THE GREAT

Between dinner courses at the holiday party at the Green Pond Country Club, I turned to Debby Terfinko and thanked her for doing such a great job of organizing the event. She acknowledged the thanks, then replied wryly, "I suppose you want me to do this again next year?" When I responded to her question with raised eyebrows, she added, "Of course you do; I forgot. You are The Great Delegator."

Well, I'm not sure that's the handle I would have selected, and it's not going on my tombstone. Actually, it's not so much about me, but more of an accurate indication of what is great about the LWA.

It's not so much that I delegate, it's just that so many individuals step forward and enthusiastically take ownership of so many of our activities.

With the risk of omitting some, here are many:

Paul Smith as Vice President of Touring did an absolutely amazing job in 2013. He planned our return to the eastern shore of Maryland for a springtime cycling weekend, followed by a new weekend event in the Lancaster area. Two great events, both well planned, well-executed and well-attended.

Paul also totally revamped the Gap Gallop fall ride, complete with new date, starting point at DeSales University, new routes and new rest stops. This included organizing many volunteers and creating a volunteers appreciation ride the week prior to the Gap Gallop. If
THE GREAT, cont. from p. 1,

you have ever planned events like these, you know that there are countless hours involved. Well done. Paul organized our springtime ride leaders ride and clinic. This was very helpful and informative for those who lead rides. And the pizza was good too. Paul also implemented our use of the RideWithGPS website for recording club rides. We are now able to download to Garmin GPS units, print cue sheets in advance of the ride, and preview the route. Thank you Paul for all your time and effort. Needless to say, we are glad to have Paul back as VP of Touring for 2014.

Our Treasurer, Dave Sheffield, was invaluable in 2013, providing timely and accurate financial reporting. Dave also established a first-time-ever budget for the club to guide our spending. He also spent countless hours sorting out our current imbroglio with the IRS, a situation which continues into the next year. Thank you so much, Dave. Glad to have you back in 2014. (We are somewhat less grateful to Dave for hosting the first Chill and Grill, an unhappy variation on the Grill and Chill. This ride was as cold as I have ever been on a ride, and I'll leave it at that.)

Maureen Porter has been a fantastic secretary for the past three years. She has been faithful in attending meetings and accurately recording the proceedings, and distributing minutes on a timely basis. (The only time she misses a meeting is when the President (me) neglects to inform her of a change of starting time.) Despite stepping down from her position as secretary, we are glad that she has decided to remain on the LWA board.

Thanks to G Mack for another year as Editor of the Quick Release. Again, lots of hours spent gathering and arranging stories, article and photos, keeping us up to date on club activities and bicycling events in general. Not to mention correcting my grammar and punctuation. Thanks also to all of you who have contributed to making this a very interesting newsletter (see related article on QR contributors the past 12 months).

Thank you Terry Terfinko for serving another year as webmaster.

Terry keeps us current with technological changes and keeps our website up-to-date and running smoothly. Terry recommended our participation in the website Meet-up, and implemented our transition to Meet-up as the site for our ride calendar and photo gallery. This has been a tremendous benefit for posting, monitoring, and editing ride information. Once again, a lot of time spent behind the scenes.

Thanks to Keith Gourley for running the Donut Derby. Keith made some significant improvements this year, and 'kicked it up a notch' with his unique style. Keith also utilized his lawyerly expertise to update our waiver/sign-in sheet.

Thank you Richard Ballock for serving as Membership Administrator and Rob Smith as his assistant. They have done a great job of keeping our memberships records accurate and current, giving our new members recognition in the QR, and sending out new membership cards.

Thanks to all who served on the LWA board for their participation and support of the club. Special thanks to outgoing members Mike Solilday, Dean Hower and Keith Gourley. They have been great contributors to the LWA.

Thank you to Lenni Maguire and Carl Zvanut for serving as auditors.

Thanks to Debby Terfinko and her staff (she has a staff?) for organizing, shopping and cooking for the five Monday night Grill and Chills.

Thank you Fritz Walker, Mike Solilday, Dean Hower and Bryan George for the annual Club Ride and Picnic in August.

Thank you Dick McCreight for being the Nomination Committee, and for promoting our participation in the CROP (Communities Responding to Overcome Poverty) Ride.

Thank you to all of the ride leaders who filled our calendar with adventures and led us down roads, both familiar and unexpected.

Thank you Ron Helmuth for a fantastic weekend of bicycling in Juniata County.

Thank you Art Hunsberger and Geoff Rogers for leading the Thursday night rides, and Donalee Frary for leading Women on Wheels on Sunday afternoons.

Thanks to Nancy Sheffield for organizing our participation in Bike Virginia.

Thank you to all who volunteered to help with various events and activities.

Thanks to all of you who contributed holiday gifts to the clients of Sixth Street Shelter and Turning Point of the Lehigh Valley.

Thank you to our sponsors. Get out there and support your local bike shop.

And thanks to all of you for your friendship and support. I’m ready for an exciting new year. Let the delegating begin!

Jack Heffrich  LWA President

JANUARY MEMBERSHIP REPORT

New Members:

David Drzewicki

Membership Report

- Current snapshot (as of January 2014 Newsletter deadline)
- Individual memberships 240 (-4 since December Newsletter)
- Family memberships 72 (-2 since December Newsletter)
- Units 312 (-6 since December QR)
- Total of 384 members minimum (-8 since December QR)

- YTD comparative data relative to December 2012 Newsletter
  - Individual 209 ? 240 (+31)
  - Household 72 ? 72 (even)
  - Units 281 ? 312 (+31)
  - Total Members 353+ ? 384+ (+31)

Rob Smith  LWA Membership
THE LWA: YOUR CLUB YOUR NEWSLETTER

Thanks to all LWA members who contributed articles, ideas, and photos to the Quick Release over the past year. Without your significant input, the newsletter would be a rather insignificant publication. Without your help, the job of newsletter editor would be a rather helpless and thankless position. Without your encouragement, I would have definitely run out of ideas and enthusiasm.

In the upcoming year I encourage all and any LWA members to submit cycling related articles, ideas, and photos for inclusion in future issues of the Quick Release, your newsletter.

The following is a list of contributors for 2013. I apologize in advance if I missed anyone. I did not, however, recognize any club members who simply submitted ads for the classifieds.

Richard Baldock
Chip Berezny
Bill and Jane Derby
Neil Dicker
Andrew Dordal
Dave Drummer
Jack Helfrich
Ron Helmuth
Pete Hepler
Dean Hower
Edwin J. Kay
Scott Kettering
John McCarty
Dick McCreight
Maureen Porter
Simon Porter
Jenny Ronis
Pete Seigfried
Mark Selz
Dave Sheffield
Nancy Sheffield
Paul Smith
Rob Smith
Hansel de Sousa
Peter J. Sobchak
Dave Sprigle
Debby Terfinko
Terry Terfinko
Sallie Urrfer
Brian Wacik
Dave Wieand

Please note---The list is in alphabetical order, not in order of number of articles submitted. Submitting articles and ideas to the QR should not be considered a competition.

Thanks again for all your help.

G. Mack QR Editor

LWA RACE CALENDAR

The LWA race calendar has been set! The following are the races our club is sponsoring. Please come out and cheer on the race team or better yet volunteer. We usually need help with registration and corner marshals.

Email sallie pedals@gmail.com with questions or if you can volunteer.

Bikeline Criterium Training Series
Sunday, March 02, 2014
Sunday, March 09, 2014
Sunday, March 16, 2014
Sunday, March 23, 2014
Sunday, March 30, 2014

Emrick Blvd Criterium
Sunday, June 22, 2014

DeSales Circuit race
Sunday July 13, 2014

Bob Rodale Fitness Park Crit
Sunday August 3, 2014

Sallie Urrfer VP Racing

ANNUAL ELECTIONS: NEW BOARD MEMBERS

At the LWA holiday party and annual meeting held on December 8, 2013, the nominees for club officers and the new board members were announced and approved by the membership in attendance.

President Jack Helfrich
V.P. Touring Paul Smith
V.P. Racing Sallie Urrfer
Secretary Torie Loven
Treasurer Dave Sheffield
Membership Richard Baldock
Webmaster Terry Terfinko
Newsletter Editor G. Mack
Board Member Brian Wacik
Board Member Maureen Porter
Board Member Carl Zvanut
Board Member Donalee Frary
Board Member Dick McCreight

Contact information for current club officers and board members can be found on the front page of the newsletter and on the documents page of the LWA website.
http://www.lehighwheelmen.org/

G. Mack QR Editor
SUPPORT YOUR LWA
SUPPORT YOUR LBS
TAKE TWO, TAKE NOTE

Friday, March 2, 2013, I rode out to the Velodrome to join Dick McCreight for an LWA ride out to Huff’s Church. Pedaling through lovely, downtown Alburtis, I heard a tremendous racket apparently coming from one of the bikes behind me. Turned out that the noise was coming from my bike. I managed to remain vertical (for which I was given generous style points by the trailing riders), but I slid to a stop with the rear derailleur and chain lying on the asphalt, separated from the bike.

My initial relief at not being injured was soon replaced by concern about the bike. What would become of my Trek Madone 6, the green machine which I had splurged on for my retirement? I could feel the green slipping out of my wallet.

Understandably, this was difficult to sort out. I was riding straight on a smooth, level road, in a middle gear, at moderate speed. I was not shifting or applying the brakes. I was not sure if a lifetime frame warranty would benefit me unless the cause of the incident could not be explained.

That day, I took the bike to BikeLine of Allentown, my LBS, where I had purchased it two years earlier. Scott Kleinschuster took photos and arranged for the frame to be sent to Trek for analysis. Making a rather long story short, after several rounds of discussion between BikeLine, Trek, Shimano and myself, Scott was able to convince Trek to provide a replacement frame.

So if you have managed to read this far and still recall the title of this article, you may have guessed that LBS is short for Local Bike Shop. I doubt this story would have had a happy ending without the LBS. I know several people who have bought high end bikes on the internet. I now wonder what recourse would they have in a situation like this?

When I rode cross country in 2002, one member of our group, a cyclist in his late sixties, stated that he had bought every bicycle, part and apparel from his LBS. I cannot make that claim - it’s tough enough finding tights that fit me on the internet. I really don’t expect to find them in a local store.

Still, this episode reinforced the advantages of dealing with real people whom I know by name (Scott, Derek, Papo, and Bob) and who know me by name (Jack). My general rule is that the more costly and complex an item is (cameras, bicycles, appliances), the more likely I am to buy it locally. This time it really paid off. It’s great having so many excellent bike shops in the area, and many of them offer a 10% discount to LWA members.

Most of us have a favorite LBS (BikeLine Allentown for me). BikeLine not only offers members 10% discount but also sponsors the LWA racing team. Let’s support our LBS with our LWA business. Shop local and support the stores that supports us.

Jack Heffrich LWA President

TO MY CYCLING FRIENDS

There is not one day which passes by where I don’t reflect on the bike rides the friendships and life experiences which we share.

Out on the road in the car looking at the faces or in stores looking at the faces or listening to stories of every day dramatics during this holiday season I always

Always

Fall back to the core values which I share with my friends especially my cycling friends and especially on those times when I am out on the road cycling or traveling with them.

The men and women of the LWA make my life sane in a world which so often seems nuts.

Let there finally be peace on Earth and Good Will towards man. May the wind always be at our backs and may there always be hills for us to climb.

Neil Dicker

Jack Heffrich LWA President
For a club that is mainly focused on road riding, the Beast possibly holds little interest. My wife Linda says it is the ugliest bike she has ever seen. And at 47 lbs., it weighs more than my road and mountain bikes combined. Still, it is, well, different. The 32t/18t gearing is fine for flat paved roads. But the slightest incline or unforgiving road surface (snow) makes pedaling impossible. I've since changed the rear cog to 20 teeth, but that's still too high, so a 23t is on order. This will require lengthening the chain, so it's getting more involved.

I doubt if it will ever be anything more than a novelty. Fun on those days when the snow starts falling and I want to amuse/confound the neighbors. I expect it will be great at the beach also. The biggest obstacle at this point seems to be storage. It takes up a lot of space, and it's not the kind of thing you can flip up on a hook on the ceiling of the garage.

Don't expect to see it on any club rides. I'll keep you posted.

Jack Helffrich  
LWA President

Editor's Note: For a brief history of the FatBike, check out Bits on Bikes, pp. 9-10.

LOOKING BACK AT PAST LWA PRESIDENTS

With the 2014 LWA election results just in, I thought longtime LWA members might like a trip down memory lane with a look back at previous LWA club presidents. Unfortunately, information about the presidents from 1982-1989 is apparently missing. If any members have this information, please send me an email at gbmack@ptd.net for inclusion in a future newsletter.

2012-2013 - Jack Helffrich
2011 – Mark Zappe
2009-2010 – Phil Essempio
2008 – Jack Helffrich
2006-2007 – Sallie Urffer
2003-2005 – Lorie Reinert
2000-2002 – Scott Farmer
1999- Ted Koven
1996- 1998 - Barron Bregenzer
1993-1995 – Deborah Nellson
1990-1992 - Paul Bednarczyk
1982-1989 - ??
1979-1981 - Ellen Dorsey
1977-1978-Mike Solliday
1976-1977 - Keith Bailey
1972-7 – Lenny Vreeland
1971 – Andy Taus
1968-1970 – Phil Petrick

G. Mack  
QR Editor
I am pleased to announce that new Lehigh Wheelmen Association (LWA) cycling wear has been designed and is now available for ordering online from Jakroo. Items available include two styles of jerseys, shorts, bibs, windbreaker, jacket, arm warmers and knee warmers. Click on this link to access the store:

http://shop.jakroo.com/Lehigh-Wheelmen

Orders placed by the end of the year will be delivered on January 21 at the listed price. After that date, any orders placed by the fifteenth of the month will be delivered at the end of the month, or placed by the first of the month will be delivered by the fifteenth. However, the pricing will be substantially higher due to the lower volumes.

Be sure to review the sizing chart by clicking on FIT AND SIZING at the bottom of the page. Jerseys are available in Men's and Women's sizes, from XS to 2XL, in styles Relaxed (sport) or Standard (race), plus Slim (pro) for the Tour jersey.

Here is what Jakroo says about FIT:

Since designs and patterns vary from company to company, and "fit" is subject to personal opinion, it is very difficult to make a general comparison. Our Customer feedback suggests that our products fit within the range indicated on our size chart and considered standard industry wide when compared to a variety of competitors. We recommend reviewing the size chart and matching at least 2 out of the three parameters.

Anyone who sends us Height; Chest, Waist, Weight, Inseam can receive our best recommendations. Our size return policy is that we reproduce a different size for someone at a 50% discount if they want to keep the original jersey; and then we will replace at 100% discount for exchanges with the original returned to us.

Please share this information with your members, as well. When ordering, each person will be able to select their Gender, Size, and Fit Style.

JAKROO FIT STYLES:
Standard: Regular fitting
Relaxed: More room in the Torso, Shoulders, and Sleeves
Slim: Body forming fit

FONDO Jersey: it's our AirSurf material jersey - a great value. Your everyday jersey.
Available in 2 fit styles: Relaxed and Standard
TOUR Jersey: Superb upgrades in fabrics and technology - the Tour is perfect for those who love high performance or just plain high quality.
Available in 3 fit styles: Relaxed, Standard, and Slim
Our Bobs and Shorts are ordered in folks' normal sizes. If you're a Medium in your previous shorts, it's pretty much a sure bet you'll be mediums with ours.

EPIC wind vest: Our vest currently comes in only the Relaxed and Slim fit styles.

Our Relaxed fit definitely offers more room for bigger bodies, so please let folks know that if they order Standard jerseys and consider themselves a 'regular fit' - that, we recommend sizing down if ordering Relaxed; and potentially sizing up if ordering Slim fit (but only if they are the larger side of their size range).

Other than that, sizing should be pretty easy for folks - and again, always let them know they can email me, or call in to anyone here at Jakroo. michael@jakroousa.com or 1-800-485-7067

Jack Helfrich LWA President

OBREE DOCUMENTARY UPDATE: FUND-RAISING GOAL MET FILM TO BE PRODUCED

The December issue of the Quick Release included an article by Hansel de Sousa about the fund raising efforts of documentary filmmaker David Street, who was seeking financial backing to produce The Outsider, his film on cyclist Graeme Obree, twice world record holder in the one-hour record attempt and twice world champion in individual pursuit, in his quest to set a new world record for maximum speed on a human-powered vehicle. Street and his crew were successful in raising over 20,000 GBP, their goal, over three weeks, through "Kickstarter", a relatively new way of funding the arts.

Obree, a practically unknown Scot cyclist, first broke the one-hour distance record in 1993 on a homemade bike, Old Faithful, which he built from recycled parts, including, most famously, the ball bearings from a wash machine.
For his attempt at the land speed record, Obree again assembled his own bike, which he named The Beastie, from recycled parts, including stainless steel saucepans, acting as a shoulder support, and parts from old bikes and roller-skates, largely in his own kitchen and in a friend’s workshop. The bike was made to be ridden in a prone head-first position inches above the ground, and Obree propelled it by operating a couple of push-pull levers with his feet rather than pedaling.

With the fund raising effort successful, Street and his crew are now ready to turn 200 hours of video into a 90 minute feature length movie.

The following is Street’s description of the project and anticipated final film:

“The story features ambition, survival, determination, dedication, design, genius, craft, and passion. It’s the story of a man’s determination to rehabilitate and redefine himself, proving that he wasn’t just the ‘washing machine man.’

The film has an expected release date of June 2014 and will be available as a stream and digital download to those who contributed to the project.

You can watch a video of his bike construction process in his kitchen here http://tinyurl.com/obree-kitchen-video

You can also watch as Obree tests the mechanics of his homemade beast on the seafront at Saltcoats. https://vimeo.com/45034602

G. Mack QR Editor

\RELATED NEWS: OBREE SETS WORLD RECORD BUT THE BEASTIE IS FOR SALE

After his unsuccessful attempt to break Sam Whittingham’s 2009 record of 82.9 mph this past September, Obree told the UK’s Daily Record that he plans to give up competitive cycling for good. Despite breaking the world record for a prone bicycle at the World Record Run at Battle Mountain, Obree has decided to give up cycling “for anything other than pleasure.”

In his world record attempts “The Flying Scotsman” had travelled head first and face down with his chin just 0.8 in from the front wheel and with his eyes peering out of a small peephole in the skin of his homemade bike. His best run was 56.62 mph, a world record for a prone bicycle, but the frustrated cyclist reported to the Record— “The 56.62 mph record was a pretend one. I felt it was akin to the holder of the ‘best time for a club rider with a squinty eye’ honour.”

According to Graeme Obree The Beastie is now up for sale.

For more about Obree, The Beastie, and his world record attempt check out these stories from the DailyRecord and the BBC.

http://tinyurl.com/obree-daily-record-article

http://tinyurl.com/obree-daily-record-2

http://www.bbc.co.uk/news/uk-scotland-glasgow-west-24088647

G. Mack QR Editor

PREZ JACK HELFFRICH’S OFFICIAL LWA RIDE-RATING GUIDE

IN CASE YOU MISSED IT IN LAST MONTH’S QR

C pace. You can talk during the entire ride.
B pace. You can talk on the flats, but not while climbing.
A pace. You cannot talk at all.

Addendum:
D pace. You can’t ride while you talk.

G. Mack QR Editor
QRQ OF THE MONTH
MAYBE THE FIRST
MAYBE THE LAST

Only one LWA member, Pete Hepler, submitted a response for the December QRQ of the Month. Therefore, his submission was chosen by an overwhelming margin as the best response and best caption. Undoubtedly, his response would have been chosen as the best caption had an overwhelming number of LWA members also submitted responses. Thanks for keeping the QRQ column alive for at least one more month.

The QRQ of the month for December was to provide a caption for the following holiday photo:

Pete’s response: “Ho! Ho! .. Oh!... My Jingle Bells!”

The QRQ of the Month for January is to provide a caption for the following “classic” cycling photo.

Thanks to Hansel de Sousa for sending me the pic.

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

G. Mack  QR Editor

MANAGING YOUR MEMBERSHIP
A NEW YEAR'S REMINDER

Have you ever wondered when your membership expires? You could look on your membership card or check it on the website. Look for the membership menu on the left hand side of the screen under login. Select Renew Subscription.

The number of days remaining before your membership expires will be displayed. When the number of remaining days drops to 30, you will receive an Email notification from the website.

Membership cards will be e-mailed via PDF file within 2 weeks of membership Join/Renewal. If you do not receive a card after 2 weeks, contact Richard Baldock, Membership Officer. Email: rv314159@rcn.com

Terry Terfinko  LWA Webmaster

LWA CLASSIFIEDS 1

| ARTICLES FOR SALE
| 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
BITS ON BIKES:
THE SKINNY ON FAT BIKES

The genesis for the FatBike is generally considered the development of fat rims to accommodate fat tires for riding in snow and sand. Before the FatBike, riders and bike builders in Alaska were adapting conventional mountain bikes to handle larger rims or multiple rims welded together. A major impetus for the evolution of conventional mountain bikes with wider rims and tires to the a fully developed fat bike with monster rims and 3.7” or larger tires were the extreme cycling races across Alaska, such as the Iditabike (or Iditasport) Impossible Race on unmarked dogsled and snowmachine routes 1,100 miles from Knik to Nome. At the same time a Texas cyclist was experimenting with wide-tire bikes for riding on sand in New Mexico, modifying frames to accept super wide rims and tires for his guided desert tour business.

In the late 80’s and early 90’s Simon Rakower of All-Weather Sports in Fairbanks, Alaska, started making extra wide rims for participants in the Iditabike race which started in 1987. Rakower originally welded two rims together and cut out the middle ridge. Cyclists would cut and sew tires together to make the prototypes of the monster tires found on fat bikes today. The combination of fat rims and fat tires gave riders increased flotation on winter trails, significantly better than that achieved by simply welding together multiple wheels with multiple tires. Rakower eventually designed the SnowCat, a 44 mm purpose-built rim, which could be fitted to most conventional mountain bikes for riding in the snow, or preferably on the snow.

At about the same time period, Texan Ray “El Remolino” Molino was experimenting with wide-tire bikes for riding in sand in the deserts of New Mexico. Remolino modified bikes to accept his super wide rims and monster tires. Eventually he commissioned 80mm rims, three times wider than regular rims, with 3.5” tires that required specially designed frames to handle them. His rims, designed for sand, were imported to Alaska where frame builders began making limited production frames to accommodate the 80mm rims for travel on snow.

Mark Gronewold, former owner of Wildfire Designs Bicycles in Palmer, Alaska, was one of the early advocates of fat-tire bikes for riding in the snow and was one of the first bike builders to create purpose built frames for fat tires and rims. His original FatBike design was ridden to a first place tie in the 1,100 mile Iditasport Impossible human-powered race in 2001. Gronewold has since subcontracted frame building to DeSalvo Cycles in Ashland, Oregon, which produces handmade steel and titanium bikes, but he still builds custom FatBikes and sells wheels and rims for fat-tire conversions. Riders on Gronewold’s FatBikes won the 350-mile Alaska Ultrasport race along the Iditarod Trail in 2004, the 1,100 mile race along the Iditarod to Nome in 2005, and the Alaska Ultrasport again in 2006.

In 2005, the fat-bike market expanded dramatically when Surly Bikes, a Minnesota-based company, began selling the Pugsley, a fat-tire bike mass produced in Taiwan. The Pugsley with super-wide 4” tires on 26” rims was equally capable on snowy trails and sandy beaches. In addition to the Pugsley, Surly now also makes the Large Marge, a 65mm rim. A fully built Pugsley currently sells for between $1600 and $2500 dollars depending on components.

Since 2005, other bike manufacturers have followed the success of the Pugsley by offering fat bikes of their own. Currently, Surly, Trek, Motobecane, Salsa, Muklux, Lysnkey, and others offer steel and titanium frames and fully built bikes. In 2012, 38 Frameworks of Colorado introduced the first carbon fiber fat bike, the handmade Hogback. Borealis, Lamere Cycle and others now also offer carbon-fiber fat bike frames and fully built bikes. A frugal cyclist can order a fat bike from Walmart— the Mongoose Beast, a single speed, coaster brake fat bike weighing in at 47 lbs. and $199 with free shipping. By contrast, the Yampa XX1, a full carbon fiber fat-bike from Borealis with full SRAM 11-speed components, Surly Marge Lite rims, tipping the scale at just over 26 lbs. sells for around $5500. Incidentally Borealis bikes are designed with clearance for 100mm rims and 4.8” tires.

Borealis Yampa XX1 full carbon fat bike

The world of fat-tire cyclists has grown, the search for ever-lighter bikes and ever better components has also grown, full carbon-fiber fat bikes and even carbon fat rims are on the market, but the original Remolino 80mm rims with big holes drilled in them to reduce weight still have a cult following among dedicated fat bike enthusiasts.

Far from the snows of Alaska and the desert sands of New Mexico, the fat bike, according to many observers, is the next major cycling fad. You can check out a number of fat bike designs at your LBS, local bike shop, in the Lehigh Valley.
The Skinny of Fat Bikes, cont. from p. 9

Check out the following links for more information about the evolution of the Fat Bike and extreme cycling in Alaska:

For a basic article on fat bike pioneers.  
http://en.wikipedia.org/wiki/Fatbike

For information about extreme cycling in Alaska. 
http://www.alaskaultrasport.com/race%20history.html
http://www.alaskaultrasport.com/alaska Ultra_home_page.html

The history of fat bike building in Alaska. 

For all you need to know about fat bikes and gear 
http://fat-bike.com/category/fat-bike-101/

The following is a link to ‘Fat Bike’, a 2009 Documentary Film by Carl Battreall about the birth of fat-biking in Alaska. 
http://fat-bike.com/resources/fat-bike-history/

For a look at the current Pugsley and other Surly fat bikes. 
http://surlybikes.com/

For a look at the full carbon fat bike from Borealis Bikes. 
http://www.borealisbikes.com/

G. Mack  QR Editor

A fully packed fat bike for extreme cycling in Alaska

MUSIC DRIVEN WINTER INDOOR TRAINING PROGRAM

Indoor Training Program  
Merchants Square Mall, Allentown PA  
1901 S 12th St, Allentown, PA 18103  
Tuesday and Thursday nights at 6:30pm.  
First one is FREE. Come and check out this training. 
Spin Bike provided with cages, LOOK or SPD pedals. 
Cycling Computer on the bike for MPH readout. 
 Pricing depends on the nights and amount of classes you select. 
Program run until March 6th 2014. Great way to keep or build that fitness.

CONTACT: Chip at chipberezny@gmail.com or cell 484-602-6543

Chip Berezny

LWA FINANCIAL REPORT:
SOME OBSERVATIONS

Please find the LWA November 2013 YTD financial report on p. 13. As we progress into the Winter cycling season, our weekly mileage starts to decline. Likewise, our financial activities also taper off. In November, we booked just a few financial transactions with $890 Income for YE party, $467 Gap Gallop expense and $150 Racing Permits/Insurance. Cash Balances remain strong as noted below.

Cash Balances:  
Touring $12.6K, up $0.9K from October. 
Note: Ytsma Donation Reserve $1.0K included in the $12.6K 
Touring cash balance 
Racing $16.3K, down $0.1K from October. 

Please see the attached November YTD on p.13 for additional details. If there are questions or if you need additional information, please let me know.

Dave Sheffield  LWA Treasurer
**LOOKING AHEAD TO 2014**

I hope everyone had a joyous Holiday Season. Now that the hustle and bustle is over, maybe you’re like me and starting to think ahead to warm sunny days when we can get back on the road on our bikes and experience again the simple joys of cycling with our friends. I know….I know…..some of you never really stopped riding. For the lucky bunch that head south, enjoy the warmth and sunshine and try to have sympathy for the rest of us. And to those of you who ride in the frigid temps….have fun. I’ll be skiing.

I am always surprised by how far in advance people make plans. **Bike Virginia**, for example, is **June 20 - 25**, and many of your LWA friends registered back in November! If you want to come along, you’ll need to go the Bike Virginia web site ([http://bikevirginia.org/](http://bikevirginia.org/)) and register. When you do, be sure to indicate you are a part of the Lehigh Valley Peddlers to get a discount on the registration price. Bike VA offers both a camping and hotel option. If you decide to “hotel it”, contact Nancy Sheffield ([nancysheffield@ptd.net](mailto:nancysheffield@ptd.net)) for information on the hotels. If you are considering joining the LWA gang on Bike VA, I suggest you register soon because this tour may fill up.

Here are some other LWA events you might want to plan ahead for:

**Eastern Shore Weekend: April 11 - April 13**

Two years ago the club organized the first **Weekend on Maryland’s Eastern Shore**. The event was very popular, so we did it again last year. Well, were gonna do it again! This year the dates will be April 11 - April 13. The club has reserved a block of rooms at the Comfort Inn, Easton MD. The room rate is $89.00 per night (+10%tax).

For details on the weekend, and to register, click on the Events Tab on the LWA home page ([http://www.lehighwheelmen.org/](http://www.lehighwheelmen.org/)). The club is charging $20 per person. You’ll also need to call the Comfort Inn at 410-820-8333 to make your room reservations. Be sure to mention you are with the Lehigh Wheelmen Bicycle Club.

**Juniata County Ride: May 2 - May 4**

Ron Helmuth is once again going to generously host a great weekend of riding in **Juniata County**. The dates this year are May 2 - May 4. For more information drop a note to Ron at [ron.helmuth@rcn.com](mailto:ron.helmuth@rcn.com).

**Weekend in Amish Country: May 16 - May 18**

Next on our schedule of events is the **Weekend in Amish Country**. The dates this year are May 16 - May 18. We will be staying at the same place we did last year, the Amish View Inn and Suites in Bird-In-Hand, PA. We have 10 rooms blocked for the Lehigh Wheelmen. This is a very popular inn, and it is very likely they will fill up, so register early. The room rates this year are $169.00 per night single or double occupancy, $184.00 triple occupancy, and $199.00 quad. There is also an 11% tax. This rate includes a full hot breakfast.

For details on the weekend, and to register, click on the Events Tab on the LWA home page ([http://www.lehighwheelmen.org/](http://www.lehighwheelmen.org/)). The club is charging $20 per person. You’ll also need to call the Amish View Inn at 866-735-1600 to make your room reservations. Be sure to mention you are with the LWA Touring - Lehigh Wheelmen group.

**Great Finger Lakes Ride: June 6 - 9**

This is an event that a number of LWA members have done in the past. The Southern Tier Bicycle Club hosts the GFLBT at the Hidden Valley Campground of the Watkins Glen State Park near Watkins Glen, NY. They provide campsite or cabin accommodations, professionally catered meals, road rides with levels of challenge for all abilities, family friendly rides, guided hikes and walks, and new this year, we will host mountain bike rides. The GFLBT takes place in the heart of New York’s Finger Lake Region which abounds with quiet roads, beautiful vistas, vineyards and wineries, friendly small towns, and an amazing array of waterfalls. Details about this event are at [https://sites.google.com/site/gflbt14/home/road-rides](https://sites.google.com/site/gflbt14/home/road-rides).

I am looking for a LWA member willing to coordinate participating in this really fun weekend. Because the event is organized by another bike club, all the LWA coordinator would need to do is set up a way for members to let you know that they have registered. When I’ve done similar things in the past, I just asked people to send me an e-mail, then kept a list of who had responded. I will be more than happy to set up the event on the LWA Events tab. I have too much going on to be able to personally participate this year, but there were 12 LWA members who indicated interest on the survey I had at the Holiday party, so I’d really like to be able to include it as an LWA event.

Please contact me (Paul Smith) at [lwatouring@yahoo.com](mailto:lwatouring@yahoo.com) or call me at 570-460-2523 if you are willing to be the point person for this weekend.
LOOKING AHEAD, cont. from p. 11,

Bike Virginia: June 20 - 25

I've already mentioned this week long tour. There are 16 LWA members already registered, so come on out and join the fun!

Maine Coast / Seacoast Century: Sept 19 - Sept 21

The Seacoast Century, organized by the Granite State Wheelmen, (not to be confused with the Seagull Century) has been running for 40 years. Unfortunately, the future of the event is in doubt due to a tragic accident that happened on the 2013 event, and as of now the club has not posted dates. However, riding along the rocky coast line of New Hampshire and Maine is really beautiful, and regardless whether or not the Seacoast is scheduled this year, we can still go up and ride for two days. I've reserved a block of rooms at the Seascape Inn, Hampton, NH (http://seascapeinnhampton.com/) for Friday Sept 19 - Sunday Sept 21. We'll offer rides all three days.

On Saturday, if the Seacoast Century is scheduled, we can all register for that and enjoy the support provided. If not, we'll just follow their route from other years. You don't have to do a century. Because the route is essentially an out and back, you can ride as far as you want. The route travels north along the coast from Hampton Beach to a very pretty lighthouse on Nubble Island (Google Nubble Lighthouse). On the way you'll pass through some very scenic coastline, marshes, and the towns of Portsmouth NH, and Kittery and York Beach, Maine. This is a very tandem friendly route, so for our tandem couples it's perfect. None riding partners will find lots to do as well.

On Sunday we'll drive a bit north to near Kennybunkport MN and do a route that is published by the Maine Dept of Trans. I've done this ride 3 times, and have always had a really wonderful ride. Here is a link to the route: http://ridewithgps.com/routes/3770877?

I'll have complete details on the event on the LWA website in a few weeks. For your planning purposes, the room rate at the Seascape Inn is $129.00 per night (+tax). We have 10 rooms reserved. You can make your room reservation now if you want by calling the Seascape at 603-926-1750. The cutoff date is Aug 15. The club will charge $20 to participate. I'll let everyone know when registration is set up.

Seagull Century: Sept 27.

Most of you are familiar with this event. Like for the Great Lakes Ride, I am looking for a LWA member willing to coordinate participating in this really fun weekend. Because the event is organized by another bike club, all the LWA coordinator would need to do is set up a way for members to let you know that they have registered. Contact me if you are willing to be the coordinator for the weekend.


Last June, one of the campgrounds for Bike VA was in Buena Vista, near Lexington VA. The area is rich in not only great riding but history and culture. We've decided to return to Lexington as a club to explore this area from the seat of our bikes. I've reserved a block of room at the Wingate by Wyndham, Lexington, VA for the weekend of Oct 24 - Oct 26. (This is the hotel those of us who stayed in motels on Bike VA were in for the first two nights). The group rate is $119.00 per night, including breakfast.

I'll have more details on the web site later. The club will charge $20 to participate. I'll let everyone know when registration is set up. However, you can make a reservation at the hotel now if you want. The cutoff date is Sept 24. We will have planned routes of varying distances for Friday, Saturday and Sunday. Dinners will be on your own. There are some really wonderful restaurants in the area. For history buffs, Lexington is the home of Stonewall Jackson. His house is open for tours.

Contact information for the hotel is 540-464-8100. Mention the LWA Bicycle Touring Group to get the group rate.

Paul Smith VP of Touring

WHO'S LEADING 2014?

The new riding season started on Dec 1, 2013. I've gotten a few ride sheets already for the season, and so far here is what I have.

Carl Zvanut: 2 Rides
Doug Levitt: 1 Ride

If you've led a ride since 12/01/2013, please send me the sign in sheet.

Counts are inclusive from 12/1/2013 - 12/29/2013 for which a sign in sheet has been submitted. Sheets should be submitted to the VP of Touring (Paul Smith). You can mail them me at 1233 Seidersville Road, Bethlehem, PA 18015, or send them as a PDF attachment (no jpeg please) to an email (lwatouring@yahoo.com) or hand them to Paul in person.

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

Paul Smith VP of Touring

LWA QUICK RELEASE JANUARY 2014 12
ARTICLES FOR SALE

We have two receiver-hitch mount 4-bicycle carriers to sell --- one a Thule, one a Yakima. Both units are in excellent condition and fit 2" hitches. The Thule will also fit a 1 1/4" hitch as it has a step-up adapter. Both have the ability to swing down for access to the carrying vehicle. Asking price for each is $110.00, but we might consider a reasonable offer. Please contact Michael (a member of the LWA) and Mary Boehm at email: mlboehm@ptd.net.
LWA Discount Sponsors

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

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email: smcbikes@ptd.net

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www.spokesbikeshop.com

**Village Bicycle Shop**
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Reinholds, PA 17569
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SEE ARTICLE, p. 4