THE ROLLING STOP?

Admit it - you rarely come to a COMPLETE stop at stop signs while riding your bike. Unclip and put one foot down? Seriously? It also seems like most of us rarely come to a complete stop while driving a car. While we should in this latter case, I'm not so certain about the first.

Consider these differences. At 160 lbs. on a 16 lb. bike, my weight is ten times that of my vehicle. Most of us recreational riders can consistently develop about 1/8 horsepower or so (1 hp = 745.7 watts), or about 100 watts. So my weight to power ratio is 176 divided by .125 or about 141 lbs for every 1/10 horsepower.

Compare this to my car, a Toyota Camry weighing about 3500 lbs (including driver and fluids) with a modest 4 cylinder, 2.5 liter engine developing 169 hp. Here the weight to power ratio is about 2.1 lbs. for every 1/10 horsepower. When we say things differ by an order of magnitude, it means a ratio of ten to one. But the difference between a bicyclist's power and a car's power is closer to 100 to 1.

Looking at this another way, if my car had power proportional to me on my bicycle, it would be powered by a 2.5 hp engine. And that would be an engine that produces consistent power, not the sporadic, faltering type I seem to develop. AND, note that fuel economy is hardly the top feature in today's cars. Despite concerns about the environmental impact and the perceived high cost of gasoline, many of today's cars make significantly more horsepower relative to the weight of the car. The Subaru WRX develops 290 hp. for about the same weight vehicle. Can you imagine every motorist pulling away from a stop sign with a 2.5 hp engine. Well, what does this have to do with bicyclists and stop signs. Only this. We don't stop because we are extremely underpowered, and while we are efficient while under way, the effort to frequently regain lost momentum imposes a huge burden on us.

The solution? Given the advanced state of our state politicos (someone once told me that PennDOT moves at the speed of state), this will probably not be coming soon to a theater near you. But in Idaho, cyclists are allowed to treat stop signs like yield signs, and stop lights like stop signs. This law does not give them the right to blow through intersections, and they must still yield to pedestrians and obey all traffic laws. But it does allow them to use discretion at intersections where there is no i
ROLLING STOP, cont.

impediment to proceeding without coming to a complete stop. The law reflects how most of us actually ride. That's quite a concept. It would kinda be like having a 65mph speed limit on I-78, but that's another subject.

Radical? Well, there is some controversy around it, but Oregon is now also considering adopting this law. For a quick look at how it works, check out this YouTube link. http://www.youtube.com/watch?v=84eB0N-LG6M

My two cents? We already ride this way. It would be great to have a law that reflected this, not from an enforcement standpoint, but in the interest of having motorists not view us as scofflaws. I think it would do a lot to improve cycling's image if so many of us were not continually observed breaking the law at every intersection.

Jack Helffrich  LWA President

ANNUAL LWA RIDES AND PICNIC SATURDAY, AUGUST 3

The annual LWA Club Rides and Picnic are scheduled for Saturday, August 3, 2013. This event is free to all LWA members, and I hope you are planning to attend.

Please help those who are organizing this event by letting them know that you will be attending. You can do this is by going to our website www.lehighwheelmen.org selecting the RIDE CALENDAR tab, then clicking on the RSVP button at the actual event. (I hope you have joined us on Meetup.) Please RSVP to both the ride you plan to be on, as well as the picnic that follows at noon. That way, there will be plenty of food and you won't feel obligated to share a hamburger with someone else.

BTW, clicking on the RSVP tab is always a good idea. It lets the organizer/ride leader know who and how many will be participating. This is especially helpful for events involving food, so that proper preparations can be made.

Thanks.

Jack Helffrich  LWA President

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 ~ 244 (+4)
Family ~ 73 (-3)
Units ~ 317 (+1)
Total (Minimum) Members ~ 390 (-2)

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 the LWA Meetup's option. LWA membership provides limited but significant medical insurance coverage for posted LWA rides (personal note: I was on an ad hoc non-LWA ride 2 years ago when I broke my wrist, which cost me $2K out-of-pocket), sponsor discounts, access to member only events, etc.

Thanks to Rob Smith for filling in for me for several days while I was in Rochester, NY.

Richard Baldock  LWA Membership Administrator

LWA WELCOMES NEW MEMBERS

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

NEW MEMBERS:

Ali Whitehurst
Steve Dutton
Phillipe Barzin
Donald Wallace
Dave Povenski
Bill & Lennie Steinmetz
Michael Roth
Matt Ritz
David Trent
Jeffrey Stanfield
Deborah Gemmel
Jessica Lennon
Vu Nguyen

Bunny on Bike in Belgium photographed by Terry Terfinko
**A RIDE FOR A REASON:**
**BIKE AND BUILD**
**A REPORT FROM THE ROAD**

LWA cyclist Chris Dordal, 20, continues his Bike & Build ride from Charleston SC to Santa Cruz, CA, building for Habitat for Humanity along the way. As of July 23, his team has ridden 3,140 of 4,250 miles, built 15 days and raised $151,850 for affordable housing.

The Ride
This past month has included a lot of Colorado and Utah mountains. Beautiful changes from the flat straight roads of northern Texas. As with any state line, they pose for a picture and often even have an impromptu team dance. The biggest climb of the summer was up Independence Pass - they reached 12,000 feet and everyone made it. The climb started from an altitude of 9,000 ft in Twin Lakes, CO. The town of 20 full time residents really made the riders think about moving out West. It is surrounded by the Collegiate Peaks and Mt Elbert and the stars at night were almost blinding.

The group at the top of Independence Pass

As the team rode to the top of Independence Pass, there were different levels of struggle. This was “the climb” they had anticipated all summer. The ones who were first waited a few hours for the others – cheering them on. As riders rode up to the top it was like the scenes from the Tour de France with people running along side their teammates cheering.

Cheering the last riders up the last stretch of the Pass

There have been wonderful bike paths through the Garden of the Gods park in Colorado Springs and Salt Lake City, Utah. Because of hills and host locations, some of the days are a bit shorter (40-60 miles) in the last two weeks. That meant the riders could swim along the way, cliff dive at “Devils Punch Bowl” in Colorado, and climb a water fall in Provo UT. One breakfast was at a college dorm on a short day – they took their time filling bellies while catching up on the Tour de France on TV.

The Build
A week of this past month was spent in Colorado Springs. They focused on building a house for the Kleine Family. Each of the eight Bike & Build cross country routes sponsors a particular project and Chris’s group donated $55,000 for cost of this house (though the family pays it back in entirety to the local HFH affiliate). For a week they slept in until 6:30 am (as opposed to 4:45!) and did not have to pack up or get on bikes. They started with a partially framed house and finished framing, decked the second floor and started the exterior wrap on portions. Every day future owners Scott and Linda helped build or came by to express thanks.

Chris at the Kleine Family House Build

At another HFH project in Provo, it was a renovation rather than new build. Some of the work required lead abatement so the construction supervisors helped half a dozen riders don the protective gear for a few hours of lead paint removal.

Riders in non-cycling gear for lead paint removal
Also, as an FYI, 50 cents of every dollar B&B raises goes directly towards affordable housing, 35 cents goes toward supporting the bike tour which is the “empowering young adults” portion of the B&B mission. The other 15 cents covers overhead costs.

The Fun
DMing food – this is a charity ride and the riders often use “Donation Magic” to get a donated treat or even dinner. They wear their Bike and Build jerseys every day (luckily they each have 2-3!) and so when the group comes up somewhere, it is pretty obvious who they are. Someone will go to an ice cream or sandwich shop and “DM a treat”.

The group has a prom later this week. Names of dates were randomly pulled from a hat. Then they had to ask their partner (with 16 girls, 12 guys some are all girl couples) in an innovative way. Chris cobbled together wood scraps into an invitation “prom?” and put it up on the second floor for his invite. The prom rules are that couples have to come in costume wearing something they got along the route – nothing sent in a package from home.

Finally, riding long distances gives you plenty of time to think and write. The team has made an adaptation of “My Favorite Things” from The Sound of Music – it captures the feelings of the trip!

Dry lube on chain rings and playing with frisbees
Bright neon chamois and applying sunscreen
DMing dinner and lots of ice cream
These are a few of my favorite things

Contrasting tan lines and host sites with cookies
Pulled pork at lunches and grease marks on rookies
Feeding the donkeys and horses peach rings
These are a few of my favorite things

Tattoos on Tuesdays and build sites with nail guns
Blue Gatorade and friends giving back rubs
Descending mountains when it’s not raining
These are a few of my favorite things

When the dogs chase
When the sun burns
When I’m feeling sore
I simply remember my favorite things
And then I don’t feel so poor!

Cycling in tail winds and dancing at state lines
Possessed baby dolls and deer cane roadside finds
When dinner’s provided and feasting like kings
These are a few of my favorite things

Speeding up hills with refried bean charged farts
Exploring cool places like Decatur and Stuttgart
Giant group hugs when everyone sings
These are a few of my favorite things

When the quiche molds
When my knees hurt
When I’m getting vanned
I simply remember my favorite things
And then I don’t feel so bad!!

Andrew Dordal  LWA Member and Chris’s Father

LEHIGH WHELMEN SUPPORT
SECOND ANNUAL CROP RIDE

The CROP (Communities Responding to Overcome Poverty) organization is known for its annual CROP Hunger Walks held each October in the Lehigh Valley. All of the monies raised are turned into the Lehigh County Conference of Churches. LCCC in turn uses 25% of the funds to support the Daybreak Soup Kitchen and the Allentown Ecumenical Food Bank. The balance goes to Church World Service in Harrisburg to be distributed around the world. With the global funds, $72 can provide emergency food supplies for a family of five for a month. Last year’s Lehigh Valley CROP Hunger Walk raised $34,000!

To supplement the CROP Hunger Walk, Debi Olphin (CROP Hunger Walk organizer) contacted the Lehigh Wheelmen in 2012 for assistance in offering a CROP Hunger Bike Ride. Our second annual event was held on July 20th with a 10 mile ride led by Michele Sciortino, a 25 mile ride led by Donalee Frary and a 40 mile ride co-led by Dick McCreight & Dave Drummer. Paul Smith and Paul Frary provided our sag service. We are pleased to announce that over $1,000 was raised for CROP!
Crop Ride, cont. from p. 4,

Debi offers her thanks to the volunteers, riders and the entire LWA organization for helping make a difference in our community and around the world. We’re looking forward to an even bigger and better CROP Hunger ride in 2014.

Dick McCreight  LWA Member and Ride Leader

UPCOMING RIDES

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.


GMack  QR Editor

AUGUST 25, 2013
GO GREEN BIKE TOUR

What better way to get out and experience the summer beauty of northeast PA than on your bike?! Join the Countryside Conservancy on Sunday, August 25th, for our fourth annual Go Green Bike Tour. Routes will include mountain and road bike options that will cover portions of Lackawanna, Susquehanna, and Wyoming counties in the Endless Mountains. All rides will leave from the Fleetville Volunteer Fire Company. Registration includes detailed maps of your chosen ride, live music, hot food, t-shirts for the first 100 registrants, great raffle items, beautiful views and the knowledge that you’re supporting your local non-profit land trust!

When: Sunday, August 25th, 2013
Where: Fleetville Volunteer Fire Company, Fleetville, PA
Time: Check-in will be open from 7:00-10:00am
Who: All ages and skill levels are welcomed!
Cost: $30 until 08/15
$40 after 08/15, including day-of registration
$40 for a parent and up to 2 children, under 12

Register: https://www.bikereg.com/Net/countryside-conservancy-go-green-biketour-pennsylvania

And this year will be BYOB, so please bring your favorite beverage and enjoy responsibly!

Diana Dakey  Event Publicity  addakey@comcast.

LWA QUICK RELEASE  AUGUST 2013  5
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

LWA CLASSIFIEDS

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 Helfrich 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 gmback@ptd.net

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

Linda Salkovitz  
President, CBBC

LWA QUICK RELEASE  
AUGUST 2013  
6

GMack  
QR Editor
“Jonah Thompson, 14, of Albuquerque, N.M., continued to leave his mark on Mt. Washington, where he has competed every year since the age of nine. He finished 23rd overall in 1:15:18, three minutes faster than his 2012 performance. At the other end of a career, 57-year-old Chuck Canfield of Allentown, Pennsylvania, who won the Mt. Washington Bicycle Hillclimb on this same course in 1984, was happy to finish Newton’s Revenge today in 1:33:42, eight minutes faster than his time here last year.”

Lehigh Wheelmen Chuck Canfield’s performance was recently cited in an article about this year’s results of Newton’s Revenge, a spin-off of the MWARBH, or the Mount Washington Auto Road Bicycle Hillclimb, which many professional cyclists have described as the toughest hillclimb in the world. The 7.6 mile course climbs Mount Washington, the highest peak in the northeastern United States, on an auto road, originally completed in 1861, with an average gradient of 12% and the gradient reaching 22% in the last 100 yard, and with winds often exceeding 40 mph. on portions of the course. The race was first run in 1973 with winner, John Allis, completing the climb in 1:15:05. The race’s most famous victor was Tyler Hamilton who got his fourth victory in the race in 2006 in a time of 52:21. Jeannie Longo holds the women’s record at 58:14, set in 2000, while Tom Danielson owns the men’s record of 49:24, set in 2002. In June 2011 race organizers announced that the times ridden by Hamilton would no longer be considered official records, following his admission that during his career he used performance-enhancing drugs.

By 2006, the original MWARBH had become so popular that a second race on the exact same course was added and named Newton’s Revenge, making it a second event described as the world’s toughest hillclimb. Newton’s Revenge is only held on years when pre-entrants in the MWARBH reach the 600 rider limit. The original race is held each year as a fundraiser for the Tin Mountain Conservation Center, which promotes appreciation of the environment for both adults and children, with elite and amateur cyclists paying an entry fee of $350 to make the climb and brave the winds.

The winner of this year’s Newton’s Revenge, which took place on July 6, 2013, was Dereck Treadwell, a former track star at the University of Maine, who completed the course in 58:14. just beating out second place finisher Eric Follen, who finished just four seconds back, in the last 100 yards. The top female finisher this year was Lea Davison, five-time U.S. mountain bike champion, who finished seventh place overall in a time of one hour five minutes and 54 seconds. Much of this year’s race, which had a field of 194 riders, took place in damp fog which reduced visibility to 50 feet and winds which swirled in 55-mph gusts on the 6288 foot peak.

For more about the race, this year’s event, and interesting details about Mt. Washington, check the following:

http://en.wikipedia.org/wiki/Mount_Washington_Auto_Road_Bicycle_Hillclimb
http://www.newtonsrevenge.com/

GMack QR Editor

QRQ OF THE MONTH

Unfortunately, no LWA member correctly identified the classic touring bike in last month’s QRQ. In fact, no LWA member even ventured a guess. In fact, Jack Helffrich in a calculated presidential move, threatened to keep all prizes and loot to fund the future Jack Helffrich Presidential Library planned for Trexlertown.

The classic touring bike pictured above was a 1962 Schwinn VarsitySport.

Apparently identifying a classic touring bike is, perhaps, a bit too challenging; therefore, this month’s QRQ of the Month is to simply supply a name for the following bike (photo courtesy of Terry Terfinko).

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

G. Mack QR Editor
Using RideWithGPS to find LWA Routes

Over the past several months several LWA members have worked to take the cue sheets that are on the LWA web site and convert them to more detailed maps using ridewithGPS.com. This free mapping service shows a map of the route with elevation profiles, provides tools to download the digital data to GPS enabled devices like a Garmin, and can generate printable turn by turn cue sheets. The data can be imported to Excel as well. Naturally the club wants these maps and cues to be available. Here are a set of directions for locating LWA ride cue sheets and maps on ridewithGPS.com. The service is free, but you will need to establish an account.

1) Go to www.ridewithgps.com

2) Log in if you have an account, or create a new free account.

3) On the window you will see several tabs. Point to the Search Tab to display the drop down menu. Then click on Bike Riders (4th item in the list NOT Bike Rides I can’t get a screen shot showing the drop down, but you will see it).

4) The Search options will open. It looks like this:

   Search Users

   Name
   Lehigh Wheelmen

   Location

   Search distance 5 miles

   Refine Search

5) In the name field enter “Lehigh Wheelmen” as shown here, then click Refine Search. You will get a screen that looks like the following. (Entering the name Lehigh Wheelmen will narrow the routes displayed to those posted by the club account name only.)
6) Click on the blue LWA.

7) A screen that looks like this will display showing the LWA profile:

![LWA Profile]

8) From this point there are several ways to search the LWA routes.

A) Click on the Maps Tab. A scrolling list with all the routes is on the left. Click on any route to see an overview. Click Detailed View to see more information about a route.

B) Click on Search all 59 routes. A new screen will display as shown below:

(Continued on next page)
Search Parameters Screen

Note: to see more or fewer search criteria click on More options or Fewer Options.

Set the search parameters as you want them. You can specify the distance the start location is to a particular town, the minimum length of the rides you want, the minimum elevation gain, and specify the order in which the results should be displayed.

When you are done click Refine Search. Routes in the Lehigh Wheelmen account that meet your criteria will be displayed. To see the specifics of the ride with an elevation profile and a list of cue sheet turn click on the route name. You can print a useable cue sheet from the information on the left. (If you want better options for printable cue sheets you'll need to upgrade to at least the Basic level. There is a cost).

You can download the data into a GPS device (Garmin for example) usable format. Click on the Export tab. Directions for importing into common devices are on the site. Scroll down to the bottom of the data in the Export tab to see instructions. You can also import the data into an Excel spreadsheet.

Once you get used to the process it will be easy to find LWA routes.

Paul Smith  LWA VP of Touring
LWA JUNE 2013 YTD
FINANCIAL REPORT

Touring:
The Touring Division continues to show profitable performance of $2.1 favorable vs. June YTD budget. Income continues to exceed budget by $3.7K, mostly driven by higher membership and dues and a one time $1.0K donation. In June, Pat Ytsma's mother made a $1K donation to the LWA and suggested it be used for Safety Related Activities. This has been set aside in a reserve account. Expenses are 13% above of budget due to the 2012 Gap Gallop $300 carryover and a 2013 Gap Gallop deposit ($250) to DeSales University. I expect the Touring Division will be $2-3K favorable to budget if we have good weather and solid attendance at the Gap Gallop and Donut Derby rides in September.

Racing:
The Racing season is well underway. The Racing Division continues to be unfavorable to their "straight line" budget (their budget did not reflect seasonal spending or income) with a June YTD unfavorable variance of ($5.9K). The Racing Division has sufficient cash balances to cover their current losses. Higher Expenses are attributed to Velodrome Sign/Advertising $1.6K and Racing Fees for US Nationals $1.5K. There are two more races to run this year. One is this weekend. Saucon Valley Bike's Circuit Race. Chip expects the Racing Division will break even for 2013 provided there's good weather and turnout for these last 2 races.

Cash Balances:
Touring $8.5K
Ytsma Donation Reserve $1.0K
Racing $16K

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

Dave Sheffield  LWA Treasurer

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### LWA Financials

**Jun 2013 YTD**

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<th>Income</th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
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<td>GG &amp; DJ</td>
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| Total Operating Income     | $1,154  | (4,155)| $(3,001)|

| Jun YTD Budget             | $(977)  | $1,737 | $760  |

| Budget Variance            | $2,131  | $(5,892)| $(3,761)|

---

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<th>Jun (Month)</th>
<th>Major Cash Flow Items</th>
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<td>Ytsma Donation (Safety Courses)</td>
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<td>Participant Fees (Tour $45, Racing $4929)</td>
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<td>Gap Gallop &amp; Donut Derby</td>
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<td>Race Entry Fees (State/National/World)</td>
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</tr>
<tr>
<td>Other Racing Expense</td>
<td>(4,994)</td>
</tr>
<tr>
<td>Other Income</td>
<td>141</td>
</tr>
</tbody>
</table>

**Total** | $(2,360) |

### 30-Jun-13

#### Assets:

| Touring Checking Acct | $3,499 |
| Ytsma Safety Course Balance | 1,000 |
| Touring Savings Acct | 5,067 |
| Racing Checking Acct | 16,120 |

**Total Assets** | $25,686 |

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LWA QUICK RELEASE
AUGUST 2013
LWA Discount Sponsors

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

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info@curtscyclery.com

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