THE PREZ SAYS:
SIMPLY
SPECTACULAR
SEPTEMBER

Last month I wrote about the LWA’s Absolutely Amazing August. This month I am happy to report on our Simply Spectacular September.

We got right into it on September 1 (Labor Day) with the Donut Derby. Brian Wacik did a most excellent job in his first (and we hope not last) year as the event organizer. Beautiful weather and thousands of donuts greeted the 300 riders as the pedaled and ate their way along a 36 mile route from the Valley Preferred Cycling Center (VPCC) to DeLong Park in Bowers, Fleetwood and back. A good, if somewhat fattening, time was had by all.

Check out the interview with six-time DD champion Frank Gonzalez elsewhere in this issue.

A short two weeks later and it was time for much more serious riding - the annual Gap Gallop. This was the second year on the new course that starts at DeSales University in Center Valley and runs north along the Delaware River to the Delaware Water Gap. The route was conceived and developed by Vice President of Touring, Paul Smith, and was enthusiastically appreciated by all of the participants. It is a beautiful ride...
through a very scenic part of our area. This year’s event was co-organized by Dave Sheffield and Carl Zvanut, and was attended by over 150 riders.

Due to some last minute changes in the family schedule, I was free to ride the GG for the first time in many years, and it was a terrific experience. Ron Helmuth, Lenni Maguire, Pete Glogovsky and I had a great time, riding, whistling and eating our way across 108 miles. Through the miracle of peer pressure, we were even able to convince ourselves to climb the optional Fiddlers Elbow extension and its attendant 21% grade. The bottle opener that was presented to each of the ‘conquerers’ was reward enough for this challenging addition.

I especially enjoyed the brief respites from the saddle as we walked our bikes across the four historic and remarkable bridges at Riegelsville, Portland, Belvedere and Easton. The view north from the Portland bridge to the Delaware Water Gap was spectacular.

Did I mention the home-baked goodies? Thanks to Janna Baum and her kitchen minions for providing this special element of the ride. There were so many baked items that we could not even manage to finish the left-overs at the Grill and Chill on the following Monday night. Thanks to Ron Helmuth who arranged for the leftovers to be re-donated to Hogar Crea. See the thank you letter from Hogar Crea attached to the end of this newsletter.

Kudos also to all who helped with this event at registration, course marking, sag support, rest stops and other areas.

Last weekend featured an out-of-bounds trip to Maine and New Hampshire for the Seacoast Century. Thirteen LWA members participated in this event organized by Paul Smith. A beautiful New England day greeted the riders on Saturday for rides of various distances up to a full century. Thanks Paul for organizing this event.

Also that weekend, Ron Helmuth led a group of thirteen riders on a Sunday afternoon excursion to Manhattan. A good time was had by all. Thanks Ron.

Many of us have been out enjoying club rides throughout the week, taking advantage of the warm weather to enjoy the beautiful Lehigh Valley and surrounding area.

Anyway, feedback from a member whose membership lapsed indicated that there were two options: "Extend Membership", which implies that the membership is still current, but the renewal is simply adding a year, and "Renew", which was selected (feedback ~ everything was straightforward after clicking on "Renew").

Note that Membership Administration is available to help solve problems, sometimes with the assistance of the Webmaster, in addition to routine processing of renewals and new memberships. Therefore, if you have a problem renewing, joining or registering, please contact us ASAP.

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

PARTY TIME!
DECEMBER 7, 2014

The 2014 Holiday Party will be held on Sunday, December 7, at Green Pond Country Club. Cost to LWA members is $20.00 per person. Registration information coming soon!

Debby Terfinko    LWA G&C MasterChef

Jack Helfrich    LWA President

Jack’s new wheels
"I’VE NEVER MET A CUPCAKE I DIDN’T LIKE!"

Take a closer look at the photos on the LWA Website or MeetUp, and you will see more pictures of me eating than doing anything else...and that says a lot about my love of food. Most of us ride our bikes for our health or to socialize. ME? I work out so I can EAT and, boy, can I EAT!

All of this, I think, has a lot to do with the decision that “they” (LWA leadership) picked “me” to be “in-charge” of organizing the baked goods for this year’s Gap Gallop, and ,boy, what a treat it was. All I had to do was ask...and we received! In large quantities and delectable! If you volunteered or rode the ride, we're hoping you noticed and indulged in the variety of tasty treats! We had Jack’s Scrumptious Biscotti to Maureen's Puffed Wheat Gooey Goodness to Sally’s Nut Tossies to Hali’s Chocolate Chip Banana Bread just to name a few! I’m seriously thinking a LWA Cookbook is on the horizon!

A huge thank you to all who baked goods for this year’s Gap Gallop. Martha Miller, Hali Goodman, Jack Helffrich, Lisa Schwartz, Maureen Porter, Sally Wright, Nancy Sheffield, Lori Izzo, Valarie Ryder, Cynthia Bardman, Ali Whitehurst, Sylvia Radvansky, Jane Derby, Kris Rigler, Jean Black, Cathy Odom, Steve Miller, Kathy Zapotocki, Marianne Parnell, Torie Loven, Roberta Kates and Dave Sprigle. (I hope I mentioned everyone!)

It was certainly a team effort and thoroughly enjoyed by all

AN OPEN LETTER TO THE LWA

Dear fellow LWA members,

I just wanted to thank the members of the LWA who take the time to share their ride routes via RidewithGPS and provide cue sheets for them on the LWA website. I haven’t been able to attend a group ride or participate in a LWA event in the past 2 years due to increasing family responsibilities, but I have kept my membership active.

My riding is now limited to my daily commute to work via the same 4 routes that vary between 11 and 16 mi one way. Just yesterday, 9/23/14, I had the opportunity to ride so I took off solo for the "Old Philly Pike ride #1" from Upper Macungie Park. It was an epic ride complete with great views from rolling farm lands, million dollar estates, and mountainous views of the pinnacle and the pulpits rocks near Hawk Mountain. It was the ride of the year for me and I have the LWA cue sheets to thank for it!

Please keep posting new rides and archiving them because they are being used on the periphery by members like me. Thanks again!

Art Hunsberger Jr

who participated! Thank you my fellow tasty treat makers again!

Janna Baum LWA "Cupcake" Chairman

LWA CLASSIFIEDS

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<td>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 <a href="mailto:dick.mccreight@juno.com">dick.mccreight@juno.com</a></td>
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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
THE BUFFALO BIKE

Does a 50 lb single speed bike sound appealing to you? Maybe not, but the 50 lb "Buffalo bike" offers the potential to change lives in third world countries. These bikes are assembled and distributed in a dozen African countries by World Bicycle Relief, a non-profit branch of bicycle component manufacturer, SRAM. Why Buffalo? World Bicycle Relief says, "Our bikes are built to be as tough as the fierce African buffalo, a symbol of strength and power; hence the brand name Buffalo bicycle." Each bike is designed to withstand five years of operation on the roughest African roads.

Buffalo Bikes are donated to students who previously walked 10 or so miles round trip to attend school each day. The bikes are also supplied to aid workers and medical teams to help them get to those in need. In addition these bikes, with a payload of 200 lbs can be purchased by farmers and businessmen to get product to market. Mechanics are trained by World Bicycle Relief to assure that the bikes keep rolling. And perhaps the most amazing part: each bike costs only $134!

Visit www.worldbicyclerelief.org/mobilizeme2013 to see how Buffalo bikes impact lives in Africa.

The Lehigh Wheelmen Board voted at the September meeting to fund three bikes in 2014 to be donated by the World Bicycle Relief organization. In addition we plan to add $1 to the 2015 Donut Derby and Gap Gallop registration fees to be donated to World Bicycle Relief, and LWA will offer riders the option of making larger donations if they so choose. We encourage LWA members to donate as well at www.worldbicyclerelief.org/donate. We’d love to track the number of bikes purchased by LWA and its members so if you make a donation on your own, please drop a note to dickmcc@ptd.net to let Dick McCreight know the amount of your donation (we’re only tracking amounts donated, not names of those who donate).

Thanks, LWA, for sharing our love of bikes beyond our borders and making a difference in our world.

Dick McCreight  LWA BoardMember

GAP GALLOP 2014
AN OPEN LETTER FROM THE PREZ

To: Dave, Carl, Paul, all of the 2014 Gap Gallop volunteers, and LWA members;

EXECUTIVE SUMMARY
In a word, the 2014 Gap Gallop was fabulous. Congratulations to Dave Sheffield, Carl Zvanut, Paul Smith, and everyone involved in hosting an outstanding event. You really nailed the three R’s---Registration, Route, Rewards. Please communicate to all of the volunteers, a sincere 'Thank You' for doing such a wonderful job.

Because of a last minute schedule change, I was happily able to ride the GG for the first time in many years. During and after the ride, I spoke with several of the riders, and their comments were universally favorable. In fact, I was barely able to drag a negative comment out of anyone. So kudos to you and your team for a superb achievement.

Here are my observations from a rider’s perspective.

REGISTRATION - Signage was good, parking convenient, everything seemed to be well-organized and efficient from the moment I arrived. One suggestion would be to consider having every volunteer in their GG tee shirt, even if it is worn over the top of other clothing. This makes it obvious who is available for assistance.

ROUTE - Paul Smith created this fantastic course last year when we moved away from the previous, established route. I cannot imagine a more scenic ride than this new one. As much as I loved the old GG, this route is even better. And although I believe that I have been on all of the GG roads before, it was a great experience of having them joined together into one awesome ride. Originally, I thought that walking across the four bridges might be a negative, but I personally enjoyed the respite from the saddle, and nobody complained about it. Those bridges are historic landmarks and its nice to appreciate their beauty at a leisurely walking (waddling?) pace. What a nice feature of the ride.

I programmed my Garmin using RidewithGPS, but could just as easily have left it at home. The route marking was excellent, and its hard to imagine how anyone could go off course, although someone always seems to manage to accomplish this.

REWARDS - The baked goods were WAY over the top---something that made this ride really stand out. Everyone talked about it. A couple from Staten Island at the end of the ride raved about how they enjoyed the food. Personally, it might be the first century I have done where I gained weight. Thanks to all who supplied goodies. It was a big, big hit for the riders. The rest stops were well supported, and everyone was very friendly. This also has a huge impact on how much the riders enjoy the event.

The Fiddlers Elbow bottle openers were really appreciated by those who earned them. Sitting with a group of accomplished riders after the ride, I was impressed how much they thought...
of this. One guy insisted on taking his opener out of the plastic wrapper in order to open his friend's bottle. I think the openers are going to end up being proudly carried around on quite a few keychains. Some serious bragging rights if you can climb FE, plus its great publicity for the LWA and GG.

RESPONSIVENESS - Guess a third R needs to be added. Having just replaced a rear derailleur cable on Saturday, I needed to have it adjusted. It was great to have a mechanic available for support. Just before the Driftstone rest stop, our group happened upon rider Adam shortly after he crashed. Having the emergency phone number on the wristband is brilliant. Several riders stopped, evaluated and assisted Adam, and he was attended to quickly and efficiently while I called to have him picked up. Thanks to all who aided him. Thanks too for assuring that all of the riders were safely in at the end of the course.

In conclusion, let me express a gigantic 'Thank You' and 'Job Well Done' to everyone who had a part in planning, organizing and supporting this event. I thoroughly enjoyed the ride, as did everyone I encountered along the route. I anticipated that word-of-mouth publicity is going to cause attendance to explode next year.

Jack Helfrich   LWA President

I AM RESPONSIBLE

I'm 52 years old and love cookies, cake, peanut butter cups, ice cream, and just about anything not good or healthy for one's body. There, the secret's out. Thankfully, I also like most of the good stuff too.

When I was a young boy, I could (and did) eat whatever I wanted and suffered no (visible) adverse effects. At some point, this changed and was met with shock and a sense of my body betraying my desires (damn body).

At age 31, the scale said there were 20 extra pounds pulling me to Earth, which was not met with joy, I can tell you. The mirror, the clothes, and even the lungs confirmed the scale's prognosis.

Although prosthetic fit and attachment (I'm an amputee) were still not that great in 1993, I tried running as I'd done in high school. No dice. Skin breakdown and severe pain were the result, and I cast around for another activity. While I experimented with weight training, spot reducing (foolish, I know) and simple walking, I changed my eating habits.

I learned about nutrition, monitored my fat and total caloric intake, and had a fairly regimented diet plan; monotonous but effective. I ate 6 pieces of (non-buttered) jelly toast for breakfast, had half a lunch meat sandwich (dry) and a box of unbuttered and unsalted vegetables for lunch, and whatever I wanted for dinner of modest proportion. I didn't always like this but knew that once I'd achieved my goal weight, I could resume a more normal eating pattern as I wouldn't be trying to lose weight any longer. I also made a decision that food will not be my salvation or 'go-to' every time life throws a curveball.

Cycling somehow showed up as a possibility for the activity I was missing. I bought a cheap new bike for $60 off a loading dock on the east side of Allentown and began riding. I quickly realized that my right foot wouldn't stay on the pedal so I got a set of toe clips. My prosthetist modified an old walking leg as a dedicated cycling leg and I was off! I was adopted by a local cycling group, taught the basics, and set myself a goal---if I'd lost the despised 20 pounds by the end of summer, I'd earned the right to buy a real road bike, like my newfound friends had.

Fast forward 3 months---the weight is gone, a new lightweight carbon fiber bike is in-house, and I'm having a blast rediscovering a passion I lost when I got my drivers license.....very cool! But why write about this?

Recently I came across some statistics about how Americans lead the world in obesity and being overweight, not something to be proud of, to be sure. I posted some comments on Facebook, along with my thoughts and a link to Wikipedia. I didn't think a lot about it before I posted it (a failing on my part), and it drew tremendous fire from relatives I love very much, who seemed to believe that I was attacking them, 'making them feel' such and such a way, and that I hurt them.

As a responsible and empathetic adult, I care about the feelings of others and will not deliberately malign, condemn, or deride others. What I don't do is take responsibility for the feelings of others if they disagree with mine. How can I? I have opinions and feelings about damn near everything, but they are just that--- MY feelings---and I own them. Should I choose to be angry or pleased, in alignment or at odds, that is MY choice. Anger is a choice. Self-righteousness, too, seems to be a condition that is pervasive today and prevents the elevation of consciousness of oneself and those nearby. The habit of taking things personally is rampant in our society and radically prevents the expansion of self awareness. But I digress....

What many people may not know is that at times in my life, I
have been both 40 and 60 pounds overweight (by my standards, not by any chart). By charts, I was severely overweight and borderline obese. While there were a variety of factors contributing to this: depression, drugs and alcohol, unhappiness and incredibly poor life choices, I ALWAYS had the choice to eat better. I chose to eat poorly and not take care of myself. My deplorable eating habits were entirely preventable and even in those short periods, I racked up medical bills entirely related to my own poor choices. I CHOSE not to eat or exercise properly.

Today is still frequently a struggle to eat properly and stay active. But it's worth it. I'm in the final stages of losing the 40 pounds I racked up this past winter due to injury which kept me nearly completely inactive. The injury wasn't my fault, but taking responsibility to do all I can to rehab it is. Having skin breakdown where my leg connects with my residual limb isn't my fault either, but doing all I can to mitigate it and shorten it's duration so I can resume normal activity IS my responsibility. I have significant Osteoarthritis of the left hip due to a severely malformed joint (called hip dysplasia). I've been dealing with this for over 20 years now. I have a below knee amputation of the right leg that I've lived with now for the last 33 years. Neither of these are my 'fault', but I AM RESPONSIBLE to deal with these things like an adult who cares about his happiness, his contribution to his own life, his relationships with friends and family, and his contribution to the world, however large or slight it may be. It's not easy or fun at times, but Mom never promised easy or fun 100% of the time.

I made the comment in the Facebook posting that 'the ass is the new foot', which may have been the irrant sparking some retorts to the post. Kinda have to stand by that one, though. Was in one of my favorite restaurants lately but hadn't been there in awhile and noticed the manager had dropped some serious weight. Told her she looked great and asked her what she was doing. "Just got off my lazy butt and started moving" she said. She's walking, running, and cycling today, and I'm proud of her.

I've had the opportunity to sit in prosthetist's offices all over the country and meet many people who have given up, resigning themselves to a wheelchair, a greatly diminished lump of humanity, draining the resources of everyone around them. I've also had the opportunity to compete in my cycling passion all over the country, and have met elite athletes of all sorts, who didn't let TBI (Traumatic Brain Injury), paraplegia, or blindness stop them from being some of the best in the world, although few would have blamed them for giving up.

Who am I? Nobody special. Just a guy who refuses to let whatever my current situation is in life dictate my choices for me. Just a guy who believes it's better to wear out than rust out. Just a guy who has goals, and desires to be happy in pursuit of those goals. Just a guy who takes ownership of his screw-ups and is grateful for his successes, however small. Just a guy who loves those around him of whatever shape or size, and wants the best life and boundless love for all them. Just a guy....nobody special.

Brian Wacik LWA BoardMember

**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](http://www.amazon.com) as an ebook and trade paperback.

Check it out.

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

**WINTER TRAINING PROGRAM**

Merchants Square Mall, Allentown PA 1901 S 12th St, Allentown, PA 18103

Tuesday and Thursday nights at 6:30pm Start.

The program runs from Oct 28th thru March 5th.

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 number of classes you select.

Great way to keep or build that fitness.

Webpage: [www.chipscyclingstudio.com](http://www.chipscyclingstudio.com)

Info: chipberezny@gmail.com or cell 484-602-6543

* Chip Berezny
JENS VOIGT SETS NEW HOUR RECORD

On September 18, 2014, one day after his 43rd birthday, German cyclist Jens Voigt set a new Hour Record, completing 51.1 km (31.7 mi) on a purpose-built Trek single-speed bike at the Velodrome Suisse in Grenchen, Switzerland. Voigt tied the previous record of 49.7 km set by Czech rider Ondrej Sosenka in 2005 with about 1 1/2 minutes left to ride. At age 43, Voigt was also the oldest rider to set this record and joins a group of prestigious cyclists who have set one hour records in the past.

The earliest recorded attempt at the one hour record was made in 1876 when American Frank Dodds rode 26.5 km (16.47 mi) on a penny-farthing. Since that early attempt cyclists generally made record attempts on the banked turns and straightaways of a velodrome on bikes ranging from the basic drop-handlebar steel framed and wire-spoked bike used by Eddy Merckx to exotic handlebars, frames and wheels, including the homemade "controversial" designs ridden by Graeme Obree, the "Flying Scotsman."

Eddy Merckx, five-time winner of the Tour de France set his long-standing record of 49.431 km (30.714 mi) on the velodrome in Mexico City in 1972. Merckx called his one-hour record setting attempt "the hardest ride I have ever done."

It's not possible to compare the hour with a time trial on the road. Here it’s not possible to ease up, to change gears or the rhythm. The hour record demands a total effort, permanent and intense, one that’s not possible to compare to any other. I will never try it again,” said Merckx after his historic ride.

After Merckx’s record ride, holders of the one-hour record have included Graeme Obree, Francesco Moser, Miguel Indurain, Tony Rominger, Sosenka, and Chris Boardman. Following the records set by Obree and Boardman on bikes with controversial designs and body positions called the “praying mantis” and “Superman,” the UCI, which governs cycling record attempts, allowed the records to stand but banned such designs in future attempts, leading to the establishment of a separate record category, the UCI “Athlete Record,” which restricted riders to roughly the same equipment as that used by Merckx.

In May 2014, the UCI scrapped its previous rulings on the Hour Record, dropping “Athlete Record” and “Best Human Effort” in favor of a single hour record with regulations in line with modern UCI track rules. That means that as UCI track cycling rules change, so will the rules for the hour. This change created the opportunity for Voigt to put his name in the record books and also opened the door for Trek to design a purpose-built bike for Voigt with a Speed Concept time trial frame, dual disc wheels, triathlon handlebars, and a massive 55x14 single-speed drivetrain.

During his record attempt, Voigt, a member of the Trek Factory racing team, consistently averaged sub-18 second laps on the 250 meter Swiss velodrome, riding as close as possible
throughout to the black line, the shortest distance around the track. At the end of an hour, Voigt had turned in 205 laps, riding a total distance of 51.11 kilometers, the new world record. Voigt, who also participated in the Tour de France a record 17 times, had previously announced that this would be his last event as a professional cyclist, and at age 43 and one day, he became the oldest record holder of the one Hour Record.

Before the ride, the crowd at the Velodrome sang "Happy Birthday to Voigt. After his ride, Voigt described his motivation for the record attempt—"I saw Chris Boardman beating the record in 2000 and I said to myself, 'What a great way that would be to finish my career,'" He added "33 years of cycling behind me. This was my last attempt. I'm in so much pain ... But what a way to retire! I am extremely proud to be joining all the iconic riders that have beaten this record before me. I'm proud that my name is now among the greats. It's one of the big highlights of my career."

How long Voigt’s record will stand is questionable. Sir Bradley Wiggins, England’s first Tour de France champion and a multiple world champion in the pursuit and the time trial, announced last week that he will go after the hour next year.

To watch Voigt’s record ride, click the link or the photo:
https://www.youtube.com/watch?v=wjjM2tI6THs#t=18
http://tinyurl.com/velo-news-jensvoigt
http://tinyurl.com/triathlete-jensvoigt

Thanks to Hansel de Sousa for providing links for this article.

For more on the history of the Hour Record, check out “Bits on Bikes” in the June 2013 edition of the QR.

GMack QR Editor

THE QR INTERVIEW
FRANK GONZALES
DONUT DERBY
8 TIME AGE GROUP WINNER
6 TIME TOP DONUT EATER

Frank Gonzales and his Donustiques

Name: Frank Gonzales
Age: 49
Occupation: Engineer
Residence: Placitas, New Mexico

How many years have you been riding bicycle? Since I broke by tricycle frame for the second time on a jump around age 5. I was given a hand-me-down girls bike from my sister. I rode it and eventually broke it on jumps as well. Evel Knievel was a strong influence in my life back then.

What bikes do you own? One each of mountain, road and cyclocross.

How many miles do you ride each year? Several hundred in a good year. This has not been a good year.

It seems like you have won the Donut Derby for as long as I can remember. How did you first hear about the event? I had just moved to the Lehigh Valley in 2004 and was a regular at the Saturday morning South Mountain Cycles group ride. I heard several other riders talking about supporting one rider who would eat lots of doughnuts and the rest would ride in support. He didn't win. I rode alone that year and ate 17 donuts without really pushing myself. When the results were posted, I was fourth place in my age group. My Donut Adjusted Time (DAT) was less than 3 minutes--or one donut--off the podium. That's when I decided I could win this race.

How many times have you participated in the Donut Derby and how often have you won? I've participated nine times starting in 2004. I've won in my age group eight times. I've been the overall Donut Eater and lowest Donut Adjusted Time six consecutive years.

Do you really travel here from New Mexico just for this event? I had won the overall trophy for the first time in 2009 just before I moved to Georgia for a job change. I had
to return to defend the title—which I have done every year since then. I moved to New Mexico for another job change before the 2013 Donut Derby. The primary reason I return is to see my good friends and ride the beautiful roads of the Lehigh Valley. I have lived all over the U.S., but the best riding and best riding friends I have are in the Lehigh Valley.

**What the maximum number of donuts you have eaten at a Donut Derby?** I ate 34 in 2013.

I feel queasy after a few donuts. How do you feel after that many? Oh, I feel queasy. After the first 12 miles my heart rate is still racing and the last thing my stomach is wanting is food. After the first few bites, my stomach and brain are telling me this is disgusting and are threatening to hit the eject button. I have to overcome the physical and psychological resistance and continue eating.

**I guess an obvious question has to be, how do you train for this event?** I ride 30 minute intervals, which is about the time it takes for each of the 12-mile legs of the Donut Derby. That’s the easy part. Training for eating doughnuts between fast bike rides is more complicated. The first and most important thing is to lose the belly fat because it hinders the rapid expansion of my stomach as I load up with doughnuts. A few days before the race, I break off my diet and consume massive amounts of sugary food.

**Any special techniques for downing the donuts quickly?** I have made changes to my techniques every year. The first and most important technique is to smash the doughnuts flat. By removing the air, it speeds up the chewing process. I drink small amounts of water while chewing/swallowing to save as much room for doughnuts as possible.

**Do you eat donuts during the rest of the year? Never!** The doughnuts I eat on Labor Day equal the average annual doughnut consumption for an Engineer.

**You have recruited quite a posse for this event. Who’s on your team?** I’ve attached a picture of the 2014 edition of Donustiques. From left to right: Josh West, Tom Kellogg, Paul Taus, Chris Butler, Brad Ford, Bill Strickland, Me, Beth Strickland, Jimmy Cavalieri and Steve Schneider. Most are members of Kapelmuur Independent, a club I think....to be honest, no one really knows exactly what it is. You can look for yourself: [http://kapelmuurindependent.be/](http://kapelmuurindependent.be/)

**Finally, the answer everyone wants to know. Will you be back again next year?** I wouldn’t miss it! I had an off year this year but I’ve already made a plan and started preparation for next year. My friends in the Lehigh Valley keep me coming back, and this event is pure fun with a bellyache side effect.

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Jack Helffrich  LWA President

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**HEROES OF THE DIRT WORLD PREMIERE OCTOBER 25, 2014**

The independent film *Heroes of Dirt*, the first BMX movie in a generation, is being released this Fall. *HOD* is about a self-focused BMX dirt rider who aspires to become the next stunt champion and is forced to mentor a troubled teen. It's an unforgettable journey into real significance, and the price it takes to get there.

The movie, which delivers a very positive message for the young and includes great stunts from BMX pro riders, will be distributed to as many theaters and digital avenues as possible both nationwide and internationally.

It's brought to the screen by a core group of folks with BMX backgrounds that span 3 decades. Much of the movie was filmed in the Lehigh Valley and produced and directed by Lehigh Valley residents.

Please watch the conception of *HOD* here to see who’s involved:

[https://www.youtube.com/watch?v=t_Tlbk1y5n8](https://www.youtube.com/watch?v=t_Tlbk1y5n8)

The *Heroes of Dirt* World Premiere on Oct. 25 is at the Miller Symphony Hall in Allentown, PA, where the film was mostly shot. It will be paired with a day-long festival including a community bike ride, live music, vendors, family activities and film/media discussion panels. There will also be doing a Pro BMX contest / stunt show at the downtown location.

*Heroes of Dirt* is also booked for a Hollywood Premiere on Nov. 8 at The Montalban Theater in Hollywood, CA.

*Heroes of Dirt*, Blue Trail Entertainment, Inc.  

Official Trailer:  
[https://www.youtube.com/watch?v=rLdaaQCCuFU](https://www.youtube.com/watch?v=rLdaaQCCuFU)

Red Carpet Premiere Tickets:  

Jill Bugbee  HOD Producer
In last month’s QR, the POTLWA quotes hapless cyclist Paul Carpenter, who just having fractured his shoulder in a collision with a car but without Receiving any head injury, as saying “Thank heavens I was not wearing a helmet. If I had been wearing one I surely would have been killed.” The POTLWA’s reaction, in common with most LWA cyclists, was "What does that mean?" That’s a valid question, since Mr. Carpenter doesn’t really explain why, in this case, a helmet would have gotten him killed, other than to say a helmet would have given him a false sense of security (and presumably he would have hit the car even harder).

For those who doubt wearing protective equipment fosters taking more risk, read http://en.wikipedia.org/wiki/Risk_compensation Then go for a ride without a helmet, and you will find yourself riding slower and more carefully.

Another reason why a helmet may have gotten PC killed is that he would have had a much greater chance of hitting his head, since a helmet significantly increases the effective size of one’s cranium, making it impossible to ‘tuck and roll’, thus converting what could be a near miss to a hit.

Yet another reason why helmets may aggravate any head injury was discussed in the June 2013 issue of Bicycling Magazine.


It seems helmets built to the current standards may protect the skull from fracturing in a low speed crash, but actually increase the incidence of traumatic brain injury.

Most of our local cyclists recently killed in road traffic accidents had been wearing a helmet, as had the more than 250 people in this list:

http://members.shaw.ca/ltubman/deadhelmet.html

Recreational cyclists simply enjoy riding their bikes without a helmet.

A recent survey funded by PenDot found 74% of cyclists in Bethlehem ride without a helmet:

http://www.car-free.org/wordprespw/?p=2403

In my neighborhood it seems less than 10% of cyclists wear helmets.

It’s beyond me why cyclists have such an unshakable faith in the protective benefits of helmets. Helmet manufacturers no longer make any explicit claim of head protection in their labeling or advertising. They sell helmets because they’re aerodynamic, light and cool, not because they lessen the chances of traumatic brain injury.

I bet if the use of helmets was optional, LWA membership would increase, cycling would not appear to be as dangerous as it’s currently made out to be; drivers would expect to encounter more cyclists on the road and it would be safer for all of us.

Every cyclist knows someone whose life was saved by a cracked helmet. But drop a full cup of coffee and the Styrofoam cup will crack. Try cracking the bone surrounding the marble in osso buco and you’d have an idea how hard it is to crack your skull. Anyone who thinks their cracked Styrofoam helmet prevented their skull from cracking after a minor fall is fooled by a false sense of security.

Seems it would be easier to convince the Islamic State to allow women to go without wearing a burqa than to convince cycling organizations to make helmet use optional, despite the absence of hard data showing net benefit of helmet use.

http://en.wikipedia.org/wiki/Bicycle_helmet_laws

"There is no consensus on whether helmets themselves are effective, useful, or worth either promotion or compulsion."

The source of this culture of fear may be the helmet manufacturers themselves: Bell helmets has been accused of inaccurate claims, fear mongering and lobbying to promote mandatory helmet laws http://www.bellboycott.com/

Here’s a blog that summarizes it all:


"It would be one thing if an inquest had taken place and the coroner had stated, based on the evidence presented, that a helmet would have saved the cyclist’s life. But that hasn’t happened."

Hansel de Sousa

**BICYCLE INSURANCE?**

I am with the Arbor Insurance Group, and we now offer Bicycle Insurance thru Markel (just like you see in bicycle magazine, but now you can have a local agent!). I understand there is club coverage when we are on club rides, but wanted to offer coverage to all which includes the replacement value of the bike. This policy even covers racing for amateurs and pro riders. Any type of bike. Yes, you can schedule the bike on your home policy, but you may not be paid full value of the bike in the event of a loss. Many companies limit to recreational use, so if you are racing you may not have coverage. Most policies also limit coverage in continental US, Canada, Hawaii.

You can check out the insurance flyer on the last page of this month’s QR.

Roberta L. Kates  
LWA Member  
rkates@ArborIG.com  
Arbor Insurance Group
The QRQ of the Month for September 2014 was to provide a caption for the following “cycling” photo:

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

**GMack QR Editor**

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**LWA FINANCIAL SEPTEMBER 2014**

August performance against budget for the Touring Division was very favorable due to the Donut Derby. The Racing Division reported minimal financial activity in August.

**Touring Division**

August financials are dominated by the LWA Donut Derby. Our financials are reported on a "cash basis" so all of the DD revenues ($7.5K) are reported in August; however, only 42% of the expenses occurred in August (the DD occurred on 1 September). I am pleased to report that the DD profits are expected to be $2.2K after the residual expenses are booked in September. By all accounts the DD was very successful event thanks to Brian Wacik’s outstanding leadership and lots of LWA volunteers. I personally worked the event and it was a lot of fun with lots of smiling riders.

The Gap Gallop will be reported in our September Financials. Based on our final rider counts, the GG will also be a very successful event.

**Racing Division**

The racing season is winding down and had minimal financial activity in August. Based on a very successful July, we expect the racing division will finish the year close to their 2014 budget and in a strong cash position.
Cash Balances:

Touring $16.5K. This represents a $6.0K increase. Ytsma Donation Reserve $1.0K included in the $16.5K Touring cash balance.

Racing $15.2K. This is a $0.3K decrease from July 2014. Please see the attached for additional details. If there are questions or if you need additional information, please let me know.

Dave Sheffield  LWA Treasurer

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<table>
<thead>
<tr>
<th>Income</th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Dues &amp; Race Income</td>
<td>$4,745</td>
<td>$11,136</td>
<td>$15,880</td>
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<tr>
<td>GG &amp; DD</td>
<td>7,600</td>
<td>-</td>
<td>7,600</td>
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<tr>
<td>Other income</td>
<td>2,290*</td>
<td>610</td>
<td>2,890</td>
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<td><strong>Total Income</strong></td>
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<td><strong>11,745</strong></td>
<td><strong>26,390</strong></td>
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<th>Expenses</th>
<th>Touring</th>
<th>Racing</th>
<th>Total</th>
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<tr>
<td>Advertising</td>
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<td>1,500</td>
<td>3,813</td>
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<td>GG &amp; DD</td>
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<td>2,913</td>
<td>2,913</td>
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<tr>
<td>Touring Rides (ES &amp; Amish)</td>
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<td>273</td>
<td>273*</td>
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<tr>
<td>Grill &amp; Chill</td>
<td>576</td>
<td>-</td>
<td>576</td>
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<tr>
<td>Oth Social Events</td>
<td>1,181*</td>
<td>-</td>
<td>1,181*</td>
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<tr>
<td>Insurance</td>
<td>1,576*</td>
<td>-</td>
<td>1,576*</td>
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<tr>
<td>Donations &amp; Gifts</td>
<td>100</td>
<td>-</td>
<td>100</td>
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<tr>
<td>Race Permits &amp; Insurance</td>
<td>-</td>
<td>1,545</td>
<td>1,545</td>
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<tr>
<td>Racing Expense</td>
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<td>Race Officials</td>
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<td>Barn Rental</td>
<td>500</td>
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<td>950</td>
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<tr>
<td>Web, Meet Up &amp; GPS</td>
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<td>-</td>
<td>242</td>
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<tr>
<td>Affiliated Dues</td>
<td>-</td>
<td>153</td>
<td>153</td>
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<tr>
<td>Other (incl PayPal fees)</td>
<td>498*</td>
<td>-</td>
<td>498*</td>
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<tr>
<td>Clothing (Socks)</td>
<td>816</td>
<td>-</td>
<td>816</td>
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<tr>
<td><strong>Total Expense</strong></td>
<td><strong>8,675</strong></td>
<td><strong>12,784</strong></td>
<td><strong>21,460</strong></td>
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<table>
<thead>
<tr>
<th>Total Operating Income</th>
<th>$5,870</th>
<th>($1,039)</th>
<th>$4,830</th>
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</thead>
</table>

Aug YTD Budget

| Budget Variance | $4,526 | ($206) | $4,319 |

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**NETPOS**

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MEMBER PIC PAGES

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LWA QUICK RELEASE  OCTOBER 2014 12
PARTY TIME!
DECEMBER 7, 2014

The 2014 Holiday Party will be held on Sunday, December 7, at Green Pond Country Club. Cost to LWA members is $20.00 per person. Registration information coming soon!

Debby Terfinko   LWA G&C MasterChef
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
Schnecsdale, 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

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SUPPORT YOUR LOCAL BIKE SHOP
September 19, 2014

Jack Helfrich, Pres.
Lehigh Wheelmen Association
P.O. Box 140
Trexlertown, PA
18087-0140

Dear Jack:

Hogar Crea wishes to thank the Wheelmen for their generous gift of foodstuffs left over from the final Grill n Chill and from the Gap Gallop.

We are an organization that provides rehabilitative services to addicts and alcoholics throughout Pennsylvania. We do so without any direct government assistance and therefore contributions such as we received from you are so helpful to us achieving our mission. And, I might add, the home baked goodies were a real treat for the resident companions!

We thank you, and ask that you let your membership know of our appreciation.

Sincerely,

Ron Helmuth
President, Steering Committee
Hogar Crea of Freemansburg
Cycling means different things to different people. That is why, Markel Bicycle Insurance offers bicycle coverage customized for each individual cycle, and doesn’t provide one-size-fits-all coverage.

**Policies are as low as $100 per year.**

**Coverage Highlights:**
- **Bicycle Physical Damage:** primary coverage for the cost to repair or replace the cycle (including fixed accessories and components) up to the policy limit, due to sudden, accidental direct physical loss or damage to the cycle. This coverage would apply if insured bicycle were to be involved in a collision, fire, theft, vandalism, or in the hitting of another object.

Coverage also includes protection while the bicycle is in transit (land or air) to & from any location in the United States or Canada, and protection when competing in triathlon or bicycle races.

**INCLUDED COVERAGES AT NO EXTRA COST:**
- Rental Reimbursement
- Competitive Event Fee Reimbursement
- Spare Parts
- Cycle Apparel
- **Bicycle Liability:** primary coverage for the injuries or property damage (caused by the insured bicycle) for which the insured is held legally responsible. Coverage is offered at combined single limits of: $25,000, $50,000 and $100,000.
- **Medical Payments:** covers medical expenses of the insured cyclist if they are injured while on the insured bicycle, regardless of fault. The following per person limits are available: $1,000, $2,500, $5,000, $7,500, $10,000.
- **Vehicle Contact Protection:** covers injuries if, while on the insured bicycle, the insured is struck by an uninsured or underinsured motorist. Available in combined single limits of $10,000 or $25,000.
- **Roadside Assistance:** for only $10 per year per bicycle. 24-hour Emergency Service will be provided (up to 35 miles per tow, 5 tows per year).

See how an average Homeowner’s Policy measures up to Markel

<table>
<thead>
<tr>
<th>Policy Coverage</th>
<th>Average Homeowner’s Policy</th>
<th>Markel Bicycle Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insured at Full Value*</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Crash Damage</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Theft Coverage</td>
<td>Limited</td>
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</tr>
<tr>
<td>Theft Away from Home</td>
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<td>Yes</td>
</tr>
<tr>
<td>Vehicle Contact Protection</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Personal Liability</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Replacement Bike Rental</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Event Fee Reimbursement</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Cycling Apparel</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Medical Payments</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Racing Coverage</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Spare Parts Insured</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Covered in Transit</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Worldwide Physical Damage</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
<tr>
<td>Roadside Assistance</td>
<td>Not Likely</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* Homeowner’s coverage is typically limited Actual Cash Value (ACV) of the bike, not replacement value.