MESSAGE FROM THE PRESIDENT

I’d like to publically thank George Mack for 4 years of dedicated service as the Quick Release editor. As George mentioned in the last QR, he’s going to take a break.

Most of you know that the LWA is a very diverse organization centered on cycling. Our membership covers a wide spectrum of people. The Quick Release Newsletter offers a key vehicle to communicate to the entire club.

With George’s retirement, I’d like to welcome our new quick release co-editors Jean Black and Gale Fritsche. Jean and Gale are partnering to publish the QR. Welcome aboard!

From my perspective, the LWA is more than cycling. It’s about friendships that extend well beyond the summer cycling season into hiking, skiing, etc. I think George Mack says it the best (later on in this newsletter,) where he states: “Every day you get on your bike and join a group ride of the LWA, take a moment to reflect on the special community of cyclists you have joined who will be there for you through the good times and bad times both on the road and off and who are ready to do everything they can to help you if an accident occurs.”

LWA Safety Report -- So far this year, the LWA membership has had fewer serious accidents than 2015. We still have pothole mishaps (please read George’s article). So be careful out there. GG and DD -- Our annual Gap Gallop and Donut Derby events are planned for September.
Planning for these events is well underway and we hope to have great weather and a strong rider turnout. Please mark your calendar to either ride or to volunteer in one of these events. Helffrich is the race director for the Donut Derby which will occur on the 6th of September. Cathy and Clyde Odom are leading the Gap Gallop which will be on 18th of September.

Club Meetings
This fall, we will have guest speakers on a variety of topics including: Cycling Optics; Cycling across America; and, Winter Training.

As I’ve said many times before, I’m very honored to be one of your the LWA officers. The LWA leadership team works seamlessly to organize and manage club activities - especially during the 7 months in advance of our Fall events. In addition, we have a very active group of volunteers. If we need help for a special event (GG & DD) or if one of our members is hospitalized, all I have to do is ask and there’s long list of volunteers to help out. You guys are very special. Thanks for your enthusiasm and dedication to the Lehigh Wheelmen!

Dave Sheffield, LWA President

Ride Leader Report - July 2016
LWA ride frequency and attendance fell off a bit this month due to vacations and summer rain storm cancellations.
Reported rides as of July 29th, include 25 rides with 255 riders participating. Your top July ride leaders are Jean Black with 75 riders on her 7 rides followed by Tom Donnelly with 4 rides/54 riders and Donalee Frary with 4 rides/25 riders. Year to date, Jean Black is top ride leader with 23 rides and 193 riders followed by Richard Baldock 23 rides/47 riders, Torie Loven 20 rides/214 riders, Dave Sprigle 20 rides/73 riders and Tom Donnelly 18 rides/181 riders. We have a three way tie for most popular ride leader with Jane Derby, Terry Terfinko and Neil Dicker averaging 16.3 riders on each of their rides. August is a great time to make your own summer breeze by participating in an LWA ride.
Visit [http://www.meetup.com/Lehigh-Wheelmen-Association/events/] to find your perfect ride. Be safe!

Dick McCreight

TALE OF A CRASH AND A COMMUNITY

On Ron Helmuth’s "Mootsie’s Half-Birthday Ride" on Wednesday, July 20 (coincidentally two days before my own birthday on July 22), I received three early birthday presents: First, an unexpected encounter with a pothole at speed (not my first, but definitely my worst); Second, a trip to St. Luke’s ER in an ambulance (my first ride ever in an ambulance --- quite an unexpected "treat"); and Third, the care and attention of both the ride leader and other LWA riders at the scene of the accident, (who took control of the situation and offered immediate care, support, and encouragement to a fellow fallen and injured rider. Such caring is something I had totally expected from my cycling companions and friends in the club but had never experienced during a personal accident.
The experience reinforced my faith and trust in the community of friends who have bonded through a love of cycling into something a bit bigger and greater---the friendship with and compassion for fellow cyclists in the LWA and in general.

After 5-6 hours in the ER at St. Luke's Bethlehem, the doctors and staff concluded that fortunately the extent of my injuries were limited to major road rash, tissue damage, and bruises on my right side, including my right knee, my right hip, my right forearm, and my right shoulder. Fortunately or unfortunately, my right forearm looked and still looks like it took most of the impact. Because the right side of my head also contacted the pavement and the right side of my helmet was deformed and some of the inside foam had cracked and my forehead bruised, I was not released until a CAT scan confirmed no brain issues----at least no new damage as some of my more sharp-witted cycling friends have pointed out. I received suggestions for pain medication and wound treatment and released. However, the whole experience, my first serious crash except for a fall in a biathlon many many years ago (when, coincidentally, I was much younger), in this my recovery stage from the worst road rash I have ever experienced both in size, depth, and number of sites, I have thought almost daily of the lessons I learned from that fall and its aftermath. I was inspired to put some of those thoughts into a short piece for the QR; partly to reinforce them in my mind and partly to remind fellow cyclists, particularly members of the LWA, about things on and off the bike.

**Lesson 1: Wear a helmet.** I am not about to re-ignite the controversy about helmet use and helmet efficacy in preventing concussions or brain injury or fatality, which has been examined and debated in this newsletter ad nauseum. Simply put, I know I landed on my right side in the crash and my right side took most of the damage from my fall after I was launched by a pothole at around 25-30 mph. I also know what the abrasions and bruises looked like on my right knee, hip, forearm, and shoulder. I can surmise with probable accuracy what the right side of my head and possibly my face might have looked like had I not been wearing a helmet. That thought was enough to convince me that I will always strap on a helmet before I get on a bike even if all it will protect me from was significant skin loss on my head. The doctor in the ER commented on the same issue when he examined my helmet and then examined my head. Based on the way my right shoe and right pedal looked after my fall, I imagine my right foot would have also looked a bit "worse for wear" too. This is not a plea for requiring shoes to be worn on LWA sponsored rides, just a random reflection. So wear a helmet. I strap on a helmet every time I get on a bike, and I have never, (I think,) thought for a moment that I might be more reckless in my riding because I had a foam and hard plastic case for my head. Accidents do happen without recklessness on the part of a rider.

**Lesson 2: Take the ambulance.** I knew from past experiences with cycling accidents that the generally quickest way to receive treatment at a hospital ER is to arrive in an ambulance. In addition, the EMS squad in the ambulance will do a preliminary assessment of injuries and contact the emergency facility to get a ruling on whether the cyclist should be taken to the normal ER or to the trauma center for more expeditious treatment.
There should be no question about a ride in an ambulance if a rider's head hits the pavement, as had mine, as there should be no question about a ride in an ambulance if there is any doubt that a fallen rider lost consciousness for even the briefest moment or is not responsive, an ambulance should be called. I am convinced that the choice to call an ambulance in the event of an accident, particularly one which involves possible head injury should not be left up to the injured cyclist or cyclists. I think this should be protocol for ride leaders of the LWA. They need to make the call. They need to dial 911 and get an ambulance on scene. I have heard horror stories about riders who denied the need for an ambulance who later were taken by family members to an ER and waited hours to even get into emergency care. Though my experience at St. Luke's took over 5 hours, I was examined by a doctor within the first hour and treatment of my wounds began within the second hour. The longest wait was for the CAT scan and CAT scan results.

**Lesson 3: Sign the waiver.** Sign the ride waiver before the ride and be glad you are a member of the LWA, a cycling club which provides back-up medical insurance for all riders who are members and are participating on a group ride. This is an important "perk" of club membership and one of the most significant benefits of belonging to the LWA.

**Lesson 4: Celebrate.** Celebrate your cycling community. Every day you get on your bike and join a group ride of the LWA, take a moment to reflect on the special community of cyclists you have joined who will be there for you through the good times and bad times both on the road and off and who are ready to do everything they can to help you if an accident occurs.

**Lesson 5: Ride safe.** I was told by a number of cyclists who were behind me when I hit the pothole and crashed that if I hadn't hit it, someone else surely might have---it was just that well hidden by the leading edge of shade from a tree that it blended with the shade. I missed it completely because my attention was on a car edging out of the stop sign into the intersection from my right, even though I had no stop sign and the right of way. I believe that some crashes are indeed unpredictable and unavoidable, but caution has to be our copilot on both familiar and especially unfamiliar roads.

Thanks again to all the cyclists who stepped up to help me through this experience, with special thanks to Ron Helmuth, Jane Derby, Paul Smith, Carl Zvanut, and Tim Reilly, who were particularly attentive to my physical and emotional needs. Thanks also for the many phone calls, texts, and emails from my cycling buddies wishing me a speedy recovery from the road rash from the crash. Let's not talk about the bike, however.

**GMack**
BIKES UGANDA

Carl Zvanut shares his photo documentary from a recent trip to Uganda: Transporting bananas via a handmade “bike”, shows clearly how bikes are used throughout poorer nations of the world such as Uganda. These wooden bikes are mostly pushed, although you can hop on the back. They are made locally and cost $3. There is a brake that is a piece of a car tire your push against the rear wheel.

Another, more industrial era bike seems more sophisticated, but may be more challenging to use.

RideWithGPS - LWA Account

One of the benefits to membership in the LWA is the ability to be included in the LWA RideWithGPS club account (LWA-GPS Club). This account provides a place for the LWA to store and manage our cycling routes library and gives all LWA club members who are authorized in the LWA-GPS club account access to Premium features in RWGPS for all routes in our club library. This includes access to the mobile device features including turn by turn directions from your I-Phone or Android device. (It does NOT give all LWA members the RWGPS Premium Level features for routes that are not in our club library).

You must be a current member of the Lehigh Wheelmen Assoc. to be authorized in the LWA-GPS club account. LWA members can find directions on how to be authorized in the Members Only section of the LWA website.

To use the Premium features in the LWA-GPS club account you will need to have your own personal account with RideWithGPS. There are multiple levels of membership with Ride_With_GPS. You can elect to sign up for a FREE account if you choose. As member of the LWA GPS club you will still have access to the Premium level features for all the routes in our library. Obviously the higher the level of membership with RWGPS the more features you will have access to on other routes, but as an authorized LWA-GPS member you will always have Premium Level access to the routes in the LWA route library regardless of what level you choose for your personal account. If don’t already have a personal account you can create an account at https://ridewithgps.com/

For more information about the benefits of the club account go to http://ridewithgps.com/help/club-benefits/

Paul Smith. LWA-GPS Club Manager
REST STOPS

Recently, the Wanamakers General Store owners sent to the LWA an urgent request that our riders refrain from using their restroom because of plumbing insufficiency during high volume use. Since their hospitality and quaint charm make it one of our favorite rest stops (and one of the few in northwestern Lehigh county,) the LWA leaders wanted to show our willingness to help the owners’ with their concerns. An opportunity for quick solution came the next day when ride leader Neil Dicker planned a rest stop there. By talking to the riders before the ride and talking to the store clerks when they got there, helpful accommodations were made - including simply not flushing the toilet every time. Carl Zavnut recently stopped by the store to see how things were going and the owner couldn’t have been more pleased with the club. Kudos to Neil and the gang! She reiterated how much she likes having riders in the shop and hopes they can solve the plumbing problems soon. Just a reminder to keep basic courtesies in mind at our various rest stops. Avoid overcrowding the store so other customers can get their shopping done. Most places either tolerate us or are happy to have us so let’s work to keep it that way.

August 5, 2016

WELCOME NEW & RETURNING MEMBERS:
Philip, Vicki, Garret, Eric, Elisa, Rob, Esther, Jon, Simeon, Josiah & Irene McGraw
Timothy Koehler
Sharon Das
Terry Richards
Elizabeth Allen
Angel Fernandez
....
Statistics Summary
Units 285
Individual 211
Family 74
Minimum Total 359
Annualized Projected Revenue from Memberships ~ $5015
...
Experiencing Website "Problems":
Rule 1: Contact Membership Administration (see below).
Rule 2: See Rule 1.
...
Renewal via Snail Mail:
LWA, P.O. BOX 140, TREXLERTOWN, PA 18087-0140
Please notify Membership when check actually mailed....
...
Need valid Email address for:
Stuart Field
If anyone knows Stuart, please send his email address to Membership so that we can finalize his database record.

LWA Membership Administration
Rob Smith, rbsmith@fast.net
Richard Baldock, rv314159@rcn.com,
LWA CLASSIFIED

Wanted

Childrens Tag Along Bike Looking for a used tag along bike to connect behind an adult bike. Call Terry 484-707-2866

MEMBER PIC PAGES

A hot LWA ride leader cooling off!
LWA Discount Sponsors

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

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www.bikeline.com

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www.bikeline.com

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610-759-5134
http://curtscyclery.com/
info@curtscyclery.com

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www.cuttersbikeshop.com

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Schencksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

**Keswick Cycle Co.**
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215-885-7433
www.keswickcycle.com

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www.sleepingdogprocycles.com

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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
610-742-4706
email: gs391@verizon.net

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