WORLD BICYCLE RELIEF  
LWA ADDS 3 MORE BIKES  
World Bicycle Relief provides specially-designed, locally assembled bicycles to entrepreneurs, healthcare workers and students across rural Africa through sustainable work-to-own and study-to-own programs. They also train field mechanics to ensure access to maintenance and spare parts.

For 2015 LWA committed to donate $1 for each Donut Derby and Gap Gallop registration to World Bicycle Relief. We are pleased to announce that this pledge has resulted in three additional bikes for Africa bringing our club total to 16 bikes.

Learn more about World Bicycle Relief by watching this video: https://www.youtube.com/watch?v=AXQQfRrHFyg. If you'd like to make your own contribution, visit https://www.worldbicyclerelief.org/donate. It only takes $147 to buy a bike and change a life. We're tracking the number of bikes donated by LWA and LWA members so if you buy a bike, please notify Dick McCreight (dickmcc@ptd.net).

Thanks, LWA for making a difference in the world!

Dick McCreight

LWA RIDE LEADER REPORT

The Dog Days didn't slow down the Lehigh Wheelmen! In August 48 rides were led with 448 riders participating. The top leader for August was Torie Loven with 7 rides and 49 riders followed by Jean Black, 5 rides/46 riders; Donalee Frary, 5 rides/17 riders and our token male ride leader, Jack Helfrich, 4 rides/50 riders. As of September 1 our year-to-date leaders for reported rides are Richard Baldock who has led 60 rides with 255 participants followed by Torie Loven, 33 rides/272 riders; Donalee Frary, 33 rides/208 riders; Jean Black, 24 rides/211 riders and Jack Helfrich, 20 rides/288 riders. The popularity awards go to Terry Terfinko who's averaging 17.8 riders on his 13 rides and Dave Drummer who averaged 24.5 riders on his two rides. (Some of you have questioned the fractional riders-some days I feel like a .5.)

This month we welcome our rookie ride leader Dave Angstadt who led his first ride on August 31st. We can always use new ride leaders with new routes. Contact VP of Touring, Paul Smith if you'd like to join the team.

As always, the Wheelmen offer a plethora of rides for every skill level. Check http://www.meetup.com/lehigh-wheelmen-association/ to find your perfect ride.

Dick McCreight

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DONUT DERBY REFLECTION 1
A ROUGH RIDE REMEMBERED

While the Vuelta garners all the attention of the Grand Tour calendar, it can’t truly say it hosts the best cyclists on America’s Labor Day. When amateurs aspire to make it to the bigs, they learn they’re trying to make it to “The Show.” For more years than many can identify, the Lehigh Wheelmen’s Donut Derby showcases some of the greatest cyclists in the world who can put a significant dent in the local supply of Krispy Kreme Doughnuts.

I’m no laborer. So to have Labor Day off is a strange experience. Because of this, I decided to labor intensely on the roads of Lehigh and Berks County chasing donuts that, when fully consumed, each knock three minutes off my time. Last year I forced down twelve donuts while riding with teammates. This year I had lofty goals of going faster and eating more donuts.

The route had been slightly altered this year because of road construction. This was of no concern as I had a plan: I would ride among the Kapelmuur Independent team who no doubt would shelter their past-five-years’ champion, Frank Gonzales of New Mexico. Frank must love Krispy Kremes to make the trip from the land of enchantment bringing with him his talent of consuming over fifty (editor’s note: thirty) donuts in one outing, a number offered by the volunteers. Having fifty (thirty) donuts means one’s time would have 150 (90) minutes removed from the gun time. Incidentally, it’s also adding 9500 (5700) calories to your day. That’s approaching negative splits.

Multiple concerns were discussed at the starting line by the event organizer. Riders could dunk their donuts but not wash them off. There was to be no throwing them up. That certainly didn’t count. Throwing away the marker popsicle sticks before turning them over to the controller meant a lost donut. Chucking donuts into the woods was not allowed either. And something about this not being a race (which it very clearly was).

The gun was fired and the (not) race was on. This year I positioned myself in front of the MAWs as I called them: Much (less) Aero Wheelmen. These are the cyclists who bounce around the road unaware of others around them. Also unaware would be the first intersection traffic controller who was still in his police car as we rumbled toward route 100. This was (not) a race, but we managed to sort out the details of the next two major intersections and much jostling.

The start was a full-gas affair straight from the gun. Photo courtesy Chuck Rudy.

I was riding with Tyler from Cycledrome Bicycle Shop, stationed in Breinigsville. This was his first experience with The Show. He and I tucked into the band of Kapelmuur riders and let them do all the navigating and pulling. Tyler and I both sat up and enjoyed being pulled along by not just the Kapelmuur team, but also one of the tandems that I called buses. There were two of these buses. They not only had two riders, but they also either pulled a kid along in the trailer as the Kapelmuur tandem did, or it had a kid’s seat off the back as the other bus did.

Those familiar with the decades-long Derby that departs from the Lehigh Valley Velodrome every Sunday would recognize
large portions of this course. We wound through farm land as much of the area is known for. Corn was everywhere. Slight risers were everywhere. When the first rider turned, we all turned. As in racing, we all sprinted out of the corner to return to group status. I was feeling great.

I got close to Mr. Gonzales. For a couple of miles I rode either next to him or hooked onto his back wheel. Imagine my star-struck-self riding next to someone who was possibly going to add to his legacy this year. There was talk about a ringer being brought in from Texas (editor’s note: Brooklyn) to dethrone him, and I wondered if he was concerned about that. Flying eating specialists in? That’s serious business. The Donut Derby has crossed a line into The Show of Shows. Mr. Gonzales would get unhitched on the inclines. Aha! A vulnerability! Riders also rode off the front to put multiple minutes between themselves and the hungry peloton.

When I replied it didn’t she disappeared behind the shed and returned minutes later with box tops and her husband. “I got a compressor if you need it,” he stated several times. While I repaired the tire, we discussed how their garden was coming along. The green bean crop was doing well, but the peppers were having a rough year. And aren’t the tomatoes coming in just lovely? He also told me about a bike shop down the road that he’s ridden his riding mower to, because they also fix riding mowers I think. Thanks to this couple’s affinity for chocolate pudding, I crammed the box top where the rip was and decided my Donut Derby was not over. Their PA Dutch would leave me trying to translate what they essentially said for the remainder of the ride. I still haven’t figured it out.

I climbed back on the bike and lit the fires. I was going to put myself back in this race if it was the last thing I did. That last sentence was quite possible considering I was sprinting for the rest stop to eat as many donuts as possible. I needed luck. After passing dozens of MAWs, I looked up and saw it. The train had come in! In between the train and myself was a large group of angry-looking riders. At first I thought, “A train now, too?!” But the last car passed through and the gates came up as I blew through full flight. While people clipped in, I rolled around them and came into the first stop with an appetite for fixing my time. Even Tom Boonen had to stop for trains.

The 2015 Donut Derby banner hanging in front of the cobbled crater of the Lehigh Velodrome. Photo courtesy Chuck Rudy.

I was feeling comfortable as I inched my way forward. Twenty minutes in and we were rolling toward the first donut stop. That is, until some curious material in the road gave me the gut-wrenching sound of rhythmic pss-pss-pss-pss as I realized my rear tire went down. This was a disaster! Everyone moved away from me. I rolled into the grass thinking my race was over. I stopped next to an older woman tending her garden.

"Yes. I’m fine.” I probably said that twenty times to passing cyclists. "Oh man that sucks.” I heard that ten times. "Well, he got it.” I heard that. I’m assuming people noticed the object in the road that I hit. I surveyed my tire and saw the cut. This was the worst-case scenario. The Donut Derby needs team cars! By now I would’ve been pushed away by my mechanic after getting on the radio directly. “I should fix this and go back,” I thought. A voice in my head replayed something the Missus has said about my personality: “You always follow the rules.” I would tell people to go home with a puncture like this. Perhaps I shouldn’t follow the rules today. I turned to the lovely lady tending her garden.

"Do you have a cardboard box lid by chance?” I asked her.

"Oh sure, does it matter how thick it is?” she replied.

"Welcome to Bowers Park, the donut stop. Don’t get me wrong my tire was on the back of my mind. I was concerned about puncturing again, but I needed to be distracted by donuts. I grabbed one and it was down the gullet. Two, three, four donuts went down well. The guy next to me was on fifteen when I looked over and his face concerned me. He had a cup near his mouth and his eyes had that horror show look to it like breakfast was coming back up. I panicked mentally and tried to think of something else, but turned around and saw the bike support and I thought of my back tire. “What is this madness?” I thought. I glanced back over and the look was still on his face. I got six down total and decided this was nowhere for me to hang out. The controller grabbed my popsicle sticks, counted them, broke them, and wrote the total on my number. I essentially wiped out my stop on the side of the road.

Feeling good still, I hammered down Fleetwood Lyons Road. This is where the Sunday Derby opens up and hovers around
thirty miles per hour. We were going the opposite direction. I kept picking riders off. I would focus on the back of the rider in front of me and drive the pedals to catch them. I’d pass them and repeat the process. This is where I also saw the two Mennonite girls riding Schwinn Varsity bikes with designer sunglasses and traditional dresses. I was pushing myself for this oh-so-serious event.

We returned to Bowers Park for the second (and last) time. The mental experience of the guy’s face was still with me. I could only muster two. Since I felt that any time spent over three minutes was a detriment, I got out of the park with a lame ‘two’ marked on my race number for stop two. I wiped out twenty-four minutes on the day. Since it was running time from the start and not rolling time, I was not going to challenge the podium for my age group. Yet I found inspiration to keep hauling.

Feeling good still, I got around more riders. A new problem presented itself: I was pursuing faster riders who were making it harder to pull back in a timely manner. Groups up the road stayed up the road longer. I saw a larger group and decided I would get a rest behind them for a moment. Upon catching them, I read their name as United Slackers of America, and decided this would not do. I went around them and continued toward Trexlertown. Another challenge came ---navigation. Large stretches of empty rode lay ahead of me so I had to start reading the road markings. Imagine going off course. This place all looks the same. I’d never be able to describe where I was to Search and Rescue. I was convinced I was drooling donut glaze.

Unlukily I ran into two stoplights within the final two miles when disaster struck again! My tire was flat with a mile to go. I had no tube. I had no one near me, so I decided to gingerly limp home. Each turn was taken with the utmost care to avoid sliding out. I couldn’t believe I had another tire go down. I pulled my left foot out of the pedal to go around the last turn. Unbelievable.

I crossed the line with some time or other to see Tyler at the finish. He had been there a while clearly. So much for passing into the velodrome like Cancellara, thrusting my hands in the air Roubaix-style, cutting off the race for third, and collapsing in the infield a champion. No. My rear tire had other plans for my day. On top of that, I suddenly had indigestion. I probably didn’t drink enough water. Tyler broke the news that the champion had been dethroned today. I relayed the comment made by a volunteer at the donut stop who said he could “only” get 54 down this year. Every other year he gets 55.

Despite the two flats, I enjoyed the 2015 Donut Derby. I persevered through a difficult few miles to keep control of what was in my grasp. It’s fun to tell people about this event, and how they screw up their faces repeating the event name, “Donut Derby? What is that?” The following few sentences allow the Derby to extend beyond the roads of Lehigh and Berks County. Perhaps I’ll be back to The Show, perhaps not. I felt this year would have been the best result. If one is interested, this race happens every Labor Day and is capped at 300 participants. Try it at least once so that while one is riding, he can decipher the code that rang through my head, “Did he say he rode his riding mower to the bike shop?”

Chuck Rudy   https://creakybottombracket.wordpress.com/   reprinted by permission

DONUT DERBY REFLECTION 2
A NOTE FROM THIS YEAR’S WINNER

“What an amazing community LWA has built! I look forward to coming up for some rides and next year’s Donut Derby, too.”
Yasir Salem

Yasir Salem, this year’s winner of the Donut Derby, completed the 36-mile course in 2:06:54 but ate 54 donuts for a donut adjusted time of minus 35:06. Yasir, a three time Ironman finisher, is a competitive athlete as well as a competitive eater.

For more information about Yasir, check out his homepage: http://yasirsalem.com/

You can also watch Yasir’s GoPro video of his ride in this year’s Donut Derby but the donut eating segments are not for the squeamish.
https://www.youtube.com/watch?v=vrnwS8229j4

GMack   QR Editor

DONUT DERBY REFLECTION 3
JACK’S GRAND PLAN

Here’s how I’m going to order the donuts next year---all in one big box!
http://www.kitchendaily.com/read/krispy-kreme-debutshuge-box-doughnuts

Jack Helffrich   Event Organizer 2015

2015 DONUT DERBY RESULTS

For the complete results of this year’s Donut Derby including top finishers and all finishers, check out the LWA Donut Derby page:
GAP GALLOP REFLECTION 1
A NOTE FROM THE PREZ

Gap Gallop volunteers – THANK YOU!!
This year’s Gap Gallop was a big success with ~150 riders. The entire event went exceptionally well, and we received glowing feedback from lots of happy riders. Thanks to everyone involved with route planning, road marking, registration, rest stops, baked goods, food procurement, photography, cleanup and SAG service.

A special recognition and thanks goes to Paul Smith and Carl Zvanut for their leadership and hard work to provide an LWA event that makes us proud to be part of such a wonderful organization.

Dave Sheffield LWA President

GAP GALLOP REFLECTION 2
A NOTE FROM CARL Z.

What can I say but thanks a lot for making this a great event. Feedback was very positive and the event showed what a great club we have. I know we made money for the club, but more importantly, we helped a lot of people enjoy a really great day.

Some participant feedback:

- “The route markings were fantastic.” Best I’ve ever seen,” said a lot of people. Brian and the team – great job!
- The food at the rest stops. Again, “the best of any ride I’ve done” was a common comment. Thanks Hali for organizing.
- The baked goods – “great!” Thanks to Janna an all who contributed.
- Richard and the registration team moved the crowd through very efficiently. I didn’t hear any complaints at all which is unusual at the start of an event like this.
- The SAG team – Chuck, Brad, Dave and Paul. One person commented that “they’ve never seen so many SAG vehicles” and it made her feel very comfortable.
- A special thanks to Richard for hanging around at the start all day and greeting everyone as they came in.
- Dick McCreight—— everyone wants to see the pictures. They were very impressed that we had a photographer. They will be more impressed with the pictures.
- Support team at the rest stops – the people loved it and appreciated your work.

It was a very successful event thanks to all of you. Of course, the good weather helped. If anyone knows of any issues or has ideas for improvement, please send them to me, Dave, or Paul. We can always improve.

A group of friends of mine drove in from NJ and NY and commented that we must have a great club to get so many volunteers to run such an event. So thanks also for being good ambassadors of the club. Please pass this on to all I’ve missed. I’m sure there are many.

Carl Zvanut Event Organizer

LEHIGH WHEELMEN EVENT PHOTOS
DONUT DERBY AND GAP GALLOP

Thanks you to all who participated or volunteered in the 2015 Lehigh Wheelmen Donut Derby on September 7th and/or Gap Gallop on September 20th. To help you relive the day we are providing a link to access your images and to view slideshows.

Go to www.bluestemlight.com/lwa. By clicking on "my storefront" you may view all the images taken at these events and by clicking on the slideshow links you’ll be able to see selected images in a slideshow format. Enjoy!

Dick McCreight Event Photographer
AND NOW FOR SOMETHING COMPLETELY DIFFERENT:
THE TURN AROUND

We've all encountered poor manners, poor driving, and even poorer knowledge of the rules for cyclists when dealing with motorists. We all have stories of confrontations and near misses (hopefully, very few actual hits). For me, these don't stand out in my memory so much as the positive experiences. Since I've already written about the way I handle errant motorists, thought I'd share some of the recent positive experiences I've had since moving to Tucson a little over a month ago.

After getting settled in (mostly), I restarted my training in a vastly different climate. There are mountains instead of hills---yesterday's climb was a 20-miler at a 1-4% grade; if you think that's no big deal, come on out. Gates Pass where I live is 3 miles on one side and 4 miles on the other. Mount Lemmon has yet to be attempted, but it's a 27-mile climb averaging 5-6%. And the thermometer! Temps have moderated now to the mid to upper 90's (whew) but were running 103-114 last month. A frozen water bottle thaws in 30 minutes and the 2nd bottle is bath water in an hour. Two large bottles every hour is a bare minimum, so planning your refuel points is important...a fact I learned the hard way. This is the Sonoran Desert, both breathtaking and deadly, but I repeat...it's a desert.

Anyway, as I acclimated to the new digs, I found myself pulling over to find shade (there is none), get my heart rate down (couldn't get it under 160 while stopped) and just plain assess how much more I could take before I might be in trouble. Sure I've called for a pickup on occasion, but cell service is unreliable in the vastness that lies between settled areas.

Yesterday while on that long climb (positively no water to be found), I had pulled to the side of Mission Road to take a break. Guy comes up behind me and stops to ask if I'm okay. I mean I'm not lying on the sandy shouldered with my feet in the air or anything, just taking a drink and checking computer, perhaps only 3-4 minutes. After affirming that I'm okay (which he double checks), he proceeds to turn around and head the other way. A motion for him to stop and ask if he turned around just to come check on me. "Of course," he says. Naturally I express my sincere appreciation and off he goes. Cool, eh?

Thing is, this has now happened to me 3 times in this short time of a month here, the last time was the most interesting (and stupidest display of the male ego at work...sorry guys, we're just knuckle-draggers after all). I had sheltered under a palm tree (they're not native) and was getting a brief respite from the heat. I wasn't far from home but was just about out of water and the water I had was hot. Two cheerful ladies in a little bright red Ford stopped and asked me if I wanted some
water. They had seen me there, gone to a nearby convenience store and bought some cold water for me, then came back on their mission of mercy for the obviously dazed cyclist they saw on the side of the road. Yes, I was close to home; yes, I still had a little water; but, what comes out of my mouth? "No thank you, I’m almost home. I’m good. I’m fine." How much better would the experience have been for all of us had I kicked that damn ego out on his ass and graciously accepted their generous gift?

Living and learning here in beautiful Tucson, AZ.

Brian Wacik—Still a knucklehead

Editor’s Note: Brian Wacik, author, former LWA board member, and leader of many “knucklehead” MondayNight A rides, recently relocated to the great arid Southwest.

Share the Road—-sign on one of Brian’s new “rides”

CHECKING THE BIKE AFTER A FALL

Had a fall. Check yourself. Check your helmet. Check your bike. How about a checklist to check the bike? A video overview from GCN provides a nice step by step guide to checking the bike before continuing your ride if, hopefully, you are fit enough after a fall to continue your ride. The question is, is your bike ready to continue the ride.

http://www.globalcyclingnetwork.com/videos/sec-how-to/how-to-check-your-bike-for-damage-after-a-crash/

Thanks to Hansel de Sousa for sending the link.

GMack QR Editor

GRILL AND CHILL 2015 THANKS TO ALL AND TO ALL A GOOD YEAR

“A huge THANK YOU to everyone who helped make our 2015 Grill & Chill’s a success! This includes the cooks, the servers, the set-up crew and the clean-up crew. I would also like to thank everyone who donated one of the many delicious food items. G&C is a group effort & we couldn’t have done it without everyone’s support. See you in April 2016!”

Debby Terfinko GNC Chef and Organizer

WINTER TRAINING INDOOR SPIN WITH CHIP

Classes Start Tuesday Oct 27th at 6:45pm
Tuesday and Thursday Nights until March 10th.
Spin Bikes are provided with SPD or OR (old style) pedals.
The classes are a structured 30 min workout.
Consisting of a warm-up, short break, specific workout and cool down.
More info can be found at: ChipsCyclingStudio.com
Or contact Chip Berezny at 484-602-6543

NEW LOCATION;
South Mountain Crossfit
2115 28th Street, SW Suite 500
Allentown PA
Just off Emmaus Ave by I-78

Chip Berezny

LWA CLASSIFIEDS

WANTED

CYCLING SHOES
Eleven-year-old LWA member with fast growing feet looking for a used pair of clipless cycling shoes. Moving up to clipless pedals.
Mens size 11 or 12. Please contact Ryan O. ryan@rhinosart.com or 610-462-4351 if you have anything lying around.

FOR RENT

2 HARD-SIDED BICYCLE TRAVEL CASES, Club owned, for rent to members for up to 4 weeks. $25 for 1 or 2 weeks, $50 for 3 or 4 weeks. Plus security deposit required for any rental. Contact Dick McCleight dickmcc@ptd.net

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
NOT SO STRANGE STUFF 1
HELIX FOLDING BIKE

Has an upstart Canadian company developed the most advanced and innovative folding bike so far with the advent of a titanium framed folding bike which folded measures only 23x26x9.5” and weighs only 20 lbs.? Helix, a Toronto, Ontario, based company started three years ago is nearing release of its new folding design after a successful campaign to raise funds on Kickstarter. The most interesting aspect of their new bike is the folding mechanism and design which allows it to fold into a small “package” about the size of its wheels which rolls when folded.

The Helix Bike with a titanium frame and 24” wheels will be available with single speed, 10 speed derailleur, or 11 speed internal gear hub. The design is the invention of Peter Boutakis, a self-titled software developer, machinist, welder, CNC programmer, and cyclist. He has been working on various folding bike designs with Asian manufacturers for the past 8 years, but advertises the Helix as a made in Canada product. His Kickstarter campaign goal to launch the radical new design was $90,000 but so far the project has received over $1,300,000 in pledges.

For more on the Helix, its design, and its designer, check out the following:

http://www.ridehelix.ca/

GMack QR Editor

Editor’s Note: Thanks to Jack Helffrich for supplying the link for this story.

LWA MEMBERSHIP REPORT
SEPTEMBER 2015

WELCOME NEW MEMBERS
Lane Eib
Higinio Ortiz
Ryan, Dianna, Zac and Molly Oleszewski
Larry Gephart
Jim Feldman
Steve Marshall

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

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, 8/1/15", then it is 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 Administration
rv314159@rcn.com & rbsmith@ptd.net
The response from readership was not remarkable; however, one club member, who shall remain anonymous, contacted the newsletter editor to find the origin of the photo, which she felt clearly represented an example of the unethical treatment of animals, possibly in light of the recent move by Ringling Brothers to eliminate circus elephants from its performances by 2018.

In any case, a few stalwart club members, undeterred by such moral or ethical considerations, still chose to submit captions. Thanks to the following club members for their responses:

"Hey, check out my new trunk rack"!
Geoff Rogers

"Sheffield’s new trunk rack."
Bryan Nyce

"An elephant never forgets.......a Trek?"
Ignatius J. Riley

“No lock needed to secure this bike!!”
Burma Jones

“Now that’s a rack!!!”
Myrna Mynkoff

The QRQ for October 2015 is to provide a caption for the cycling related photo:

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

GMack QR Editor
MEMBER PIC PAGES

WELCOME BACK, MIKE SOLLIDAY
LWA Discount Sponsors

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

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www.action-wheels.com

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610-437-6100
www.bikeline.com

**BikeLine Bethlehem**
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www.bikeline.com

**Bikesport**
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www.bikesportbikes.com

**Curt’s Cyclery**
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610-759-5134
http://curtscyclery.com/
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**Cutters Bike Shop**
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Bethlehem, PA 18015
610-419-4207
www.cuttersbikeshop.com

**Fitness Central Bike Shop**
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Schnecksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

**Keswick Cycle Co.**
408 N. Easton Road
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www.keswickcycle.com

**Saucon Valley Bikes**
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**South Mountain Cycles & Coffee Bar**
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**Spokes Bike Shop**
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www.spokesbikeshop.com

**The Velo Shop**
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www.theveloshop.net
info@theveloshop.net

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SUPPORT YOUR LOCAL BIKE SHOP