SELECTED FEATURES
Crop Ride 2014..............................1-2
It is What It is..............................2-3
Gap Gallop 2014............................3
Shorter Cranks?..............................4
Lighter Frames, Harder Falls.................5
Welcome New Members.....................5
New Webmaster Needed....................6
Got Socks..................................6
Local Benefit Rides.........................7
LWA Classifieds..............................7
Cycle Ball..................................8
Q R Q......................................8
LWA Financial................................8-9

CLUB OFFICERS
Jack Helffrich..............................President
lwa.president@hotmail.com 610-398-0205
Paul Smith.................................VP Touring
lwatouring@yahoo.com 570-360-2523
Sallie Urffer......................VP Racing
LWARacing.info@gmail.com 610-554-2931
Torie Loven.................................Secretary
vloven@hotmail.com
David Sheffield.........................Treasurer
lwa.treasurer1@gmail.com 610-462-0107
Richard Baldock..................Membership
rv314159@rcn.com 610-965-2736
Rob Smith.................................Membership
rbsmith@fast.net 610-770-0460
Terry Terfinko...............Webmaster
terfintt@verizon.net 610-966-2329
G.Mack..............................Newsletter Editor
gbmack@ptd.net 610-966-2739
Carl Zvanut..............................Board Member
zvanutcw@gmail.com 610-909-4679
Brian Wacik..............................Board Member
bwwsquared@gmail.com
Maureen Porter.........................Board Member
porterrunner@yahoo.com 610-597-0516
Donalee Frary......................Board Member
frary@ptd.net 610-587-2355
Dick McCreight.........................Board Member
dick.mccreight@juno.com 484-547-4385

LWA SUPPORTED 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. 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 third annual event was held on a beautiful July 5, 2014, with 10 mile, 25 mile and 40 mile rides starting at the Bob Rodale Cycling & Fitness Park in Trexlertown. Debi reports a record 44 riders participated this year raising $1655 to fight hunger locally and around the world!

Thanks to LWA members Jean Black, Tori Loven and Art Hunsberger who led and swept rides. And, thanks to the members of the Lehigh Wheelmen for making a difference in the lives of those in need.

Dick McCreight

AN OPEN LETTER TO THE LWA FROM CROP RIDE ORGANIZER

Hello to all my favorite bike riders!!
I just wanted to thank you all again for participating in the 2014 CROP Hunger Bike Ride! Special thanks to the Lead and Sweep riders! And to Dick for helping me plan this event and for the photos!
Please feel free to give me any feedback about your day with us and let me know how you heard about the ride. This will help me with next year’s planning. We had 44 riders and raised $1,650 this year. The numbers are growing every year and I sincerely thank you once again. Many blessings!

Debi Olphin
Njolieeveryday@rcn.com
Allentown CROP Hunger Walk- Chair
www.crophungerwalk.org/AllentownPA

IT IS WHAT IT IS.
SO IT GOES.

A few (actually two) people have ‘complained’ to me recently about a problem situation that has cropped up recently on the LWA ride calendar. Seems that there are so many rides posted that they had difficulty finding an open time slot to post a ride of their own. I just took a quick look at the July Meetup ride calendar, and there was at least one ride posted for each day of the month. Many days had four, five and even six rides. That’s just awesome. The complaint reminds me of Yogi Berra’s comment about a popular restaurant; "Nobody goes there anymore. It’s too crowded."

Another ‘downside’ of the online calendar is the ability to add last-minute rides. Downside because you might check far in advance on a date and don’t see anything to your liking, but then later, there’s the ride you were hoping for. The huge upside is that it is easier to post a ride when the weather is looking good, or cancel when things turn ugly. Checking the calendar on a regular basis will keep you from missing any rides. Of course, you could always post and lead one yourself. If you can find a slot.

It is what it is? I suggest that it is what you make it. We have a great group of Wednesday morning riders, and not only has the number of participants on each ride increased, but so has the number of weekday rides. Bill Derby, Terry Terfinko, Carl Zvanut and Neil Dicker and many others are regular ride leaders. In any week, it’s not unusual to have Monday, Wednesday and Friday rides posted. As ride leader, you get to pick not only the pace, route and distance, but the starting time and location as well.

Donalee Frary leads a weekly women’s ride on Sunday afternoons. Ann Bunch has been leading a C paced ride on Tuesday (and other) mornings. Mike Soliday and Dave Sheffield are regular Monday night ride leaders. Ken Knoll leads on Monday and Wednesday evenings. Thursday evenings it’s Art Hunsberger and Geoff Rogers at Stabler. Dave Sprigle, Bryan George and Richard Baldock post rides on a consistent basis. I see Hansel de Sousa, Jean Black, Janna Baum, Dave Drummer, Sylvia Radvansky and Paul Smith posting on a regular basis. Apologies to the any ride leaders I have neglected to mention. Guess it is a good sign that there are so many that it is possible to overlook some. A sincere thanks to all who lead.

FAT BIKE UPDATE

The Mongoose Beast was the only bike I took to the shore last week, and it was awesome! I rode it on the beach several mornings and used it for a thirteen mile ride with my sister on city streets. However, I did not ride it on the Ocean City NJ boardwalk, although my son Matt did. He said it was a real attention-getter. An unexpected bonus was how fast my Trek seemed during the first LWA road ride after my return to the Lehigh Valley. Thirty-four pounds lighter really seems to make a difference. Plus the gears are nice, too.
PETRO SIGHTING

Paul aka 'Petro' aka 'Fleetwood Paul' Pietrusewicz and sons Austin and Matt met up with our ride group at the Oley Valley Dairy on July 28. Paul is living in San Jose CA, so it was great to see him on his visit to the east coast.

BOOK REPORT

I recently read and enjoyed Mark Cavendish's autobiography, 'Boy Racer' from the LWA library. Down to earth and an interesting read about the tour and his career as a premier sprinter. Check for this and other cycling books in the barn at the Velodrome.

FINAL NOTE:

'Whatever.'

I hate that expression, but it is what it is.

Jack Helffrich  LWA President

GAP GALLOP 2014: GET THE NEWS OUT!

LWA Members,

We need your help getting the word out on the Donut Derby and Gap Gallop. Let us know if you are participating in any of these regional events. And, if so are you willing to take some rack cards and hand them out? Please respond to both Dave Sheffield (dave@sheffieldfamily.info) and me (dickmcc@ptd.net).

heart John infoguy@princetonfreewheelers.com

August 3rd, Lake Nockamixon Century: http://tinyurl.com/nockamizon
contact: Brian kermessesport@gmail.com

August 17th, Livestrong Philly Challenge, contact: Callie callie.atkins@livestrong.org

August 17th, Lancaster Covered Bridge Metric, http://lancasterbikeclub.net/cbmc.html

Thanks,

Dick McCreight

ARE SHORTER CRANKS THE NEW BLACK?

A non-descript friend, who rides some thousand miles a month, recently shortened the cranks on all 5 of his road bikes from 175 mm to 170 mm. He says it gives him a feeling of being better connected to his bike - "rejuvenated" was the word he used. Personal testimonials are said to not be worth the paper they're printed on, but in this digital age, where trees are safer and opinions easier to verify, the professed benefit of shorter cranks would probably be worth investigating.

An internet search of "shorter cranks" brings up a lifetime's worth of reading, much of it gobbledygook. For example: "If we understand it as a five bar linked system, one can easily calculate the optimum. However, since our system is composed of outer and inner levers whose transmission depends additionally on the movement and excitation velocity of muscle forces, the thing is computationally complex but solvable. First now it gets complicated. A neurological and genotypic component also affects the propulsive performance. In addition to our individual adaptive mechanisms." - See more at: http://www.cervelo.com/en/engineering/ask-the-engineers/crank-length.html#sthash.LnMI7MBL.dpuf

There are however, some tangible personal preferences for shorter cranks, such as increasing your cadence, opening up your hip angle, getting lower at the same hip angle, less chance of a pedal strike, etc., but what is the science of the benefit of shorter cranks?

As usual, Sheldon "Cranky" Brown comes up with the most succinct information: http://sheldonbrown.com/cranks.html

Turns out longer cranks have a greater tendency to produce knee pain, and the loss of leverage from shorter cranks can be compensated for by using a larger sprocket or smaller chain ring.

As far as power goes, over a dozen years ago J.C. Martin and W.W. Spirduso worked out that optimal crank length is 41% of the length of your your tibia, and that with elite cyclists, maximum power could be generated using 145 mm cranks. However, they go on to say the standard 170 mm cranks "should not substantially compromise maximum power in most adults". http://link.springer.com/article/10.1007/s004210100400

So there you have it. As in much of life, do whatever feels good; myself, I shortened my cranks to stop my belly from getting kneed when riding in the drops.

Hansel de Sousa
LIGHTER FRAMES, HARDER FALLS?

Ask a fellow cyclist about the drivetrain on his or her bike---groupo, chaining, crank length, gearing, cassette---and you are probably less likely to get an informed answer than if you asked about the weight of his or her bike. Though many tests have been done to evaluate the impact of added weight to a bike and many of those tests suggest that the addition of even 5 pounds translates to little performance advantage except for the most elite cyclists, the quest for even lighter frames, usually carbon fiber, continues. For some bike manufacturers creating the lightest and strongest carbon frame is all about bragging rights. For some bike riders the weight of the bike they ride is also about bragging rights (as well as, often, dollars spent).

A recent article in the New York Times presented a serious downside to the quest for lighter and lighter carbon frames and wheelsets for cyclists, both elite and recreational. All riders in this year’s Tour de France rode carbon fiber bikes. The article posited that carbon frames, while lighter and stronger, were not, however, necessarily tougher, and in serious crashes, carbon frames tend to shatter rather than bend and distort as steel, aluminum, and titanium frames tend to do, with the potential injury to the rider significantly greater.

According to Mark Greve, a physician and assistant professor of sports medicine at Brown University, cited in the article, “the bikes, they completely explode.” Greve studied the injuries sustained by 3,500 competitive cyclists and was surprised by the number of bikes a pro team went through in a season. Riders that Greve interviewed reported sometimes landing on the top tube in a crash and ending up on the road after their bike’s frame splintered or shattered. A minor crash which may have necessitated repositioning the handlebars on a “metal” bike might necessitate a complete bike replacement in the case of a carbon fiber frame. In fact, mechanics for top cycling teams reported that they sometimes return the remains of a broken carbon frame to manufacturers in bags designed to hold a single wheel.

An additional concern about carbon frames cited in the article is that carbon fiber frames generally fail without warning. Almost all carbon frames now on the market, no matter which manufacturer’s name they display, are created in Taiwan and China, where epoxy is used to coat carbon fiber fabric shaped in a mold to create what is essentially a plastic bike reinforced by carbon fiber. The creation of such frames allows little tolerance for defect or error and requires precise quality controls. It also, of course, allows for much more creative molding and much lighter frame composition than that offered by steel, aluminum, or titanium. However, steel, titanium, or aluminum frames also tend to exhibit early warning signs of frame fatigue and potential failure, while carbon frames generally do not.

When a carbon frame is stretched beyond its strength limits, “it fractures into many pieces while metals bend; the energy absorption is the bending,” according to Doug Perovic, a professor of material science and engineering, also cited in the NY Times article.

Despite the questionable benefits of ever-lighter frames and wheels and the apparent possibility of more serious injuries sustained by cyclists from the dramatic failure of carbon-fiber frames, the race for ever lighter (but hopefully stronger) frames continues with top manufacturers. Trek recently announced the release of their lightest carbon frame ever, the Emonda SLR, a frame that weighs 690g (about 24 ounces), and sells as a complete bike for around $15,750. The price of bragging rights just went up.

For the more on carbon frames and the pursuit of lightness, check out the complete article, “As Technology Makes Bikes Lighter and Faster, It’s the Cyclists Falling Harder,” in the Sunday, July 27, issue of The New York Times or click on the following link: [http://nyti.ms/1zg6Zp5](http://nyti.ms/1zg6Zp5)

GMack  QR Editor

WELCOME NEW MEMBERS

New Members

- Nanette & Adam Meadowcroft
- Ryan Bratt
- Cole Barthold
- Michael Kahr
- Tasha Kernechel
- James Lum
- Peggy Faust
- Kris Toomey
- Ronald Young
- Mark Kraft

Membership

- Individual ~ 221
- Family ~ 77
- Units ~ 298
- Members ~ 375+

Apologies in advance for any errors, omissions or redundancies.

Richard Baldock & Rob Smith  Membership Administration
NEW WEBMASTER NEEDED

The Lehigh Wheelmen Association (LWA) is looking for a Webmaster beginning in 2015. After six years of excellent service, our current Webmaster, Terry Terfinko, has announced his retirement at the end of this year.

If you are interested in this important and exciting volunteer opportunity, please contact Jack Helffrich at lwa.president@hotmail.com or Terry Terfinko at terfintt@gmail.com. Ideally, we would like to bring a new person on board as soon as possible to work with Terry to facilitate a smooth transition.

Jack Helffrich LWA President

GOT SOCKS!

Summertime is Stylin’ Time. And sure, you might be sporting the new Lehigh Wheelmen jersey. Possibly you even splurged on the LWA shorts or bibs. But something is missing that is preventing your kit from being complete, and that something is SOCKS!

Fortunately, we now have a solution for this fashion faux pas - the official, authorized Lehigh Wheelmen Socks are now available for immediate delivery. Manufactured by SockGuy® in the good old USA, these socks are available in two sizes S/M or L/XL and feature the LWA logo in yellow on a black background. The high tech design is jam-packed with features and uses their Comfort Wool Formula which is 75% Turbowool (50% Merino Wool, 50% Polypropylene), 15% Nylon and 10% Spandex.

I test rode a pair on a recent Wheelmen outing, and my feet never felt happier. I raced across the flats, dropped people with ease on every hill, and my recovery time was incredible. Naturally, your results may vary.

Distribution is being handled by our ‘Sock-It-To-Me’ girl, Jane Derby, and will be available at most group rides, events, Monday night rides, the Club Picnic and monthly meetings. (Not available in stores.) During this special introductory offer, the sale price is $8/pair or two pair for $15.

NEWS ALERT: The last pairs of the first order of official LWA socks were sold at the July club meeting. Another order of these popular wardrobe items is being considered. But see below

Jack Helffrich LWA President

THE FIRST ANNUAL LWA SOCKS QUIZ

As a member of the Lehigh Wheelmen Association and faithful reader of the Quick Release, here is your chance to win a free pair of the new LWA cycling socks. Be the FIRST to CORRECTLY answer the following fifteen questions via email to lwa.president@hotmail.com and a brand new pair will be yours. Available in any color, as long as its black.

All fifteen questions must be answered for your response to be considered, and yes, you can use your smartphone. And, yes, the respondee with the most correct answers submitted earliest will be the ultimate winner.

THE QUIZ:
1. Which actor/actress portrayed the "sock-it-to-me" girl on Laugh-In?
2. What colors are the Boston and Chicago BB teams?
3. What are the three initials associated with compression socks?
4. What is another name for Datang in Zhuji?
5. What do you call a donut-shaped hair style?
6. What to organize when bored?
7. What is the name for a hand-knit simian child’s toy?
8. What do you call sock suspenders?
9. What was the name for a nineteen-fifties teen dance?
10. What is the name for lozenge pattern socks?
11. What is a sock worn on the hand?
12. What did he say when he noticed a hole in his sock?
13. What is the Japanese name for flip-flop socks?
14. What future president said, “Sock it to me.” on Laugh-In?
15. What is the common name for Oncorhynchus nerka?

Jack 'Socksy' Helffrich LWA President

GOT LEGS? GET SOCKS!!!

LWA QUICK RELEASE AUGUST 2014
34th ANNUAL
PRINCETON FREE WHEELERS
BICYCLING EVENT
SAT AUG 2, 2014

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 a delicious post-ride barbecue with music.

New routes and rest stops.

Free t-shirt with pre-registration by July 23 or mail-in postmarked July 23. Price: $32 on-line; $35 mail-in; $35 day-of (t-shirt not included) $10 for 16 and under.

Visit www.princetonfreewheelers.com for information, registration, directions.

Questions? Phone 609-882-4739 or contact infoguy@princetonfreewheelers.com.

GMack QR Editor

TOUR de CHOCOLATE TOWN
SUNDAY, SEPTEMBER 7, 2014

It is that time of year again and we are starting to get ready for the Tour de Chocolate Town. I know in past years we have contacted you about sending the race information on to your members and adding it to your website and we were wondering if you could do the same for us this year? Below I will attach the info that we have and you are more than welcome to email us back with any questions! Thank you!

The 4th Annual Tour de Chocolate Town bike tour will be held on Sunday, September 7, 2014! Join us on one of our 4 courses as we tour Hershey and the neighboring towns to raise funds for Children's Miracle Network at Penn State Hershey Children's Hospital! All courses begin and end inside Hersheypark Stadium and ride through Hersheypark! Registration fee includes event t-shirt, insulated snack bag, post ride refreshments, and discounted admission coupons to Hersheypark! For more information and to register, visit TourdeChocolateTown.com.

Thanks,
Tour de Chocolate Town Team

2014 WORLD SERIES OF BICYCLING
VALLEY PREFERRED CYCLING CENTER

AUGUST
1 The Golden Wheel Race
8 International Omnium Championships
15 Rodale Corporate Challenge
22 Air Products Championships
29 Madison Cup

LWA MEMBERSHIP RENEWAL

Not sure when your Membership expires? Logon at www.lehighwheelme.org and start the renewal process. You should immediately progress to a page showing how many days remain in your membership. If current, cancel and logout. Otherwise, you can either continue with your renewal or cancel to renew later.

Questions:
Contact LWAMembership Administration.

Richard Baldock rv314159@rcn.com
Rob Smith rbsmith@fast.net

LWA CLASSIFIEDS

ARTICLES FOR SALE

1. Tri-carbon, Specialized track wheels..used..new bearings and tires..tubular, 800.00 set
2. Fugi Track Pro..size 54..new..never used...975.00
3. Giant TCR Omni Areo..new, never used...1100.00 size..54
4. Fugi..Obey..1 of 800 made..new, never used...1200.00 size 54
5. Scattante..SSR..used..great start up bike. 450.00 size 54
6. Team hard body travel case...150.00

Phone #....570-269-1872...cell, home...610-381-4328.
Call to ask about components.....Zack Reborchick

WANTED

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 McCreadie 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 gmack@ptd.net
A match is comprised of two 7-minute halves, and requires significant cycling skills, particularly balance and maneuverability as well as the unusual skill of flicking or shooting the ball with the front wheel, on a bike designed specifically for this sport. A typical cycle ball bike has a seat positioned over the back wheel for balance and to enhance the riders ability to lift the front wheel to block, pass, or shoot the ball. The fixed gear allows players to easily ride forward and backward, and the handlebars point straight up. A bike used by players on the professional level may cost around 2,000 euros (2,700 dollars).

AND NOW, FOR SOMETHING COMPLETELY DIFFERENT, CYCLE BALL

Have a passion for cycling? Have a passion for soccer? How about a hybrid? No, not the bike, but a curious combination of cycling and soccer or soccer and cycling, depending on your preference. Invented in 1893 by a German American, Nicholas Edward Kaufmann, the curious sport, also known as “radball,” quickly gained popularity across Europe, China, and Japan, and since 1929 has had its own championship, now called the Cycle Ball World Cup and sponsored by the UCI, Union Cycliste Internationale.

Cycle ball has never quite caught on in the United States but is a popular sport in Austria, Belgium, the Czech Republic, Denmark, France, Germany, Japan, Russia, and Switzerland. Germany remains the country with the most competitive teams or clubs which number over 300. This year’s Cycle Ball World Cup includes matches in Germany, Japan, Switzerland, and Austria, with the final match or world championship in Germany on December 6, 2014.

For more information about cycle ball, check out the following:

http://tinyurl.com/odditycycleball
http://tinyurl.com/cycleballpictures
http://tinyurl.com/ucycleballrules
http://tinyurl.com/cycleballstrange

To watch the first half of the UCI World Cup Championship from 2010, check out the following:

https://www.youtube.com/watch?v=FCe2-OrCeOs

GMack QR Editor
The QRQ of the Month for July was to provide a caption for the following "cycling" photo:

The response generated from LWA members was rather underwhelming as is often the case; therefore, the future of this column or feature is again in jeopardy. Thanks to the few club members who thought the photo deserved a caption.

"Yoohoo, Dearie! On your left!"
Pete Hepler

"Hey, Conehead, where do you carry your groceries?"
Ignatius J. Reilly

"Come on mom....will you please give me a break and slow down!"
Richard Musselman

The QRQ of the Month for July is to again provide a caption for the "cycling" related photo found below.

Submit your responses to the QR by August 20, 2014. Email to gbmack@ptd.net.

GMack QR Editor

LWA FINANCIAL
JUNE 2014

Touring Division
In June, the Touring Division expenditures on the Gap Gallop & Donut Derby started to ramp up (as budgeted) and we also purchased 130 pair of LWA sock for resale. With the exception of the sock purchase, LWA YTD expenditures are tracking reasonably close to budget. In the first 2 weeks of July, Jane Derby has sold ~40 pair of LWA socks thereby reducing our overall financial exposure....go Jane! Provided we have a good turnout for the Gap Gallop and Donut Derby events, the LWA Touring division should end the year in a solid financial position.

Racing Division
The Racing Division had a great turnout for their 22 June event and revenue exceeded expenses this month by ~$100. Chip expects the Racing Team’s year end cash balance will fall between $12-13K.

Cash Balances:
Touring $9.5K.
This represents a $1.1K decline from May 2014 (Socks purchase & GG/DD expenditures).
Ytsma Donation Reserve $1.0K included in the $9.5K Touring cash balance.

Racing $13.0K.
This is a $0.1K increase from May 2014.

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

Dave Sheffield  LWA Treasurer
### Income

<table>
<thead>
<tr>
<th></th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dues &amp; Race Income</td>
<td>$3,875</td>
<td>$6,592</td>
<td>$10,467</td>
</tr>
<tr>
<td>GD &amp; DD</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other Income</td>
<td>978</td>
<td>375</td>
<td>1,353</td>
</tr>
<tr>
<td><strong>Total Income</strong></td>
<td>4,853</td>
<td>5,967</td>
<td>10,820</td>
</tr>
</tbody>
</table>

### Expenses

<table>
<thead>
<tr>
<th></th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertising</td>
<td>1,500</td>
<td>1,500</td>
<td>3,000</td>
</tr>
<tr>
<td>GG &amp; DD</td>
<td>629</td>
<td>629</td>
<td>1,258</td>
</tr>
<tr>
<td>Touring Rides (ES &amp; Amish)</td>
<td>192</td>
<td>192</td>
<td>384</td>
</tr>
<tr>
<td>Grill &amp; Chill</td>
<td>392</td>
<td>392</td>
<td>784</td>
</tr>
<tr>
<td>Other Social Events</td>
<td>786</td>
<td>786</td>
<td>1,572</td>
</tr>
<tr>
<td>Insurance</td>
<td>1,576</td>
<td>1,576</td>
<td>3,152</td>
</tr>
<tr>
<td>Donations &amp; Gifts</td>
<td>150</td>
<td>150</td>
<td>300</td>
</tr>
<tr>
<td>Race Permits &amp; Insurance</td>
<td>1,028</td>
<td>1,028</td>
<td>2,056</td>
</tr>
<tr>
<td>Racing Expense</td>
<td>4,463</td>
<td>4,463</td>
<td>8,926</td>
</tr>
<tr>
<td>Race Officials</td>
<td>1,168</td>
<td>1,168</td>
<td>2,336</td>
</tr>
<tr>
<td>Bike Rental</td>
<td>520</td>
<td>520</td>
<td>1,040</td>
</tr>
<tr>
<td>Wali, Meal &amp; GPS</td>
<td>242</td>
<td>242</td>
<td>484</td>
</tr>
<tr>
<td>Affiliated Dues</td>
<td>153</td>
<td>153</td>
<td>306</td>
</tr>
<tr>
<td>Other (incl PayPal fees)</td>
<td>462</td>
<td>462</td>
<td>924</td>
</tr>
<tr>
<td>Clothing (Books)</td>
<td>816</td>
<td>816</td>
<td>1,632</td>
</tr>
<tr>
<td><strong>Total Expense</strong></td>
<td>5,884</td>
<td>9,164</td>
<td>15,047</td>
</tr>
</tbody>
</table>

**Total Operating Income** $1,101 $1,191 $(2,290)

### June YTD Budget

<table>
<thead>
<tr>
<th></th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dues &amp; Other Income</td>
<td>$1,253</td>
<td>$500</td>
<td>$1,753</td>
</tr>
<tr>
<td><strong>Budget Variance</strong></td>
<td>$152</td>
<td>$(2,657)</td>
<td>$(2,545)</td>
</tr>
</tbody>
</table>

### June (Month)

<table>
<thead>
<tr>
<th>Major Cash Flow Items</th>
<th>June (Month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dues &amp; Other Income</td>
<td>436</td>
</tr>
<tr>
<td>Grill &amp; Chill &amp; Annual Picnic (less donations)</td>
<td>(61)</td>
</tr>
<tr>
<td>Gap Gala &amp; Donut Derby</td>
<td>(148)</td>
</tr>
<tr>
<td>LWA Socks Purchase</td>
<td>(516)</td>
</tr>
<tr>
<td>Rider Leaders Meeting/Lunch</td>
<td>(43)</td>
</tr>
<tr>
<td>Other Racing Expense</td>
<td>(83)</td>
</tr>
<tr>
<td>Racing Income</td>
<td>5,044</td>
</tr>
<tr>
<td>Racing Expense</td>
<td>(2,177)</td>
</tr>
<tr>
<td>Race Officials</td>
<td>(508)</td>
</tr>
<tr>
<td>Velocore Sign - Funded by Racing</td>
<td>(1,000)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$ (898)</td>
</tr>
</tbody>
</table>

**30 Jun 14**

**Assets:**

- Touring Checking Account $3,471
- Yuma Safety Course Balance $1,003
- Touring Savings Account $2,063
- Racing Checking Account $13,042

**Total Assets** $22,062

**MEMBER PIC PAGES**
LWA Discount Sponsors

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

**Action Wheels**
530 W. Broad St. #1
Bethlehem, PA 18018
610-866-1113
www.action-wheels.com

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

**BikeLine Bethlehem**
2112 Schoenersville Rd.
Bethlehem, PA 18018
610-691-0943
www.bikeline.com

**Bikesport**
325 West Main Street
Trappe, PA 19426
610-489-7300
www.bikesportbikes.com

**Cutters Bike Shop**
418 E. 3rd St.
Bethlehem, PA 18015
610-419-4207
www.cuttersbikeshop.com

**Fitness Central Bike Shop**
4337 Route 309
Schracksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

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

**Saucon Valley Bikes**
824 Main St.
Hellertown, PA 18055
610-838-1500
www.sauconvalleybikes.com

**Sleeping Dog Professional Cycles**
330 W. Weis St.
Topton, PA 19562
610-682-1000
www.sleepingdogprocycles.com

**South Mountain Cycles & Coffee Bar**
303 Main St. Lower Level
Emmaus, PA 18049
610-967-4490
email: smcbikes@ptd.net

**Spokes Bike Shop**
16590 Route 61
Hamburg, PA 19526
610-562-8900
www.spokesbikeshop.com

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

SUPPORT YOUR LOCAL BIKE SHOP