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MOVE OVER!!!
ANOTHER POINT OF VIEW

It's time for all of us to move to the right. While I am not advocating a shift in political philosophy or affiliation, I am suggesting that we need to start having a little more self-awareness and respect for the motorized vehicles that share our roadways.

It was reported at June's monthly LWA meeting that a group of riders on a recent LWA ride received a verbal warning from a local police officer for obstructing traffic by failing to ride single file. Not having been there, it is impossible for me to assess whether the lecture and threat of being issued a citation was warranted. Fortunately, it appears that the cyclists involved wisely accepted the verbal warning without disputing its justification. Depending on the configuration of the roadway, we could conceivably argue whether or not riding single file would guarantee the ability of the motorist to pass, but at least it would provide the opportunity.

The proximity of the Velodrome and the fact that so many rides originate there results in our frequently using the same roads and encountering the same motorists. That, added to the existence of more spirited rides like the “Derby” and more aggressive riding by younger guys with higher testosterone levels, conspire to create an sometimes unpleasant atmosphere in the vicinity west of T-town.

And, yes, it seems unfair to lump all cyclists together and attribute the bad behavior of one to the many. However, we are in the minority, and, therefore, we are each a representative of our group. When a motorist sees you on a bicycle, he or she also sees every cyclist ever encountered. You inherit the behaviors - good and bad - of those have met before. Unfortunately, the memories of the unpleasant experiences remain, while the routine encounters are quickly forgotten.

In group rides these days, it seems that I more frequently find myself at the back of the pack. From that perspective, it is amazing how long a line of cyclists can be, and how difficult it appears that it would be for a motorist to pass. What disturbs me the most, is that if only one cyclist in a large group stays toward the center or left of the lane, it truly blocks the road, making safe passing extremely difficult. Some cyclists also have a tendency to move to the right reluctantly, yielding only when the passing vehicle is making a run around the group.

Seventeen members of the LWA recently participated in Bike Virginia. The event was the lead story on page one of The Fincastle Herald (20 pages
MOVE OVER, cont. from p. 1

for $0.75). I enjoyed reading about the rides, the camping, the boost to the local economy, etc. However, toward the end of the article, it was reported that Sheriff Ronnie Sprinkle (!) said that he had received several calls questioning the number of riders on the roads. I guess if I was in a car trying to get from point A to B with 1300 cyclists on the road, I might have some questions too.

My approach to motorists is this. Some don't believe cyclists should be allowed on the roadways at all and will never be persuaded otherwise. We can't convert them, but let's not do anything to make their driving more reckless because we are the ones who will be on the wrong end of any encounter. Some are supportive and courteous of cyclists.

Let's show our appreciation in any way we can. Calling out “thank you” and waving goes a long way. The majority of the motorists we meet are probably neutral toward cyclists. They might not be thrilled that we exist, but they aren't hostile either. Let's win them over to our side by riding safely and courteously. Most of us probably are not going to come to a complete stop at every four-way stop sign at every rural intersection. But, we could benefit from riding in a manner that we would like to have motorists display—put safety first and err on the side of caution.

Just our presence on the road is enough to upset some motorists. That's their problem. We have every right to be on the road, and we are going to continue to exercise (bad pun intended) that right. But, with that right comes responsibility. So let's be aware of the impression we make on motorists, and when we are out riding, try to make friends for cycling. If we cannot accomplish that, at least let's not make enemies.

Jack Helffrich  LWA President

EDITOR'S NOTE: The following are the PA Department of Transportation regulations regarding the operation of pedalcycles (bicycles) and motor vehicles on public roadways which are relevant to Jack's article.

A new bicycle law which took effect April 2, 2012, requires motorists to leave a 4-foot “cushion of safety” when passing a bicyclist. To achieve this cushion, drivers may cross a roadway’s center line when passing a bicycle on the left, but only when opposing traffic allows.

Drivers attempting to turn left must also yield the right of way to bicycle riders traveling in the opposite direction.

The new law also calls for bicycle riders to use all reasonable efforts to avoid impeding the normal flow of traffic. When there is only one travel lane, bicyclists may use any portion of the lane to avoid hazards on the roadway, including maintaining a safe distance from stopped and parked cars.

As always, bicyclists and motorists should obey all traffic signs and signals. PennDOT also recommends bicyclists always ride predictably and signal their intentions before proceeding so that motorists have a chance to react.

http://www.dmv.state.pa.us/vehicle_code/index.shtml

In addition, the following regulations regarding cyclists on public roadways are included in chapter 35 of the PA motor vehicle code.

http://www.dmv.state.pa.us/vehicle_code/index.shtml

Upon all roadways, any pedalcycle operating in accordance with chapter 35, proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road, or driveway. This subsection does not apply to:

A pedalcycle using any portion of an available roadway due to unsafe surface conditions.

A pedalcycle using a roadway that has a width of not more than one lane of traffic in each direction.

Limitation on riding abreast.—Persons riding pedalcycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of pedalcycles.

Penalty for violation of subchapter. Any person violating any provision of this subchapter is guilty of a summary offense and shall, upon conviction, be sentenced to pay a fine of $10.

GMack QR Editor

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 Sollday 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 volunteer to help. Contact Fritz at walkrfh@gmail.com Mike at msollday@gmail.com or Dean at dean_the_bikeman@hotmail.com or 610-462-0617.

Dean Hower

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
HELMETS AGAIN

June's issue of Bicycling Magazine has an extensive and well-researched article on helmets, "Senseless" by Bruce Barcott, award-winning author and probably this country's top non-fiction environmental journalist. Check out his website http://www.brucebarcott.com/ and read the article, http://www.bicycling.com/senseless/ if you haven't already. Barcott claims that cycle helmets decrease skull fractures (i.e. deaths), but do "jack squat" as far as preventing concussions.

In his article, Barcott reports, "more people are riding. Between 1995 and 2009, the annual number of bike trips in the United States grew by 30 percent, and the number of daily bike commuters grew by 60 percent." Over roughly the same time period, bicycle-traffic deaths have decreased 19% from an annual 804 cyclists between 1995 and 1997 to an average of 655 between 2008 to 2010. Barcott states "That's partly a result of more bike lanes and other infrastructure, and partly because more riders make roads safer for cyclists." He also attributes some of this decline to the increased use of helmets, from 18% of riders in 1981 to 50% in 1999, though he provides no evidence for this assertion. In addition, Barcott did not mention that pedestrian traffic deaths, averaged over the same period, decreased 22%, from 5451 to 4275 per year. http://www-fars.nhtsa.dot.gov/Main/index.aspx

Since pedestrians generally don't wear helmets, that decrease is probably due to other factors, such as stricter enforcement of speeding and drunk-driving laws, which would also be a prime reason for the decrease in cyclists' deaths.

Barcott's main point is that "as more people buckled on helmets, brain injuries also increased. Between 1997 and 2011 the number of bike-related concussions suffered annually by American riders increased by 67 percent, from 9,327 to 15,546. The concussion rate among bicycle riders has grown faster than the sport." He attributes this disproportionate increase in brain injuries to the increased use of helmets, as an off-center blow to a well-fitted helmet will increase the rotational force on the skull, causing shearing damage to the brain.

I still vividly remember attending the autopsy in the early 1970's of a young helmeted motorcyclist who tried outrunning the police in downtown Calgary. He successfully ran through seven red traffic lights and broadsided a car on the eighth. His brain was essentially still intact, but sheared from most it's normal attachments to the inside of the skull. Exactly the rotational injury that Barcott stresses in his article. However, I don't understand why Barcott implies that rotational brain injuries, aggravated by the use of helmets, increases the rate of concussions and not death.

Hansel de Sousa

EDITOR'S NOTE:
Recently researchers have developed new helmets to attempt to lessen the "impact" of rotational force on the rider's brain in the event of an accident or fall, and a few such helmets have reached the marketplace. Barcott's article provides extensive information on these helmets and the government safety standards for bicycle helmets.

You can read the full article from Bicycling Magazine here: http://www.bicycling.com/senseless/

GMack QR Editor

A RIDE FOR A REASON:
BIKE AND BUILD
A REPORT FROM THE ROAD

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!).

Chris is currently working his way across the USA. As of Thursday 6/27 he had biked 1850 of his 4200 expected miles. In addition, his team of 28 has spent six days building for Habitat for Humanity, eaten countless jars of peanut butter, had countless flats, and raised $149,000 for affordable housing. As with any long distance bike trip, there have been ups and downs, not just on the hills.

Fathers Day: Chris on Petit Jean – with 20 year old seat bag
BIKE AND BUILD, cont. from p. 3

The Route - SC2SC (South Carolina to Santa Cruz)
Chris and his fellow riders have biked from Charleston, SC, across Georgia, Alabama, Mississippi, Arkansas, Oklahoma, and the Texas panhandle. A marvelous 40 mile bike lane in Georgia was a welcome relief from cars. The route also included the Appalachians and Ozarks. So far the hardest hill has been in Petit Jean State Park in Arkansas where the grade hit 20% for a piece. The worst riding has been in western Oklahoma and the top of Texas --- extreme heat (105 degrees), 20-30 mph cross and head winds, and gravel (loose!) roads.

Early in the ride the riders found lots of swimming holes along the way. In general, the group has been happy for a break, and if the miles are short, they like to explore --- enjoying the scenery and swimming holes.

Cars/traffic
There have been a few close calls --- some new riders have been uncomfortable on the busy two lane roads through Georgia and Alabama. One young lady was "bumped" by a car at a traffic light. It broke her derailleur but more significantly it broke her spirit. She was scared of riding in busy traffic for numerous days, but new friends helped by riding on her side or close behind so she felt more comfortable.

At one intersection in Atlanta, a driver kept honking in what seemed to be an angry fashion. When the riders turned to yell, the driver said "smile - I want to take your picture." She was impressed to see the group all in matching Bike and Build jerseys and snapped a photo through her car window.

The riders had to cross a scary two-mile two-lane highway bridge at the Mississippi/Arkansas border. As they stopped and working up the courage to start across, a pickup truck pulled up, and the driver yelled, "Y'all want an escort?" He then proceeded to drive behind them at 15 mph with flashers going across the narrow bridge. Great Southern hospitality!

Hosts
Hosts have ranged from church groups to local social groups to Bike & Build Alumni. Sometimes the riders sleep on church basement floors and have to take hose showers at the end of a long day. All the riders received ThermaRest pads donated to them, so sleeping on floors works out OK. Occasionally they get to a place with couches and can sleep on something soft. They did get a night at a Fraternal Order of Police gymnasium -- ironically they were served doughnuts for breakfast the next day. They spent the night in Arnett, Oklahoma, a town of 500, where everyone knew who they were - not many cyclists go through there! The strangest place was a Bike and Build alum's canoe rental service in Clarksdale, Mississippi. It had various hammocks hanging on the inside that some got to sleep in.

Equipment
Many of the riders are on donated Giant Defy 3 bikes. They are a solid entry level bike. About a third of the riders brought their own bikes along. Chris is riding his Fuji Cyclo-Cross bike rather than his Bianchi racing bike. Things get banged around a bit and he needed a sturdier bike. He is also carrying a Blackburn seat bag he gave his dad twenty years ago as a first father's day gift.

The group has a multi person passenger van and trailer to hold their gear. Each day one of the leaders drives it, typically with a rider serving as navigator/lunch server (with 28 cyclists, usually someone is sick, tired or just not up for riding and takes the van).

Build Site
The "Build" part of Bike and Build makes this special. Already Chris has received postcards at home from families whose houses he worked on. They have built driveways, painted, wrapped and sided houses, hung doors and more. In Oklahoma City they hoped to do tornado relief but that area is still in clean up mode with not much rebuilding yet. The group took a van ride through Moore, Oklahoma and were amazed at how distint the line of destruction was. One side of the street had intact houses and on the other side everything was destroyed.

So, the group continues on into Colorado. They started as strangers and have learned to love and encourage each other, cheering when the slowest pulls in to the host location, helping with flats, and chalking up the roads with slogans through the day.

Andrew Dordal  LWA Member and Chris’s Father
BITS ON BIKES:
HOW FAR? HOW FAST? 2
THE 24-HOUR RECORD

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? Well, the last question, appropriately, was answered in the last edition of Bits on Bikes. 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. How fast cyclists have managed to make that trip will be featured in a future edition of Bits on Bikes.

The last edition of Bits on Bikes focused on the one-hour record --how far can a cyclist ride in one hour? This time, we’ll start taking a look at the long time or long distance challenges that endurance cyclists have set for themselves. Generally these challenges specify a time limit and cyclists have attempted to cover the greatest distance within that specified time, or they specify a distance, and cyclists have attempted to cover that specified distance in the shortest possible time. We’ll start with the first type of challenge---distance covered in time---and the 24 hour-record.

So, how far can a cyclist ride in 24 hours? Cyclists have attempted to set the 24-hour record for distance covered on both the track and the road, on both conventional bikes and recumbents, beginning with bicycle riders in the late 1800’s covering “ultramarathon” distances. One of the earliest endurance cyclists of note was Charles Terront, the first major French cycling star and winner of the first Paris-Brest-Paris race, who according to accounts of his daycovered 339 miles in 24 hours in 1879.

The current records for 24-hour attempts and other endurance cycling events on both road and track are compiled and sanctioned in the US by officials with the UltraMarathon Cycling Association (UMCA). The current 24-hour track record for a male rider on a standard bicycle was set by Marko Baloh of Slovenia in October 2010. Baloh completed 3,615 full laps of the Velodrome Montichiari in Italy and covered 561.57 miles at an average speed of 23.40 mph. Baloh also holds the current world record for 100 miles, which he set in June 2012 on a road course, completing his century in 3:48:41 at an average speed of 26.24 mph.
12-hours on a track, 9 hours 44 minutes 39 seconds for 200 miles on a track, and 4 hours 42 minutes 54 seconds for 100 miles on a track. Seana has also won the Race Across America 6 times, the present record for a solo rider, male or female.

The UMCA also posts records for HPV's (human-powered vehicles) on a track, which are sanctioned by IHPVA officials. Canadian endurance cyclist and ultramarathon runner Greg Kolodziejzk set the present 24-hour distance record of 647 miles in a fully-faired recumbent on an outdoor track in Eureka, CA, in July 2006. Kolodziejzk, who describes his life mission as an exploration of the limits of human power, also holds the world record for a human-powered boat. On September 8, 2008, Kolodziejzk pedaled his specially built boat 152.33 miles or 245.16 kilometers in 24 hours on flat water.

On the road the current world record for men for 24-hours was set by British cyclist Andy Wilkinson at 871 km or 541.214 miles in June 2011 in Esssex, England, in a national time trial. Wilkinson also broke the world record for 12-hours in a time trial in August 2012, covering 317.912 miles at an average speed of 26.48 mph, despite losing time for a puncture on his last circuit. A previous record of 835 kilometers or 518.85 miles was held by Slovenian cyclist Jure Robic, five time winner of the Race Across America, and two time winner of the Le Tour Direct, a 2,500-mile European version of RAAM with a course derived from Tour de France routes that included 140,000 feet of climbing—almost the equivalent of starting at sea level and ascending Mt. Everest five times.

Nancy Raposo’s UMCA Women’s 24-hour road record has held up for over twenty years. In September 1992, two years after winning the 1990 Race Across America, Raposo, a cyclist from Newport, RI, rode 439.65 miles at an average speed of 18.31 mph on a 17-mile road course in Egg Harbour, New Jersey, on a standard diamond frame. Her distance record has since been broken twice but each time by female cyclists riding recumbents. In August 2011 Sandy Earl, Arcata, CA, rode 442.46 miles on an unfaired recumbent on a road course near La Conner, Washington. That record was broken in October 2012 when Maria Parker of Lumberton, NC, completed 469.19 miles in 24 hours for an average speed of 19.55. Parker set her record on a Cruzbike, a front-wheel-drive recumbent.

For those who prefer riding on stationary bikes or static cycles as they are sometimes called, we include the 24-hour record for bikes that go nowhere. The greatest distance travelled on a static cycle in 24 hours is 1,421.05 km or 883 miles for an average speed of 36.79 mph achieved by Frenchman Philippe Vaz, a firefighter by profession, at the FITlane Fitness Center, Nice, France on September 17, 2010.

So, what’s next. In the next issue of Bits on Bikes, we will turn to record attempts based on distance. How fast can a cyclist cover a prescribed distance? 100 miles, 200 miles, 1000 miles, from coast to coast of the United States in the Race Across America, from Land’s End to John O’Groats, and from Land’s End to John O’Groats and back again?

GMack

QR Editor
BITS ON BIKES, cont. from p. 6,

sources:
http://en.wikipedia.org/wiki/Fastest_speed_on_a_bicycle#Speed_record_on_a_bicycle
http://www.ultracycling.com/sections/records/
http://en.m.wikipedia.org/wiki/Jure_Robi%C4%8D
http://adventuresofgreg.com/blog/
http://www.cyclingweekly.co.uk/news/latest/534256/wilkinson-smashes-12-hour-time-trial-record.html
http://www.ultraracenews.com/2012/07/20/umca-certifies-baloh-100-mile-record/

GMack QR Editor

LWA WELCOMES NEW MEMBERS

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

NEW MEMBERS:
Peter Grabowski
David Vogel
Anthony Friendly
Shweta Natarajan

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

CURRENT MEMBERSHIP:
Individual ~ 240 (+3)
Family ~ 76 (-3)
Units ~ 316 (0)
Total Members ~ 392 (-3)

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.

Thanks to Rob Smith for filling in for me over a week while I was in San Diego.

Richard Baldock LWA Membership Administrator

20th ANNIVERSARY: JULY 17, 2013
GRAEME OBREE BREAKS THE ONE HOUR RECORD

July 17, 2013, marks the 20th anniversary of one of the most amazing feats in cycling history. Graeme Obree, an impoverished, practically unknown 27-year-old Scot broke the record for the hardest event, the one hour distance record, on a home-made bike. Obree built the world record setting bike, which he called Old Faithful, from recycled parts, including, most famously, the ball bearings from a washing machine. Read, or reread, the article on the history of the one hour record in the June QuickRelease. You will see that this record is usually held by the Who’s Who in cycling. By 1993, Francesco Moser’s record had resisted all attempts to beat it for 9 years.

The best summary I’ve seen describing this feat is here, written by Nicholas Roe, reviewing a movie made of Graeme Obree’s life, "The Flying Scotsman":
http://tinyurl.com/obree-against-all-odds

There is also an excellent documentary on You-tube, "Against all Odds," describing this saga of a genius’s mind over his body: http://tinyurl.com/obree-odds-video

You can attend, either in person or on-line, a live interview with Graeme Obree, to celebrate this 20th anniversary:
http://tinyurl.com/obree-interview

Hansel de Sousa

EDITOR’S NOTE: Graeme Obree is at it again. This time he is planning an attempt to break the world speed record on another self-made bike made from recycled parts and largely assembled in his kitchen. Obree rides the bike, which he has named Beastie, in a prone head-first position inches above the ground. You can read an article about Obree’s historic rides and his latest creation and attempt (including a video) at http://tinyurl.com/obree-beastie-attempt
For an inside view of his latest bike development in his kitchen, visit:
http://tinyurl.com/obree-kitchen-video

GMack QR Editor

LWA QUICK RELEASE JULY 2013
LWA CYCLISTS COMPLETE CURT’S CYCLERY CENTURY JUNE 8, 2013

On June 8, 2013, 91 riders participated in the 4th annual Curt’s Cyclery Century to support Angel 34, an organization which helps children and families battling childhood cancer. Out of the 91 riders, 29 completed a full century. Several commented that this was the first time they ever completed a full 100-mile ride. 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 began and ended at Curt’s Cyclery, which donated $2 to Angel 34 for every 10 miles completed by entrants. Riders could complete as many or as few laps as they liked. This year $1300 was raised through the efforts of the riders. Many of the registered riders were LWA members.

The following cyclists completed a century ride:
Tara Anders, John Anderson, Dave Baun, Barry Bender, Rick Benkovic, David Bonser, Ryan Close, Alice Fortson, Ron Frank, Barry Hahn, Eric Hanson, Richard Johnson, Stacey Liberti, Ray Lichtenwalner, Jennifer Peters, Scott Steele, Tom Steele, William Strauch, Jeff Timm, David Weider, Jim Evanko, Marty Borakove, Neal Hanson, Dennis Deutsch, Matt Martino, Alex Kelchner, Matt Kelchner, Lou Devlin, Scott Ellis.

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

G. Mack QR Editor

UPCOMING CYCLING EVENTS:

SATURDAY, JULY 20, 2013 SEEM SEED FARM BENEFIT RIDE

The annual Seem Seed Farm Bike Ride fundraiser will be held on Sat. July 20. The event includes rides of 10, 20, and 40 miles. The 40 mile ride is full of rolling hills and some steep climbs. The rides include Upper Milford, Lower Milford, and parts of Montgomery county. There will also be a 5k fun run at the farm. The Seem Farm is a farmer training and incubator program located in Upper Milford Township.

Riders who pre-register by July 1 will receive a Seed Farm ClearWater bottle. Registration includes breakfast, lunch of wood-fired pizza courtesy of Switchback Pizza Company, and locally brewed beer, courtesy of Weyerbacher Brewing Company. Support for the ride including road markings, cue sheets and sag support is being provided by Saucon Valley Bikes.

For more information about the event, visit
http://www.theseedfarm.org/2013-farm-ride

To register for the event visit
https://www.bikereg.com/Net/18910

GMack 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.

AUGUST 17, 2013 SECOND ANNUAL CAMP FOWLER FESTIF

The second annual Camp Fowler Festif will take place on Saturday, August 17, with the start at Camp Fowler, 5851 Horseshoe Rd, Orefield, PA. The Festif is a fund-raising bike ride to help Camp Fowler expand its programs. Camp Fowler 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.

This year’s event includes rides of 5, 10, 20, and 40 miles. Riders can register as individuals, but families are encouraged to participate together in the event and discounted entry fees are provided for families. All riders will receive a pair of custom cycling socks as well as other goodies provided by event sponsors. After the rides, participants are encouraged to stay for the post-event party with music from DJ J-Willz, a BBQ fest, and full access to the pool, climbing tower and zip line. Kids 10 and under will have their own skills clinic and rodeo in the afternoon to hone and showcase their riding skills. Non-riders can come for the “Festif only option” which includes the food, pool, climbing tower, bike clinic and other activities.

You can register for the 2013 Camp Fowler Festif at

GMack QR Editor
CENTRAL BUCKS BICYCLE CLUB
COVERED BRIDGES RIDE
SUNDAY, OCTOBER 20

Location: Tinicum Park, River Road, Erwinna, PA
Ride Description: 20 & 30-mile flat routes. 35, 50 and 63 mile hilly routes. SAG support. Cue sheets and road markings. Rest stops with home made baked goods. Hot lunch at the finish line. Visit up to 6 covered bridges.
Information and Registration: www.cbbikeclub.org/cbr

Linda Salkovitz        President, CBBC

VOLUNTEERS NEEDED
LEHIGH VALLEY HEALTH NETWORK MARATHON SEPTEMBER 8, 2013

Volunteers are needed to provide cycling support for the Lehigh Valley Health Network Marathon for VIA on Sunday, September 8, 2013. Cyclists are needed for a variety of posts including lead bikes, sweep bikes, and leg captains for both the half and full marathon races. Via of the Lehigh Valley is a non-profit human service agency that provides services for children and adults with disabilities like autism, cerebral palsy and Down syndrome.

Lead riders will lead marathon and relay runners through course, use radios for communication, and check in with race operations through radios at every exchange point to give status of the lead runner.

Sweep riders ride behind last runner, tell water station and other volunteers when last runner has passed, check in with race operations through radios at every exchange point to give status of the last runner, pick up any leftover mile markers along course and deposit at nearest water station for pickup.

Leg captains are needed to ride mountain or hybrid bikes on the relay leg to check on all stations and volunteers, do an initial sweep ride of their leg to confirm that all water stations are set up and manned, continuously ride their leg to check safety of runners, supplies, etc., and after the last runner passes, pickup mile markers and return to closest exchange point. Leg captains should ride with backpacks and will have radios for communication. Leg captains can leave when the sweep bike comes by to tell them that the last runner has come through. Leg captains are needed for all 5 legs of the marathon course.

The marathon starts at Lehigh Valley Hospital – Cedar Crest & I-78, the half marathon starts at Main Street & West Walnut Street, Bethlehem, PA and both finish at the Center Square in Easton. Volunteers will do a course ride this summer.

For more information about the event visit http://www.viamarathon.org/

For more detailed job descriptions of volunteer opportunities for cyclists consult pp. 5 and 12 on the event job description document: http://www.viamarathon.org/volunteers/index.php

WHO’S LEADING 2013

VP of Touring and Who’s Leading record keeper Paul Smith is, unfortunately, out of town at this time, recently having finished Bike Virginia with 16 other LWA members. After a week spent riding and motelting (the envy of the 8 LWA brave souls who added camping in the high 80’s and low 90’s to the experience) in the Roanoke area of Virginia, Paul took some extra time to rest and recover before returning to the Lehigh Valley. Paul promises that the Who’s Leading stats will be updated in the August issue of the Quick Release.

For those who missed the June update, here are the leaders of the leaders as of June 2013.

<table>
<thead>
<tr>
<th>Who’s Leading</th>
<th>June 2013</th>
</tr>
</thead>
<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>
<td>8</td>
</tr>
<tr>
<td>Jack Helfrich</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>
</tr>
<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>
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<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 Solliday</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.

GMack        QR Editor

FARMER’S MARKET NOW AT VPCC TUESDAY RACE NIGHTS

A Farmer’s Market from 5 to 8 PM has been added to the bill at the VPCC in Trexlertown every Tuesday night. This is a great opportunity for cycling enthusiasts to get fresh food from local farmers and watch free racing at the Velodrome.

For more information about Tuesday Night Racing and the Farmer’s Market at the Velodrome, visit the VPCC website, http://www.thevelodrome.com/

GMack        QR Editor
QRQ OF THE MONTH

Unfortunately, no LWA member correctly identified the classic road bike in last month’s QRQ. Therefore, Jack Helffrich, Purveyor of Priceless Premiums, was unable to award any prizes.

Many LWA members submitted guesses, and while all correctly identified the bicycle as a Bianchi, none correctly identified the year or model. The closest guess submitted, though close doesn't count in this intense competition, was from Dean Hower, who, after extensive research, guessed 1986 Bianchi Vittoria.

The mystery bike (pictured below) was a 1988 Bianchi Super Leggera.

We shall try again (actually, you may try again) at least one more time.

The QRQ of the Month for July is to identify the classic road bike in the following photo.

Submit your responses to the QR by July 20, 2013. Email all responses to gbmack@ptd.net.

G. Mack QR Editor

ARTICLES FOR SALE

2010 JAMIS SPUTNIK $800
54 cm steel frame, Fiz'ik Aliante saddle, Easton EC70 Fork, Specialized Wired Computer, Ritchie Headset, frame pump
Currently set up as a fixie / track bike.
Never crashed, lightly used. A real jewel and you won't find another like it. Track sack w/additional chain rings and cogs included in price.
Chain Rings: 42, 48, 51
Cogs: 14, 15, 16, 17
Chain Whip contact: bison@dejazzd.com

WANTED

Wanted; Used youth or children's bicycles and frames. Any size, type or condition. These will be donated to the Earn-a-Bike program at Community Bike Works. Call Jack Helffrich at 484-347-3541 or email jackhelffrich@hotmail.com to arrange for pick-up. For more information about Community Bike Works, visit their website, www.communitybikeworks.org

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
Tent City, Bike Virginia 2013. 17 LWA cyclists attended the event from June 21-26, 17 rode, 7 camped.

For more photos of Team Tent and Lehigh Wheelmen at the 2013 Bike Virginia Tour, visit the LWA Meetup page for Bike Virginia and click on photos.
http://www.meetup.com/Lehigh-Wheelmen-Association/events/125949132/
LWA Discount Sponsors

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

**Action Wheels**
530 W. Broad St. #1
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www.action-wheels.com

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

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

**Bikesport**
325 West Main Street
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610-489-7300
www.bikesportbikes.com

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

**Fitness Central Bike Shop**
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Schnecksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

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

**Saucon Valley Bikes**
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www.sauconvalleybikes.com

**Sleeping Dog Professional Cycles**
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www.sleepingdogprocycles.com

**Spokes Bike Shop**
16590 Route 61
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610-562-8900
www.spokesbikeshop.com

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

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Thanks to Chris Dordal for quote, see article, pp. 3-4