On Wednesday, May 15, at 7:00 PM, nineteen LWA cyclists joined with their fellow riders around the country in the tenth annual Ride of Silence. The mission of the worldwide Ride of Silence is to honor bicyclists killed by motorists, promote sharing the road, and provide awareness of bicycling safety. The Ride of Silence started in 2003 as a one-day event in Dallas, Texas, and has grown to an international event with rides throughout the U.S. in more than 25 countries worldwide.

Ours was one of 368 rides across the United States, all held on the same day at the same time. The local group met at the Allentown Fairgrounds, then rode east on Turner and Hamilton Streets to City Hall before returning via Linden. The pace was moderate and complete silence was observed during the ride. Joe Burd brought his cargo cycle and displayed a poster with the Ride of Silence logo. The ride was covered by WLEV channel 69 news.

We specifically wanted to remember LWA member, friend and fellow cyclist Patrick Ytsma, who was killed while riding his bike in December 2011. It was rewarding to observe that many of the roads we traveled were painted with a bicycle logo, designating them as bike lanes. I think Pat would have appreciated that.

Jack Helffrich LWA President

For more information about the Ride of Silence visit the event website at http://www.rideofsilence.org/main.php
This March my wife and I drove to Delray Beach, Florida, to prepare my mother's condo for sale. Her condo is in an area where the main roads are laid out in a roughly mile-wide grid. Inside the grid are huge condo developments (my mother's 7200 unit development, no mistake, 7200, is one of the larger ones), with roads that seem to go nowhere. The roads forming the grid typically have four lanes of fast moving traffic in each direction, making biking there challenging. Still, we took one of our tandems, knowing that we could do clockwise repeats of the six-mile grid around my mother's complex. Of course, going clockwise meant we made all right hand turns. On the first loop of our first ride, we had to dodge what looked like the removable gate from the rear of a two-and-one-half ton truck. As we pedaled on, I resolved to clear the gate off the shoulder of the roadway on the next loop. As we approached, there seemed to be a lot of black plastic around the gate. I picked up the gate, put it on the grass at the side of the road, and started to pick up the plastic. I discovered that it was not plastic at all but various parts of a Husky socket set. I saw a well the two halves of the clamshell case that had parted at the hinges. Apparently, the socket set had been behind the gate of the truck, and they both flew off the truck at the same time. As soon as we returned to my mother's condo, I emailed Emil to tell him I was the proud owner of a 72-piece socket set. That Delray Beach road has been fertile ground for me. About ten years ago, while on a long run on that road, I found a papercutter. I felt more than a little self conscious running back to my mother’s condo with the papercutter in hand.

A few months ago I saw a shiny quarter at an intersection that always has traffic. I resisted the temptation to try to retrieve it. Over the next few days I looked at it longingly as it slowly migrated further into the intersection in response to being run over by car tires. By some luck, it migrated into an indentation created by the road being paved around a small (gas?) valve cover. Now pedestrians could no longer see it, only sharp-eyed bicyclists. After a few rain storms dirt covered the shiny, but somewhat beat up, quarter. So I alone know it is there. Every time I go by the intersection I feel the quarter taunting me, daring me to pick it up. It is sort of money in the bank, unless the gas company uses the valve.

Edwin Kay Lehigh Wheelman and QR Contributor

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
JUNIATA COUNTY SOJOURN 2013

In May 2012, eight LWA cyclists traveled to Juniata County for the first annual Juniata Sojourn. This year, eighteen of us gathered for the second iteration of this three-day cycling extravaganza. LWA member Ron Helmuth planned and organized the event which featured a ride of about 60 miles each day. Perfect weather and smooth, practically car-free roads made for an enjoyable and relaxing weekend. Most of us stayed in ’The Cabin’ or tented at the nearby pond, while several couples stayed at the nearby Bison Farm Bed and Breakfast. Ron’s wife Elena and her sister Nancy prepared many of the meals for our group.

Points of interest included Cruiser’s Café, a 1930’s era service station converted into a café, Van Wert’s Cheese Shop, Zimmerman’s Bike Shop, and the Museum in Academia. These were not hot spots, and we didn’t encounter any Hollywood celebrities there. But it was nice to stop at places where people have the time to talk with you. We enjoyed sharing a box of strawberries with the Amish kids at the bike shop. The woman who sold us the moon pies (and - new to me - half moon pies) seemed to genuinely appreciate our enjoyment of her creations.

Nightly visits to the Crème Stop for ice cream in McAlisterville were de rigueur. (I heartily recommend visitors man-up and order the banana split.) Hot dogs were roasted on the campfire, fish were caught, friendships were made, stories were told and retold.

The three days of riding included mall towns with names like Cocolamus, Liverpool, Cuba Mills. Ron also arranged for a tour of the Academia Museum. The woman conducting the tour contacted a reporter from the Juniata Sentinel who interviewed us on Friday and Sunday. Her story about us and accompanying photo were front page news. There were some exceptional views, beautiful barns, and prosperous farms. About the only negative of the trip was that this was the time of year for fertilizing, and I’ll leave it at that.

Whenever I asked Elena about whether something was permitted at the cabin, her reply was always “There are no rules at the cabin.” She said it so often that I concluded that this was actually a rule that she was rather strict about enforcing. A year after my first visit, the clock in the kitchen still pointed to four o’clock. I’m glad no one has chosen to repair it. Time really did seem to stand still there.

Without exception, the motorists were all polite and courteous. At one point, a large truck patiently followed a group of us uphill, passing only after we all pulled off to the side and let him pass. No horn blasting or finger flying; just a smile and a wave. Possibly there is just a slower pace of life there. Perhaps drivers are used to encountering Amish buggies. Helmuth claimed that there was a stop light on one of the rides, but I don’t remember it.

Back on Highway 322, as we ramped up to 70 mph for the drive home, our lives returned to what we consider to be a normal pace. But we will be ready to return again next year to once again realize what normal really can be.

My cycling friend Ron’s always blabbin’, ’Bout how great things are at the cabin.
So its time I confessed,
The Crème Stop is the best,
As another hot dog I’m a-stabbin’.

Jack Helffrich LWA President
DONUT DERBY AND GAP GALLOP
VOLUNTEERS NEEDED

This famous WW II recruiting poster of Uncle Sam was effective, motivating people to help the cause during the war, and hopefully it will motivate you to help the LWA successfully run our two big fund raisers, the Donut Derby and the Gap Gallop. The money we generate helps the club provide member benefits like the Holiday Party, Spring Kick-Off Dinner, away events like the Amish Weekend, the popular Grill and Chills we do every month, and others. It takes a lot of hard work and support to organize and run the two events, and the club needs you to step up and help out.

The Donut Derby will be held on Labor Day as usual. Keith Gorley is the event director, and he needs club members at the start/finish, at Bowers and prior to the event. A list of specific tasks with time frames will be published soon, so please consider setting aside a few hours on Labor Day to assist Keith and the LWA pull off what is a very popular event.

The Gap Gallop is scheduled for Sunday, Sept 15. A committee has met several times to plan the event. If you haven’t heard, the event features a new start location and completely new route. There are 4 distance options this year---32 miles, 50 miles, 86 miles and 105 miles. Each route starts at DeSales University. The northern most point is Portland, PA, where there is a fantastic up-river view of the Delaware Water Gap. Along the way there are four rest stops. To provide a special challenge and bragging rights, the ride includes an optional climb of Fiddlers Elbow.

I know everyone wants to ride the GG, and I don’t blame you, it’s a super ride. But we need club members to work the event. So the committee has come up with a plan that we think works for everyone. The registration fee for the Gap Gallop is $40 (including the active.com service fee). There will be no discounted price for LWA members. If you want to ride on the day of the event, you’ll pay $40. However, if you volunteer and help the club run the event, you can ride the GG route for FREE with all your best riding buddies! What we plan on doing is organizing a GG Volunteers Ride prior to the event which will let you ride the same route with all your friends. If you help out with some of the pre-event jobs that don’t require you to work the actual event day, you can ride the day of for free. Not a bad deal!

The following is a list of jobs with estimated time commitments with which we need help. I’ll also have a sign up board at the next Grill and Chill. We REALLY need club members work the event, so please consider what you can do and volunteer.

PRE-EVENT PLANNING AND COORDINATION

Route Marking Coordinator: We need a club member to organize route marking. There are 105 miles of roads to mark. If several people take portions of the route the job will get done without a burden on one individual. We need someone to volunteer to recruit volunteers and coordinate that task. If you are willing, please send an e-mail to Paul at lwatouring@yahoo.com.

SAG Coordinator: We need someone to recruit and organize 3-4 SAG drivers. In the past various bicycle shops have helped out, and that’s great. What we need are people with a vehicle capable of carrying a few bikes and riders if they need help. SAG drivers don’t need any special bicycle mechanic skills, we will have mechanics at designated rest stops. Each SAG vehicle will have someone from the HAM radio club riding along for communications during the event. If you are willing to take on the job of SAG coordinator, please contact Paul.

Rest Stop Food Coordinator: We need someone to coordinate the planning and purchasing of rest stop food. The quality of the food at rest stops is one of the most important and most talked about features of a cycling event. The club needs one individual to accept the responsibility of making sure we have good quality food in sufficient quantities at each rest stop. One week before the GG we will have a good count of the number of riders who will visit each rest stop so there won’t be any guessing needed in that regard. If you are willing to assume that job, please contact Paul. lwatouring@yahoo.com

EVENT RELATED TASKS

<table>
<thead>
<tr>
<th>Task</th>
<th>People Needed</th>
<th>Estimated Times</th>
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<tbody>
<tr>
<td>Route Marking:</td>
<td>3-4</td>
<td>3-4 hours (prior to the event)</td>
</tr>
<tr>
<td>Food Purchase/Packing</td>
<td>3-4</td>
<td>3-4 hours (prior to the event)</td>
</tr>
<tr>
<td>Rider Sign-in/Start Help</td>
<td>5-6</td>
<td>6:30 am – 10:30am</td>
</tr>
<tr>
<td>Traffic Control/Parking</td>
<td>2-3</td>
<td>6:30am – 9:30am</td>
</tr>
<tr>
<td>SAG Drivers</td>
<td>3-4</td>
<td>8:00am – 5:00pm</td>
</tr>
<tr>
<td>Rest Stop Workers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-Burg #1:</td>
<td>3-4</td>
<td>9:00am – 1:00pm</td>
</tr>
<tr>
<td>White Township</td>
<td>3-4</td>
<td>9:30am – 1:30pm</td>
</tr>
<tr>
<td>Driftstone</td>
<td>2-3 (we have 2)</td>
<td>10:30am – 2:00pm</td>
</tr>
<tr>
<td>P-Burg # 2</td>
<td>3-4</td>
<td>12:30pm – 4:00pm</td>
</tr>
<tr>
<td>Ride Finish/Cleanup</td>
<td>2-3</td>
<td>2:00pm – 6:00pm</td>
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Paul Smith LWA VP of Touring

LWA QUICK RELEASE JUNE 2013 4
A RIDE FOR A REASON:
BIKING AND BUILDING

LWA cyclist Chris Dordal (age 20) is biking across the country this summer and working on affordable housing along the way. He is participating with Bike And Build and riding from Charleston, SC, to Santa Cruz, CA, (SC2SC!). Along the way, his group of 25 young adults stops at eleven towns to work with local community groups like Habitat for Humanity. Their effort includes a five day blitz build in Colorado Springs, CO.

The group met May 22 in Charleston, SC. They spent the next few nights at a church where they had team building activities, bike training, and a 20 mile “shakedown” ride. The ride was to make sure the collection of riders with a range of skill levels from new cyclists to experienced racers knew the rules of the road and how to ride as a group. Their first build day that Friday included mixing concrete for a new Habitat home.

The actual ride started Saturday, May 25, with a short 35 mile ride from Charleston to Moncks Corner, SC. Along the journey this summer the cyclists will stay in churches and schools. They take turns dividing up chores like cooking, cleaning, or doing the group laundry every 3 days. They were required to fit gear for 81 days into an 18 gallon Rubbermaid tote --- frequent laundry is the key!

Chris started racing with the LWA/Bikeline team in 8th grade. He was coached by LWA member Gwen Hoover initially and then switched to the Young Medalists team. Currently he races for the Pitt cycling team. He got the bug for long distance cycling a few years ago when he and his dad rode on a CycleAmerica trip from Everett, WA, to Devils Tower, WY. Coincidentally, the van that dropped them off at the end of that 2010 trip went on to pick up LWA members Jack Helffrich, G. Mack, and Gerald Polachak for their trip across South Dakota with CycleAmerica.

You can read more about Chris's adventures at: http://bikeandbuild.org/rider/6922

Andrew Dordal LWA Member and QR Contributor

Look for updates on Chris’s adventure in upcoming issues of the Quick Release.
THE WIZARD OF OZMISH LAND

Although Paul Smith never took us away via a balloon, he clearly facilitated an amazing journey for those of us who allowed ourselves to be transported to the Amish Country on the weekend of May 17 -19.

The trip there was not exactly like Dorothy's in that good old 222 was clogged with traffic to the extent that the ride to Lancaster took about two hours longer than her trip from Kansas to Oz.

Once there, at the Amish View Inn [which was a great place!], the magic started almost immediately. Spirits were high, the sky was blue, the sun was out, and the air smelled like the roads themselves. In other words, like horse manure. Luckily for me I can no longer detect odors from that dimension.

Ride number one on Friday afternoon was about 35 miles long. Paul had planned a great route with wonderful vistas, long gradual ascents, and some good down hills as well. With our usual witty conversation and close camaraderie the time flew by.

The day transformed into evening, and we were whisked away for a dinner at Sally's house. "Who is Sally?" you ask. Well, the answer to that question was the reason the evening morphed into an experience even better than the day. It turns out that Paul and KO knew of Sally from previous tours to the Amish country, and Sally, who is Amish, had invited us to have dinner in her home.

The experience was unique! Her meal was family style with amazing, delicious foods. After dinner, Sally, who is truly remarkable, provided us with the opportunity to ask all the questions we wanted and which she answered in an intelligent and accurate way. Afterwards, she and two children sang songs for us. I bought a cookbook from her, and if you ever want a recipe which will clog your arteries in two minutes, just let me know.

Ride number two on Saturday was about 51 miles long and, therefore, more than twice as good as the day before. My chief impression of the riding in Lancaster is that it is a lot like the Lehigh Valley with the exception that the grades are longer and the vistas are more expansive. The weather on day two was good, but by evening it had started to drizzle.

Drizzle, it turned out, could not prevent the magic from happening yet again. Jimmy Saake knew of a restaurant about 30 minutes away in the town of Mt. Joy. Down below street level by about 40 feet we dined in a cavernous space created by a Mr. Bube in the nineteenth century. Bube's was the name of the eatery, and it is a historic landmark noted in "Ghostbusters." Terry gave the beer one star out of five, but I was happy enough. The food was great and the candles only flickered mysteriously a little.

The drizzle, however, ruined the ride for day three. KO told us that horse poop and water made the chance for dirty water bottles 100%. So, rather than be sick forever, we all left and went home on Sunday. Probably the best choice under the circumstances.

The Amish weekend was definitely a great journey!!!

Neil Dicker Aka Ruach

For more member photos of the LWA Amish Weekend vist the MEMBER PICS PAGES, p. 14.
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.

<table>
<thead>
<tr>
<th>Who’s Leading</th>
<th>June 2013</th>
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<tbody>
<tr>
<td>Richard Baldock</td>
<td>16</td>
</tr>
<tr>
<td>Bill Derby</td>
<td>3</td>
</tr>
<tr>
<td>Neil Dicker</td>
<td>2</td>
</tr>
<tr>
<td>Brian George</td>
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</tr>
<tr>
<td>Jack Helffrich</td>
<td>11</td>
</tr>
<tr>
<td>Ron Helmuth</td>
<td>2</td>
</tr>
<tr>
<td>Dean Hower</td>
<td>2</td>
</tr>
<tr>
<td>Art Hunsburger</td>
<td>13</td>
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<tr>
<td>Doug Leavitt</td>
<td>5</td>
</tr>
<tr>
<td>Dick McCreight</td>
<td>6</td>
</tr>
<tr>
<td>Sylvia Radvansky</td>
<td>7</td>
</tr>
<tr>
<td>Jim Saake</td>
<td>1</td>
</tr>
<tr>
<td>Dave Sheffield</td>
<td>3</td>
</tr>
<tr>
<td>Paul Smith</td>
<td>6</td>
</tr>
<tr>
<td>Mike Solloiday</td>
<td>2</td>
</tr>
<tr>
<td>Terry Terfinko</td>
<td>9</td>
</tr>
<tr>
<td>Brian Wacik</td>
<td>1</td>
</tr>
<tr>
<td>Carl Zvanut</td>
<td>1</td>
</tr>
</tbody>
</table>

Counts are inclusive from 12/1/2012 – 5/24/2013 for which a sign in sheet has been submitted. I know others have lead rides, but unless I get a sign in sheet they do not get included in these counts.

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 to Paul Smith at 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. We will be scheduling a ride leaders information session sometime in the early spring. At that meeting we’ll discuss some guidelines for ride leaders, and hear tips from experienced ride leaders that we can all benefit from. If you are interested, there a good document on the LWA web site called Ride Leader Guidelines. It is under the Documents tab and is worth reviewing no matter what level of experience you have as a leader.

Paul Smith        VP of Touring

ANNUAL CLUB PICNIC VOLUNTEERS NEEDED

The annual club picnic is set for August 3. Fritz Walker has reserved the pavilion at Covered Bridge Park. Mike Solloiday and I will be working with Fritz to plan the picnic. Fritz will be guiding a C ride and I will do my C- ride again. We need volunteers to guide more rides, some to man the grills and set up and clean up, etc.

The club will provide the meat, soda, water and some sides. Club members are to bring a side dish or dessert to share. Please contact Fritz Walker if you can guide a ride or any of the three of us to volunteer to help.

Contact Fritz at walkr fh@gmail.com, Mike at msolliday@gmail.com, or Dean at dean_the_bikeman@hotmail.com or 610-462-0617.

Dean Hower

LWA WELCOMES NEW MEMBERS

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

Vince Mulry
Ann Bunch
Jennifer Studer & William Weiler
Lisa Heller

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:
- Individual 238 (+16)
- Family/Household 79 (+1)
- Minimum Membership 396 (+17)
- Units Processed (40)
- Expiration Reminder Emails (16)

Confusion persists regarding LWA Membership and joining the LWA Meetup Page. These are distinct and separate. The best scenario is becoming a dues paying LWA member and signing up for LWA Meetup’s option. LWA membership provides limited but significant medical insurance coverage for posted LWA rides, sponsor discounts, access to member only events, etc.

Richard Baldock & Rob Smith Membership Administration
OUT OF BOUNDS:  
UPCOMING RIDES AND EVENTS

JUNE 2, 2013  
PAT YTSMAN RIDE SAFE BIKE TOUR

The 2013 Pat Ytsman 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 Ytsman 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, patytsmanbiketour@gmail.com, 610-865-2621.

Further information about the Pat Ytsman Ride Safe Bike Tour for both participants and corporate sponsors can also be found at http://www.patytsmanbiketour.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

JUNE 8, 2013  
BENEFIT RIDE FOR ANGEL 34  
CURT'S CYCLERY CENTURY

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

SUNDAY, JUNE 9, 2013  
7th ANNUAL PEDALING FOR PREVENTION  
THE ANTI-BURN RIDE

The 7th Annual Pedaling For Prevention---The Anti-Burn Ride will take place on Sunday, June 9, 2013. The ride benefits the St. Barnabas Burn Foundation, which offers a variety of programs aimed at burn prevention and safety for firefighters, community groups, businesses, health care professionals, and children. The Foundation is an extension of the Burn Center at Saint Barnabas, the only state-certified burn treatment facility in New Jersey and one of the largest in North America for the treatment of adults and pediatric patients.

Pedaling for Prevention is a professionally managed bike tour through the scenic communities of Morris and Somerset Counties. Bike rides of 10, 25, and 40 miles are available. Riders under the age of 16 must be accompanied by an adult. The event location is the Barnabas Health Ambulatory Care Center (ACC), 200 South Orange Avenue, Livingston NJ (across from Livingston Mall). In addition to the registration fee, riders are encouraged to secure pledges to support the Burn Foundation.

The ride provides on-course rest stops with refreshments, water, and Gatorade. A bike tech is available at registration and throughout the ride. The event includes a great after-party with DJ and lunch donated by Calabria’s, Livingston, NJ.

More information about the event and registration can be found on the Barnabas Burn Center website. http://saintbarnabasfoundation.donordrive.com/index.cfm?fuseaction=donorDrive.event&eventID=586

G. Mack QR Editor
SATURDAY, AUGUST 3, 2012:
33rd ANNUAL PRINCETON FREE WHEELERS BICYCLING EVENT

Tour the New Jersey countryside on one of many rides from an easy 16 miles to a scenic century, from flats to rolling hills, or bring the family to share in the fun with an 8 mile guided ride on a paved bike path. Marked routes, cue sheets, rest stops with snacks, sag support, free parking, and post-ride barbecue chicken lunch with music by DJ Sharon. New routes and rest stops. Free t-shirt with pre-registration by July 26 or mail-in postmarked July 26.

Price: $32 on-line; $35 mail-in; $35 day-of (t-shirt not included) $10 for 16 and under.

Visit www.princetonfreewheelers.com for more information.

G. Mack  QE Editor

AUGUST 17, 2013
CAMP FOWLER FESTIF

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 Oreifield 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 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.

The only negative comments I heard were that some people felt the route they chose was too hard for a charity ride. Liz Allen and the other event organizers have planned new 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

QRQ OF THE MONTH

Unfortunately, no LWA member submitted answers to last month’s QRQ. Therefore, Jack Helffrich, Purveyor of Priceless Premiums, was unable to award any prizes. The QRQ of the Month for June is to identify the classic road bike in the following photo.

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

G. Mack  QR Editor
BITS ON BIKES:  
HOW FAR? HOW FAST? 1

How far can a cyclist travel in one hour, in 24 hours, in 7 days, on a road bike, on a recumbent bike, on a fully-faired recumbent, on the road, on the track? How fast can a cyclist ride 1000 miles, from coast to coast in the Race Across America, from Land's End to John O'Groats? And, where exactly is Land's End and John O'Groats, and why do cyclists try to set a record riding from one to the other or from one to the other and back again?

These and related questions will be answered in this and future editions of Bits on Bikes. This edition will focus on the one-hour record which has been pursued by cyclists since the first recorded attempt in 1876---how great a distance can a cyclist cover in one hour?

The first recorded attempt at the one hour record was made in 1876 when American Frank Dodds rode 26.508 km (16.471 mi) on a penny-farthing. Since that early attempt, cyclists have generally made record attempts on the banked turns and straightaways of a velodrome on bikes ranging from the basic drop handlebar steel-framed, and wire-spoked bike used by Eddy Merckx to exotic handlebars, frames, and wheels, including the homemade "controversial" designs ridden by Graeme Obree, the "Flying Scotsman." In addition to these attempts on the track on fairlyconventional frames, other one hour record attempts have been made on recumbents with or without fairings on the road and on the banked curves of auto testing grounds.

Eddy Merckx, five-time Tour de France winner (1969, 1970, 1971, 1972, 1974), set his long-standing record of 49.431 kilometers (30.714 miles) on the velodrome in Mexico City in 1972. According to Merckx, this one hour record attempt was "the hardest ride I have ever done." Merckx's record was broken in 1984 by Francesco Moser, who covered 51.15 kilometers (31.78 miles) riding a bike with bull-horn handlebars, oval steel tubing frame and disk wheels.

In 1993 and 1994, Graeme Obree, who built his own bikes often from used parts including bearings from a wash machine, posted two records of 51.596 km (32.060 miles) and 52.713 km (32.654 miles) with his hands tucked under his chest in the so-called "praying mantis" position on a steel framed bike with carbon tri-spoked wheels. In 1996, Chris Boardman, a British cyclist, set a new record of 56.375 km (35.029 miles) using another position pioneered by Obree, his arms out in front in a "Superman" position.

These positions were considered controversial by the UCI, Union Cycliste Internationale, the governing body for one hour record attempts, and while the records were allowed to stand, the positions were banned. For many cyclists, this ban was equally controversial.

Following the ban, the UCI established two records, the UCI Hour Record, sometimes called the "Athlete Record," which restricts riders to roughly the same equipment used by Merckx, prohibiting use of time-trial helmets, disc or tri-spoke wheels, aero bars, and specialized frames, and the UCI "Best Human Effort" or "Absolute Record," allowing such helmets and technological innovations on the bikes used.
Under these guidelines, Merkx’s record stood for 28 years. In 2000 Boardman, gold medal winner in the 1992 Olympic pursuit and a three-stage winner in the Tour de France, covered 49.441 km (30.721), besting Merkx’s distance by only 10 meters. The current "Absolute" Record of 56.375 km (35.029 miles) was also set by Boardman in 1996. The current UCI “Athlete Record” of 49.70 km (30.88 miles) was set by Ondrej Sosenka, Czech cyclist, in 2005.

In 1934 the UCI rejected recumbent bicycles and limited sanctioned one-hour record attempts to upright bicycles. This led, many years later, to a second record category, administered by the International Human Powered Vehicle Association (IHPVA), in which any design is allowed, provided the power comes from the rider. Many of the one hour attempts on a recumbent, both unfaired and fully-faired have been made at automobile testing tracks.

The first IHPVA one-hour record was set in 1979 by Olympian Ron Skarin, who went 51.31 km (31.88 mi) on a streamlined upright bicycle. However, the following year, Skarin and Eric Hollander, another U.S. cyclist, went 74.51 km (46.30 mi), a 23 km increase on the previous record, in a Vector Tandem, a fully-faired recumbent with the cyclists riding back to back. Their distance record stood for ten years, the last time it would be held by a tandem.

Recently, the one-hour record was broken by Sam Whittingham, covering a distance of 90.598 km (56.30 mi), at the Ford Michigan Proving Grounds. Whittingham also currently holds the world speed record of of 133.28 km/h (82.82 mph) for fastest speed on a flat, paved surface, which he set on a highway in Battle mountain, Nevada, in 2009.

Russo in backwards position in his record setting bike

Oh, and then there are Barbara Buatois’ attempts to set the one-hour record for women. Buatois currently holds the woman’s world record for absolute speed of 121.81 km/h (75.69 mph) which she set in 2010. In July 2009, at the Ford Michigan Proving Grounds, Buatois set two world one-hour records in one weekend. Buatois, a French cyclist, first broke the existing women's record on July 17, covering 82.12 km (51.03 mi). This broke the existing women's mark and gave her the title of the 6th fastest human to have done the One Hour. However, her 84.02 km (52.20 mi) ride on July 19 moved her up to the title of the 4th fastest human (man or woman) to have done the One Hour. Both records were set riding a fully-faired recumbent, the Varna Tempest.

Barbara Buatois on the track in 2009

Oh, and Land’s End to John O’Groats is the cycling challenge covering the whole length of the island of Great Britain from the southwest to the northeast. The distance by road is 874 mile, and many cyclists have attempted to set the record for covering that distance or, for that matter, covering that distance twice, from Land’s End to John O’Groats and back to Land’s End. But, that is another story for another time.

G. Mack     QR Editor

See sources next page for links to further information about the One-Hour and a video of Russo’s record setting ride.
LEHIGH WHEELMEN 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 of May 27, there are 212 members of the Lehigh Wheelmen Association Meetup group.

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
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:

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

The meetings start at 7 pm and are held at the AsburyUnited Methodist Church, 1533 Springhouse Rd., Allentown, PA, located at the intersection of Walbert Av. & Springhouse Road. Meetings are held in the "Parlor," located on the 2nd Floor. LWA members should park in the ground floor parking lot and enter the ground floor entrance.

Dave Sheffield  LWA Treasurer

FINANCIAL REPORT

Touring:
• The Touring Division had another great month and is $1249 favorable vs. April YTD Budget.
• Dues income continues to exceed expectations ($1340 > Budget and $850 > April '12) due to Richard & Rob's work on renewals and also a sharp increase in membership.
• Expenses are slightly ahead of budget due to the 2012 Gap Gallop $300 carryover.
• I'm really pleased with the Touring financial performance that shows both top line growth and prudent cost management.

Racing:
• The Racing season has started with the March racing series.
• The Racing Division is $1483 unfavorable to their "straight line" budget (their budget did not reflect seasonalized spending or income). We expect the Racing Division cash flow will turn positive as the year progresses.

Cash Balances:
• Touring $8K (up $0.7K from the March balance).
• Racing $20K

Please see the attached report (above) for additional details. If there are questions, or if you need additional information, please let me know.

Dave Sheffield  LWA Treasurer
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
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