calendar! At the February 2013 monthly membership meeting, Terry Terfinko proposed, and the membership approved, transitioning from the existing ride calendar on our website to the calendar available on Meetup (www.meetup.com). This change was completed on Monday, April 8. For more information about Meetup, see the complete article on p.6.

America on Wheels - An easy paced, family friendly ride of about ten miles is planned for May 11. We will assemble and depart from the America on Wheels parking lot for a very flat and mostly off-road ride to Bethlehem following the D&L canal towpath. Following a coffee break, we will return to AOW and take a free tour of the museum. For more information, see the calendar on the website.

Ride of Silence - At 7 PM on Wednesday, May 15, starting at the Allentown Fairgrounds, we will participate in the tenth anniversary of this world-wide event. See the LWA website and www.rideofsilence.org for more information.

Pat Ytsma Ride - The 2013 Pat Ytsma Ride Safe Bike Tour to benefit Pat's Children's College Fund will take place on Sunday, June 2, 2013. All LWA members are encouraged to support this ride and honor Pat's legacy. For more information about Pat, a former LWA member, and the ride, see the article on p.2.

Jack Helffrich LWA President
PAT YTMSA 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 Breinigsville, 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 online and non-riders can make direct donations to the children’s education fund on that site.

G. Mack QR Editor

LEST WE FORGET
A FEW BICYCLE SAFETY BASICS

Six things I learned, re-learned, or thought I knew from a recent League of American Bicyclists Safety Course.

1. When opening your driver’s side car door, use your right hand. The pivoting action required will remind you to scan the side door mirror to clear pedestrians, runners and bikers approaching from behind. This, according to a fellow class member, is universal standard practice in Europe. Corollary: don’t get doored by riding in the parked car door corridor.

2. Control the lane. The safest place for a biker is 6”-24” from the traffic lane’s right border, UNLESS you can get completely off the road onto a wide clean shoulder. Don’t ride the center of the lane; it’s where oil from cars falls. Don’t ride on the white line; motorists will take this as a sign they should pass, even when clearance is inadequate. Furthermore, you’re less visible to motorists as you move further right and out of their field of vision.

3. As a biker, assume you are invisible to motorists, and take precautions. As a motorist, realize that bikers can be invisible, even to you. As a motorist, always signal your intentions to turn even when no traffic is around, as a pesky invisible biker just may be lurking.

4. At a stop sign or light, always hand signal: left turn (point), straight (tomahawk chop), or right turn (point). Click out of your cleat and plant a foot to clearly communicate that you have stopped till it’s your turn to proceed. Catch drivers’ eyes. Do not pass stopped automobiles.

5. When going from double to single lane, the biker on the right slows down and says “Come in front”; the left rider speeds up.

6. As a biker, you are an ambassador of the sport, both to motorists and to pedestrians. You must not sacrifice safety (control the lane!), but unreasonably impeding traffic, buzzing pedestrians, willfully ignoring stop signs, and not yielding right of way inflames resentment. The Golden Rule (“Treat others as you would be treated.”) is adequate.

Ron Helmuth LWA Team MOOTS
MARYLAND EASTERN SHORE WEEKEND
APRIL 12 - 14, 2013

On April 12-14, my husband and I joined a group of Wheelmen for an out of town cycling weekend at the Maryland shore. The event was the second such outing organized for club members by Paul Smith, the VP of Touring for the Wheelmen, and fellow Wheelmen Karen Winkler. I heard so many good reviews of last year’s ride that I decided to sign up for it this year.

My husband Simon joined me on this trip. He started road cycling last year and has only a few rides under his belt. I have cycled for years with the Wheelmen, so I am thrilled to see my husband getting into the sport that I love. This weekend was a great opportunity for a newbie to road cycling, like my husband, to tackle more miles because the terrain is so flat. The weekend rides were also not intimidating for him because he had choices from a few route distances that a new cyclist could complete.

The LWA group all stayed in a Comfort Inn on Rt 50 in Easton, MD. The hotel staff were extremely helpful and welcoming. Friday’s rides explored the coastal roads through historic St. Michaels and Tilghman Island. Saturday took us through Blackwater National Wildlife Refuge and down to Hooper’s Island. Sunday we toured slightly more inland, but with a little trip by ferry across the Tred-Avon river between Bellevue and Oxford.

I couldn’t have imagined a better weekend. Paul’s and Karen’s hard work made for a hassle free, relaxing three days of riding. Although the weather didn’t cooperate for long rides on Friday, Paul emailed everyone with ideas for alternative activities. We met as a group on Friday night so that Paul could review the rides that were set up for Saturday and Sunday. There were many choices each day of distances which made it possible for everyone to enjoy the weekend. Paul and Karen set up the routes each day so that no matter what distance people chose, they were exploring the same general area, making it possible for people on different rides to meet up for lunch or do a portion of the day’s ride together. Cue sheets along with maps were supplied for each rider so everyone could ride at their own pace without worry of getting lost. Karen drove the courses with her van giving us cyclists an opportunity to flag her down if we needed help or decided to cut our ride short.

On Saturday all of the rides met at a restaurant called Old Salty’s for lunch on Hooper’s Island. Paul and Karen gave the restaurant a heads up well in advance so they could be ready for 22 hungry cyclists. Later on in the day Karne and Paul hosted a happy hour in the hotel lobby with a wonderful array of hors d’oeuvres to go along with the wine, beer, and soda provided. Everyone enjoyed sharing stories about the day and the wildlife they saw while riding. Sunday’s rides included the ferry trip from Bellevue to Oxford which added a quaint aspect to the day’s routes.

Paul and Karen organized a weekend that allowed all participants to explore new places on our bikes without any effort on our part except to drive to the starting point. The foundation for a weekend of cycling was provided with the detailed cue sheets for each and every route and plenty of time to sightsee. Each club member could personalize their weekend by choosing from many ride distances, places to eat, and riding companions.

For the novice, my husband, who is also an avid nature photographer, the cycling fit well with his cycling fitness level. The routes were very well planned with the maximum elevation gain less than 80 ft. in 25 - 55 miles of cycling through picturesque settings with wildlife sightings all around, including many nesting and fishing eagles and osprey.

A new member was made to feel very welcome, and part of a wonderful group experience that was open to all Wheelmen.

Maureen Porter LWA Secretary

NOTE: For more photo highlights of the Maryland Weekend Tour, visit the Eastern Shore Photo Pages, p. 16 and p. 17.
**WINTER RIDING IN FLORIDA**

A few years back, Jane and I decided to find a place to ride our bikes in the winter. Hanging up the bike for the winter is painful in the spring. It feels like you are starting over. We wanted a warm location with decent roads with some hilly areas.

Our first try was Marco Island where we rented a neighbor’s condo for a month. It was a warm and beautiful beach front setting. However, the roads were flat and very busy with traffic, and there were not many roads from which to select. We did some rides from nearby Naples with a former Wheelman but found not much variety in routes there either. On our return home, we stopped at a friend’s house in Leesburg, just north of Clermont and noticed that the rolling terrain looked like the Lehigh Valley!

The next winter we used VRBO (Vacation Rentals by Owners) to find a rental house. While searching the internet using bicycling in Florida, Jane came across a Bike Festival in Mt. Dora. Mt. Dora has a bicycle festival every October, sponsored by the Chamber of Commerce. To our good fortune, the owner of the house that we decided to rent in Mt. Dora gave us cue sheets from the Chamber of Commerce. That led to the following years renting houses in Mt. Dora and Montverde. Mt. Dora is a town very much like a town in New England. Montverde is more rural. These areas and their roads overlap but give us more routes from which to choose. There are hills in both areas with the Montverde/Clermont area having the greater number. The longest steep hill is Sugar Loaf which is a half mile climb with a maximum grade of 15%.

A lot of our rides are among orange groves and lakes. We use the West Orange Trail and the Minneola Trail to get out of the congested areas to less busy streets and roads. For those who prefer trails to roads, there are extensive miles of paved trails with curves and slight hills. There are various bicycle clubs (Florida Free Wheelers) and groups that we have ridden with in the past. One group that rides from Winter Garden is friendly but the pace and distance is a little more than we care to do.

Other things to do in the area include visits to parks and lakes to see wildlife, art festivals, concerts, lectures, antique shopping, and, of course, a trip to nearby Disney. It’s not the Lehigh Valley, but it’s the closest good cycling in the winter that we know.


**39th Annual Mount Dora Bicycle Festival**  
October 11-13, 2013  
Attracting 1000 cyclists, this is Florida's oldest and largest bicycling event! With rides of varying lengths skill levels, cyclists of all ages come and see why Lake County is recognized as one of the best places in the world to ride (Bicycling Magazine, March 1998).  
Contact: Mount Dora Area Chamber of Commerce  
Phone: (352) 383-2165

**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

5/22/2013  
6/26/2013  
7/24/2013  
8/28/2013  
9/25/2013  
10/23/2013  
11/20/2013

The meetings start at 7 pm and are held at the Asbury United Methodist Church, 1533 Springhouse Rd., Allentown, PA, located at the intersection of Welbert 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
Last year the first annual Camp Fowler Festif was held in August. The Festif was a fund-raising bike ride to help Camp Fowler expand its programs. For those not familiar with Camp Fowler, it is a camp located in Orefield that has a wilderness adventure course that offers challenge-based activities in a therapeutic environment while promoting personal achievement for at-risk youth in the Lehigh Valley. Camp Fowler’s facilities support the mission of Valley Youth House which is to provide prevention and intervention services, counseling, life skills and behavioral health services to abused, neglected and homeless youths and their families. Their programs foster positive growth enabling at-risk youth and their families to become healthy, productive and responsible members of the community.

Prior to the Festif last year I was not aware of the Valley Youth House and their Camp Fowler Facility. I was invited to the event by Liz Allen via Facebook. As a cyclist and a runner I like to participate in charity events to put my abilities to good use. My husband also signed up upon my encouragement since they offered a 20 mile route option. Only having ridden a couple of times prior to that event, he was truly a newbie cyclist.

The event was extremely well organized especially considering it was their first. After registering and picking up our event high tech T-shirt, we set out on our ride. Shortly after the start we hit a hill which was a bit challenging for my husband, but he wasn't going to let the challenge defeat him. The SAG wagon offered to pick him up, but he refused. Once we were over that hill the remainder of our ride was great, although still quite challenging. The course was extremely well marked and the participants and SAG team were a huge encouragement. My husband was determined to complete the 20 miles, and he did.

After our ride we relaxed with a wonderful meal served by some of the young people who participate in programs at the Valley Youth House. It was one of the best post ride meals I've had at an event. Turkey barbeque sandwiches, tossed salad, fruit salad, and cookies were some of the highlights. There was also vegetarian barbeque on the menu.

However, the day didn't end after the meal. The camp facilities were available to all event participants for the rest of the afternoon. A zip line, climbing wall, pool and showers were available. So this is a great opportunity to hang out with friends or family after the ride for some fun activities.

Liz Allen who organized the event circulated among the participants asking for feedback so they could continue to make the event better. The only negative comments I heard were that some people felt the route they chose was too hard for a charity ride. Liz and the other event organizers are looking at changing the routes for the 2nd annual Camp Fowler Festif to make them less challenging. Considering the location of the camp, it will be impossible to avoid hills. In my opinion considering the diligent SAG support that was offered, I would encourage people to participate in the event. Take on the challenge of a hill or two like my newbie cyclist husband did.

This is after all a Fund Raising event, not a race, so the idea is to have fun and help a cause---that was one of the things that kept my husband in spirit. Not all charity rides are easy. In fact some, like the Livestrong Challenge, are known for their difficulty. Besides, the Festif raises funds for an excellent organization that helps young people in our community. I think that this will become an event that cyclists and their families will be planning to attend yearly because it is a fun day out with fabulous food. My husband and I have already saved the date, August 17, for this year's Festif. I encourage fellow club members to register soon for the 2013 Camp Fowler Festif at https://www.bikereg.com/Net/18620.

Maureen Porter LWA Secretary

QR VIDEO OF THE MONTH: DANNY MACASKILL'S "WAY BACK HOME"

Thanks to Joe Burd for suggesting this month’s VOM, Video of the Month, “Way Back Home,” a great trial riding video from Danny MacAskill, which follows him on a journey from Edinburgh back to his hometown Dunvegan, on the Isle of Skye. Besides MacAskill’s incredible trial riding, the clip features great shots of Scotland’s Highlands, cities, and seacoast.

Check it out!

http://www.youtube.com/watch?v=Cj6ho1-G6tw

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
RIDE CALENDAR
NOW ON MEETUP

On our website, we have replaced the old LWA calendar with the commercial Meetup calendar. It's located under the same 'RIDE CALENDAR' tab as before, it looks a little different, but there is new functionality. Just click on the 'RIDE CALENDAR' tab on the LWA website's homepage like you did in the past. You will be seamlessly taken to the LWA calendar on Meetup. Click one of the postings in the calendar for additional detailed information. One difference is that you will need to click on the BACK arrow to return to the LWA website.

Just like the old calendar, the new one is viewable by anyone; you do not have to be a member of the LWA or of Meetup. HOWEVER, there are some significant benefits to being a member of Meetup. As a member you will be able to review and comment on events, find maps to ride locations, RSVP to invitations, see who else is planning to attend, and post photos, including a profile photo. Meetup is extremely flexible and configurable, so you can select the degree of notification you want. Plus, on Meetup you will be able to access other groups based on your interests. Other local cycling groups such as Genesis Bicyclists, Suburban Cyclists, and Cycle Fitters also post their events on the local Meetup site.

There is no charge for joining Meetup, but please note that joining Meetup and joining the LWA are two distinct actions. As I write this, there are 166 members of the Lehigh Wheelmen Association Meetup group. As an incentive to join, we will have a prize drawing at the next monthly membership meeting on May 22. To be eligible you must be a current member of both the Lehigh Wheelmen Association and of the LWA group on Meetup.

Finally, if you want to post a ride or rides on Meetup, contact our webmaster, Terry Terfinko, and he will give you the necessary access. Many thanks to our webmaster for suggesting and implementing this change.

Jack Helffrich  LWA President

WHO’S LEADING 2013

Every year at the Christmas Party we recognize our invaluable ride leaders, without whom we would not have much of a cycle touring club. Included in this recognition are counts of the number of rides each person led over the previous year. This year we will add an enhancement to that recognition in the QR by listing the ride leaders and number of rides led cumulative through the current month, allowing perhaps some friendly competition to take place. You might figure out that the name of the column has a double meaning of sorts.

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<td>Jack Helffrich</td>
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<td>Richard Baldock</td>
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<td>Terry Terfinko</td>
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<td>Dick McCreight</td>
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<td>Mike Soliday</td>
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Counts are inclusive from 12/1/2012 - 4/22/2013 for which a sign in sheet has been submitted. Sheets should be submitted to the VP of Touring (Paul Smith).
1) Send them as a PDF attachment to an e-mail (lwatouring@yahoo.com).
2) Mail them to Paul Smith at 1233 Seidersville Road Bethlehem, PA 18015
3) Give them to Paul personally when you see him

Be sure to have your name and the date of the ride on the top.

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, there a good document on the LWA web site called Ride Leader Guidelines under the Documents tab. It is worth reviewing no matter what level of experience you have as a ride leader.

(If you believe there is an error or omission in the counts please let me know).

Paul Smith  VP of Touring

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.

Please send all submissions to gbmack@ptd.net
LWA MEMBER PROFILE: CHUCK AND THE CLimb

LWA member Chuck Canfield has completed the Mt. Washington Hill Climb about a dozen times and won the event three years in a row in the 1980’s. In a recent interview with LWA President Jack Helffrich, Chuck described his participation in this famous bicycling challenge and his training for the event.

Name: Chuck Canfield
Age: 57
Height: 5’8” Weight: 150
Occupation: Teacher
Residence: Allentown
Years as LWA member: Several decades
Bikes: 5

How many times have you bicycled in the Mt. Washington Hill Climb, and when? I would have to guess approximately a dozen times. I was a regular in the mid 80’s and sporadically in the 90’s. Last year I entered (notice...I didn’t say raced it) for the first time in many years.

What is the profile? The race is a ride up the toll road. It averages 12% grade over 7.6 miles. There are extended stretches at 18%, and the final 100 yards is at 22%. The toll road opens only on select days for bicycles. The original Mt. Washington Hillclimb has become very hard to enter. The field limit is 600 and registration opens and closes quickly. I have heard that the window at times was 15 minutes. A second race up Mt. Washington called Newton’s Revenge has started up to accept overflow. This is the event I entered last year. There were approximately 400 riders present.

You actually won this event? When and how often? I did win this event 3 years in a row. I won it in 84, 85, and 86.

What was your best time? In 85 I completed this race in 59 minutes, 59 seconds. At that point I was only the second person to go under the hour mark. The next year I worked extremely hard to prepare for the event. The race was held but stopped at the 4 mile mark because of extremely high winds. My time for the abbreviated race was 26 minutes and 46 seconds.

How do you train for this event? I did hill repeats at least once a week for the entire season. As the time drew closer to Mt. Washington I would do multiple days of multiple repeats at Hawk Mtn.

Do you climb mainly standing or sitting? As a younger rider I did much of my climbing out of the saddle. In the past 18 months I have been increasing my riding time again. I am trying to spend more time in the saddle, but old habits are not easily broken.

What gearing do you use? That number has also changed drastically over the years. I looked back in old training logs and saw the smallest gear I used was a 39-28. Much of the first two or three miles was spent in a 39-19. I now use a compact crank set. My smallest gear last year was 34-34.

Do you use a heart rate monitor? Back in the 80’s and 90’s... never. Now I use a heart rate monitor (as well as a power tap) for a majority of my training rides. As an older rider I try to train smarter, not necessarily harder.

Do you need any special equipment or clothing? I have always used a relatively lightweight set of wheels for hillclimbs. Other than that I don’t use anything special.

What is the most challenging occurrence during a ride? I would have to say that the winds that you can encounter can make the ride especially challenging. My best guess would be that the winds we were riding in last year were in the 60mph range. You would come around a switchback, hit a headwind, and just about come to a standstill. The road surface at many places is packed dirt. This just adds to the fun.

Jack Helffrich  LWA President
Ever notice how life has a way of saying, 'Hey man, you up for this?' Seems to me that our responsibility is to respond with a resounding 'YES' as often as possible. The stories and adventures that result can be life altering.

In late January, I received an email from the High Performance Cycling Coach at the USOC inviting me as one of a small select group for a week of training, testing, and observation in deep, southern California (you can see Tijuana….oh, and hear the gunfire most mornings also). Obstacles were the short notice (camp was 2/14-2/20), money, and only one vacation day available. After being 'gently' directed by Coach Geist (www.kimgeistcoaching.com) that this was one of those opportunities one does everything possible to bring to fruition, I took action. It's amazing what happens when you make a decision—you know? A supportive boss who advanced vacation days, an anonymous financial sponsor, and a quickly revised training schedule to deliver me ready to perform materialized within one week of the decision to go, leaving me two weeks of anticipation. The experience sure didn't disappoint!

Day 1 was bike assembly, a light road ride, and orientation. But, from there on we had 3 things to do daily: eat, train and rest. Two training sessions daily, incredible food, informative meetings, and the some of the best athletes I've ever met. Very cool not to worry about anything extraneous; gives one a glimpse into the life of a full time athlete… and it's demanding!

The following days saw Ramp Testing to exhaustion, a rolling Time Trial through the canyon into a 20+ mph 'breeze' with no aero equipment. There were cornering, downhill and stopping drills; the high speed 'attack & gap' drill; an 8 mile uphill TT, a 3-man Team TT (we dropped one of our team and picked up a handcyclist….kinda hard to catch a draft from them!) On the walk to the evening wrap up meeting, we'd stop and watch the young kids on the BMX track. In the morning, we'd watch the lizards emerge to warm up.

And the people…outta sight! Shawn, a recently blind new athlete, being shepherded around by her sighted pilot, Jennifer; likewise there was Larry - also blind - teasing his Pilot (Greg)---'I'd like a steak & vegetable omelet…c'mon yo…you my blind bitch, you dig!'; Ryan (who just beat the world champion trike rider a week ago) and whose nerve/muscle injury makes him unsteady & unpredictable on his feet, frequently asked 'Drunk again, Ryan?' No one's disability is anything but an opportunity for good-natured ribbing. Jordan had a shattered hip from a gunshot wound, Zack is a TBI (Tramautic Brain Injury), Noah had CP. Man, I can tell you, when we rolled out in the morning—upright bikes, trikes, handcycles—we made a hell of a paceline!

One afternoon our training was bumping/shouldering practice. For anyone who's never ridden a criterium (a 'crit') or on the track, you may not know that cycling is a full contact sport. We did these drills in the grass, culminating with all of us (handcycles excepted) in a 20'x20' square, and the goal was to be the last one upright and not leaving the square. Track stands, shoulder bumps, intimidation….glad we were in the grass. I made it as far as 3rd from the end when Cody got me, and I went down (video was on FB late February)… a soft, slow motion tumble. Oh, and next time you want some handling practice, set your water bottle upright on the ground and slowly ride by and try to pick it up while riding….never thought I could do it!

When asked (frequently) how my trip was, I've answered that this was one of the peak experiences of my life. And life just keeps getting better. While I may want big gains in speed, ability, aerobic capacity, they come—like most things in life---in the time they're supposed to, completely disregarding my desired schedule. And, sometimes you get surprised. I've achieved competition weight (no small feat if you've ever seen me around a plate of cookies), and made the first 'standard' the USOC considers for Olympic Team selection, called 'Emerging Athlete Standard.' Cool. Do I want more? Well now, you know me.....

**Brian Wacik**
BENEFIT RIDE FOR ANGEL 34
CURT’S CYCLERY CENTURY
JUNE 8, 2013

Join fellow cyclists on June 8, 2013, for the 4th annual Curt’s Cyclery Century to support Angel 34, an organization which helps children and families battling childhood cancer. Last year the event raised $1000 through the efforts of each rider. The event is unique as a century ride because cyclists can choose to complete as many 10 or 20 mile laps as possible on either a 10 or 20 mile course. On either course, each lap begins and ends at Curt’s Cyclery, which donates $2 for every 10 miles completed by entrants to Angel 34. Riders can complete as many or as few laps as they like.

Curt’s Cyclery provides sag support for the ride as well as water and refreshments, which include sports drinks, bagels, and pizza. Riders also receive a ticket for each lap completed for drawings to be held at the end of the ride. The more laps they complete the more chances they have to win in the drawing held in conjunction with the event. Grand Prize in the drawing is a $100 Curt’s Cyclery gift card, second prize is a $75 gift card, and third prize is a $50 gift card.

Pre-registration is only $20 with day of event registration $25. Event t-shirts will be available for purchase on the day of the ride. Riders can complete as many laps and miles as they like at their own pace and still support Angel 34.

For more information about the event, including course maps for both loops, and pre-registration check out Curt’s Cyclery website.
http://curtscyclery.com/about/c3-100-pg345.htm

For more information about Angel 34 check out their website.
http://www.angel34.org/

G. Mack QR Editor

BITS ON BIKES:
HOW FAST?

“How fast?”---a question frequently asked by many cyclists before, during, or after a ride. A cyclist’s questions about speed are often about his or her own riding—the average speed to be expected on an A, B, C posted ride, the top speed reached on a steep descent, or the average speed maintained on a long club ride. Sometimes, however, a cyclist’s questions about speed are generated by curiosity about the riding of others—the average speed of Tour leaders on a particularly grueling stage, the top speed of a professional mountain bike racer on a steep downhill portion of a course, the speed of a top sprinter or tandem team on the track, or the terminal velocity of a top Tour rider in full sprint at the end of a stage. So, how fast?

Well, first, an answer to the last question—the terminal velocity of a top Tour rider in full sprint at the end of a stage—has been answered by Mark Cavendish, named the Tour de France’s best sprinter of all time by French paper L’Equipe on July 15th 2012. According to Cavendish, winner of 23 Tour stages, “the top speed I’ve ever done in a sprint has been clocked at 78 km/h (49.01 mph), and I think that’s the fastest ever in a sprint.”

However, for some cyclists “how fast?” becomes more than a question; it becomes a passion or some might say an obsession. The quest for speed and speed records on a human-powered bicycle has fascinated many cyclists since the bicycle’s invention, and that quest for speed has taken many different forms on many different surfaces from dirt to asphalt to snow to salt, from the flats to the slopes of volcanoes and mountains,
How fast, cont. from p. 9.

and from strictly human-powered to human-power-assisted by drafting everything from locomotives to motorcycles to cars to dragsters.

So, how fast? What is the absolute speed record on a bicycle? How fast was the fastest speed ever recorded by a cyclist on a human-powered machine? In August 1995, Bruce Bursford, a former British schoolboy cycling champion, reached 334.6 km/h (208 mph) on a specially designed stationary bike with helium filled tires and a two-foot chain ring set on rollers. He rode for just 30 seconds, covering a theoretical distance of 150 feet every pedal stroke. The bike, which was designed by Bursford himself and built for him by British racing car firm Lola, weighed only 11 lbs., was constructed of carbon fiber and titanium, and had ceramic bearings. To reach the record-breaking speed, Bursford was “towed” on the rollers until he reached 100 mph. The “towline” was then released, and he pedaled flat out for 30 seconds to reach 208 mph and set a new record for speed on a human-powered bicycle.

Considering Bursford set his record with mechanical assistance to 100 mph and the advantage provided by riding on rollers, which would substantially reduce the effect of friction, his ride should probably be termed human-power-assisted. Fred Rompelberg, the Dutch cyclist who set the previous absolute speed record of 268 km/h (167 mph) on a bicycle, was definitely human-power-assisted. On October 3, 1995, Rompelberg, the world’s oldest professional cyclist at the time, rode behind a dragster on the Bonneville Salt Flats on a specially designed “mountain bike.” His record was attained by cycling in the draft or slipstream of the dragster to which his bike was tethered until he reached 50 mph. Rompelberg’s speed, which is still considered the world record for a motor-paced cyclist, was determined by timing between the 3.5 and 4.5 mile marks on a 10K Salt Flat course. His bike, designed by David Tesch, a CA frame builder who started with Trek, featured 18” wheels, a 57” wheelbase, and double-reduction gearing which allowed Rompelberg to travel 114 feet with one pedal stroke (4x the distance possible on a conventional bicycle). Rompelberg broke the previous record of 244 km/h (152 mph) set by John Howard, Olympic cyclist and Ironman triathlon winner, also at the Bonneville Salt Flats, on July 20, 1985.

Motor pacing, in which a pace vehicle is usually modified by adding a tail fairing to keep the wind off the cyclist who is riding behind it, was “invented” in 1899 by Charles Murphy, known as “Mile-a-Minute Murphy.” Murphy, riding a Tribune “Blue Streak,” drafted a train on two miles of plywood sheets attached to the railroad ties on the Long Island Line, to be the first man ever to ride a bicycle for one mile in less than one minute. Before his historic ride, Murphy had ridden a mile on static rollers in 37 seconds; therefore, he considered his record attempt quite possible—“I figured that the fast-moving locomotive would expel the air to such an extent that I could follow in the vacuum behind.” Murphy was successful and completed the mile in 57.8 seconds, likely hitting close to 70 mph at some points, though he hit the back of the train at the end of his attempt when the engineer shut off the steam.

Motor-paced-bicycle-speed-record attempts since Murphy’s have utilized the draft created by vehicles that have ranged from locomotives to motorcycles to midget race cars to high performance cars to dragsters. For example, the world record for cycling on a paved surface was set in 1962 by Jose Meiffret of France when he reaced more than 127 mph following a Mercedes 300 SL on the German Autobahn. Other bicycle speed record attempts, considered unpaced or unassisted, can
generally be divided into those totally human-powered on a flat surface and those assisted by gravity on a downhill course. These attempts have been made on various surfaces including pavement, dirt, and snow and on various bikes including production models and prototypes.

The speed records for unpaced or non-motor-paced bicycles on a flat course have been set most recently by riders in fully-fared recumbents on a highway in Battle Mountain, Nevada, and sanctioned by the International Human Powered Vehicle Association (IHPVA). This site has been chosen by the IHPVA because the virtually flat 5 mile course has a drop of just 170 feet in 5 miles or a slope of only 0.6439% overall. Canadian cyclist Sam Whittingham currently holds the record of 133.28 km/h (82.82 mph) for fastest speed on a flat, paved surface, which he set in 2009, riding the Varna Tempest, a purpose-built, bullet-shaped recumbent designed by Bulgarian sculptor Georgi Georgiev. His speed was recorded over 200m, which commenced with a “flying start” down 5 miles of almost dead flat road. French cyclist Barbara Buatois, also riding a Varna Tempest, currently holds the woman’s record of 121.81 km/h (75.69 mph), which she set in 2010, on the same course at Battle Mountain. Both Whittingham and Buatois are literally taped inside the cocoon-like shell of their recumbents. Incidentally, Buatois was also the first woman to complete the Race Across America (RAAM) on a recumbent, placing first in the women’s solo division, in eleven days nineteen hours and forty-eight minutes, also in 2010.

Downhill or gravity-assisted speed records are usually divided into categories by surface ridden and type of bicycle, production or prototype. French cyclist Eric Barone holds two speed records on off-road surfaces on purpose-built prototype mountain bikes. Barone, nicknamed “Baron Rouge” or the Red Baron, set his first record on snow when he reached 138 mph riding down a ski slope in Les Arcs, France in 2000. In 2002 Barone also set the world record for riding on dirt when he hit 107 mph cycling down the side of Nicaragua’s Cerro Negro volcano. His record run, however, ended in a spectacular crash when his carbon-fiber bike hit a rock and basically disintegrated under him, leaving Barone with the still-standing record but also several broken ribs and other injuries.

Austrian Markus Stöckl currently holds the world speed records for serial production mountain bikes on both snow and dirt. In 2007, Stöckl, nicknamed Hercules, rode an Intense M6 mountainbike down a 45 degree ski slope in La Parva, Chile, reaching the current record of 210 km/h (130 mph) on a conventional bike. According to Stöckl, he held his breath for the 40 second descent to prevent his aero helmet from fogging up. Stöckl beat the production bicycle record for dirt in 2011 when he reached 164.95 km/h (102.50 mph) on the Cerro Negro volcano in Nicaragua, the same dirt and gravel slope used by Barone to set his record and break his ribs.

Other world records on a bicycle, both on the road and on the track, generally include either time or distance variables, such as 1-hour records, 24-hour records, 7-day records, one-year records, 1,000-m-flying-start records, 1-mile records, 1,000-mile records, and other long distance records. Many of the cyclists who hold absolute speed records also hold these speed-dependent records, but that, to quote another QR contributor, is “another story for another time.”

G. Mack QR Editor

NOTE: For videos of world record attempts, see video links and sources on the next page.
HOW FAST, cont. from p. 11

VIDEO LINKS:
A Dutch newscast (with English subtitles) featuring an interview with Rompelsberg and video footage of the record-setting ride:
http://www.youtube.com/watch?v=A5wmkXu_v2k

A collection of videos about bicycle speed record attempts:
http://tinyurl.com/tree-hugger-record-attempts

A video of Barbara Buatois’ record ride including camera footage inside the bike:
http://tinyurl.com/barbarabuatois

Eric Barone’s record run and spectacular crash on the slope of Cerro Negro volcano:
http://tinyurl.com/ericbarone

Two videos of Markus Stöckl downhill runs on snow and volcano:
http://www.youtube.com/watch?v=yE-za2v8XPM
http://tinyurl.com/stockl-on-volcano

sources:
http://tinyurl.com/fastest-speed-on-bicycle
http://tinyurl.com/fred-rompelberg
http://en.wikipedia.org/wiki/Fred_Rompelberg
http://en.wikipedia.org/wiki/Charles_Minthorn_Murphy
http://tinyurl.com/oldbikerecords
http://tinyurl.com/bruce-bursford
http://en.wikipedia.org/wiki/Bruce_Bursford
http://tinyurl.com/reewcumbents
http://en.wikipedia.org/wiki/Sam_Whittingham
http://en.wikipedia.org/wiki/Barbara_Buatois
http://sports.espn.go.com/espnmag/story?id=3405498
http://en.wikipedia.org/wiki/Markus_St%C3%B6ckl
http://tinyurl.com/stockl-on-volcano
http://www.youtube.com/watch?v=yE-za2v8XPM
http://tinyurl.com/barbarabuatois
http://tinyurl.com/tree-hugger-record-attempts

QRQ OF THE MONTH

Unfortunately, no LWA member was able to correctly identify the classic road bike featured in the April QRQ of the Month. Therefore, Jack Helffrich, Purveyor of Priceless Premiums, was unable to award any prizes for a winning guess. The bike pictured was a 1974 Nishiki Professional.

The QRQ of the Month for May is a QR treasure hunt of sorts. The LWA member who submits the most correct answers to the following questions will receive not only special recognition in this column but also a special prize from Jack Helffrich, LWA President and Grand Gifter of Great Gifts. In the event of a tie, the prize will be awarded to the earliest email responder with the most correct answers.

1. Which LWA ride leaders have sponsored 10 rides in 2013 as of April 22?
2. Which LWA member was recently invited to the Olympic Training Center in Chula Vista, CA?
3. Who currently holds the male land speed record for unpaced bicycle on a flat course?
4. What LWA member won the Mt. Washington Hill Climb 3 times?
5. What cyclist drafting a train was the first to ride a bike one mile in under one minute?
6. Which town holds the oldest and largest bicycle event in Florida every October?
7. When is this year’s Ride of Silence and where does it start in the Lehigh Valley?
8. Where was this month’s VOM filmed?
9. What Bulgarian sculptor designed the recumbent bicycles used to set both male and female land speed records?
10. What is the top prize for pledges secured for the Second Annual Pat Ytsma Bike Tour?

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

G. Mack          QR Editor
LWA CLASSIFIEDS

ARTICLES FOR SALE

2011 Jamis Xenith Endura 2 Femme 48cm $1200
women's specific design, excellent condition, never crashed, Sram Apex compact components, upgraded handlebars, pedals not included. Wheel set shown in separate pic will replace those in bike photo. kcm631@yahoo.com or 631-833-9407

FREE

Tag-Along, free to good home. Good for children under 95 pounds. Used. Call Linda Roeder at 610-597-3994 or lin.roeder@gmail.com.

3 Yakima roof rack carrier bike trays, two front wheel mounts, one fork mount, misc. Yakima roof rack parts. Contact gbmack@ptd.net or 610 428 1697

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

LWA WELCOMES NEW MEMBERS

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

Matthew Molchan
John Getty
Daniel Linik
Sheri Kline
Dawn Louise
Gregory Morrison
Nathan Shive
Dave Gatewood
Burd Family ~ Joe & Katie
Bill Tesar
Vicki Glaser
Janet Hower
Barry Eigen
Meg Del Prete
Peter Wohlsen
Several Individual members also upgraded to Household status upon renewal.

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

Membership Statistics (as of 4/28/13)
Single/Individual---223 (-6)
Family/Household---78 (-3)
Total---379 (-12)
Units Processed---50 (-40)

We recommend that all LWA members join the LWA Meetup group, http://www.meetup.com/Lehigh-Wheelmen-Association/; however, please note that joining Meetup is not the same as joining LWA. LWA members are required to register on our website, www.lehighwheelmen.org and pay the annual membership dues ($15 for Individual/Single and $25 for Household/Family).

LWA membership uses a rolling calendar (Ex: joining on 4/30/13 would generate an expiration date of 4/30/14). Renewing early extends the expiration date one year (Ex: renewing a membership that expires 5/27/13 would extend the expiration date to 5/27/14).

Membership benefits include: Insurance coverage, ability to post rides, Grill & Chill, Picnic, Holiday Party, other social events, special riding events, discounts at many local cycle shops, etc.

Upgrading to Household/Family is now possible using Paypal. Check out the instructions on the website under the Documents tab, if interested. Or, contact Membership if you have any questions.

Richard Baldock        LWA Membership Administrator
Rob Smith              Asst. Membership Administrator
LWA Financials
March 2013 YTD

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<th>Racing</th>
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| Total Operating Income         | $ (346) | $ 72   | $ (274) |

March YTD Budget

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<td>$ (644)</td>
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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

Neil and Jane on Neil’s Shir la-ma’alot ride
EASTERN SHORE WEEKEND 1

One of many osprey sightings on Saturday’s rides

Ferry ride from Bellevue to Oxford

Pastiche of Pre-ride Porta-Potties

Bikes at a rest stop on Saturday’s ride

On the bridge to Hooper’s Island

Bikes on ferry

LWA MISCELLANEOUS PIC PAGE

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gbmack@ptd.net
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gbmack@ptd.net
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
Trexlertown, PA 18087
610-398-6631
www.cycledromebikes.com

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

**Fitness Central Bike Shop**
4337 Route 309
Schnecksville, 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