I love August. Love it for the warm days, for the PPRAC ride on alternate years, for peak strength and endurance as a result of a summer of cycling, for the opportunity to be out in the Lehigh Valley with my cycling friends.

RIDE ON
So, it has really been an excellent month. In many weeks, our regularly scheduled Wednesday ride has been expanded to include Friday and Monday. In addition to the increased number of rides, there has been a noticeable increase in the number of riders. It’s not unusual for us to have 20-30 cyclist on a ride. Good stuff.

Did I mention the apres’ ride festivites. In addition to the usual trip to the Hometown Diner following the Wednesday ride, many rides now feature barbeques, pool parties and birthday celebrations. Thanks to Eric and Janna Baum, Karen O’Brien and Paul Smith, Debby and Terry Terfinko, Sylvia Radvansky, Linda and Neil Dicker, Dave Drummer, Ron Helmuth, Jane and Bill Derby for leading rides and hosting ‘events’.

ANNUAL CLUB PICNIC
Thanks to all who made this a successful event. Kudos to Fritz Walker (assisted by Marcie) and Mike Solliday (with help from Liz) for planning; ride leaders Fritz, Dean Hower, Carl Zvanut, Paul Smith and Dave Sprigle, cooks Scott Schneider Mike Solliday and Matt Molchan. Lots of
food and fun! Thanks to all who participated and brought food for the picnic. Special thanks to Matt Molchan for his culinary skills.

THE LEGEND OF JESSICA
Jessica just showed up one Wednesday for Ron Helmuth’s Pre-Musicfest ride. She lives in Chicago, was in town visiting family, and being the adventurous type, located us via the Meetup website and decided to join in on an LWA ride. Many of us had the opportunity to meet her, and she blended in well with our group. Following the ride, in a move worthy of Cinderella, as she departed, she dropped a cycling glove in the street. Which I retrieved. During an email exchange, she indicated that she might join us on the following Friday for Sylvia’s ride and swim party. Which she did, and I returned her glove. We all wished her a fond fairwell. Despite this, she was back again on Saturday for the annual club picnic and rides. Again, we figured that was probably the last we would see of her.

But she was back again for Neil Dicker’s ride and picnic the following Friday, was seen at the Velodrome later that evening, and joined several other LWA members on the Folwer Festif on Saturday. I expect that she is back in Chicago by now, but I won’t be surprised if she shows up again.

OUT OF TOWN GUESTS
Our favorite professor, Brooklyn-ite Alf Dolich made a special appearance at the August Grill and Chill. Guess it was one last summer fling before school starts. It was also great to have Brett Polenchar here from Texas to join us on a recent ride to the Trexler Nature Preserve. Brett donated two books to the JDH Presidential (NOT MEMORIAL!!) Library, although it is doubtful that I will check out Selene Yeager’s ‘Ride Your Way Lean’. So it is available at the Velodrome Barn

FOWLER FESTIF
LWA member Liz Allen organized a great benefit ride for the Valley Youth House. Twenty-five LWA members RSVP’d via Meetup, but several more than that participated. No, your president’s feelings were not hurt too badly when the peloton departed without him at the start. Or when you left me at the rest stop. Sniff, sniff. It was a beautiful day, an excellent route, and a fun party afterward. The face-painting was awesome, and I love the new eybrows.

Check out the video at https://www.youtube.com/watch?v=i5nBdInEko4

WHAT’S IN A NAME?
What do LWA members Sheffield, Sprigle, Moser, Drummer, Wieand, Cincera, Caccese, Johnson, Hughes, Woodruff and Gatewood (among others) have in common? They all are Dave’s. APPARENTLY, this is the official men’s first name of the Lehigh Wheelmen Association. Also my middle name, in case anyone should ask.

THE MAGUIRE FLYER
LWA member Lenni Maguire was the 7th woman finisher (out of 228), and 44th overall (out of 538) at the Steelman Triathlon at Lake Nockamixon. She backed this up by riding 45 miles the next day with Dave Sprigle, Tim Reilly and Jack Helfrich on the hilly ‘Curvaceous Crystal Cave’ ride. (BTW, this ride answered the question of why, when we pass some roads, don’t we ever ride them. Then answer is because, for the most part, they are long, steep hills.) Read more about Lenni and her triumph in her interview in this issue.

GRILL AND CHILL
We had another great Grill and Chill on Monday, August 18. Thanks to Debby Terfinko, Lori Izzo and Scott Schneider for cooking, and for all who shared food and beverages. Thanks also to our faithful ride leaders! We appreciate your dedication.

I'M NOT LEAVING MY WINGMAN
As I have written before, I love my Garmin. It’s great for letting me see the upcoming turns and helping me rejoin the group when a mechanical issue or some other problem has separated me from the rest of the pack. The downside is that it’s easy to ‘take a flyer’ and go off the front. It’s fun, but the problem is that it is easy for the ride leader to lose track of who is where. So be courteous. Make his/her life easier and stay with the ride leader who plotted, planned, posted, organized and is leading the ride. Stay with your wingman!

THE FUTURE IS NOW
I don’t know exactly what that means or why I wrote it. The Donut Derby on Labor Day was full at the capacity of 300 riders. That’s awesome. However, there is a lot of space is still available on the Gap Gallop, and flyers are available, so sign up now, volunteer to help, and promote this essential club activity.

NOT PC
Many of you probably read Paul Carpenter's column in the Morning Call on August 13. Paul, I’m sorry you fractured your shoulder. I am glad you did not hit your head, because if you had, you probably would not have been able to write about your shoulder injury. I do agree with Paul about mirrors; I think they are absolutely necessary and use one as often as I use my seatbelt in a car which is ALWAYS!

To quote Paul, "Thank heavens I was not wearing a helmet. If I had been wearing one I surely would have been killed." What does that mean? I have been wearing a helmet for all of my adult live while cycling, and while the helmet has never actually come into play, it does not impede my hearing or vision, and I have no false sense of security because of it. In fact, I feel very vulnerable on a bicycle, even with a helmet.

OK, done with my rant. Friend, keep your helmet on. Not sure about this? Talk to someone who has smashed one instead of their head.

Jack Helfrich
Authorised "Lame Duck" President
DONUT DERBY 2014
SPECIAL RECOGNITION

The Lehigh Wheelmen Association's (LWA) 2014 edition of the Donut Derby is in the books, and this year the event was bigger and better than ever. Event organizer, Brian Wacik, and a dedicated team of enthusiastic volunteers did a great job of making the 'fun race' roll out smoothly for the 300 registered riders.

A special feature of this year's DD was the crowning of volunteer Mia Molnar as the 2014 Donut Derby Queen. Although she is just 14 years old, this was Mia's tenth time of assisting at the DD. Beginning at the age of four, she has been at DeLong Park in Bowers early each year on Labor Day helping distribute literally thousands of donuts to hundreds of hungry cyclists.

Naturally, Mia takes advantage of this opportunity to 'taste test' some of the Krispy Kreme's - it's one of the perks of volunteering at the park. This year, Mia's older sister, Libby, and friend, Molly, joined her and others on the donut crew, while Mia's mom, Susie, participated in the event.

Mia is a Bishop's Scholarship freshman at Central Catholic High School where she is the USA female points leader on the swim team. She was valedictorian of her eighth grade class at Good Shepherd Catholic School in Northampton, and was a member of the Academic Bowl Team which won third place. She is also a recipient of the Father McEluff scholarship and St. John the Baptist scholarship, and she is an altar server at St. Nicolas Church in Danielsville.

LWA president, Jack Helffrich, crowned Mia with a tiara, and, combining her love for Dr. Who with her ten years of volunteering, presented her with a 'Tenth Doctor' tee-shirt.

Look for Mia again next year at the 2015 Donut Derby. Congratulations Mia!

Jack Helffrich
Authorized "Lame Duck" President

EDITOR'S NOTE:
Brian Wacik, event organizer for this year's Donut Derby and elite paracyclist, recently published his first book, Life Rocks!: 5 master keys to overcome any obstacle, dissolve every fear, smash old behavior patterns and live the life you were born to live.

According to the blurb on Amazon.com, Brian's book presents "how an average knucklehead overcame alcoholism, amputation, business failure, divorce and jail, to live clean, become an elite athlete, find his soul mate, and explode earnings while living the life of his dreams, and how you can too!" I have read the book and highly recommend it to fellow cyclists and fellow human beings.

Life Rocks! is available on Amazon.com as an ebook and trade paperback. Check it out.

http://www.amazon.com/Life-Rocks-overcome-obstacle-dissolve-ebook/dp/B00LLKA3KK

GMack QR Editor

Mia (left) at the 2007 Donut Derby
LWA RACING REPORT

The Fitness Park Criterium had 220 participants (half were day of registrations) creating a net income over $2k. Biggest expense were results and officials. No other events are planned for the year. Several LWA members are participating in track masters national championships in Washington state at Marymor velodrome. I just got back from a week of officiating at elite track national championships. It was great to see local riders placing in the top 3 in the nation.

Sallie Urffer        LWA Racing

GRILL AND CHILL
NIL AFTER SEPT 15

Monday, September 15, is the last Grill & Chill of the season. The sun will be setting by 7:30pm so bring your flashlights!

Debby Terfinko       G and C Master Chef

LWA MEMBERSHIP REPORT

New Members
Paul Fisher
Kevin Lea
Kathy Kline
David Lombardo
Jiawei Zhang
John Weller
Steve Banko
Peter Sobchak

Members ~ 366+
Individual ~ 216
Family ~ 75
Units ~ 291

Apologies in advance for any errors, omissions or redundancies.

Richard Baldock       Membership Administration
Rob Smith

LWA QUICK RELEASE    SEPTEMBER 2014

PERSPECTIVE:
CYCLISTS ARE DRIVERS

For the last year or so, I've belonged to a Facebook group called "Cyclists are Drivers", and frequently pay attention to the postings, pics and videos. While this group contains over 5,000 people, I recognize it is by no means authoritative or indicative of cyclists' attitudes in general.

What I frequently see are perspectives that 'owning a lane' is the default; anything less relegates us to 2nd class status and always endangers us and marginalizes our right to the road. I see pics and videos of cyclists 'taking the lane' on a wide open road with excellent visibility. I see a solid and generous area to the right of the right hand line (shoulder) being ignored. The rationale for this is that if we don't take our whole lane every time and all the time, then we will get squeezed (buzzed) by motorists attempting to pass without crossing the middle yellow line (which they are permitted to do).

I understand their perspective, but have found that situations can change on the same stretch of road so quickly that a prudent rider needs to make good decisions based on conditions at the time. In reality, nothing will prevent me from being buzzed or hit from behind regardless of my position on the road, if a driver is not exercising due care, is reckless, rude or angry (we've all encountered each of these).

I've been beeped at, yelled at, buzzed by police cars (amazing), forced off the road by boat trailers, had cigarette butts thrown at me, been played 'chicken' with, nearly hit by a drunk driver, and on and on. I will continue to make what seem like good decisions to me each time I'm out there. I won't assume an arrogant and cavalier posture to openly invite motorists molestation, which is what the Cyclists are Drivers group seems to have a lot of its members posturing (not maligning the group, simply referring to what many of its members are sharing).

I've been hit by a car once in 25 years; we were coming towards each other at a green light, I had the right of way, was riding in the middle of the lane for visibility, and he still turned left in front of me. Because I was watching the driver closely as we approached each other and saw he never looked in my direction (probably because his peripheral vision told him there was no large mass approaching), I was prepared to take evasive action (my responsibility whether I'm riding a bike or driving a car). The hit was aglancing blow off his bumper and I didn't go down (very grateful for handling skills, and the driver was quite shaken up).

I'm grateful for such friends as Dave Drummer, Bill Strickland, Neil Dicker and Gerald Polachak for teaching me things that have kept me safe over the years. Dave was my initial tutor, and taught me much about handling, especially how to ride smooth and steady across large areas of unexpected ice. Gerald
and Neil taught me to leave my ego at home when I throw my leg over the top tube. Bill taught me how to make friends with motorists whenever possible, and I use all these techniques today.

On many dozens of occasions, I’m fortunate enough to be able to have an interaction with a rude or careless driver. I always introduce myself, apologize if they feel I impeded them in some way (I may not agree with this, but they obviously think so or they wouldn’t have acted poorly ... this disarms them and encourages further discourse). I tell my little spiel about how in any encounter between a car and a bike, the car always wins, etc. I do this respectfully and politely. If necessary, I tell them about the law that permits me to do whatever it was that I was doing. I remind them that I, too, drive a car and realize there are rude and inconsiderate cyclists out there. We frequently have some small talk, shake hands and part friends. I’d like to think the next cyclist they encounter will be given more courtesy and better the image of all cyclists in their eyes. And I’m not naive. I realize that this is a one-at-a-time deal, but it matters… it all matters. We are all part of one humanity, experiencing this life the best we can. We are all seeking happiness, fulfillment and connectedness to others as we travel, whether we use two wheels or four. Be safe out there.

Brian Wacik LWA Board Member Donut Derby Event Organizer 2014

EDITOR’S COMMENT: SHARE THE ROAD

Thanks to Brian for a perceptive perspective. I have been on more than a few LWA rides over the past few months when riders have done their best to annoy rather than respect fellow travelers on the road (in cars). Too often the usual suspects continue to ride 3 abreast or 2 abreast (friendly, legal, but almost never necessary) on two lane, narrow, and sometimes curvy roads . In addition, some cyclists have ignored calls of "car back" or "single file" from fellow riders, including at times the ride leader, in situations when holding the lane and blocking cars from safely passing clearly made no sense, at least to me.

I have also been on more than one LWA group ride when cyclists rolled through stop signs and red lights onto busy streets and roads. On some of those group rides, the ride leader has reminded those cyclists that we truly "share the road" and are expected to abide by the rules of the road just as drivers of motorized vehicles. Unfortunately, if we as a group ignore the car behind us attempting to pass safely, ride through stop signs and red lights at will, and consider "share the road" applies to drivers of motor vehicles and not us, we may have done more damage to the cycling community than we think. When cyclists in a group shout out "car back" or "single file," they are attempting to protect both themselves and other cyclists; they are also "sharing the road."

The PA Department of Transportation has an extensive handbook on rules of the road governing cyclists on "pedal bikes." I have included some salient portions of the handbook below. Some portions of the handbook clearly define the "rules of the road" for cyclists and include the fine(s) which can be imposed for not obeying the law(s). Other portions of the handbook suggest guidelines for safe cycling, which most experienced cyclists already follow, but some choose to ignore.

Pennsylvania Bicycle Driver’s Manual

Sections of title 75 (vehicle code) pertaining to pedalcycles

Title 75 of the Pennsylvania consolidated statutes contains the laws which govern the operation of vehicles on Pennsylvania roads. In Pennsylvania, a bicycle is considered a vehicle and, as such, is governed by a general set of rules (common to all vehicles) and a specific set of rules (designed for bicycles). Bicycles are considered vehicles under Pennsylvania Laws and must obey all the rules of the road which apply to vehicles.

Cyclists and traffic signals

Standard traffic signals sometimes do not detect bicycles, You may be unable to pass through a signalized intersection because the green signal is never received. When faced with this problem, you may treat the signal as malfunctioning and take the following steps to safely proceed though the intersection. First, determine that the signal will not detect you. Try to position the bicycle directly over the saw cuts in the pavement behind the white painted "stop bar" at the head of the lane. These cuts, which often take the shape of a elongated hexagon, contain the loop wires that detect vehicles. If no cuts are evident, you may have to guess their location. Wait for a complete cycle of the signal through all legs of the intersection. If you still believe that the signal will not detect you, treat the red signal as a stop sign and proceed through the intersection only after yielding the right-of-way to all intersecting traffic (including pedestrians) that may be close enough to constitute a hazard during the time when you are moving across or within the intersection or junction of roadways.

Section 3502. Penalty for violation of subchapter. Any person violating any provision of this subchapter is guilty of a summary offense and shall, upon conviction, be sentenced to pay a fine of $10.

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

Riding in Groups: Riding Side by Side

Bicyclists often like to ride side by side so they can talk with each other. Riding two abreast is legal in most states. It’s okay on a straight, flat road. There, drivers can see you from behind, and you can usually see or hear them approach.

Side-by-side bicyclists occupy a whole lane. On a multilane road with light traffic, cars can pass you in the next lane. On a
narrow road or with heavier traffic, be courteous! Don’t make drivers wait for you. Pull into a single line well before cars reach you. It takes only one thoughtless rider out to the left of the group to endanger the whole group. Call out, “car back” to let the group know it's time to single up.

Never ride two abreast on a hilly or winding road. Don’t make yourself into a last-moment surprise coming around a curve or over a hilltop.

Dealing with other road users

Some bicyclists fall for a “herd instinct” when riding in groups -- as if the group protected them, or there's nobody else on the road besides the group. It's tempting to play “follow the leader” in a group of bicyclists -- tempting but dangerous.

When preparing a lane change or turn, you’re on your own lookout. It can be safe for the bicyclist ahead of you to change lane position, but not safe for you, since cars or other bicyclists could be approaching from the rear. You must look back for them just the same as when you ride alone. Look left, right, and left again for traffic at stop signs -- don’t follow the rider ahead of you into an intersection.

The only exception is in a tightly organized, small group that moves completely as a unit. The first and last riders are understood to be on the lookout for the entire group. Don’t count on this service unless it’s understood in advance.

When crossing lanes, a line of bicyclists should “snake” across, each rider in turn. This way, you leave a safe passage for cars. A ragged line of bicyclists blocks the entire lane.

NOTE: The handbook is quite extensive and can be read in toto here:

http://www.dot.state.pa.us/Internet/Bureaus/pdbikeped.nsf/infoForward?OpenForm

GMack QR Editor

NAVIGATE WITHOUT A GARMIN

I have been resistant to purchase a Garmin for my bike given I already carry a smartphone with navigation tools. Until now Garmin was the only act in town that allowed a cyclist to have turn by turn navigation for a planned route. The LWA has adopted Ride with GPS for mapping and Q-sheet printing of the club’s popular cycling routes. Now along with the website there is a free smartphone app available for both iPhone and Android. This app delivers turn-by-turn voice directions and works great. I have tested it on several rides, and before each turn it gives a double tone alert and then announces the turn instructions. If you go off route, it will alert with a triple tone.

Loading a ride onto your smartphone is easy. You need to establish an account on Ride with GPS, then any route you create or copy will be available on your smartphone App. You can create a free account but in order to have voice turn by turns on the App you will need to subscribe to a basic paid account which is $50. annually. Here is what the routes look like on my iPhone:

Several of our ride leaders post their Ride with GPS route on the MeetUp event. To load the ride on my iPhone, I simply open the link and copy it to my routes. At the start of the ride I open the route on my phone and select ‘Ride This’ turn by turn navigation begins. I then tuck my iPhone away in my jersey pocket and begin the ride. Because I am not using the phone screen, battery life downgrades at about 10% per hour. With a fully charged phone I use about 40% of battery life for a 4 hour ride.

I have found that when riding in a group it is difficult to hear the phone speak the turns. I was able to resolve this by adding a bluetooth speaker on my bike. In addition to improving the sound, it allows me to answer the phone without digging in my jersey pocket and pulling the phone out of the ziplock bag. A definite plus when getting a call from a rider who fell behind or made a wrong turn.

There are several bluetooth devices available for the bike, even some to make your helmet bluetooth capable. I chose the Buckshot from Outdoor Tech. It is durable, water resistant, rechargeable via USB and has a mic for answering or making calls. The Buckshot easily mounts on your handle bars, or you can slip it into your jersey pocket.

If you prefer to see the route similar to the Garmin, you could mount your smartphone on your bike as there are several mounts available. The problem will be battery life of your phone. It will quickly lose charge if left in constant display mode. There is a bluetooth device that mounts on the bike and communicates with your smartphone. This device has a long battery life and will not drain your phone battery more than 10% per hour. This device is made by Wahoo fitness and is called RFLKT. It delivers an open platform that will display information delivered from the App. At this point in time the Ride with GPS App is not compatible with the RFLKT. It is in work in progress and should be available soon.
Below are the links to the references mentioned in this article:

Ride with GPS website:
http://ridewithgps.com

Ride with GPS App Android:
mobile&hl=en

Ride with GPS App Apple:
computer/id893687399?mt=8

Buckshot Bluetooth Speaker:
http://www.outdoortechnology.com/Shop/Buckshot/

Wahoo - RFLKT:
http://www.wahoofitness.com/devices/rflkt.html?gclid=CNj90sf
NkcACFU4F7AodDw4A2Q

Terry Terfinko  LWA Webmaster

SHARE THE ROAD 2:
A REFLECTION ON A RECOLLECTION

Brian Wacik’s “Perspective” (see pp. 4-5) reminded me of a story
recounted to me by an old running
friend in my pre-cycling, competitive-
running life, nearly 35 long years ago
and long before my two herniated
disks and spinal stenosis ended that
“career.” His name, Charlie, is
unimportant, but his perspective was
informative and the impact of his
story was lasting, at least on me. I
remember fondly at this point that
one day about 3 months after I had
started running to release tension,
deal with my divorce, and lose weight, he passed me in the
Parkway and asked, as runners and cyclists often do, “how far
are you going?” I told him, “about 3 miles,” which was the
truth. He responded, “After you get used to at least 5 miles, it
gets easier.” He was right.

The other gem Charlie left me with has much more significance
to what I will call the community of cyclists. The story he told
goes something like this. He was once running on the road in a
narrow stretch near the Lehigh Parkway fish hatchery. Not
realizing that a car was approaching him on a turn on the
narrow road, he spit to the right (spitting, I think, is much more
common to runners than cyclists). His spittle landed on the car’s
windshield, the driver of the car stopped, and the verbal abuse
began. Charlie immediately apologized, removed his shirt, and
wiped the remains of the offending saliva off the vehicle’s
windshield.

When I asked Charlie about the motivation for this response, he
suggested that he wasn't concerned about himself. He made
the apology and the gesture of cleaning the windshield to
possibly keep one more driver from being angry at a runner
and by extension other runners and perhaps someday taking
out that anger on another member of the running community or
at least make life difficult for any other runners in the future. He
also hoped that the driver might tell a very different story
about the incident when he recounted it than he would have
had my friend not attempted to defuse the situation and placate
the driver.

Like the community of runners sharing the road that my friend
was "protecting," we are part of a cycling community, and we
need to remember that our behaviors with drivers of motor
vehicles on the roads we share can impact the lives of far more
cyclists than just ourselves. "Share the Road" means share the
road. When I see those signs or have those thoughts, I reflect
that sharing involves two parties with responsibilities for both
parties if sharing is to work. "Share the Road" applies to cyclists
as well as drivers of motor vehicles. “Take the lane” when the
time is right for a left turn but "share the road" whenever
possible.

GMack  QR Editor

THANKS

Wendy Houlik, representing the Lehigh Valley Cycling Club
which supports the Young Medalists cycling team, accepts a
bicycle wheelset from LWA president Jack Helffrich. The
wheelset was built and donated by LWA member Scott
Kettering, who also donated a set of tires and pedals to the
LVCC. Scott is a certified bicycle mechanic and is currently
employed by REI. Thanks, “Great Scott!”

FLYING MAGUIRE: 
THE INTERVIEW

The following is an email interview of Lenni Maguire, LWA Member and Triathlete and fastest female finisher in the 2014 Donut Derby if you don't count donuts (of which she ate none), with questions provided by Jack Helfrich.

Name: Lenni Maguire or Eileen for those who don't really know me or want to.

Age 'group': 55-59 As I always say - the competition is a bunch of old women.

Years an LWA member: 5 years

Oddly, while I do log all of my daily fitness activities, I don't sum them up in any way. The bike has an odometer which I do record at the beginning of each calendar year so I know my total bike mileage for each year. It averages an unremarkable 1500 miles. I swim maybe 2-4 miles per week in the summer and run maybe 12-15, more in years when I've trained for a marathon or half-marathon. It suddenly doesn't look like much!

How many bikes do you own, and what are they? I have three: my Trek Pilot 2.1 road bike, which was a sort of gift in 2007 from my husband after my second triathlon when it became clear to both of us that I was serious about biking and pretty excited about being competitive in triathlon; my Felt B16 triathlon bike, which I lucked into at the end of last summer as it sat in front of South Mountain Cycles, a trade-in from a previous owner just waiting for the right person to show up; and a Trek hybrid which was actually the bike I first competed on as a borrowed bike from my boss that I later bought from him when he upgraded to a road bike.

How did you get started with triathlon?
A friend asked if I would do the swim portion of a triathlon as part of a relay team, a not unreasonable question as my friend was a member of the same pool as I was and regularly saw me swimming laps. She also suggested my younger son could do the run. How great that would be to be on a team with my son! I said I'd love to and when I asked my son he suggested we each do the whole event. Even better, though a touch daunting. He was so encouraging, however, that I couldn't resist. I signed up and I should have just signed him up without confirming his commitment because when I did ask him, he wavered. The next thing I knew, I was swimming, biking (on a borrowed 1980's Schwinn 10-speed which helpfully self-shifted to higher gears on ascents), and running like a fool all that summer just so I wouldn't embarrass myself! The night before the race I was giving pre-race anxiety a bad name. It seemed like there were so many details and pieces of equipment associated with triathlon, the lack of any one of which would spell disaster. My son, observing this mild frenzy, provided the following advice, “Mom. Go to bed. Get up in the morning and just go beat everybody else.” Hard to argue with that rather optimistic outlook but that is, in fact, what happened. I've been hooked ever since.

You did quite well in a triathlon recently. What was the event and where was it held? I enjoy competing in the Steelman Triathlon every August. My first time was in 2006 which was the second time the Steelman was held and its first time at Lake Nockamixon, where it has been held ever since. This was its tenth anniversary and it is well known for how well it is organized and supported as well as for the great “swag,” (the goodies that come with signing up). Having said that, triathlons are not cheap so I generally only do the Steelman every year, so I am not exactly a broadly experienced critic. I have done three other triathlons, one in Mt. Gretna and the other two at, yes, Lake Nockamixon! I also see no need to travel great distances to indulge in a hobby that can be enjoyed practically in my back yard.

What are the swim, bike, and run distances for the sprint tri? The swim is 800 yds. (1/2 mi.), the bike this year was 14.5 mi., up from 12.5 in previous years, and the run is a 5K (3.1 mi.). I really enjoy the sprint because there is virtually nothing in the way of pacing. It’s just go as hard as you can until you cross the finish line!

You won your age group. Details? How was your overall finish relative to the entire field and to other women? I was extremely happy with my race this year and tossing modesty and humility to the wind, let me break my arm patting myself on the back! I was pleased to win my age group (out of 14 women) but even happier to find out I placed 7th for all women (out of 228) and was 44th overall (out of 538 men and women). My total time was 1 hr. 22 min. 15 sec. and while I do not have an event at which I am outstanding, I do well in each event and was thrilled to see that this year, I had the 4th best bike time for all women! I doubt I have ever made the top five for an individual portion of the race so I was a bit stunned with that.
How did you prepare for this event? Any special diet or emphasis on any specific discipline? As I said, I generally only do the one tri each year but just having it on the calendar keeps me working on all three activities. Most mornings, I will bike or run and then two to four afternoons/evenings I will swim. I actually enjoy the two workouts in day - except for the showering/wet hair issue but sacrifices have to be made;) I try to eat what we jokingly call in our house, "actual food," by which we mean meat, vegetables, fruit, nuts, yogurt, cheese, and not much else. No breads, pastas, sodas, processed food, sweets, etc. On a ride, however, I will eat Clif bars and drink Gatorade like sugar is my best friend! And for the record, dark chocolate, especially with almonds, is a nutritional supplement and should be ingested daily and liberally.

How significant was using the Felt tri-bike vs. your regular bike? Based on this year's ride alone, the Felt made all of the difference in achieving a 4th best bike finish. It's just a better, lighter bike and the aero position is a definite boon. In training, I have ridden the same routes on various days on the two bikes and no matter the wind or my energy level, the Felt ride is always faster.

How was the organization of this event? The race director, Dale Winterhoff, is great. He sends out emails prior to the race to keep everyone informed and excited about the race. Makes sure to have plenty of volunteers to ensure a smooth and safe operation, is personally available to talk to and ask questions of, and enjoys presenting the awards when it is all over. The post-race food is perfect and plentiful and I have enjoyed this race every year.

Your sister also participated in this event. Any sibling rivalry? This is my sister's third year joining me in this insanity, which is pretty much how we feel about it when we obsess about our preparations the night before, get up at 4 in the morning to leave the house by 4:30 to be sure we can park close enough to allow us quick access to the car followed by more obsessing about setting up our gear in the transition area. Triathlon races start in waves and the old women go last, which allows for even more obsessing and pre-race nerves while the other athletes get in the water and are given the, "Go!" As for rivalry, there's none. Her first year, she evaluated her expected times against my expected times, decided I would be done before she was back from the bike and that I should run with her. Which I did, in the name of sisterly support. We both go out to do the best that we can, but my sister summed it up this year when we were in the same age group for the first time (an overlap that won't happen again for five years). She said, "Lenni's goal is to come in first. My goal is to not come in last." Both goals met! She really had a great race this year adding only two minutes to last year's time despite the additional two miles of biking.

What plans do you have for competing in future events? I am sure the Steelman will continue to feature on my race calendar. I enjoyed the Independence Tri early this season and will probably do it again next year. It's at Nockamixon and is a really short sprint (400 yd. swim, 10 mi. bike, 2 mi. run) which makes a good early season tune up.

And just to cap off my nutty pursuits, I am seriously looking at an Ironman next October. I have done a half-iron (1.2 mi. swim, 57.9 mi. bike, 13.1 mi. run) and it went well enough. The swim was fine, the bike was right where I had hoped, and the run was most notable for essentially lacking running. I managed a half-hearted jog unless there was an incline when I was reduced to a walk. I sometimes managed a brisk pace, but it was walking. What I learned from that was that if I ever entertained the idea of a full Ironman, the run would have to be essentially flat. From what I have read, the Louisville, KY Ironman qualifies and that is what I am considering.

Jack Helffrich
Authorized "Lame Duck" President

DONUT DERBY 2014
THANKS TO ALL

Well, now that we're looking in the rearview mirror at this event, it seems safe to say that - THANKS TO ALL OF YOU FOR YOUR TIRELESS EFFORT AND WILLINGNESS TO SUIT UP AND SHOW UP - the event flowed exceedingly well. Everyone was in place when they needed to be, did one heck of a job making all this fun, and seemed relaxed and confident. Again, bravo!

Special thanks to Donalee Frary, Lisa Schwartz, Bruce Kantor, Jennifer Sprankle, Dave Sheffield, Martha Miller, Carl Zvanut, Scott Schneider, Paul Kelly, George Mack, Paul Smith, Dave Drummer, Art Hunsberger, Cindie Underhill, Susie Molnar, Maureen Porter, Kate McNally, Jack Helffrich.

No way an event of this caliber could come off without you all, and I'm so grateful to have walked into an event with experienced help...you really put me at ease.

I never had the pleasure of meeting several friends or relatives of volunteers at Bowers. If you would be kind enough to pass along my heartfelt thanks, that would be super!

Final results of the race can be found by going here and clicking on Donut Derby Final Results

 Pics of the event can be seen here

As you may know, the Donut Derby is the biggest fundraiser the club has all year, and pays for lots of stuff. This year may have been our most profitable year, as rough projections show we netted between $2,300 and $2,400 after all expenses, which is at the upper end of our target. This makes our treasurer happy AND when the treasurer is happy, EVERYONE is happy. If you didn't know, Dave Sheffield is our treasurer and he does an amazing job, and I for one, am thrilled to have had him keeping the club fiscally sound during his tenure.

Again my friends, thank you so very much for all you do for your club and your sport....YOU ROCK!

Brian Wacik
LWA Board Member
2014 Donut Derby Event Organizer
The QRQ of the Month for August 2014 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.

"Look Mom FOUR hands!!"  
Janna Baum

"I can shift, brake, drink, and pick my nose at the same time!"  
Ignatius J. Reilly

The QRQ of the Month for September is to again provide a caption for the “cycling” related photo found to the right. Submit your responses to the QR by August 20, 2014. Email to gbmack@ptd.net.

GMack  QR Editor

MANHATTAN MEANDER  
SEPTEMBER 21, 2014

The recent Bicycling Magazine ranking of best US cities for bicycling put the Big Apple at no. 1. To recognize this treasure just 90 minutes away, Ron Helmuth and Alf Dolich are leading a ride on September 21.
There’s no better way to experience Manhattan than on a bike. Automobiles get stuck in traffic and parking is a nightmare, while subway and foot are simply cumbersome and slow. We’ll visit the World Trade Center, the High Line, Times Square, St. John’s Cathedral, Central Park, and more. Get the rest of the details on the Meetup!

Ron Helmuth  LWA Team Moots

LWA CLASSIFIEDS

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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
Please find the LWA July 2014 financial report. July performance against budget for the Touring and Racing Divisions was very favorable.

**TOURING DIVISION** -- In July, the Touring Division expenditures on the Gap Gallop & Donut Derby continued to ramp up (as budgeted). Jane Derby successfully sold all 130 pair of LWA socks, some T-shirts and LWA magnets totaling $1.1K. Go Jane (a.k.a The Sock Lady)! The Touring Division is tracking $0.9K favorable to budget. Provided we have a good turnout for the Gap Gallop and Donut Derby events, the LWA Touring division should end the year in a great financial position. Thanks to all of our GG & DD volunteers! Thanks again to Brian Wacik for organizing the DD event this year. The "fun" race had 300 entrants.

**RACING DIVISION** -- had a very successful racing month and generated $2.5K in net income. Based on this month's financial performance, Chip expects the Racing Division will end the year very close to their budgeted net income.

**CASH BALANCES:**
Touring $10.2K. This represents a $0.7K increase.
Ytsma Donation Reserve $1.0K included in the $10.2K Touring cash balance.
Racing $15.5K. This is a $2.5K increase from June 2014.

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

Dave Sheffield  LWA Treasurer
DONUT DERBY 2014

BOWERS VOLUNTEERS

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FIRST ARRIVALS IN BOWERS

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DONUT DERBY 2014

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