THINK SPRING (OR SUMMER) LWA OUTWARD BOUND EVENTS

Paul Smith, former VP of Touring, is still actively planning some special weekend cycling events for LWA club members. These include a repeat of the annual Eastern Shore Weekend in April and the new Weekend in Hyde Park, NY, in August. These club sponsored events are open to current LWA members only. Paul recently posted these two tour weekends on the LWA Meetup page, but here are the salient details about the events available so far.

EASTERN SHORE WEEKEND

Friday, April 22, 2016 2:00 PM to Sunday, April 24, 2016, 12:00 PM Comfort Inn
8523 Ocean Gate Highway, Easton, MD
Price: $10.00 /per person

http://www.meetup.com/Lehigh-Wheelmen-Association/events/227563918/

Join your LWA cycling friends for the annual Eastern Shore Weekend. Rides are planned for Friday, Saturday, and Sunday. The host hotel is the Comfort Inn, Easton, Maryland, with a room block reserved under the group name Lehigh Wheelmen Bicycle Club. The phone number is (410) 820-8333. The room rate, which includes breakfast, is $95 per room plus tax (10%). LWA club members need to make their own reservations. The cut off date is Tuesday, March 22.

Closer to the event date, Paul will post specific details of the routes with GPS maps.

To help defray costs and to provide a nice post ride happy hour after the Saturday rides the club is charging $10, which participants can pay via PayPal when they RSVP on Meetup.

Cyclists must be current LWA members to participate in this event due to club insurance coverage. Remember, a member of this Meetup group being is not the same as being an LWA member.

WEEKEND IN HYDE PARK, NY

Friday, August 19, 2016 3:00 PM to Sunday, August 21, 2016, 3:00 PM Quality Inn
4142 Albany Post Road, Hyde Park, NY
Price: $10.00 /per person

http://www.meetup.com/Lehigh-Wheelmen-Association/events/227462896/

Hyde Park NY, on the banks of the Hudson River, is home to the Franklin D Roosevelt Estate, the Culinary Institute of America, and numerous other points of interest. Rides will be sponsored on Friday, Saturday, and Sunday with varying distances and difficulty to accommodate all abilities and interests. Paul posted the event on Meetup early so interested LWA members can make advanced plans. He will post more details as the date gets closer, and he has had a chance to explore the different route possibilities.
The host hotel is the Quality Inn, 4142 Albany Post Road, Hyde Park, NY, where a block of 10 rooms have already been set aside under the group name Lehigh Wheelmen. The room rate is $130 per night, which includes breakfast. The number to call for reservations is 845-229-0088. The cutoff date for the room block is Tuesday, July 19. After that date any remaining rooms from the block will be released. More rooms should be available if we fill the block early enough.

The cost for LWA members is $10, payable via PayPal when you RSVP to this meetup.

Cyclists must be current LWA members to participate in this event due to club insurance coverage. Remember, a member of this Meetup group being is not the same as being an LWA member.

Questions contact Paul Smith: pocono723@yahoo.com or 570-460-2523

Thanks to Paul for continuing his fine LWA tradition of offering club events and rides in some interesting new territory.

GMack QR Editor

**RIDE RATINGS REDUX: JUMPIN’ JACK RETURNS**

In the last issue of the QR, Jack Helffrich, past president of the LWA and present obviously bored member of the club, proposed a comprehensive revision of the club ride ratings based on the musical scale.

In the interest of clarity and simple reference, we include that perviously proposed ride rating system below.

<table>
<thead>
<tr>
<th>TERM</th>
<th>SPEED</th>
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<tbody>
<tr>
<td>Presto</td>
<td>Extremely fast</td>
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<tr>
<td>Vivace</td>
<td>Quick, lively</td>
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<tr>
<td>Allegro</td>
<td>Fast, cheerful</td>
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<tr>
<td>Moderato</td>
<td>Moderate</td>
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<tr>
<td>Andante</td>
<td>Walking pace</td>
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<tr>
<td>Adagio</td>
<td>At ease</td>
</tr>
<tr>
<td>Lento</td>
<td>Slow</td>
</tr>
<tr>
<td>Largo</td>
<td>Very slow</td>
</tr>
</tbody>
</table>

Having re-examined and reconsidered his past position based on perhaps too many hours spent watching presidential primary debates, Jack has submitted a new proposal for a somewhat simpler ride rating system (apparently based on nothing other than his own whimsy). What follows is Jack’s new and current proposal for a standardized ride rating system for the LWA:

A is for aerobic.
B is for bonked.
C is for cramped.
D is for dehydrated.

Jack’s most recently-proposed system offers much greater simplicity than the previously-proposed music-based system; however, its very simplicity sacrifices both clarity and specificity. For example, how would one classify or objectify a Meetup posted A- ride? Aerobic minus? And, what exactly would aerobic minus be—almost aerobic but decidedly anaerobic? B-? What exactly is bonked minus? Are there gradients to being bonked, and how exactly are they differentiated? Would a C+ ride connote that a participant had a greater chance of cramping than on a C or C- ride? Or would the potential cramp suffered on a C+ ride be more painful than the potential cramp suffered on a C or C- ride? And, perhaps the greatest confusion might result from a ride posted as a D+ or D- ride. Would a cyclist on a D+ ride have a greater or lesser chance of dehydration than on a ride simply posted as a D?

Editor’s Note: Attempts to reach Jack Helffrich for further clarification of his currently proposed system and answers to these questions were unsuccesful.

**GMack QR Editor**

**AN OPEN LETTER FROM THE PREZ: LOOKING AHEAD AT 2016 CYCLING SEASON**

LWA Membership,

First I’d like to wish everyone a Happy New Year. I expect 2016 will be another great year for the LWA and Nancy and I look forward to cycling with you when the weather gets just a little bit warmer. FYI, your LWA officers and Board members are already working on 2016 events... including a number of great “Get Away” cycling weekends.

Easton Maryland Weekend - 22-24 April
http://www.meetup.com/Lehigh-Wheelmen-Association/events/227563918/
http://www.meetup.com/Lehigh-Wheelmen-Association/events/227928694/
Bike Virginia. – 24-29 June
http://bikevirginia.org/2016-postcard/
Hyde Park NY Weekend – 19 -21 August
http://www.meetup.com/Lehigh-Wheelmen-Association/events/227462896/

In addition to these “away events”, we’ll have our LWA Gap Gallop, LWA Donut Derby, Annual Picnic, Monthly Grill & Chills and plenty of other local cycling opportunities as scheduled on our Meetup website. So mark your calendars for the Away Events and also watch our Meetup schedule. Come on out and ride with us!

LWA member safety is a top priority for me, so I’d also like to encourage everyone to attend out 24 February LWA Club meeting. Earl Ostrander will be our guest speaker and will provide 1st Aid and CPR training at this meeting. Earl is an outstanding instructor who combines serious science with humor in getting his message across. Last year, we had 4+ serious accidents and this year we had a New Year’s Day accident that sent one of our members to the hospital. Tim Phillips is a new
LWA member who relocated to the Lehigh Valley after retiring as a university professor. He’s an experienced cyclist; however, he crossed wheels with another rider and fractured his hip and scapula. I spoke with Tim this week and he’s home and he’s doing well. He was very appreciative of the LWA support he received during and after the accident. He knows he can reach out to us if he needs any help as he recovers. He expects to be back on the bike and riding with the LWA in April.

Wheel Overlaps
Several of our serious accidents last year resulted from “wheel overlaps” which caused the 2nd rider to crash. I’ve reached out to some of our LWA Racing Division Members and they actually train on crash avoidance techniques. I’m going to request our racing buddies to host a clinic for our Touring Division members this spring. In the interim, here’s a link that you might find useful:

http://www.ilovebicycling.com/overlapping-wheels-how-to-deal-with-it/

I’m looking forward to warm spring days and cycling with the LWA.

Dave Sheffield   LWA President

SPADT ON: HEATED CYCLING SOCKS AND CHEMICAL WARMERS

About 2 months ago I asked 3 local area clubs if anyone had any experience with Lenz electrically heated socks and received many responses from people who advised me of their solutions to keep feet warm. Not one related to my question. So, I decided to go ahead with my hunch and bought a pair.

Here’s the initial report:

For those who suffer from Raynaud’s Disease or those who just hate cold toes or feet when winter riding, these socks may be just what you need. I bought my Lenz socks at Buckman’s in Montgomeryville. Although I’m still in the testing phase, there are a few things to understand about the Lenz battery powered heated socks:

1. They are exceptionally well made (luxurious feel on the foot).
2. The battery pack is about 1/2 " thick X 3" X 2" and hinged in the middle so it wraps nicely around the curve of your calf. If you wear a very tight not so stretchy tight, it may be best to wear the socks on the outside of the tights. That’s what I’m doing...the look is good.
3. If your tights have a zippered bottom, I’d hate to see these very expensive socks start to wear out by the zipper abrating the inside. Right now I’m placing a piece of masking tape over the rough part of the zipper until I can get some convenient wrist sweatbands or something else reusable to cover those parts.

There is only one German/Chinese/English translation that took me a minute to figure out: “Turn Left Before Washing.” I’m fairly certain that it went from the German language to the English "Right Side Out/Inside Out" to the Chinese "Right Side Out/Left Side Out."

First test: Departed at 34 degrees, returned at 40. Within 5 miles I could feel just the tips of my toes were cold, say from tip to 1/8 inch back. No pain and/or discomfort of any kind...not like the pain associated with cold toes all the way back to the foot. When I took sock off, bottom of toe was not white but top was (no pain). 2 hour ride at medium setting. No problem.

I have worn socks several times since with same results. I have not been out in less than 34 degrees. But my guess is that they would work at lower temps.

Chemical Warmer Tips:

1. During the course of my testing warming techniques for feet and hands I discovered that toe warmers work well on finger tips as well as on toes. I fold a toe warmer over the tip of my claw glove and then put a thin wind proof mitt over the assembly. Occasionally I need to slip the mitt off so that the warmer sees some air.
2. If a warmer gets cold when air is restricted as in my windproof shoes or in my windproof mitt and warms up again when exposed to air, why not purposely restrict air after a 2 hour ride and you have a 6+ hour warmer. So, I tried it and found that placing the warmers in a zip lock bag when I return home, they cool down within minutes and last for at least 2 days and start right up again when you open the bag. Just be sure to squeeze as much air as possible out of the bag before zipping it up. 1 week in a ziplock did not work for me, but somewhere in between 2 days and a week must be the magical "drop dead" time.
3. Also, I've found that in my shoes, placing the warmers on top of my toes or on the bottom makes no difference.

Any questions, just email Walt at waltspadt@verizon.net.

Walt Spadt   Spadt On

SANTA DELIVERED A NIFTY BIKE GADGET

GARMIN VARIA REARVIEW BIKE RADAR

Jack Helffrich asked me if I would write an article about my new Garmin Varia Rearview Bike Radar, so here it goes. It is a nifty gadget that alerts you on your Garmin Edge that there is a car approaching from behind. The radar taillight will pick up vehicles from 150 yards behind. As a car approaches, a column and solid dot appears on the side of the Garmin edge. The solid dot moves up the side of the edge as the vehicle approaches. When the vehicle has passed, the column and dot disappear. If there are 3 cars approaching, there will be 3 dots moving up the side of the Edge. When the 3 vehicles pass, the dots and column disappear. The radar taillight starts to flash and gets brighter as a vehicle approaches to notify the driver there is a cyclist ahead.

From my experience on the New Year’s Day ride, there were at least 6-8 riders behind me blocking the radar so the Edge did not show me the column and dots until the vehicles were nearly passed. On another ride when only 2 riders were
behind me, there was no problem. The Varia Rearview Bike Radar is compatible with the Garmin Edge 520 and 1000. There is a Garmin device that you can purchase separately that shows the same information if you don’t have the 520 or 1000. Garmin is updating their software to include the 810 in the near future. This is a fairly new device and a bit pricey but from my experience it is pretty neat. Ride Safe!!

Donna Knight

Note: A similar Garmin rear light, but without the radar function, is the TL 300. If you do not own a compatible Garmin Edge cycle computer, the RTL500 described in this article is available bundled with the Garmin Varia RDU display unit for mounting on the handlebar.

Jack Helffrich

We can thank those 19th century bicycle deliverymen or "jockeys" for the word "jock"---another important historical role that bicycles and bicycle riders have played in our culture.

Carl Zvanut LWA Boardmember

QRQ QRQ OF THE MONTH FEB-MAR 2016

The QRQ of the month for January 2016 was to provide a caption for the following cycling related photo. Thanks to the faithful few who submitted captions.

"Always preview the route before leading a ride"
Dave Cincera

"Damn that GPS!"
Bryan Nyce

The QRQ for Feb-Mar 2016 is to provide a caption fo the following cycling related photo:

Submit your responses to grmm3@ptd.net by March 20, 2016.

GMack QR Editor

CARL’S CORNER:
BICYCLING AND
THE JOCK STRAP

I never really thought much about the jock strap since I was in high school when we were required to wear them whenever we were in the gym or involved in any sports. I was sure I would die if I didn’t wear one, although now almost no one does and everyone seems to be surviving fine without them.

By accident, I came across this information on the history of the jock strap. The jockstrap was invented in 1874 by C. F. Bennett of Sharp & Smith, a Chicago sporting goods company, to provide comfort and support for bicycle jockeys working the cobblestone streets of Boston. In 1897 Bennett’s newly formed Bike Web Company patented and began mass-producing the Bike Jockey Strap. The Bike Web Company later became known as the Bike Company. Today, Bike is still the market leader in jockstrap sales.

If you’re like me, you assumed that the term "jock strap" just refers to something that a jock wears. The truth, though, is that the original name "jockey strap" was derived from the originally targeted market for Bennett’s invention, the bike jockeys or bike deliverymen. Using the term jock for an athlete came about because athletes wore jock straps.
MECHANICAL DOPING TECHNOLOGICAL TRICKERY

Some have called it mechanical doping, some have called it technological trickery, but when a cyclist in a competitive event uses an electric assist motor hidden in the seat tube to gain a significant advantage over the rest of the field, it can simply be called cheating. If the device is capable of generating and supplying up to 110 watts or more of additional power to the bottom bracket (as one system designed by an Austrian company delivers) that form of cheating seems to offer remarkable benefit to an unscrupulous cyclist, and recently at least one cyclist in an international competition apparently couldn't resist the temptation to try this new form of competitive fraudulence.

Belgian cyclist Femke Van den Driessche, U23 European and Belgian champion, was recently accused of concealing a motor in her racing bike at the UCI Cyclo-cross World Championships in Zolder, Belgium, in January. Van den Driessche currently denies that the bike, which was confiscated by UCI officials in her pit area at the event, belongs to her; however, the case is still under investigation by the UCI governing body as an example of technological fraud, and Van den Driessche faces a minimum penalty of a six-month suspension and a fine of 20,000 CHF (Swiss francs—approximately $20,500 US).

Though this is the first case of motorized cheating ever reported at a major cycling event, concerns about the use of electric assist motors to gain a mechanical advantage in a highly competitive sport have been long been suspected. In a recent pre-race interview at the Tour Dubai, Bradley Wiggins, 2012 winner of the Tour de France, suggested that he thought that the use of concealed electric motors in competitors’ bikes has been around for up to five years. Race officials have been checking bikes for such devices for at least that long. After Wiggins’ One Hour Record attempt in June 2015, officials, according to Wiggins, literally tore his bike apart looking for any evidence of fraudulent mechanical advantage.

Until a few years ago, the use of an electric motor to give a cyclist an unfair advantage over fellow riders was limited by the technology available. Electric motors for bicycles were too weak, too large, too heavy, and too noisy to provide much advantage to a competitive cyclist and certainly too large and too noisy to go undetected. That has changed considerably with the advent of electric motors and batteries which can be mounted inside the seat tube and which are capable of delivering from 50 to 100+ watts of extra drive power to the bottom bracket. Gruber Assist, one of the leading manufacturers of seat tube mounted electric assist motors available to the general public, even offers a special "stealth" package to more readily conceal the system from detection.

As an example, the Vivax Assist, developed and marketed byGruber Assist, sells for approximately $3000 and can be retrofitted into an existing bike frame. The electric motor for the system mounts inside the bike's seat tube and has a gear on the bottom of the motor which locks into a gear ring mounted on the bike's crankshaft. The battery for the base model of the system is housed in a conventional saddlebag and the system is controlled and activated through a push button mounted on the handlebars. The Vivax assist motor is rated at 200 watts which effectively provides about 110 watts of powered assist to the bottom bracket and drivetrain of a bike. For about $500 more, a buyer can add the "Invisible Performance Package" which replaces the saddlebag mounted battery with a "bottle battery" which connects to the electric motor through bottle cage mounting holes. The handlebar mounted control button can also be relocated under the seat or be replaced with a wireless control button which can be easily disguised through the creative application of handlebar tape. This, after all, is a system designed and marketed for the general cycling public; the systems which might be developed for the competitive cyclist who is not opposed to adding a fraudulent mechanical advantage to his or her bike might be considerably less conspicuous and possibly more powerful.

Riding a Vivax Assist equipped bike is rather simple. The cyclist starts pedaling and presses the start/stop button to activate the motor which kicks in in about a second or two. To disengage, a rider simply stops pedaling, and after a momentary push (much like that experienced with riding a fixed gear bike) the electric assist stops. The system does not create any perceptible drag on the drivetrain or interfere in any way with the freewheel when the motor is not engaged, but with the motor engaged, the rider experiences about 100 watts of supplementary power, a significant advantage, especially on climbs. The Vivax Assist offers two battery options with an effective battery life of 60 or 90 minutes.
recent custom built bike with a full carbon frameset, Shimano Ultegra groupset, 3T bars and stem, Selle Italia Carbonia SLR saddle, Zipp 60 clinchers, Look pedals, and the Vivax Assist “stealth” package weighed in at 7.9 kg (about 17.5 lbs) with pedals. Considering the advantage a competitive cyclist might derive from 100+ watts of on-demand electric assist, the weight gain from the addition of the system seems pretty negligible. Thus the attraction of “mechanical doping.”

For more about the case against Femke Van den Driessche, check out the following:


http://www.ilovebicycling.com/what-is-mechanical-doping/

For more about the Vivax Assist system including road tests and videos, check out the following:

http://www.bikeradar.com/gear/category/bikes/electric/product/review-gruber-assist-conversion-kit-42720/

http://cyclingtips.com/2015/04/hidden-motors-for-road-bikes-exist-heres-how-they-work/

GMack QR Editor

Editor’s Note: Thanks to Hansel de Sousa for providing the inspiration and initial links for this article.

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**NOW FROM THE NETHERLANDS THE WORLD’S LONGEST BICYCLE**

Want to give drivers a real reason to give you 4 feet of clearance when they pass you on a bike? How about giving them 117 feet of bike to pass when they are giving you that 4 feet of clearance? A Dutch cycling group, Mijl Van Mares Werkploeg, recently set a Guinness Book of World Records record by building and riding a 117.5 foot bicycle (spanning about 1/2 a city block) constructed out of the type of aluminum trusses usually used for concert lighting.

![World's Longest Bicycle](image)

The unwieldy contraption meets the two requirements for a Guinness bike record---it has two wheels and is operable. The bike requires two riders, one in front to steer, though the bike cannot make any turns, and one in back to pedal the huge rear wheel which provides stability as well as locomotion (an appropriate term for a bicycle that looks more like a train). Though it has two riders, the bike does not qualify as a tandem because it only has one rider suppling the pedal power. The bike is a single speed with extremely low gearing, and the size of the rear wheel eliminates the need for additional stabilizers or training wheels.

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**LWA CLASSIFIEDS**

**FOR SALE**

Hard shell bike case. Performance TEAM model in great condition. Link to Performance Bicycle site for detailed specs: http://www.performancebike.com/bikes/Product_10052_1055_1_1102801_-1_400019__400019

List price is $400, goes on sale for $250. Asking $150.

Call or text Jack at 484-347-3541.

**WANTED**

**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 McCreight 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

GMack QR Editor
LWA RIDE REPORT
FEBRUARY 2016

As expected our LWA rides have been fairly sparse this winter season. That said, there have been a few hardy riders hitting the road. Top year-to-date leaders are Hansel de Sousa with 7 rides and 24 riders, Carl Zvanut 3 rides/29 riders and Dick McCreight 2 rides/18 riders. Jack Helffrich is Mr. Popularity drawing 18 riders for this New Year's Day ride. As an alternative to riding messy roads, consider Lenni Maguire's weekly CompuTrainer rides at Endurance Multisport. Bring your bike, water bottle, and a towel. Plan to arrive about 15 min. early to set your bike up. Cost is $10 for a 90 min. simulated and stimulating, scenic and sunny ride. Be sure to RSVP as space is limited. Check http://www.meetup.com/Lehigh-Wheelmen-Association/ to find your perfect rides.

Dick McCreight  LWA Board

LWA MONTHLY MEETINGS

All LWA members are invited to join club officers and board members at the LWA club meetings. Typically meetings are held at 7:00 PM on the last Wednesdays of the month. Whenever possible guest speakers on cycling or cycling related topics are included before the regular meeting agenda.

The meetings start at 7 pm and are held at the AsburyUnited Methodist Church, 1533 Springhouse Rd., Allentown, PA, located at the intersection of Walpert Av. & Springhouse Road. Meetings are held in the “Parlor,” located on the 2nd Floor. LWA members should park in the ground floor parking lot and enter the ground floor entrance.

Dave Sheffield  LWA President

NEXT LWA MEETING
24 FEBRUARY 2016
SPECIAL PRESENTATION ON FIRST AID

The next monthly meeting of the LWA will begin with a special one hour presentation by Earl Ostrander, Jr., on First Responder and First Aid for cyclists. Earl and his staff at CPR Road Tour offer an extensive choice of health and safety training courses in CPR, First Aid, AED use, Lifeguarding and Water Safety, Pet CPR and First Aid, and Babysitting Safety. More information can be found at their website, http://cprroadtour.com/.

GMack  QR Editor

SPADT ON:
RIDE WITH GPS
DRAW WITH GPS

Stephen Lund, a Canadian cyclist, has cycled over 3,000 miles on the streets and roads of Victoria, Canada, using the app Strava to map his routes but at the same time to create large scale images ranging from huge text messages to more elaborate doodles like a large scale witch or an image of Darth Vader.

Lund first sketches out his planned image on a map of the city, uses Google Maps to plan the best route to create his doodle, then types out turn by turn directions to follow as he rides. Using his GPS and the Strava app, he rides the route and creates the large scale image with his bicycle. He began his project in January 2015 and logged over 13,000 miles over the course of the year with about 1/4 of his rides used to create 85 works (62 images, 23 messages) which he has posted on his website http://gpsdoodles.com/.

For more examples of Lund's works and a more detailed explanation of the process, check out the following:


http://gpsdoodles.com/

GMack  QR Editor

Editor's note: Thanks to Walt Spadt for providing the idea and link for this article.
WELCOME NEW MEMBERS:

Patty Wilson  
Jim Fullerton  
Rene Rosa  
Ed Micalizzi  
Pat Peeke  
Michael Greenholt

MEMBERSHIP NOTES:

LWA migrated to its new website in mid-December 2015 and officially re-opened to the entire membership in early January 2016. For security reasons passwords can neither be viewed nor copied; therefore, no passwords could be carried forward to the new website. Hence, each user has to “reset” his/her password upon the first login to the new site. Similarly, a forgotten username can also be reset. However, if a user’s email address is lost, then manual intervention by Membership Administration will be required.

The LWA Welcome email has been automated and is still being refined. Because of the improved automation a manually-generated .pdf membership e-card is no longer being attached. Instead, a facsimile of the e-card is included near the end of the email. Please retain the email in case a discount sponsor requires proof of LWA membership.

To simplify the migration to the new database only active members and members with expiration dates from July 2015 to December 2015 were carried forward. Henceforth, members whose expiration dates are older than six months will be expunged from the database monthly on a regular basis.

Problems should be reported immediately to Membership Administration or the Webmaster, or both, as appropriate.

Similarly, if manual intervention is required, then contact us ASAP.

Subscribers can join/renew via the LWA website using either Paypal or Paypal “pass-through” (i.e., specifying a credit card directly). Renewal or joining by check is usually done via snail mail (LWA, PO BOX 140, TREXLERTOWN, PA 18087-0140). Please email Membership as soon as the check is mailed. If payment is done in person via cash or check handed to an LWA Officer or Ride Leader, then also please contact Membership ASAP. Direct payments via Paypal outside the website are also possible (recipient email address is lwa.membership@gmail.com). Again notify Membership immediately.

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

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LWA CLASSIFIEDS

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<th>ARTICLES FOR SALE</th>
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<td><strong>Specialized Roubaix Series E Expert SL4---</strong> 10r FACT carbon frame (54cm) and fork with Zertz. Has enough stiffness for fast riding yet designed to damper some of the road’s imperfections. Full Shimano Ultegra 11 groupset for ultra-smooth and precise shifting. $100 Shimano Ultegra SPD-SL pedals included. This bike was purchased in November of 2013 for $3,922 at the Tredlerstown Cycledrome. $1900 or best offer. Rosemary  484 619 3827</td>
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| **Travel Trac Comp Fluid Trainer** for indoor training with the special red tire 700x23 VITT Zaffiro Pro trainer, asking $75 or best offer. Rosemary  484 619 3827 |

| **Ridley Damocles** used, large. Never crashed some paint chips. frame only $700, with Campy Record Carbon 10 sp, $1600. Or best offer. Andrew Bollinger  610-653-8589 |

| **2013 Specialized Ruby Elite Compact 48** Like new. Around 150 total miles. All original, stock components. John Daniello  610-217-0402  addictivesports@hotmail.com |

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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

**Curt’s Cyclery**
Route #248
Nazareth, PA
610-759-5134
http://curtscyclery.com/
info@curtscyclery.com

**Cutters Bike Shop**
418 E. 3rd St.
Bethlehem, PA 18015
610-419-4207
www.cuttersbikeshop.com

**Fitness Central Bike Shop**
4337 Route 309
Schnecksville, 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**
337 Chestnut Street
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

**The Velo Shop**
6465 Village Lane, Suite 8,
Macungie, PA 18062
267-374-3915
www.theveloshop.net
info@theveloshop.net

**Village Bicycle Shop**
7 South Village Circle
Reinholds, PA 17569
610-742-4786
email: gs391@verizon.net

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