May was another great month for LWA rides with 547 riders participating in 55 rides. Torie Loven takes the top ride leader position for May with 7 rides and 50 riders participating. Richard Baldock led 6 rides with 38 riders followed by Donalee Frary with 6 rides/34 riders, and Art Hunsburger with 5 rides/44 riders. Year to date reported rides as of June 24 total a whopping 207 rides with 1801 riders.

Your YTD top ride leaders are Richard Baldock, 50 rides/222 riders; Donalee Frary, 18 rides/136 riders; Torie Loven, 16 rides/119 riders; Art Hunsburger, 13 rides/115 rides; and Jean Black 13 rides/96 riders. Terry Terfinko remains "Mr. Popularity" with an average of nearly 18 riders per ride.

Thanks to our dedicated ride leaders for offering a variety of beautiful rides for all abilities. Check http://www.meetup.com/lehigh-wheelmen-association/ to find our perfect ride.

Dick McCreight
IT’S NEVER JUST A RIDE:
THE PAGODA RIDE 2015

In the past our club traditionally conducted an annual 70 mile trek to the Pagoda in Reading on the Fourth of July. This year's version on June 24 was an abbreviated ride of 37 miles beginning in DeLong Park in Bowers, with an optional extension to and from Rodale Park in Trexlertown.

Beautiful weather and a "school's-out-for-summer" attitude inspired 27 cyclists to join in the event. Thankfully, because of Garmin and GPS, the peloton was able to split into smaller groups. Lots of shaded roads made the hills a little more tolerable on the way out.

Four LWA riders visited the Pagoda for the first time - Richard Baldock, Dick McCreight, Lenni Maguire and Cathy Odom. New riders were surprised to learn that it’s not “all downhill” when leaving the Pagoda. However, Apple Road was wonderful on the return.

LWA's beloved President and First Lady, Dave and Nancy Sheffield, riding their tandem, earned the award for most creative excuse for arriving last at the Pagoda. "We got stuck behind a car." This was delivered with straight faces. I believe they each have a Garmin on the tandem, so draw your own conclusion.

Somewhere on the other side of Oley, Ernesto, Roy and Neil organized the Colnago Club.....a competition for the Moots Congregation.

On a sad note, there was insufficient time for Ron Helmuth (Mootsie) to order a hot dog at the M&M rest stop. On a positive note for the X, M&M management waived the posted "$5 WHINING FEE"

Carl Zvanut flatted on the return leg, with a cut in the tire’s sidewall. Reports that a groundhog tooth from a previous encounter was found in the tire have been unconfirmed.

A most pleasant luncheon followed at the Hometown Diner. Two participants ordered scrapple, thereby violating Jack's Rule #1 of fine dining.

Jack Helffrich  The Ex Prez
UPCOMING RIDES AND EVENTS

2015 ROGER A. WORMAN MEMORIAL BIKE RIDE BENEFITING CAMELOT FOR CHILDREN, INC. SATURDAY, JULY 4, 2015

This 4th of July, 2015, will mark the first annual Roger A. Worman Memorial Bike Ride. Rodger was a great friend of Camelot for Children, a non-profit organization that serves as a gathering place for seriously, chronically and terminally ill, handicapped or disabled children. Rodger had shared his love for the children and had been an active board member at Camelot for many years until his passing. We at Camelot would like to honor his years of dedicated service by establishing a day of fun and activity.

Camelot for Children is organizing a day of activities for children within the park, and for all the cycling enthusiasts in the Lehigh Valley, a 15, 25, 35 and 50 mile staggered start time bike ride starting and finishing at the Rodale Park. Food and drinks will be provided. T-shirts and raffle prizes will also be available for participants.

The event will be held Saturday, July 4, 2015 starting at 7:30 AM at the Bob Rodale Cycling and Fitness Park, Mosser Rd., Breinigville, PA.

Register at: http://www.camelotforchildren.org/bike-ride.html

Christine Cleaver
Camelot For Children

THE BOOB RIDE
JULY 11, 2015

http://www.theboobride.org/2015-ride/

Our efforts to fund the cure for breast cancer have expanded to a great group in Eastern Pennsylvania. The visionary behind this effort is currently battling breast cancer treatment and she has assembled her local community to support the cause.

Date: July 11, 2015
Location: Start/Finish is in the Historical Village of St. Peters, 3300 Saint Peters Rd, St. Peter’s Village, PA 19470
Start Time: The ride starts are listed below. The ride starts are staggered allowing all the finishes to arrive at approximately the same time for the big event. Please arrive at least 30 minutes early to check-in, get your bike stuff ready, take a quick picture, and roll on time with your group.

Ride Options: we have routes for the entire family and those that need a real challenge.
- The “DD-Cup” 50 mile route – only for Big Kahuna’s 3500+ feet of climbing. Start time is 7:30 am. http://ridewithgps.com/routes/7094613
- The “C-Cup” – 30 mile route – the perfect size 2500+ feet of climbing. Start time is 10:30 am. http://ridewithgps.com/routes/7105459
- The “A-Cup” 10 mile route – for those with a big heart but still in training. Start time is noon. http://ridewithgps.com/routes/7765783
* Routes are subject to change.

FAQs: http://www.theboobride.org/2015-ride/pa/#FAQs

Awards: We do not record times, we just pass out awards for the fun of it! Award Categories; Best Dressed, Best Overall, Best Sprinter, King of the Mountain, Most Aggressive, Oldest Rider, Youngest Rider, and the Most Supportive Club/Organization. We haven’t made the trophies for the PA ride yet, but here are CA Boob Awards.
http://www.theboobride.org/awards/

Raffle Prizes:
Raffle Prizes Include
- $100 in Gift Cards to Bike Sport in Trappe, PA
- $100 Value Calista Grande Gift Basket
- $100 Value of TubeUWare Jewelry
- Wine Basket
and more............

Post-Ride Party: Post-Ride Awards Event located at the beautiful Inn at St. Peters Village, one of the first historic Inns in Chester County. Featuring their open air dining overseeing the waters and rocks of French Creek, this breath taking view is one that you do not want to miss!! Live Music! Raffle!

Camping is available only by contacting us and is on a first-come-first-served basis. Please click here to contact the ride organizer.
http://www.theboobride.org/2015-ride/pa/pa-contact-page/

Michelle Przemieniecki
The Boob Ride PA
theboobridepa@hotmail.com

35th ANNUAL PFW BICYCLING EVENT
SATURDAY, AUG 1, 2015

Tour the New Jersey countryside on one of many rides from an easy 16 miles to a scenic century from flats to rolling hills, or bring the family to share in the fun with an 8 mile guided ride on a paved bike path. Marked routes, cue sheets, rest stops with snacks, SAG support, free parking, and a delicious post-ride barbecue with music.

New routes and rest stops. Free t-shirt with pre-registration by July 23 or mail-in postmarked July 23.

Price: $32 on-line; $35 mail-in; $35 day-of (t-shirt not included) $10 for 16 and under.
Visit www.princetonfreewheelers.com for information, registration, directions. Questions? Phone 609-882-4739 or contact infoguy@princetonfreewheelers.com.

Patricia Van Hise
President
Princeton Free Wheelers

TOUR de FARM 2015
BIKE TOURS OF NJ FARMS
AUGUST 2, 2015

Great Rides - Great Food!!

See the Northwest New Jersey that the world has never seen and help support NJ farmers. Visit our incredible farms and get a little tasting of their food. After the ride you can participate in one of our delicious locally-sourced Farm to Fork celebrations.

Taste the difference.

Last year our rides and our Farm to Fork Celebration sold out early so please don’t wait.

Three separate tours run August 2, September 6, and September 19, 2015, and feature farms in Hunterdon County, Sussex County, and Warren County, New Jersey.

Register now for our tour and our farm to fork celebrations: http://www.tourdefarmnj.com.

Check out our pictures from last year on our Tour de Farm NJ Facebook page: https://www.facebook.com/TourDeFarmNJ.

Please feel free to contact Mitch Morrison with comments or questions---mitchell.morrison5@mac.com.

Mitch Morrison

MEMBERSHIP NOTES
JULY 2015

WELCOME NEW MEMBERS:
Nicole Leonzi
Jackie Shirley
Roger Yott
Todd & Allison Remaley
Chuck Bleice
Anthony Gurciullo
Jason Steidel
Gerard McCann

MEMBERSHIP TOTALS:
Individual ~ 203 (-3)
Family ~ 79 (+6)
(Estimated) Total ~ 400-

LWA Car Magnets (contact Richard Baldock)
We still have a few magnets remaining.
$2 ~ initial, $1 ~ replacement.
Exact cash appreciated.

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).

Membership ??? Renewal ??? Notices:
If you receive an email with a Subject line akin to, "?? LWA attempted renewal ??? ~ RIB, 7/1/15", then it is probably NOT spam, and likely means that your possible/probable LWA renewal has "hung", which requires verification and manual intervention by Membership. Please respond promptly so that Membership can update your database record and complete the processing of your membership extension. A typical response is affirmative, but not 100% of the time. If you do not respond, then your membership will eventually appear to expire (see below).

Membership Expiration Notices:
If you receive an email with a Subject line akin to, "LWA membership EXPIRATION ~ RIB, 7/1/15", then it probably NOT spam, and likely means that your LWA membership has expired.

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!

Apologies in advance for any errors, omissions or redundancies.

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

Pagoda Newbies, see article, p.2
WAS THE GROUNDHOG WEARING A HELMET?

A recent article in the Quick Release, "Groundhog Day: Lesson Learned," written by Carl Zvanut, caused quite a bit of controversy, not unexpected, but nonetheless surprising. In his article Carl described an unfortunate encounter with a groundhog while cycling on his own which resulted in no apparent injury to the rodent but substantial bumps and scrapes to his own body. Little damage was done to his bicycle, and Carl was able to ride home, but his collision with the pavement did crack his helmet.

Fortunately, the fall did not crack Carl’s head, and therein lies the source of some of the controversy surrounding his story. His article concluded with the following assertion: "If I ever needed a reminder to wear a helmet, this was it. I thought about the articles and arguments for not wearing one and could only conclude that such people are totally wrong. Scrapes can be healed as can broken bones. Head injuries can be much more serious. Follow the club rules and wear the helmet!"

Upon arriving home, Carl’s wife’s first question after scrutinizing his wounds and treating his road rash was supposedly “How was the groundhog?” According to Carl, the first question asked by his many cycling buddies after they found out about his groundhog encounter was “How’s the bike?” The incident and his reflections on the incident, however, resulted in many more questions from the newsletter readership. They included the following:

How do you know if the groundhog was really OK? You only saw it run off into the woods. You don’t really know the extent of its injuries.

Did your cracked helmet really save you from head injury? Maybe if you had not been wearing a helmet, your head would never have contacted the pavement.

How can one incident such as this one be cited to reinforce the LWA club rule for mandatory helmet use on club sponsored rides? After all, you were not on a club ride when your rodent-

induced accident caused you to fall and crack your helmet but not your head. And, though the helmet was cracked and not your head, can you correctly conjecture that the helmet was reason your head was not cracked? Can incidents involving helmet use while not on a club ride really be applied to incidents involving helmet use while on a club-sponsored helmet-mandated group ride?

If you had not been wearing a helmet would you have been more cautious as a cyclist and avoided the accident completely? After all, many studies have been cited which suggest that cyclists tend to be more reckless when wearing helmets than they would be if they did not have the false sense of security and supposed protection from significant head injury because they are wearing a helmet. Were you being just too reckless on your ride to avoid collision with the groundhog?

Was the groundhog wearing a helmet? If so, could this account for the recklessness of the groundhog in attempting to cross the road in front of an apparently reckless cyclist. And, if the groundhog was wearing a helmet, was it aware that many studies have concluded that helmets worn by cyclists do not protect the wearer from rotational head injuries and, in fact, might exacerbate the impact of such injuries because a helmet increases the effective circumference of a cyclist’s head when it contacts the pavement in a fall?

How do you know that your bike is really OK? Your bike does, after all, have a plastic (carbon fiber) frame. Without x-raying the frame for possible hairline cracks caused by the impact with the ground after the impact with the rodent, how can you really be sure that it is OK, and that you are not heading for more trouble down the road?

Do groundhogs have color vision and, if so, do they have sensitivity to certain colors, and, if so, could you have avoided your collision with a groundhog by choosing a bicycle with a color scheme which would deter groundhogs from attempting to cross the road in front of you? And, if so, should you order a bicycle in that color when you replace your current bike if an x-ray reveals a hairline crack in the frame which necessitates replacement?

Was the stretch of road you were riding clearly posted with a groundhog crossing sign? If not, was PennDot remiss in not properly posting such an alert for all vehicular traffic? If so, did you not duly take precautionary measures on a road which clearly included signage to warn a cyclist (a vehicle under PA Dept of Transportation code) about the possible danger posed by wandering woodchucks? Was this part of the helmet-induced recklessness which has characterized your cycling since putting your head in a helmet?

Before taking to the road that day, did you carefully read and review all the articles about studies done on bike helmets and...
GROUNDHOG DAY 2, continued from p.5,

their efficacy in preventing head injuries, both serious and not-so-serious (as if any injury to the head could be considered not-so-serious)? Did you, in addition, review all the statistics about biking injuries sustained by cyclists, both those wearing helmets and those not, and make an informed decision for yourself about the effectiveness of helmets in lessening the seriousness of injury sustained by cyclists who have had accidents? If not, how could you be capable of making an informed decision before putting your dome in a foam dome for the day’s ride?

And, of course, if Carl had been cycling in a group, just how many cyclists could a woodchuck chuck if a woodchuck would chuck cyclists?

The above is just a small sampling of the many questions raised by Carl’s article.

For a rather exhaustive review of the helmet issue, some of which has been addressed by the questions found above, you might start with the following website, but you will hear nothing prescriptive from me:

http://www.bhsi.org/index.htm

If you wish to learn more about groundhogs and groundhog behavior, particularly as it applies to cyclists, you might start with the following websites:

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

http://animals.nationalgeographic.com/animals/mammals/groundhog/

http://www.groundhog.org/about/fun-facts-faq/

GMack  QR Editor

QRQ  QRQ OF THE MONTH  JULY  2015

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

For a better view of the above photo taken by Jack Helffrich on the recent LWA supported Crop Ride, see p. 8.

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

GMack  QR Editor
## LWA CLASSIFIEDS

### ARTICLES FOR SALE

<table>
<thead>
<tr>
<th>Track bike</th>
<th>pink Havnoonian</th>
<th>excellent condition - custom</th>
<th>45 cm</th>
<th>650 cc wheels</th>
<th>$950 will be sold without pedals</th>
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<th>Track bike</th>
<th>blue Havnoonian</th>
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<th>great condition</th>
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<th>45 cm WSD</th>
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<th>$450 will be sold without pedals</th>
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<th>Sidi Track shoes</th>
<th>blue</th>
<th>37</th>
<th>$40</th>
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For all items listed above, please contact:

Cyndi Bardman
cb@summitec.net
484-357-5131

### FOR RENT

<table>
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<tr>
<th>2 HARD-SIDED BICYCLE TRAVEL CASES</th>
<th>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:dickmcc@ptd.net">dickmcc@ptd.net</a></th>
</tr>
</thead>
</table>

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
LWA GROUP RIDE GUIDELINES 2015

A MESSAGE TO LWA MEMBERS FROM DAVE SHEFFIELD, LWA PRESIDENT, AND PAUL SMITH, LWA VP OF TOURING

As the leadership of the LWA, Dave and I would like to thank all the dedicated ride leaders and all the riders who make the club such a vibrant and active group. Over the course of this season rides have been posted nearly every day, some days with multiple rides, at all levels. It's great to see so many cyclists enjoying the fabulous riding available to us in the Lehigh Valley. What follows is an attempt to remind everyone, riders and ride leaders alike, of some good practices on group rides that will enhance the enjoyment and safety of everyone.

Cyclists ride for a variety of reasons. Some people want a good physical workout, some want to enjoy the camaraderie of the others on the ride, and some want to just get out and enjoy the feeling of being on a bike. Most people will select a ride to participate in based on two or three factors... length, advertised pace, and terrain. The club publishes a set of guidelines as a way to inform riders what to expect on a given ride so they can choose rides that they feel will most closely allow them to meet their personal goals for riding that day. After much discussion at the ride leaders meeting in March we published a revised description of the ride guidelines. You can review these guidelines at:


If you haven't looked at them recently, we encourage you to take a look so we are all on the same page.

At the ride leader's meeting we discussed at length the need for ride leaders to be as specific as possible in their descriptions of a given ride. We attempted to add some non-subjective values to terms like "rolling" or "hilly". These values are on the ride rating guide referenced above. Our ride leaders have been very good at trying to incorporate these new descriptors in their postings, and generally the newly encouraged system seems to be working.

However, these guidelines only work when club culture in place that encourages all of us to be willing to respect them. Distance and terrain are easy to control; the ride leader picks a route and these fall into place. Descriptions of distance and terrain are pretty easy to include in the posting. Pace is the variable that is dependent on factors not totally within the leader's ability to control during the ride. It's very important to recognize that there is a shared responsibility between the ride leader and the participants on a ride to make sure that the ride pace matches what was advertised.

When cyclists elect to participate in a given LWA ride, they should be reasonably certain that they are able to ride at the advertised pace for the distance and terrain described. It is unfair to ride leaders and the group to be expected to sacrifice their ride to wait for someone who habitually elects rides beyond their ability. It is inconsiderate and unfair of riders to do so.

The introduction of GPS has made it much easier for riders to go off on their own at a pace faster than advertised. (It also can make a rider feel safe electing a ride that they may have reservations about knowing they have a way to get back to the start on their own if the ride proves to be a bit too challenging.) However, we should keep in mind that one purpose of a group/club ride is to provide opportunities to ride with others. If a group "goes off the front", riders who choose to go with that group should be certain they know the route back. When a ride includes a large group with diverse interests and abilities, it is a good practice for the group to split into several sub-groups with cyclists who ride at either a faster or slower pace. It is also a good idea to establish the sub-groups either at the start or at a break point so that everyone understands the dynamics. We recognize that just as it is unfair to expect a ride leader to sacrifice his ride for habitually slow riders, it is unrealistic to expect riders who want to ride at a faster pace to always ride slower. However, the ride leader is expected to ride with the riders who wish to ride the pace advertised. The leader is not responsible for the riders who decide to go faster.

We want everyone to have a good time and enjoy the ride they choose to join. If we all remember a few principles of group culture, our club will continue to be active and vibrant. The following are a few points to consider:

**RIDE LEADERS:**
- Post the rides you want to lead at the pace you intend to ride. Lead the ride at that pace.
- State in the ride description the approximate average mpg you intend to achieve by the end of the ride. This is a range and not intended to be specific, but to help members to know an approximation of the average speed over the ride. There is a big difference between a ride at 14mph and the same ride at 16mph.
- If the group is large and you know from experience some riders will want to ride faster than the pace you advertised, solicit one of them to act as an un-official group leader for those who want to ride faster. Announce it to the group. Then let that group go off first with those who want to do so.
- Always be aware of the location of the last rider in your group. It does no good to wait at the second turn.
- Encourage people to informally have a buddy and encourage everyone to look out for their fellow riders and inform you if someone has a problem.
- If you intend for the ride to re-group, announce points where you want to re-group well in advance. Wait till everyone has arrived and had a chance to recover before signaling that it is OK to go on.
- Have a few printed cue sheets available. If someone is new to the club and elected a ride that is too challenging, you may have to ask another rider to take over the group and lead at the posted pace. Stick with the rider who was slow. Talk to them diplomatically about selecting less challenging rides. If club members habitually show up for rides beyond their ability levels, tell them at the start that you won't be waiting.
- Don't chase down riders who are off the front at a pace higher than what you advertised.
PARTICIPANTS:

- Select rides that you are reasonably certain you have the ability to complete at the advertised pace.
- Ride the pace advertised with the ride leader unless you are willing to possibly get dropped by joining a faster group.
- Be considerate of the ride leader. Remember they posted a ride because they want to ride with a group. It is not fair to a ride leader for the entire group to leave him alone if he is riding the pace he posted.
- If you are worried about being able to keep up and you don't know the route, be sure to ask for a cue sheet or download the route if you have a GPS.
- If a group "goes off the front" and you decide to go with them be sure you know the route back to the start. If you get dropped you can always wait for the ride leader and the group if you stick to the route.
- Some rides will regroup after climbs or at designated points. This helps keep the group together and allows slower riders to recover. If you made the decision to stay with the ride leader, wait for his signal before riding off.

Thanks for being part of the LWA.

Dave Sheffield  LWA President
Paul Smith  LWA VP Touring
LWA Discount Sponsors

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

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