I Love GPS

Recently I had the enjoyable privilege of cycling 560 miles from Maine to Pennsylvania on the sixteenth Pennsylvania Perimeter Ride Against Cancer (PPRAC). It was a privilege because our group of 68 cyclists raised over $205,000 for the American Cancer Society and Dream Come True.

What made this trip enjoyable was that it was the first time I used a GPS to navigate on a multi-day cycling event on unfamiliar terrain. Here’s the poop.

I recently purchased a Garmin 500 Global Positioning System (GPS) computer, mainly because I wanted to record trip info. The cost was about $250. It displays some interesting current data like the distance traveled, average speed, maximum speed, time, temperature and direction of travel. It was also informative, after the ride, to be able to download and view the actual route, elevation, grade, plus see the total amount of vertical climbing.

But never before had I used the GPS to follow a route. Then, Saturday night just before the PPRAC ride, I received an email from Nate Freed containing links to the RideWithGPS computerized cue sheets of the ride. I downloaded the six days of rides to my home computer, then transferred them to GSP unit for the bicycle. I was ready to go. Or so I hoped.

My Garmin 500 does not overlay the route on street maps like the more expensive 800 series, but it does show an arrow on a ‘bread crumb’ trail indicating my position relative to the proscribed course. (There are many other customizable screens.) Somewhat unsure of myself, I always carried a printed cue sheet in my jersey and rode with Tony Cerrone who navigated only by the printed sheet.

Here’s what I liked. If you follow the cues and the bread crumb trail, you are guaranteed to (eventually) reach the endpoint of your journey. Also, with a printed cue sheet, you have to search the paper for the next cue and remember where you are. With the GPS, the current cue is always at the top of the screen. Plus, as you travel toward a cue, the displayed distance to the cue updates so that you don’t have to guesstimate how far you have travelled and how much remains until the next turn. Best of all for mildly dyslexic me, the unit has an arrow pointing in the direction of travel. No more L or R or S.

And, another great feature is being able to see the profile of the course. So I always knew when I was approaching a mountain (Graylock, MA and High Point, NJ to name two) or long downhill.

Anecdote. It’s Thursday afternoon in Poughkeepsie, NY, nearing the end of an 85 mile ride. Its pouring rain, its rush hour, I am soaked and riding alone on a busy street. It would have been dangerous to handle and read a printed cue sheet, assuming it would not have been in tatters from the rain. I followed the cue and turned left but when I
missed the quick turn to the right, the GSP unit beeped at me indicating that I was off course. Stop, reverse, back on course, happy ending.

A story. Tony and I are riding together, and after passing under an interstate highway, we are looking for a right hand turn. We pass what appears to be the exit ramp of the highway and I get the ‘off course’ beep and message. We juge into the gas station, check our bearings and realize that the off ramp is in fact the road we should be on. Another happy ending.

Happy story. Tony, Dave, Nugs and I are cruising down a flat road somewhere in New Hampshire. Following the GPS, we bear left at the fork in the road, and I hear the confirmation beep on the GPS. Soon we hear people yelling at us, and looking right, see some PPRAC riders frantically waving to us from the front of a building. Curious and concerned, Tony and I u-turn while the others continue on. We join the group in front of the building which is a former art school converted into a bicycle shop.

Very interesting. This group of riders, which includes the person who did the mapping for the ride, told us that we had missed a cue and should have turned right. ‘No’ I said, the GPS has us going left. Lengthy discussion follows. Consensus is to follow the GPS, and the original group heads out. Tony and I follow sometime later, arriving in Kennebunkport before the original group, who had veered off course again.

Sad story (for some). Saturday, the last day of riding, Tony and I are heading south in New Jersey on the Old Mine Road toward Millbrook Village. Paul Smith has led the LWA there on rides several times, so I kinda know the area. The GPS says to bear right onto a dirt road. Normally I would know dirt is wrong, but we had ridden on several dirt roads during the week, so I am uncertain. Tony insists the printed cue says to go left. For the first time in a week, I decide to disobey the GPS and follow Tony. The GPS tells me I am off course, but it’s a long downhill and there is no turning back. Several miles down the road, the GPS shows that I am approaching, and then once again back on course. We had been on a paved road paralleling the road. While we glided down seven miles of paved road, the riders who followed the GPS were slogging it out on a jeep trail and they were not a happy group. Moral: Know your mapper. The person creating the electronic file can misinterpret a cue or make a mistake.

So what’s not to like? Well, when the GSP occasionally loses its signal, it beeps and displays the message ‘off course’. Usually, this is quickly followed by a beep and ‘course found’ message within a second or two. It is a little annoying, but I got used to it. Also, there is a little delay in updating the data, so I occasionally was at the next cue before the unit recognized this fact. I also missed (really) the voice we are accustomed to on automobile units saying, ‘Recalculating’. The Garmin told me when I had gone off course, but it was up to me to figure how to get back on. Usually this was not a problem, but at an intersection with several roads, I sometimes had to try several to get back on track.

Also, the Garmin cues can be very different from the printed cues. If the name of a road changes, the Garmin automatically adds a cue going straight when there might not be one on a printed sheet. It occasionally had trouble with a quick left-right jog, failing to indicate any change.

Bottom line. With an accurate route, the GPS makes for (almost) worry free travel. Buy one. But also carry a printed cue sheet in your pocket.

Jack Helffrich LWA President

VOLUNTEERS NEEDED COURSE MONITORS SEPTEMBER 7/8

The weekend of September 7/8, the 8th annual Nittany Lion Cross race will be held at Valley Preferred Cycling center. Last year over 1000 racers from all over the WORLD participated. With that many racers, the promoters need assistance with monitoring crossways that allow spectators to cross the race course. Races go from 8am through 5 pm both days....so a lot of volunteers are needed. If anyone is willing to volunteer as a crossways monitor, please contact Sallie Urffer at sallie.pedals@gmail.com

Sallie Urffer

DONUT DERBY GAP GALLOP

To all Lehigh Whelela Association members;
This month, the LWA will be hosting our two premier cycling events of the year - the Donut Derby on Monday, September 2 (Labor Day) and the Gap Gallop on Sunday, September 15. Both events are fun and challenging events which are open to everyone, are well organized and fully supported, and help to sustain our club’s activities throughout the entire year. If you have not done so, please register NOW for both of these events. Click on the event on the LWA Meetup calendar for more detailed information, and to find the link that will take you to Active.com for registration.

And don't forget to tell your friends. You will all have a great time!

Jack Helffrich LWA President

LWA QUICK RELEASE SEPTEMBER 2013 2
MORE.....

It's funny how the dots connect in life sometimes. As an alcoholic in recovery, I hear various idioms that describe our common condition. One I relate to is having the 'disease of more.' To me, I'm an alcoholic because after putting that first drink in me, there's no predicting what will happen, who I'll be with, or where I will end up. However many drinks I've had is never enough...I want more. Strange concept to swallow for a normal person, I know.

What's interesting is that this condition persists in other areas of life. If you can relate to any of these, you've caught a glimpse:

- 'The amount of money I make isn't enough...more would be better.'
- 'The car I drive isn't good enough...I want a better one.'
- 'My kids grades are good but they could be better.'
- 'I may have lost a little weight, but I'm still fat.'
- 'I rode pretty well today, but I could have pushed harder.'

So, while my results from Para Nationals this year were far better than last year - 9th in the time trial and 7th in the road race - still I have this desire for more. I dished out my share of pain (a la Jens Voigt) and dug deep enough that after the road race I couldn't walk unassisted for several hours and opted to skip the criterium the next day. And yet, I came away thinking I could have gone harder. Sick, man...really sick.

And it's been a good year. Stood on the podium a number of times in the mid-Atlantic Wounded Warrior series that I did again this year, finishing 2nd overall in the series. Even saw what the view from the top step of the podium looked like for the first time down in Virginia. So where's this 'more' coming from? If I roll the tape forward a year or two and see myself standing unassailed on the top step again, will the desire for more have vaporized?

If I look at this honestly, there'd be a period - likely short - where satisfaction and contentment manifest, but the 'what's next' and 'how much more' questions start. Alcoholic condition? Athlete manifesto? Spending time thinking about the label and the origin seems less important than learning and practicing the power of now - right now - and being present to all things, conditions, and people that show up in this journey.

So today - just for today - I accept the disease of more as part of my unconscious makeup. And during my morning meditation I stay in the now, recognizing patience, tolerance, and acceptance not only of others but of myself. I foster a spirit of alert awareness in myself. I watch myself as if I'm an outside observer of the actions and especially the thoughts that show up in this Wacik character. Through practice, I've seen that doing this simple (but not easy) habit raises my level of happiness and sense of connectedness to myself and others. For a guy who desperately wanted life to end 4 short years ago, this is very cool. Thanks for bringing me here, Mom...you did good!

Brian Wacik
Chris Dordal has finished his trip across the USA. On August 10 in Santa Cruz, CA, he dipped his front tire in the Pacific Ocean - 4250 miles from Charleston, SC. The route was not direct and they saw amazing things along the way. The 28 twenty-somethings rode for 81 days, built for Habitat 16 days and had four rest days on their journey. There were emotional highs and lows, some couples fell in love, some riders fell off the bike, but as they like to say: "There are are no bad days on Bike and Build. Some days are just better than others."

Last three weeks
Leaving Colorado, the group rode through eastern Oregon and northern California.

Eastern OR was very hard along the high desert plains. One day the temperature reached 113 degrees. The next day was almost 20 degrees cooler at 95! The scenery was scrub grass, and the winds were hot & dry. Appropriately, they rode through "Drinkwater Pass" and stopped to quench their thirst – then rode along a lake so long it felt like the ocean.

They spent a night in Wagontire, OR - population 3! Two residents were away so only 'Marty' was there. He impressed the group by killing a rattlesnake with a 2x4 right before the team showed up. He cut off the head & tail and draped the body over the bike hitching post.

They went through Lassen Volcano National Park - rode to an elevation of 8500 feet with the most vertical climbing of the trip - 6000 feet. Some riders took the extra effort and hiked the 1500 feet to the summit.
BIKE AND BUILD, cont. from p. 4,

Since Colorado, the group had one more build day in Davis, CA. They worked on the "Brush with Kindness" project where they made repairs for the physically disabled. The group noted that they were proud about having made a difference in a handful of family lives this summer.

There were still hills and challenges in California. They rode through Redwood forests, fields of sunflowers and a final mountain range before the coast. The roads got busier and shoulders narrower, so the ending days were nerve wracking.

After breakfast, we took our time getting on the road. "Five or Die," my chore group, was on clean-up and we didn't complain for how long it was taking to clean the building. We were just enjoying our time together. A group hug formed as the song from Marcus's Bike and Build video played and I looked around at all the people I loved and choked up. I walked to the bathroom to take some deep breaths and try to stay calm. Kat came in after a few minutes.

"Is anyone in here? We're taking a group picture outside."

"Yes," I uttered from the back stall, my voice cracking. She laughed when she saw my watery eyes. "Oh mama!" she said shaking her head. We hugged and walked out together.

We mounted our bikes and started off as a pretty large group. We were super-sweeping with Sarah and Amanda. Josh and I lead the way with Austin, Nyx Kat, and Brian. We cheered loudly as we passed cars and pedestrians. People honked and waved, gawking at the giant American flag that Brian had rigged up on his backpack.

We were prepared for it to be a hard ride. It was only 58 miles but we had one last mountain range to climb before we could descend to the Pacific. After getting out of San Jose, it was not long before our climb began. The steep grade of the road had us all sweating and panting in no time. The mountain is a popular cycling spot and we were joined by many other riders all asking what we were up to. We explained Bike and Build to them between breaths. "Today is our last day!" we proclaimed. It seemed crazy to say it out loud.

Lunch was at the top of the pass, at mile 20. I saw most of my teammates standing around the trailer and I stood up on my pedals, cranking hard up the rest of the mountain. They cheered as they saw me come in. It was there that we saw the first sign welcoming us to Santa Cruz.

We spent a lot of time at lunch eating our last peanut butter and jelly sandwiches and talking to other cyclists coming up the mountain. Austin took a whole watermelon and used the edge of a road sign to cut it up, which worked surprisingly well. "Hit-tza!" he grunted with every slice.

We descended for a few miles before we started climbing again. Towering redwood trees enveloped us in a quiet forest as the road narrowed. Marcus, Austin, and I lost the rest of the group as we climbed, looking around in awe at the scenery. After a short descent, I saw Marcus and Austin stopped at the bottom of a small decline. I pulled up next to them and unclipped. No words were said as we listened to the silence of the woods, which overcame us like a heavy fog. We smiled at each other and breathed deep.

It wasn't long before the the rest of the group caught up. All were impressed by the beauty of the forest. I put my helmet camera on and decided to descend behind the group so I could get some good shots of Brian's flag waving behind him as we weaved through the redwoods.
BIKE AND BUILD, cont. from p.5,

I descended cautiously. The road was very narrow and I was nervous about being surprised by an oncoming car. The pavement curved suddenly and sharply around trees that looked like the legs of massive elephants. I craned my neck to look up but could still barely see the crown of the forest. I kept my fingers on my brakes as I navigated the turns. Ever since a near crash around a corner coming down Hard Scrabble pass in Colorado, I have been very wary about descending when there are sharp turns.

Brian flew down the road in front of me, letting out whoops of excitement. He slowed considerably to navigate a very tight switchback. “Yeah buddy!” I exclaimed when we had come out of it. Ahead was a reverse switchback that turned us around again. Suddenly, Brian was riding in the dirt shoulder of the road. He had taken the sharp corner too wide and could not correct himself. He swung into the shoulder and rapidly unclipped as he flew over the handlebars and landed softly in the pine needles, his flag waving wildly as he rolled. He came to rest on his back in the dirt. I checked back and swung my bike around to go back for him. Luckily, he was perfectly fine and we laughed about how comical his fall looked. I realized that my helmet cam was on the whole time so we were excited to watch the video later.

When he’d collected himself and got back on the bike, we met up with the rest of our group at the state park headquarters at the bottom of the descent. There were a lot of tourists there so we stopped just briefly to take a group shot with a massive tree and buy some postcards. Everyone was starting to get pretty antsy to see the ocean.

We had another very short 1.5 mile climb before conquering the rest of the descent. I caught up with Kat, Nyx, and Rachel and we stuck together. The wind was to our backs and we only had 10 miles to the Pacific. We would see the ocean in no time. All of us started to feel a little anxious to realize how close we were to finishing the journey. Butterflies formed in my stomach as the miles ticked down.

However what came next worked like a bug-zapper on those butterflies. The steepest hill that we’d encountered all summer suddenly rose up in front of us. We looked at each other in disbelief. It wouldn’t be a Bike and Build day without some type of struggle and the last day was no exception. Our hearts beat hard while our legs turned slowly, straining against the steep grade, as we worked to conquer our last climb of the summer. However, while the hill was steep, it was no more than a mile or so long, and it wasn’t too long before we’d climbed up and over the apex. We were home-free and ocean-bound. Nyx and I sang Yellowcard’s “Ocean Avenue” loudly as we cranked out the last few miles.

All of a sudden, the ocean appeared on the horizon, camouflaged with the sky. We screamed in excitement and pedaled harder. Tears blurred my vision and I just about lost it when we encountered the welcome to Santa Cruz sign.

"SANTA CRUZ!!!! WE DID IT!!!"
BIKE AND BUILD, cont. from p.6,

will take me many months to fully reflect on what this summer has meant to me. This journey has been an adventure of a lifetime, filled with moments that I will never, ever forget. Moments that I share with 27 others. Though we are scattered across the county, our experiences will link us together and I cannot wait to reunite with my 27 dearest friends again one day. Until then, may we all keep our eyes and hearts open to the passion to serve and the spirit of adventure.”

Andrew Dordal  LWA Member and Chris’s Father

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

GMack  QR Editor

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

CANNONDALE MOUNTAIN BIKE - large alloy frame, 'caffeine' f429r with Sram x-5 shifters (3fr, 9bk), Shimano Deore drive train, Dart 3 Rock Shox, Dual dutywheels, Maxxis tires, high intensity front headlamp, front and rear Shimano disk brake and cross valve cap, adjustable seat post, Bell seat cover (needs new saddle) and quick release wheels. BEST OFFER!! (originally $1,000.00) contact jcblackies@hotmail.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 jackheffrich@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
LWA WELCOMES NEW MEMBERS

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

NEW MEMBERS:

Katie Pulizzano
Barton Greene
Ross Kohler
Duane Loeper
Dan Snyder
Rick Benkovic
Ron Sell
Stephen Hearn
Don Lutz

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

LWA MEMBERSHIP ADMINISTRATOR

NEW MEMBERSHIP STATISTICS

Individual ~ 243(-1)
Family ~ 73 (0)
Units ~ 316 (-1)
Minimum Total Members ~ 389 (-1)

Thanks to Rob Smith for covering membership while I was on the 4 day MassBikePike tour riding in MA, NH, and VT. Due to rob's reliable assistance we have had no lapses YTD in coverage exceeding a weekend's duration.

Richard Baldock Membership Administrator
Rob Smith Assistant Membership Administrator

NYC CENTURY BIKE TOUR
SEPTEMBER 8, 2013

Transportation Alternative's premier bike tour is a choose-your-own adventure in New York City streets. With 15, 35, 55, 75 and 100 mile routes, and epic sights on every one, there's the perfect choice for you on the NYC Century Bike Tour. Whether you're a life-long New Yorker, or in town for the weekend, the NYC Century Bike Tour is an epic exploration of the world's greatest city. Plus, all proceeds go to funding the work of Transportation Alternatives, NYC's leading bicycle advocacy group.

Want to ride the NYC Century Bike Tour AND help support Transportation Alternatives? Volunteer to be Ride Marshall! The NYC Century Bike Tour couldn't operate without the dedication and generosity of our volunteers. Help your fellow cyclists along the route, help T.A., and best of all, still enjoy a great day in the saddle riding the best bike tour in town!

As a special incentive, a $10 discount off registration is being offered to LWA club members. Enter discount code (case sensitive) in registration: 10BikeClub10

For information and registration visit http://nyccentury.org/

Talia Kohn
Event Coordinator
Transportation Alternatives

FAMILY BIKE RIDE FOR
HAITIAN MEDICAL MISSION
ON THE IRTON RAIL TRAIL

September 21, 2013

Help provide Medical Care to the People of Haiti by participating in the Family Bike Ride. Your efforts will provide the team, including doctors and nurses with medicines and supplies necessary for a successful mission. With your help we'll treat up to a thousand people who, otherwise, may never see a doctor.

Where: Ironton Rail Trail in Whitehall, Pa
When: Sept 21, 2013. Ride starts at 9 AM (Same-day registration and packet pickup 8-9)
Your donation is tax deductible.
Visit our website for additional information, directions and to register!
www.active.com/event_detail.cfm?event_id=2105001

Event Description:
Loop the Ironton Rail Trail twice for a 10 mile ride; Water and snacks provided;
Please bring a biking helmet;
This is a family ride, not a race;
Basket raffle following the ride at the Coplay Park Pavilion.

The medical mission and the bike ride are sponsored
by St. Joseph the Worker Church in Orefield PA.

Haiti Medical Mission:
Mission Facts:
o 2013 will be our 4th year
o Team consists of: 4 doctors, 4 nurses, 4 administrative personnel
o More than a half-ton of medicines contributed each year by the people of the Lehigh Valley

Background:
The people of St. Joseph the Worker sponsor medical mission teams to St Jude Parish, which is located in one of the poorest sections of Port-au-Prince. The team serves all the people of the surrounding community.

What We Do:
The team provides primary care to adults and children, treating conditions including coughs, colds, allergies, eye irritations, asthma, malaria, infections, skin conditions, malnutrition, and parasites. Education on nutrition, prenatal, and infant care is also provided. All patients receive a 90-day supply of vitamins, toothbrushes, toothpaste, and reading glasses as needed.
MEETUP AND MEMBERSHIP

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

CENTRAL BUCKS BICYCLE CLUB
COVERED BRIDGES RIDE
SUNDAY, OCTOBER 20

Location: Tincum 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

QRQ OF THE MONTH

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

2011 Specialized Secteur Elite road bike. Frame size is to fit someone 5’9”-6’1”.
The bike is in excellent condition and is a heck of a deal at $700. The bike alone cost almost $1500 new but comes with lots of extras. Please call Dean if you want to see it.
610-462-0617

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 gmbck@ptd.net

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 gmbck@ptd.net

Unfortunately, no LWA member submitted a response. In fact, Jack Helffrich in a calculated presidential move, threatened to keep all future prizes and loot to fund the proposed Jack Helffrich Presidential Library planned for Trexlertown.

Submit your responses to the QR by September, 2013. Email to gmbck@ptd.net.

G. Mack QR Editor
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 cycling club. Included in this recognition are counts of the number of rides each person lead over the previous year. This year we are going to add a regular feature to the QR in which we will list the names and number of rides lead cumulative through the current month. So some friendly competition can take place. You might figure out that the name of the column has a double meaning of sorts.

Counts are inclusive from 12/1/2012 - 8/24/2013 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. If you think I have missed something please let me know.

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<td>Paul Smith</td>
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<td>Sylvia Radavinsky</td>
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<td>Terry Terfinko</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>178</strong></td>
<td><strong>1510</strong></td>
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</tbody>
</table>

A few additional facts: There are a have been a total of 178 ride sheets submitted and a total of 1510 signatures. Naturally many of the names are duplicates, but clearly the LWA rides put a lot of bikes on the road.

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 P. Smith at lwatouring@yahoo.com (please include "RIDE SHEET" in the subject line) 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  LWA VP of Touring

LWA JULY 2013 YTD
FINANCIAL REPORT

Key observations follow:

Touring:

The Touring Division is doing well with a $3.1K favorable vs. July YTD budget.

Income continues to exceed budget by $3.6K, mostly driven by higher membership and dues and a one time $1.0K donation (Pat Ytsma Safety Training Activity Reserve).

Expenses are 11% above budget due to the 2012 Gap Gallop $300 carryover and a 2013 Gap Gallop deposit ($250) to DeSales University.

I expect the Touring Division Net Income will be ~$2K above budget provided we have good rider participation in the Gap Gallop and Donut Derby

I am concerned about low rider registration for the Gap Gallop. As of 23 August, we only have 25 riders signed up.

Please encourage your friends to sign up and ride the Gap Gallop. This years route is very beautiful and challenging.

Racing

The Racing Division's Treasurer (Chip Berezny) reports that cash outflows have been high this summer due to:

- Track Master Nationals -- supported 5 team members (registration fees, rooms and one meal).
- The first year Saucon Valley Bikes Circuit Race operated at a net loss which was due to low turn out and higher costs. $1500 Velodrome sign - donation.

Revenue from the August Fitness Park Crit of $2500 is not included in the July results but will show up in August.

Chip estimates the Racing Team's cash balance will approach $17K by year end-- a strong position for 2014.

continued on p. 11
Cash Balances:

Touring $9.1K, up $0.6K from June.
Ytsma Donation Reserve $1.0K
Racing $13K, down $3K from June.

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

Dave Sheffield LWA Treasurer
LWA Discount Sponsors

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

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