With one of the coldest February's on record, LWA led rides were at a minimum. We did have some (very few) hardy (or foolhardy) riders brave the cold in February for 5 rides and 15 riders, all led by the invincible Richard Baldock. For the first three months of the ride-year we've had whopping 27 rides with 167 riders and our top ride leaders year-to-date are the aforementioned Richard with 17 rides/53 riders, Jack Helffrich 2 rides/29 riders, Dick McCreight 2 rides/25 riders and Art Hunsburger 2 rides/23 riders. It's time to get back on the road and whip ourselves into shape!

Dick McCreight

GRILL AND CHILL RETURNS
APRIL 27, 2015

Join us for the first Grill & Chill on Monday, April 27th! The LWA hosts these after-ride parties for their members once a month after the Monday night ride. We provide hot dogs, burgers, and non-alcoholic beverages. Members are welcome to bring side dishes and desserts. G&C nights for the season are now posted on the LWA Meet-up Calendar.

If you would like to help cook or serve at the Grill & Chill contact Debby Terfinko at debbyterfinko@gmail.com. Volunteers are always welcome to drop by!

Debby Terfinko
BOUND BY THE BIKE 1:
RON’S STORY

After the LWA Chill and Grill Ride on Friday, March 13, I proposed to some fellow Wheelmen that we consider sharing our experiences of how we each found ourselves in a health crisis and how our LWA friends gave us support during those tough times. I thought we could have a tremendous inspirational impact on fellow cyclists and club members by sharing our stories.

Here’s mine:

Almost exactly five years ago, at the beginning of the first Wednesday morning ride of the spring, our ride leader gave the customary instructions, but before he could give the go signal, a rider whom I’d never met interrupted him and asked for a word.

“I want you all to know,” he said, “how much you mean to me, and how much I’ve been looking forward to this moment.

“While lying in that hospital bed in Philadelphia, while going through test after test, procedure after procedure, I must have thought about this group and this moment at least a hundred thousand times. Life is good, and I’m so grateful.”

Thus I met Neil D. Since then we’ve ridden thousands of miles together and shared hundreds of stories (some of them numerous times!) and countless laughs. To me as to many Wheelmen, Neil’s battle with cancer and his wisdom born of adversity and thoughtfulness, and even more, his simple friendship, have inspired and enriched.

I regularly ride with a number of Wheelmen who have over the years ridden the Perimeter Ride, a biennial cancer fund-raiser, and I had hoped to ride in 2015.

Alas, this was not to be, for in the fall of 2014, I was myself diagnosed with non-Hodgkin’s lymphoma. I turned naturally for support to Neil, and to another Wheelman, George, who had his own battle with cancer three years ago. Those first weeks from a positive finding of cancerous cells, to an exact identification of the subtype, a prescribed treatment plan, and most importantly, some sort of prognosis, were most unsettling. And, by the way, my prognosis is excellent; we caught it early, and it’s a type easily treatable. Compared to the battles of my colleague Wheelmen survivors, I’m very lucky. The treatments inconvenience me, and I’ve had periods of discomfort, but not the horrific side effects one often associates with cancer treatments.

Through those early days and through the current treatments, I’m blessed to have my Wheelmen friends. You have called, you have taken me to lunch, you sent me music and books, you invited me to a Super Bowl party, you encouraged me, inspired me, made me laugh.

I feel that Wheelmen love, a love borne of riding countless miles together on a bicycle, which might be nothing more than a healthy excuse for spending time together to share our stories and our lives. I look forward to riding with you again as a B rider, and then a C, then D, and even after that. And though the very idea pains me, to find new ways of sharing the love and the stories should life after the bicycle be our lot.

Ron Helmuth       LWA Team Moots

Editor’s Note: See Neil Dicker’s “Undulating Terrain,” a reflection on Ron’s story and final thoughts, p. 3

ANNUAL SHEFFY CHILL AND GRILL
FRIDAY, MARCH 13, 2015

How bad was the winter in the Lehigh Valley? Well, not as bad as Boston, but we did have to wait until mid-March to schedule the Sheffy Chill & Grill. The ride leader is OK with cold weather riding, but the temps do need to be on the north side of 25°F and the roads need to be clear. Last Friday (the 13th) worked out just fine for our 3rd Annual Sheffy Grill & Chill. We had 20 LWA members show up for a 27 mile ride and an indoor picnic afterwards. The post-ride “grill” included 4 different kinds of chili and, of course, lots of side dishes/desserts provided by fellow cyclists and attendees. It goes without saying, we had a great time, and it was wonderful hanging out with our LWA cycling friends. This ride only happens once a year, so mark your calendars for next year......date dependent upon the weather.

Dave Sheffield       LWA President
BOUND BY THE BIKE 2:  
A REFLECTION

In response to Ron’s Story, p.2

UNDULATING TERRAIN

I suppose that the truth is always there. It’s just so hard to see sometimes. Often these days, I have discovered that if I choose to look out of the corner of my eye, rather than directly, that the colors of truth are so much more visible.

This is a true story from Siesta Key, Florida. And, I feel that it might hold the future which all of us wish for. The vision has often been alluded to, most recently by my friend Ron H., but I actually got to see it in the present first hand and for real.

Of course, the story took place on a bike ride. Rather, it was at the end of a ride while I was sitting down to a lunch at an outside café’ on one of those warm February days which you up North never see.

The lead in was miserable. I had gone out on a 40-mile upper-B ride. It was just OK. Too controlled for me, too steady, no accelerations or adrenaline rush. Still, there I was with the rest of the group at the rest stop. Nature called and by the time I came out they had all left. Joie de vivre. Shortly after, the slower B group arrived, and I saw that I must return with them. Bummer. A real bummer. Even slower and more sedate than before.

And so, I arrived back at the start. Decision time. Either I go to lunch with whoever is there or I leave. 50-50 as always. So. Why not? There I was and I chose to meet whoever was there.

Holy smokes. Neither the first B group or the slower B group was there. Oh, no. Just a bunch of really old guys sitting around a table ordering lunch. The C or D group. I sat down with my Tour de France cap and my darkest of sunglasses. In all of my shining glory.

Six of us. The guy to my left was drooling as he spoke, and the others looked ready to keel over. But, that is because I looked directly at them. Which was my big mistake. The trick here was to look out of the corner of my eye. And I did. And what I saw was remarkable.

These five men were all in their mid to upper 70’s. Flushed with success from their ride at 12-14 mph. When they looked at each other they saw neither the drooling or the tired, old faces. No. What they saw were the friends which they were and the fire which still burned in their belly. It was life firsthand and I wish I had had my camera and I wish I had interviewed them. But the moment came and the moment passed.

And what I realized was that I had seen the best of all possible outcomes which might come our way. Out of all of the permutations, combinations and probabilities, these men were still here. Riding their bikes as they traveled through time together.

And then I truly understood that I had seen the truth of our fondest future. What I had seen and been part of is what we all wish for ourselves one day.

Ruach aka Neil D.

UPCOMING LWA SPRING EVENTS:
WEEKEND AT THE EASTERN SHORE

Friday, April 17, 2015 2:00 PM  
to Sunday, April 19, 2015, 3:00 PM

Comfort Inn
8523 Ocean Gate Highway, Easton, MD

As the club has been doing for the past few years, we will be hosting several out of area cycling weekends this spring. The first is the annual Weekend on the Eastern Shore in Easton Maryland. The dates this year are Friday April 17 – Sunday April 19. Our lodging for the weekend is the Comfort Inn, 8523 Ocean Gateway, Easton, MD, 410-820-8333 . The room rate is $89.00 per room (plus state and city tax). We have 10 rooms blocked under the group name Lehigh Wheelmen Bicycle Club. The cutoff date to reserve a room is March 17. After that date the block will be released and rooms may not be available. For more information and route maps, click below.

http://tinyurl.com/lwa-eastern-shore-2015
UPCOMING LWA SPRING EVENTS:
CYCLING WEEKEND IN CORNING, NEW YORK

Friday, May 29, 2015 2:00 PM
to Sunday, May 31, 2015, 3:00 PM
Hampton Inn Corning/Painted Post
248 Town Center Rd, Painted Post, NY

The weekend of May 29 – 31 we will be offering a trip to a new area, Corning, NY. I have reserved a block of 10 rooms at the Hampton Inn, 248 Town Center Road Painted Post, New York 14870, phone # 607-936-5020. The rate is $124 per room (plus tax). You can call anytime now and say you want a room out of the convention block under Lehigh Wheelman for these dates. They will pull a room and get all your personal information to book it. The cutoff date is 5/1/2015. Any rooms left as of that date will be released from their system.

Corning is a wonderful place to visit. You simply don't want miss the Corning Museum of Glass (http://www.cmoq.org/) if you've never been there. You may want to consider not riding on Friday so you can visit it.

Due to insurance, you must be an LWA member to participate. You can join on line from our website at http://www.lehighwheelmen.org/

PLEASE RSVP BY APRIL 1


Paul Smith LWA VP of Touring

TOUR DE TUSH ALLENTOWN
COLON CANCER AWARENESS RIDE
SATURDAY, JUNE 13, 2015

Please consider riding and/or supporting the inaugural Tour de Tush bike ride to support Colon Cancer Awareness efforts in the Lehigh Valley. Colon Cancer is a disease that affects many lives, regardless of age or lifestyle; it is the second leading cause of cancer deaths. Awareness is the key to saving lives with Colon Cancer because it is a disease that is largely preventable through proper screening.

The ride was conceived while I was sitting in a chemo chair going through treatment for stage III Colon Cancer. It was detected during a routine screening at age 50. I had no family history or symptoms, exercised daily, and was in good physical condition. During this time, I put much thought into what I could do to help save lives. In my opinion, there aren't enough resources put into Colon Cancer awareness efforts. It seems like it is a disease you rarely hear people talking about, and very few get screened on time. I partnered with the Colon Cancer Coalition, a national non-profit that puts on events to raise funds for community efforts for Colon Cancer Awareness.

Local businesses and corporations have been more than generous to make the event successful. Current sponsors include:

Olympus America (Presenting Sponsor)
Lehigh Valley Health Network
Bikeline of Allentown (providing vans, mobile repair stations etc.)
Bicycling Magazine
Kutztown University
Clif Bars
Colon-Rectal Surgery Associates
Mainline Dermatology

The ride is being held on Saturday, June 13, 2015, (start is 8am) at Grange Park in Upper Macungie Township. Grange Park is located on Grange Road, north of the 222 bypass in Upper Macungie Township. The ride features 2 routes (30 mile and Metric Century). The routes are located in Strava at:

https://www.strava.com/routes/1420753
https://www.strava.com/routes/1428897

The cost for entry is a modest $30 and you are not required to raise funds, although it would be appreciated. To register, simply visit the Colon Cancer Coalition website at: http://www.coloncancercoalition.org/ and search for the Tour de Tush, Allentown. If you have questions please contact Gale Fritsche at gdf2@lehigh.edu or 610-301-1586. Thank you. I hope to see you at the ride.

Gale Fritsche
STOREY FAILS TO BREAK WOMEN’S ONE-HOUR RECORD
FEBRUARY 28, 2015

Sarah Storey, British road and track racer, multiple gold medal winner at the Paralympic Games in both cycling and swimming, and three times British national track champion in open cycling, failed in her attempt to break the long-standing women’s hour record on February 28, 2015, at the Lee Valley Velodrome, the velodrome for the 2012 Olympic and Paralympic Games.

Storey rode 45.502km (28.274 mi), to set a British and Paralympian C5 best, but finished about 560 meters behind the 46.065 km (28.623 mi) record set in 2003 by Dutch cycling legend Leontien Ziglaard-van Noorsel, winner of 6 medals in both road and track racing at the Sydney 2000 and Athens 2004 Olympics.

Despite her disappointment, Storey, who said she would be back on the bike sometime in the next week, returned her focus to retaining her pursuit and scratch race titles at the UCI Track World Championships in Holland at the end of the March as well as preparing to qualify for her 7th Paralympic Games, coming up in Rio de Janiero in 18 months.

http://www.bbc.com/sport/0/cycling/31675839
http://www.manchestereveningnews.co.uk/news/greater-manchester-news/it-hardest-hour-life-dame-8746229

GMack QR Editor

SPECIAL LWA/LBS EVENT:
BIKE LINE MEET AND GREET
NIGHTS FOR LWA MEMBERS

Bike Line shops of Bethlehem and Allentown have scheduled two “Meet and Greet” nights for LWA members with food, refreshments, and a chance to meet with industry and product reps. The nights have been scheduled for April 10, 6-8 PM, at the Bethlehem Bike Line and May 15, 6-8 PM, at the Allentown Bike Line. The LWA Racing Division might even provide a cash back incentive on purchases made on these special nights for LWA membership.

Look for an update in the April QR for more information about these special nights and the product reps who may be on hand to answer questions.

Please rsvp Chip Berezny or Sallie Urffer if you plan to attend either or both nights.

Chip Berezny chipberezny@gmail.com
Sallie Urffer sallie.pedals@gmail.com

Lauren Grafton General Manager Bike Line

"It was definitely the hardest hour of my life," Storey said. "It's not as far as Leontien but to miss out to her is no bad thing."

Storey, 37, an 11-time Paralympic champion, was ahead of record pace for the first half of her ride but started to fall behind after 30 minutes and was approximately 40 seconds off pace near the end of her hour attempt. The UCI featured a live broadcast of the event on their Youtube channel. The toll which a one-hour record attempt takes on a rider's mind and body was clearly protracted in the coverage of Storey's physical collapse at the end of her ride.

Storey's comments after her attempt echoed those of Eddy Merckx, cycling great and 4 time winner of the Tour de France, who called the event “the hardest ride he had ever done” when he set the now-eclipsed men's record in 1972.
STRANGE STUFF 3:  
THE BANANA HOLDER

Got everything on your bike ready for a ride---gps or cyclometer or both, lights, flashers, repair kit, spare tube, CO2 cartridge pump and/or conventional pump, water bottle, water or electrolyte drink or both, Clif shots or Gu chews, energy bar(s), bike-mount speakers, and assorted horns, bells, and whistles---and can’t find room for your banana. No problem with that banana if you have this great little accessory for cyclists, the banana holder.

The unisex banana holder is made of genuine leather in your choice of brown or black and allows a cyclist to safely carry and easily access his or her banana on the bike and on the ride. The banana holder can conveniently be attached to the bike top tube (pictured above), handlebars, behind the seat (pictured below), or even on your waist belt (if you choose to add a belt to your cycling tights as a fashion statement or a call for help).

The banana holder, handmade in black or brown leather, is available for only $55 (plus $6.00 shipping and handling to 18049). Check it out.

The banana holder, hand made prior to consumption, so it is not quite the convenient “natural energy bar” that is the banana. Weight weenies, however, be forewarned; the site does not include the weight of this “handy” device.

Check out the banana holder website for more information.

http://biken.us/product/banana-holder/

The site even includes instructional videos such as “how to care for your banana holder” and, more importantly, “how to hang your banana.”

http://biken.us/useandcare/how-to-hang-a-banana/
LWA RIDE LEADER MEETING
MARCH 21, 2015

On March 21, 2015, Dave Sheffield, LWA President, and Paul Smith, LWA VP of Touring, hosted an open club meeting with past and prospective LWA ride leaders on the topics of ride leading guidelines, the PA vehicle code as it applies to cyclists, club insurance, liability, and ride ratings. In addition, Keith Gorley addressed the legal issues surrounding individual and club liability in the event of ride incidents, Susie Molnar spoke about on-the-ride procedures in the event of an accident or injury involving a cyclist, and Dick McCreight reviewed the process for submitting ride signup sheets for ride leader credit.

Paul Smith opened the meeting with a discussion of the Ride Leader Guidelines for the LWA sponsored rides. The guidelines are posted on the LWA website in the documents section. However, Paul highlighted some of the most salient points for a ride leader’s consideration in both posting and hosting an LWA ride. Some of his more important points included the following:

*Rides should be posted on the LWA ride calendar as early as possible but no later than 24 hours prior to the ride.

*It is especially helpful to put distance and pace in the title of the ride posted.

*If a ride leader needs to cancel the ride due to weather or other reasons, he or she should post the cancellation at least 2 hours before the designated start time.

*Everyone on the ride should sign the sign in sheet. The ride leader should count the number of riders before the ride and TAKE THE SIGN UP SHEET on the ride.

SPECIAL NOTE: On many LWA rides, a cyclist might choose to join the ride somewhere on the route rather than at the start. Cyclists who choose this option should sign the signup sheet (carried by the ride leader) when he or she joins the ride. This practice is important both for LWA insurance coverage and liability issues.

*Ride leaders should inform non-members who show up for a ride that the club insurance covers them for the first ride. First time, non-club riders should be encouraged to join the club. If a non-club member shows up for more than one club sponsored ride, he or she will not longer be covered by club insurance; however, they should still be signing the signup sheet/waiver to protect club and ride leader liability.

*All ride leaders should emphasize that bicycles are vehicles and subject to the rules of the road. See notes below on vehicle laws governing cyclists.

*A ride leader should suggest that everyone have an informal “buddy” especially on rides with a large group.

*If a cyclist does not have a helmet or refuses to sign the sign-up/waiver sheet, officially he or she is not part of the ride. (The importance of the sign-up sheet which is also a waiver was echoed later in the meeting during the discussion of club insurance and liability).

*Ride leaders should discourage the common practice of yelling “CLEAR” at intersections. Every rider should judge for himself when it is safe to enter the intersection. (There is a reason The Philadelphia Bike Club and others ban the practice on their rides.)

*Ride leaders should always lead at the pace posted for the ride and “lead from the rear.”

*Ride leaders should “lead from the rear” and put the responsibility to stay together on the group. If everyone keeps the leader within earshot, he or she can hear directions.

*If a cyclist cannot keep up with the main group and ride leader on more than one club ride, he or she should consider choosing a ride with a lower difficulty level and ride rating. More on ride ratings to follow.

Paul also reviewed the most significant sections of the PennDOT laws as they apply to cyclists, Section 3501.

*Every person riding a pedalcycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle. Bicycles have the RIGHT to the roadway space needed to operate safely. Bicycles have the DUTY to obey the same traffic laws as all other users.

*In the case of STOP signs, LWA cyclists should slow to a near stop at all stop signs regardless of the location. If any traffic is visible, cyclists should come to a complete stop and proceed following the same rules as if driving a car. Taking a foot out of the clips is a good signal to driver of another “vehicle” that you INTEND to stop.

*Persons riding pedalcycles upon a roadway shall not ride more than two abreast, except on paths or parts or roadways set aside for the exclusive use of pedalcycles. However, the following part of the vehicle code, section 3301(b), also applies to cyclists:

See Ride Leader Meeting, p. 8,
Ride Leader Meeting, continued from p. 7,

Upon all roadways, any vehicles proceeding at less than the normal speed of traffic shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection.

*This section of the vehicle code clearly suggests that cyclists, though allowed by law to ride two abreast, should move to the right and ride single file in situations when impeding the flow of traffic.

After Paul's presentation Keith Gorley presented an overview of liability for ride leaders for club rides if an accident or injury occurred on a ride. Keith's presentation stressed that as long as everyone on a ride signs the ride or event waiver, there is absolutely nothing anyone should worry about with regard to liability. To paraphrase Keith's words—"as a lawyer, I have no concerns whatsoever about incurring liability as a ride leader or participant on an LWA ride as long as everyone signs the waiver." The waiver protects everyone who signs it, so it benefits the club, the ride leaders and all participants.

Susie Molnar clearly explained the protocol to be followed on a ride in the event an accident or injuries. She ended her presentation by stressing the importance of first aid training for cyclists. Dave Sheffield reinforced her suggestions by encouraging LWA members to attend Earl Ostrander's yearly class on First Aid and CPR, presented this year at the February general meeting. If 12-14 club members expressed an interest in attending, Earl might be willing to conduct a second session in 2015.

Paul and Dave concluded the meeting with a discussion of the present LWA ride ratings with suggestions for improvement and more specificity. The discussed changes will be addressed at a future club or board meeting.

The meeting concluded with the unveiling of the new LWA ride leader jersey.

Thanks to Paul, Dave, Dick, Keith, and Susie for an informative and comprehensive presentation for past and prospective ride leaders. Special thanks to Paul, VP of Touring, for planning the meeting and coordinating the topics and speakers.

For further information about Ride Leader Guidelines and PennDOT vehicle codes applying to cyclists, check out the following links:

http://www.dmv.state.pa.us/pdotforms/vehicle_code/chapter35.pdf
http://www.dmv.state.pa.us/pdotforms/vehicle_code/chapter33.pdf

GMack QR Editor

QRQ QRQ OF THE MONTH MARCH 2015

The QRQ of the Month for March 2015 was to provide a caption for the following cycling photo:

The reader response was again surprising considering that few club members actually look at the Quick Release, fewer still actually read the newsletter at all, and of those who do fewer still rarely get as far as the QRQ, except, perhaps, to look at the pictures. In any case, thanks to the diligence and dedication of the small readership who continue to submit captions for the QRQ, the Quick Release Question of the Month, or more aptly named the QRPC, the Quick Release Photo Caption of the Month, this column will continue at least one more issue.

Thanks to the following club members and their captions:

"A flagrant violation of the Federal Child Stoker Laws."  
Bryan Nyce

"Pedal faster, girls...if you can pass me, I'll buy you both an ice-cream cone!"  
Bryan Nyce

"Dave and NancySheffield training at an early age.”  
Carl Zvanut

"Hey Dad....we're getting a great draft!"  
Dave Sheffield

"Hey Dad...will you get a move on...we're right behind you.”  
Dave Sheffield

"So this is what the Keirin is all about.”  
Ignatius J. Riley

"When do you think Dad will be able to give up the training wheels?”  
Myrna Minkoff

See QRQ of the Month, continued on p. 9,
QRQ of the Month, continued from p. 8,

The QRQ of the Month for April is to provide a caption for the following cycling photo:

![Cycling Photo]

Be sure to submit your response to the QRQ by April 20, 2015. Submit all captions to gbmack@ptd.net.

GMack QR Editor

MORE MEMBERSHIP ISSUES MARCH 2015

MEMBERSHIP EMAIL:
Reminder: We communicate almost exclusively via email. Please make sure your email address is current. Not sure? Login and update if necessary. Problems? Contact membership!

Does anyone have a valid email address for any of the following?

Barbara Cohen (BarbaraPsyD@aol.com) (March carryover)

Bill Shirey (basketcase6666@comcast.net) ~ email confirmed as no longer valid (spoke with Bill S. at Ride Leader Training Meeting, still bouncing back)(March|February carryover)

Earl Wuchter (earlw@enter.net) ~ email confirmed as no longer valid(March|February carryover)

MEMBERSHIP EXPIRATION NOTICES:
If you receive an email with a Subject line akin to, “LWA membership EXPIRATION ~ RIB, 4/1/15”, then it probably NOT spam, and likely means that your LWA membership has expired.

FORGOTTEN USERNAME OR PASSWORD ?:
Contact Membership Administration. We can retrieve your username and/or reset your password to a temporary password (we cannot see your current password).

DATE OF BIRTH (DOB) INFORMATION IN YOUR LWA DATABASE RECORD (SECURITY RECOMMENDATION):

Occasionally it is useful to the LWA Leadership to know an approximate age profile of our membership; however, it is not necessary to include your exact date of birth in your member profile. For example, it probably doesn’t matter for LWA’s purposes whether you are 44, 45 or 46. Because hackers are always looking for DOB information, I recommend you edit your DOB data (“just in case”) so that the month, date and year numbers are all incorrect, but your implied age is approximately accurate.

LWA MEETUP ORGANIZER REQUIREMENTS:
Must be a dues paying LWA member in good standing.
Must join the LWA Meetup group.
Must contact LWA Webmaster, Dave Drummer, requesting designation as an LWA Meetup Organizer (either initial or reinstatement, if applicable).
Must be an Organizer to post an official LWA event/ride, for example, because we now use Meetup as our official calendar mechanism.

MEMBERSHIP BENEFIT HIGHLIGHT LWA MEDICAL INSURANCE COVERAGE:
In addition to Liability insurance, LWA members and first-time guests are covered by our Medical insurance ($500 deductible, $10K limit).

Example: Assume your personal medical insurance pays 100% after an annual $5K out-of-pocket deductible. On an official LWA ride you hit a bike-devouring pothole, fall and break your wrist, requiring surgery. According to my understanding, you would pay $500, the LWA insurer would pay $4500, and your insurance would pay the remainder.

A PERSONAL ANECDOTE ON LWA INSURANCE:
Four years ago I was riding unofficially with a couple of LWA members. On an uphill I dropped my chain. By the time I realized it, I had lost all momentum and was going down. Not being agile enough to unclip quickly enough I instinctively I put my left hand down (SNAP)! I’m now the proud possessor of a titanium plate and screws in my left wrist. Because it was NOT an official LWA ride, the incident was ineligible for the LWA medical insurance coverage. Bottom line: My oops cost me ~$2K out-of-pocket instead of just $500. For the $1500 difference I could have renewed my LWA membership to the year 2111. If you ride unofficially with friends, LWA members or not, you might consider posting your rides as LWA rides. In addition to the insurance benefit, you might even expand your circle of riding partners.

Apologies in advance for any errors, omissions or redundancies.

Richard Baldock Membership Administration
Rob Smith rrv314159@rcn.com rbsmith@ptd.net

LWA QUICK RELEASE APRIL 2015
CAMP DERBY 2015:  
JACK’S JOURNEY

When I was a kid back in the dark ages (only three stations of black and white TV, no iPhones or internet, walking to school), I always anticipated going to camp at some time during the summer. Now that I am all growed up, I look forward to a few weeks of Florida in the winter. So, during the never-ending, unrelenting winter of 2015, I began my cycling training by attending Camp Derby.

LWA members and veteran cyclists Bill and Jane Derby run Camp Derby, and they had been in full attack mode since their arrival in Florida on January 1. Jane had already banked 925 & 825 miles in January and February, and was on target for going well over 1000 in March. I arrived at the Derby’s camp in Mt. Dora for the second week in March. Patty G. had arrived recently and was in the same class of cadets. I knew things were serious when, on the Saturday of my arrival, Jane offered to do a 35 mile loop in the afternoon, despite having ridden the same course in the morning with Bill and Patty.

My training up to this point had consisted of sporadic running, and indoor spin classes appropriately called High Intensity Interval Training (HIIT) with Hali Goldman (“Get comfortable with being uncomfortable!”). In Florida, prior to arriving at Camp Derby, I also did a flat ride on the Withlacoochee Trail. It’s worth riding this converted rail-to-trail just to enjoy pronouncing the name.

Fortunately, at Camp Derby, it was not mandatory to follow our hosts example and maintain a daily data log of my weight, BMI, calories burned, vertical feet climbed, maximum and average heart rates, etc. Daily mileage and average speed were the only requirement. We rode daily, and somewhere along the miles the idea of doing a century worked its way into the conversation.

I have frequently expressed my opinion of a one hundred mile ride, but for those of you who have not heard it, or have forgotten it, it’s this: On a century, you take one of the things you love the most and keep doing it until you hate it.

But, I rationalized, 1.) it’s flat, 2.) it’s warm, 3.) it’s a PRPRAC year and I need the saddle time 4.) there is a cutout option at about the sixty mile mark, so my commitment can be, well, non-committal.

So, on Wednesday morning, Bill, Jane, their friend Ed, Patty, and I got up, got out, and got going. It turned out to be a great century day - warm, but with high clouds that hid the sun and kept us from feeling like we were in a ‘Shake and Bake’ commercial. We enjoyed the smell of orange blossoms and the smooth roads with generous shoulders, unaffected by any freeze/thaw heaving cycle. Motorists were polite and traffic was light. Somewhere along the route, Bill snuck away, effectively making the decision for me to complete the full, not metric, century.

For the record, I was able to personally verify Jane’s frequent claim that central Florida is not always that flat. I always considered the name ‘Mt. Dora’ to be a misnomer, but we did ride on a road appropriately named “Thrill Hill,” on which my Garmin indicated a grade of 16%. Just sayin’.

So it’s done. The earliest in the year I have ever completed a century. Ed, Jane and Patty were great company, and the ride was made even more enjoyable considering how miserable I would have been back in winter’s snowy grip in PA. Give me a week or two for this snow to melt and to get acclimated to the cooler weather, and I’ll be out on the road. Might even do another century.

Jack Helffrich

Patty G. and Jane D. on Florida C.
HELP WANTED
CLUB WEBSITE UPGRADE

The LWA is looking for a volunteer with data base experience to help Dave Drummer on the LWA Website. Dave has upgraded the website; however, he needs some help in reconnecting the data base and the paypal links. People who have an interest, should contact Dave for additional details. beammeup42@ptd.net 610-298-3382

Dave Sheffield LWA President
Dave Drummer LWA Webmaster

RIDING IN RALEIGH
SPRING IN THE SOUTH

Every March my wife has a conference in Raleigh, NC, and we drive down and stay with friends. I bring my old bike and try to get in some early spring riding. The riding is always interesting with a mix of bike lanes, wide roads, narrow roads, and paved bike trails.

The city itself is very bike friendly with many bike lanes that seem to start and stop and continue a few blocks later. I've been able to figure out where the route goes. The maps provided by the city are somewhat helpful and most times accurate. Having a GPS along is useful. There are many routes on Map My Ride and I found several that went right past our friend's house.

One of my favorite rides is to take the greenway to the art museum to a bike trail around the outdoor exhibit. A few miles further and you get to Umstead State Park which has its own trail system through the forests. And on the way home, there's Ben and Jerry's.

If you get a chance to ride in Raleigh, make sure you go on the Walnut Creek trail, which starts in the city, goes through the NC State campus and heads out into the country for 13 miles. The trail also connects to the Neuse River trail, which follows this very scenic river for 28 miles. All these trails are paved and most road crossings are through tunnels. You can easily cruise at 15+ mph. I did around 40 miles and only had to cross about 4 roads. A great trail system.

Next year I plan to try the American Tobacco Trail. It starts in Durham and goes for over 20 miles and connects to many other trails. The people I met in Raleigh say it's well worth it. I just like the irony of having a trail named after tobacco. In the meantime, I await warmer weather in our area and more great rides with the club. Happy riding and hope to see you on the road.

Carl Zvanut
THE PERILS OF PAULINE OR
HOW TIM SAVED MY GARMIN
FROM ANNIHILATION

For the purposes of this anecdote I’ll nickname my Garmin Edge 500 “Pauline.” On a recent ride with Tim R. I used a makeshift method of attaching “Pauline” to my winter bike as I had done previously without mishap. On the way back “she” vibrated loose as we crossed the RR tracks on Kennedy. Unfortunately, I did not realize I had lost “Pauline” until near the end of the ride.

Unbeknownst to us, we had been followed by the universal villain, Snidely Whiplash, who found “Pauline” resting unconscious squarely on one of the rails. Immediately, he magically summoned an army of Lilliputians to bind “her” to the tracks with sewing thread.

Tim offered to check our route in reverse at least to the Kennedy RR tracks on his way home. I planned to search as well and stopped on Dorney where we had paused to observe a large flock of snow geese occupying “Lake Dorney.” As I was searching by foot, Tim caught up and ventured on toward Kennedy where he found “Pauline” strapped to one of the rails. Wasting no time, he heroically untied “her” as a train was bearing down on them. Diving out of the way in the nick of time, Tim saved “Pauline” and himself from a ghastly and grisly fate! Thanks to Tim my Garmin will live to record future rides.

Moral: Be very, very careful of makeshift solutions, especially those used to mount electronic gadgets (a correct mounting kit is considerably less expensive than replacing the gadget).

Richard Baldock
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**Spring: time to “pimp” your ride**

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