

QUICK RELEASE

newsletter of the
LEHIGH WHEELMEN ASSOCIATION Inc.

June 2012

IN THIS ISSUE

What We Talk About	1
Ride of Silence	2
Pat Ytsma Benefit Ride	2
Juniata Cabin Weekend	3
Will a Helmet Save My Life?	4
May Daze	5
Pat Ytsma Benefit Ride	5
Track Racing 101	6-8
Brandywine Bike Tour	9
LWA Magnets	9
Club Picnic	9
QRQ of the Month	10
New LWA Members	10
Membership Update	10
Classified Ads	10
Discount Sponsor Page	11

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WHAT WE TALK ABOUT WHEN WE TALK ABOUT OUR BIKE RIDES

"The bicycle has a soul. If you succeed to love it, it will give you emotions that you will never forget."

MARIO CIPOLLINI

Even before the beginning, I have always loved the bike. For me, there is a majesty and wonder that actually transcends the physical dimensions of riding. So on any given day when we ride, there is a start and an end just as you would expect. The middle, however, becomes magical as it dissolves into gossamer, like eating cotton candy. What we experience there is nothing short of mystical and it will always be that way. There is a Hebrew expression to describe this and it is, "Yedid Nefesh."

It was in the dead of winter in the year 2005 that I faced what we all face from time to time. I will call it one of several defining moments which I have had.

Three months of skin radiation for cancer had given me some relief, but, it had also changed the landscape of my life forever. I stood in my basement, bike shoes cut to fit my badly damaged feet, my body pretty well decimated, and reached my decision. I would later come to realize that it was the same decision that Lance Armstrong had made. I would never give up. If I did, it would last forever.

Four years later, in 2009, as I faced a stem cell transplant, I led my last ride before going into the hospital. I named it the "Flip Side." Appropriately so, since one part of my life was over and another was about to begin. I had many feelings that day but none of them were mystical.

**Visit the Lehigh Wheelmen home page at www.lehighwheelmen.org
Due date for Quick Release articles is the 20th of every month.**

WHAT WE TALK ABOUT, cont.

A season passed by, and then another, and then I was back on the bike. And then there I was on the Flip Side. The year was 2010. It was time for a new beginning.

Years have gone by and now it is May 2012.

At the start of any ride there are always the moments of joviality. There is laughter and talk and excitement every where you look. People don't usually notice that I close my eyes for a moment or two. I breathe in and out. When I breathe out my friends breathe in my air and when I breathe in I take in theirs. I call this "being one with the world."

"Let's go," the ride leader calls and we begin to roll. Our speed picks up, legs go faster, conversation heightens and none of us has a chain. Neither on or off the bike. We are free spirits. Hence my name, "Ruach."

We're immersed in the sky, the wind, the farms, the road, the uphill and downhills, the sun, the clouds and the temperature. Here is a hawk, there is an owl. Life is everywhere and we are so very much a part of it. There is the passion between us as we speed up and slow down. The experience at 20 mph is uniquely special, and impossible to imagine unless you have done it. We become sleek beings, glued to our machines, bonded to them and each other, in the most extraordinary way.

We ride out to Dietrich Road, some call it "Neil's secret road", and go a short a distance and there we stop. Every time. Without fail. My Rabbi was there with me one time and I asked him what came to mind as we gazed out to the mountains and valleys before us. "Mystical," he said. "Chait HaTevah." A Hebrew expression which means "Natures Palette."

What you see is not always what you get. This is especially true on the bike. We become "Yefid Nefish" with our bikes, our friends, and our world. That is, we are soul mates in the deepest sense. What do we talk about when we talk about our bike rides? We talk about being one with the universe we live in.

*Neil Dicker
May 2012*



**PAT YTSMA
RIDE SAFE
BIKE TOUR**



**PAT YTSMA BENEFIT RIDE
JUNE 12, 2012**

TIME TO ENTER!!!!!!

A reminder to all interested LWA members to register for the Pat Ytsma Ride Safe Bike Tour to benefit Pat's Children's College Fund which will take place on Sunday, June 10, 2012, in Breinigsville. The ride is dedicated to the memory of Pat Ytsma, who died tragically on December 8, 2011, after being struck while riding his bicycle on the Fahy Bridge in Bethlehem.

Participants can register on line and non-riders can make direct donations to the children's education fund on <http://www.patytmsabiketour.com/>.

The benefit will include two ride options of 20 and 40 miles, both promised to be flat. Cyclists are encouraged to secure pledges for their participation, and incentives will be awarded to riders based on different pledge levels.

Further information about the Pat Ytsma Ride Safe Bike Tour for both participants and corporate sponsors can be found at <http://www.patytmsabiketour.com/>.

G. Mack

**TIME TO ENTER!!!
SEE THE UPDATE ON THIS EVENT FROM
GEOFF ROGERS, VP of TOURING, on p. 5**

RIDE OF SILENCE

On May 16, 12 riders joined Geoff Rogers for the 10th Annual Ride of Silence. Wearing black armbands, they rolled out of the Allentown Fairgrounds at 7 p.m.; the start time at hundreds of locations for riders worldwide. They were noticed and cheered on by the many locals they passed as they rode slowly and silently for three miles in downtown Allentown.

The ride is held during National Bike Month to honor cyclists killed by motorists, promote sharing the road and provide awareness of bicycling safety. It is also a chance to show respect for and honor the lives of those who have been killed or injured while cycling on public roadways.

Started in 2003 with 1,000 riders riding in memory of Larry Schwartz who was hit by the mirror of a passing bus and was killed, it has grown to over 12,000 cyclists riding in every state and at least 18 countries.

Cynthia Underhill



AN LWA CABIN WEEKEND

Some 25 years ago, our family started vacationing in a Civil War era log farm house in Juniata County. There was a pond with an island and good fishing, there was hiking and golf, but mostly the Cabin was about great rustic beauty and serenity and became for us a sacred place to renovate the spirit.

Several years ago I started taking my bicycle along and soon discovered that the valley surrounding the Cabin featured empty paved roads, courteous drivers, and great beauty featuring forest, farm, and rivers. There were curious little markets, often run by the Amish and Mennonites, where one could purchase moon pies and whoopie pies for mid-ride nutrition.

It wasn't long before I started dreaming about how to share this riding bonanza with my Wheelmen friends. So after a lot of scheming and not a few hours on RideWithGPS, eight of us, Dave, Dave, Jack, Ron, Alf, Doug, Scooter, and Paul embarked on the first ever Juniata County Three Metric Century Weekend. As ride leader I challenged the group to name each of the three rides.

This challenge elicited considerable creativity. That first route became known variously as: "Only Three More Miles," "Lost in Central Pennsylvania," and "Cue Sheets are Over-rated Anyway." Highlights included a beautifully restored Eddy Merckx racer at a bike shop run by an Old Order Mennonite, the Nipple Convalescent Home (think damaged bicycle wheels!), and several multi-mile, slightly downhill, wind-at-your-back stretches in the stunningly beautiful Pfoutz Valley at a relaxed 28 MPH pace.

The second ride was "Where in the Heck is Academia Pennsylvania?", a trip to, yes, Academia, PA, and a private showing by the gracious Audrey Sizelove of the Juniata Historical Society in a museum housed in the only remaining building of the original Academy. Jack playing the reed organ, a harvested tattoo, and a fully equipped 18th Century OR were some of the features of the visit. This ride was also dubbed: "Where are the Derby's on this Roller Derby?" and "How Can Alf Do This on a Single Speed When my Legs Hurt So Much in my 34-28?"

The third ride was "So This is What 0% Chance of Percipitation Looks Like!" After a progression from humid to damp to moist to mist to falling mist to downright wet at mile 28, we huddled under the awning of the Church of God of Prophecy in Maze, PA and waited patiently for divine guidance. After 5 seconds or so, a combination of dark clouds and the fact that we were fortuitously only 5 miles from the Cabin, led us to rename our trip "The 2.5

Metric Century Weekend". We also discovered why Jack is President of the LWA. He was "sick" that day, and elected to stay at the Cabin and read a book. Before the ride he graciously pretended to be bummed out, and after the ride did not brag very much about his good judgment.

We could also talk about the food catered by the two sisters and one niece, about the jenga fire, the local prom and how it intersected this LWA excursion, the squirrels in the attic, the brightest full moon of the year (or maybe the century), the painful lesson that when fishing for catfish one should keep firm hold of one's fishing rod, and how genuinely nice everyone we met was, both in person and as drivers. And the fact that we rode 1150 miles without a flat and without a mechanical (Ok, so Dave had a mechanical in his shoe).

Such an auspicious start deserves the chance to morph into a tradition, and we're already planning the menu and the routes for next time. Stay tuned.

Ron Helmuth



LWA MEMBERSHIP MEETINGS

Held the 3rd Wednesday of every month.

Next meeting is:

June 20, 2012

7:00 PM-8:00 PM

MEETING LOCATION:

The Education Center at the Integrated Health Care Facility located at 250 Cetronia Road, behind The Tilghman Square Mall.

Enter the lobby, then take the elevator to the third floor and turn left. The entrance to the Education Center is the first door to the left.

Meeting minutes are posted on the LWA website after approval at the next month's meeting.



WILL MY HELMET SAVE MY LIFE?

Practically all Lehigh Wheelmen wear helmets when cycling, yet few understand a helmet's functional design and safety limits. Many mistakenly believe a helmet will minimize chances of a serious head injury when coming off the bike at speed or in a collision with a motor vehicle. "I hit 50 mph going down Blue Mountain - glad I had a helmet on" and "I would not ride in this traffic without a helmet" are not uncommon sentiments.

Manufacturers promote helmets for their ample ventilation, cool looks and light weight, but seldom make any reference to brain protection. Fact is, cycle helmets are built to an abysmally low standard for brain protection. Bicycle helmets are tested by measuring the force on a helmeted head-form when dropped 6 ft onto a hard, flat surface (representing the road), and dropped from 4 ft onto a rounded surface (to represent a curb). That is equivalent to the force generated by falling off your bike when standing still. Everyone knows a hard-hat, made from very strong materials such as steel or Kevlar, and worn by say construction workers and soldiers, offers protection from fast moving objects which could potentially damage the skull. Cycle helmets, on the other hand, are made of Styrofoam coated with thin plastic, both brittle materials.

Styrofoam is the material of choice for lightweight, disposable items, such as a coffee cup, food packaging tray or a picnic cooler. Placing any of these objects under a sudden mild stress will crack the Styrofoam. Think of putting on a cycle helmet as inverting a giant cup on your head. How does a giant coffee cup offer any brain protection, you should ask? (but have probably not). Well, a Styrofoam helmet helps by decreasing the deceleration a brain experiences when coming to a very quick stop. It does this in the time it takes the head to compress the Styrofoam lining. So instead of a virtually instant stop when a bare head hits an immovable object, the few microseconds taken to crush the Styrofoam lining will increase the time taken to slow down the head and thus lessen the peak force the skull and brain are subjected to. That's providing the helmet does not first crack.

If cracking occurs before the liner crushes, it is considered a functional failure, since the helmet did not provide any slowing of the head before cracking. Studies of cracked helmets show that most were not significantly crushed before cracking. Collision energy varies with the square of impact speed. Remember, a typical helmet is designed to absorb the energy of a head falling from a bicycle, equivalent to an impact speed of around 12 mph. This will only reduce the energy of a 30 mph impact to the equivalent of 27.5 mph, and even this will be compromised if the helmet fails.

Anecdotes of "a helmet saved my life (by cracking)" are rampant amongst cyclists. I have a couple of helmet and non-helmet anecdotes myself.

Having played rugby for some 6 years in secondary school and college, I never saw any serious head injuries, despite no protective headgear being worn. But I am certain that had players in the scrum worn cycle helmets during a game, every helmet would have ended up cracked.

Another anecdote. I had to drive my car to a Wheelmen ride, and since the likelihood of sustaining a serious head injury in a car is the same (hour for hour) as when cycling, I decided to put on my helmet. I hit my head three times on that one trip; twisting my head and neck on the door frame when getting into the driver's seat, hitting the roof when going over a small bump on the road, and finally, the edge of the hatchback caught the front of my helmet when I opened it to get my bike out.

In over 60 years of bicycle (and initially tricycle) riding, mostly without a helmet, I've come off the bike numerous times, probably averaging at least once a year. Hit my head twice. Once in the rain, in Montreal some 45 years ago, when rear ending a taxi waiting for a left turn (steel rims those days), and another time after hitting the rear wheel of a fellow cyclist while heavily loaded down during a tour in Germany. The first incident sent me over the handlebars and my forehead dented the taxi's trunk, with no more injury than a scalp laceration, and in the second accident, I landed on the side of my chin, resulting in a superficial scrape. I've always wondered if the rotational force and extra half pound of a helmet would have resulted in a serious injury, or if essentially doubling the size of the top of my head would have turned dozens of near misses into hits.

So wear a helmet because it's part of the uniform, knowing it will prevent some road rash if it stays on your head in a fall, but ride as if you aren't wearing a helmet, as a helmet will not keep you from a serious head injury in a crash at even moderate speed.

This list of over 200 dead helmeted cyclists is sobering: <http://members.shaw.ca/jtubman/deadhelmet.html>

Recommended reading:

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

<http://www.cyclehelmets.org>

Hansel de Sousa



TIME TO ENTER!!!

Hey everyone, Just a few quick items about the Pat Ytsma Ride Safe Tour on June 10th.

First, please register if you haven't already. Registration can be done online or by mail. Here's a link to the website http://www.patytmsabiketour.com/3/online_payment.htm.

Second, it is a fundraiser for the family of a fallen rider, killed on the Fahy bridge in December. All proceeds will go to the college fund for his 2 children, one of which just graduated high school.

Third, if you are going and are a fairly strong rider and/or want a couple of extra miles for the day, please park at the Rodale Fitness Park across from the velodrome and ride to the start at Earl Adams Memorial park 8935 Breinigsville Road Breinigsville, PA. It's just 2 or 3 miles from the velo and Earl Adams Memorial park doesn't have a ton of parking.

Lastly, as part of the fundraiser, there are raffle tickets available at \$2.00 each or 3 for \$5.00. Tickets are available through me or on the day of the ride at Earl Adams Memorial Park.

There are many many prizes available including, but not limited to:

Grand Prize is a Jamis Allegro Sport Bike from Bicycling Magazine

(5) \$50.00 Gift Certificates from Saucon Valley Bikes

(2) \$55.00 Tune Up Gift Certificates from Cycledrome Gift Basket from The Finish Line

Personal Training Session from Mike Kramer Personal Fitness 5 gallon Gift bucket from Cantelmi Hardware

(3) \$50.00 Gift Certificates from Aardvark Sports

Movie Tickets from Rave Movie Theatre

(2) Large Hog Sandwiches from Wally's Deli

Bagel Gift Basket from Pam Parker's Bagel Baskets

\$25.00 Gift Certificate from The Olive Garden

One Month Membership from Steel Fitness

(4) Tickets to Steven Wright Show @ Penn's Peak

Cracker Barrel Gift Cards from Atas

Starbucks Gift Cards from Atas

Simon Outlet gift Card from Daltille

Gift Card from Giant

Game Tickets from The Iron Pigs

Baseball Jersey from The Iron Pigs

Gift Basket from The Frying Dutchman

Art Frame and Stationary from Dan's Camera City

Handmade Wooden Box from Craig Evans Woodworking

Gift Basket from Kings Cyclery

Geoff Rogers

LWAVP of TOURING

MAY DAZE

This morning in church, making small talk, a friend asked me if I had been riding my bike much recently. "Not for a week," I replied, "I've been sick." He seemed puzzled that I considered a week a long time to go without riding. But I do. I think it's been a very long time.

Last Monday, the last day of an extended weekend at the Helmuth cabin, too ill to ride, I watched sadly as the five 'healthy' cyclists took off down the road for a day of adventure. I knew I would be missing out on the fun. It was only when the fog became a mist became a sprinkle became a drizzle became a shower became a downpour, that it also became obvious that I had done the right thing.

It's difficult to accurately and completely describe how much I can miss cycling. After a few days of inactivity, I become moodier than normal and slightly depressed. The world just doesn't seem to be as nice a place.

But the thing I miss most when not riding regularly is the social contact. Out on a group ride, I invariably feel sorry when we pass solo cyclists. I also wonder about the motorcyclists, unable to converse with their fellow travelers over the roar of their engines.

A biking friend of mine had surgery recently, and has been unable to ride for several weeks. He commented that although he misses the physical activity considerably, he misses the social interaction even more. I share that feeling. In the course of a typical ride, I will usually have conversations about politics, home improvements and repairs, bicycle maintenance, training, personal finances, the LWA, music, book reviews and recommendations, upcoming cycling events, health and nutrition, to name just a few.

I am amazed sometimes at the unifying power of bicycling. At our Monday night Grill and Chill last month, I looked over the crowd of seventy or so cyclists and realized that I knew most of them by name and thoroughly enjoyed their company. As diverse as we sometimes are, the common bond created by our love of cycling creates an incredible feeling of camaraderie. So let's have a great summer. Stay healthy, get out on the bike and enjoy our beautiful countryside. And maybe slow down a mile or two per hour, catch your breath and learn a little more about the person riding next to you. And maybe also about yourself.

Best regards,

Jack Helffrich

LWA President

WORLD SERIES OF BICYCLING

The upcoming 2012 World Series of Bicycling will run from June 15 through August 31 at the Valley Preferred Cycling Center.

June 15: U.S. Sprint Grand Prix
June 22: Mike Walter 100 Lap Madison
June 29: Red Robin/Marty Nothstein BRL All-Stars
July 6: U. S. 10 Mile Championships
July 13: USA Cycling Jr. Nationals (July 11-15)
July 20: Festival of Speed
July 27: Kierin Cup
Aug 3: Tandemonium
Aug 10: Fastest Man on Wheels
Aug 17: Corporate Challenge
Aug 24: Air Products Finals
Aug 31: Madison Cup
All events are on Friday nights.



TRACK RACING 101

At first glance, Velodrome racing, also called "track racing" is a chaotic, confusing sport. Once you've seen a night of racing, the uniqueness of the events creates memorable impressions that are only amplified by the simplicity of the competition. Races may have up to 36 riders at various speeds and locations. Track bikes have no brakes; employ a single fixed rear gear, or cog, that does not allow coasting. The prefix "velo" is short for the French word "velocipede", the bicycle's original name.

The Bike:

Track bikes have one gear and no brakes - true simplicity. The chain rings and cogs can be changed to allow for different gears to be used, there are no shifters. Track bikes have no free wheel and you must always pedal; there is no coasting. To slow the bike, riders can apply pressure backward on the pedals or head up the banking. The bottom bracket is higher and crank lengths are about 10mm shorter than on a regular road bike.

The Track:

Velodromes have a banked oval track, consisting of 2 circular bends connected by 2 straights. From the straight, the curve of the track increases gradually into the circular turn. This transition allows bikes to follow the track around the corner at a constant position. Thus riders can concentrate on tactics rather than steering. Banking in the turns allows riders to keep their bikes relatively perpendicular to the surface while riding at speed. When traveling through the turns at racing speed, which may exceed 85 km/h (~52 mph), the banking attempts to match natural bike lean moving through the curve, without centrifugal effect.

All velodromes are not the same, some have very gentle banking, and others are very steep. Although all are oval, some are elongated, with sharp turns, while others are almost round with short straight-aways. Distances vary as well; most common sizes are 250 meters and 333 meters. The surface of the track is constructed from a variety of materials, including concrete or wood. There are 22 velodromes in the United States; of those there are three outdoor and two indoor wooden tracks

The Lines:

All velodromes have lines painted on the track's surface, and the lines are almost identical at every track in the world.

- o The "cote d'azur" or blue band marks the track's inside boundary. It is at least 20cm wide, goes around the entire track and is placed below the inner edge of the track. Racers may not ride on or below this wide band during a race, except for emergencies or during the slow tactical maneuvering during match sprint competition on very steep tracks.

- o The black "measurement line", is 5 cm wide and used to measure the distance around the track. It is placed with its inner edge 20cm from the inner edge of the track. It is marked off every 5 meters and numbered every 10 meters going counterclockwise from the finish line. The official length of the track is to be measured on the inner edge of this line.

- o The red "sprinters line" is placed with its outer edge 90 cm from the inner edge of the track and is 5 cm wide. It defines the sprint lane between the red line and the measurement line. A leading rider in this lane is said to "own the lane" and may only be passed by a rider going over on the right.

- o The uppermost thin blue line is the "stayer's line" or relief line. It is placed 250cm above the inside of the track. It is 5 cm wide and marks the boundary between faster and slower traffic, with the faster riders below the line while the slower "relief" riders are above this line during Madison races.

- o The finish line is black and placed in the middle of a 72cm wide white strip for contrast.

- o The 200 meter line is either black or white and is placed 200 meters before the finish line. This line is used for sprint timing.

- o Two red "pursuit finish lines" are located exactly in the middle of the two straights, even with each other, and extend from the inner edge to at least halfway across the track.

The Races:

There are many different types of races. Many velodromes even "create" events unique to the velodrome. Some of them include:

Scratch Race

The most fundamental race in the velodrome. All riders start at the same place (on scratch) and is run over a specific number of laps. The rider that crosses the finish line first on the final lap wins. Scratch races vary in length from 6 laps and up, and are typically the first event of the evening.

What to watch for: Look for riders to work together to distance themselves from the pack while their allies try to keep the pack from chasing. Watch for tactical maneuvering for the final sprint at the finish.

Unknown Distance Race

A scratch race where the number of laps is known only by the official in charge of lap counter and bell. Riders try to second guess the official as to when the race will finish. The gun is fired or bell is rung at 1 lap from the finish to signal the distance is about to be completed.

TRACK RACING 101, cont.

What to watch for: Look for riders to “take a flyer” with the gamble that the race will end while they are away from the pack or that they can get themselves into the proper position from which to sprint, at the time the race nears its end. It's anybody's guess!

Points Race

The points race is a scratch race with sprints and equal intervals throughout the entire race. In each sprint, the bell is rung to indicate a sprint lap. Typically the first four finishers in these sprints are awarded 5,3,2 and 1 points respectively. If a rider laps the field, he or she is awarded 20 points. Any rider that loses a lap on the field has 20 points deducted from his/ her total. The main field is the largest group on the track,. If two or more groups are the same size, the leading group is the main group. Racers who lose laps may sprint for points only after being absorbed by the main group prior to the beginning of the sprint lap.

What to watch for: Look for riders to position themselves before “jumping” in attempting to gain points. Riders will attack off the front in an attempt to lap the field alone or with other competitors. Lap cards are turned based on the leading rider. As a rider or riders gain a lap on the field, the lap cards are turned based on the next leading rider on the track. Sprint points are awarded, starting with the leader on the track at the time when the bell is rung. Racers must finish the race to retain their points. When racers are tied on points, the final sprint will be used to break the tie.

Tempo Race

The tempo is a variation on the points race in which the first two riders across the line score points. Two points for first and one point for second. At the end of the race the points are totaled and the rider with the most points wins. The points are awarded on every lap or every other lap.

What to watch for: With points being offered so frequently, sprinters try to get points early when they are fresh. Later in the race, the endurance specialists battle for points as the sprinters tire

Snowball

This is a points race in which the sprint points progress upward as the race progresses. Often the sprints are each lap and the points awarded correspond to the number shown on the lap cards. The lap cards start at 1 on the first lap and continue to count up as the laps increase.

What to watch for: Once again the sprinters try to gain points by winning multiple early laps before tiring while the endurance riders wait for the bigger points on offer later in the race.

Match Sprint Race

This is the classic sprint race on the track. The race matches two or three riders against each other over three laps of the track. The first one to cross the line at the finish is the winner. Only the final 200 meters are timed.

The race usually starts out slowly with one rider designated to lead out at a minimum of a walking pace. Other riders may voluntarily overtake him. The first two laps usually find the riders maneuvering for their favorite position from which to launch their sprint for the finish line. Riders may block or faint in order to get or maintain their position when not actually sprinting. Once the sprint begins, riders at full speed must limit their side to side movement as they charge to the finish. Once a lead rider enters the sprinter's lane during the sprint he “controls the lane”. He may not come out of the lane while sprinting and all others must pass him on the outside of this line.

What to watch for: Each rider has his or her own strategy for how to win against a particular rider. Some prefer to stay in front of their opponent blocking him or her from getting in front and forcing them to take the long way around in attempting to pass. Watch for the lead rider to block the rear rider and often pin the rider up high against the rail until the last moment before charging for the finish line. Other riders prefer to ride the race from the rear position in an attempt to use the leaders slip stream to sling shot past in the final meters of the sprint. Watch for the race to slow to a crawl in the early laps as each rider attempts to gain the rear position.

Keirin Race

The Keirin is a massed start sprint event of 2 km (8 laps) in length. During the first 5 1/2 laps the riders are paced by a “pacer” or motorcycle. The speed starts slowly at 15 mph and gradually accelerates to 28 mph before the “pacer” pulls off the track, leaving the riders to sprint for the finish. No more than 9 riders may start a Keirin. Riders often qualify for a final through preliminary heats. Keirin races are extremely popular in Japan, where they are the object of heavy legalized gambling.

What to watch for: All the riders have the advantage of drafting as even the lead rider gets a draft from the motorcycle. Watch for riders to lean and bump each other as they vie for the best position or fastest wheel from which to launch their sprint for the finish. Riders may move forward or back, and side to side but they may not pass the rear axle of the motor bike while it is still on the track.

Team Sprint Race

The Team Sprint matches two teams of three sprinters against each other and against the watch. Each rider of a team takes his or her turn leading the group for a lap at maximum effort. After the completion of lap one the lead rider pulls up and out of the race leaving the rest of the team to continue. After the second rider completes his lap at the front he also pulls up and out of the race allowing the third rider to complete the race. Often this race is run through heats advancing to a final, the fastest time wins.

What to watch for: A fast, well-coordinated start is important. Riders must get underway as fast as possible. The second and third rider must quickly get positioned closely behind their lead rider in order to gain maximum draft so as to go fast and conserve energy and be as fresh as possible for their own effort at the front. Watch for gaps opening between riders. Compare the effort between teams as they start across the track from each other.

TRACK RACING 101, cont.

Miss and Out Race

The Miss and Out or "Devil take the hindmost" is an elimination race in which the last rider across the finish line every other lap is withdrawn from the race. The tension builds lap after lap as the riders fight for position at the back of the pack. One by one the field is whittled down to the final three riders who then sprint for first second and third place.

What to watch for: Watch for crowding at the rear of the pack as riders attempt to move forward to avoid elimination at the line. Some riders will purposely ride at the back to "play the devil" by sprinting at the last second to pass the other riders. Later in the race, the field is smaller but often more tired and the ability to sprint fast is important.

Madison

One of the most exciting races to watch on the track, the Madison (so named because it originated in Madison Square Garden) is a race consisting of two-rider teams. The riders are required to switch off during the race by means of an exchange. While one member of the team races his partner slowly circles the track above the blue relief line. When they meet, the racer passes his momentum to his partner via a push or "hand sling" before moving up to the relief line to recover for his next effort. Races may be run over a specified number of laps or over a period time. Often, sprints for points are offered as a means of enlivening the action.

What to watch for: At first this race can appear to be pure mayhem, but with a little attention and practice you will find it fun to follow. Start by following one team (they will be wearing identical jerseys). Keep an eye on the one in the race field and keep track of his partner riding slowly at the relief line. Note how and where the relief rider positions himself so as to receive the push or hand sling exchange. Many teams trying to make exchanges in a crowd can appear confusing but after awhile you will see a pattern of position that allows for the exchanges to occur.

Teams often try to gain a lap on the field thereby ensuring that they will complete the race with a lap advantage and be scored ahead of others regardless of their point total. With many teams "jamming" (trying to gain a lap) it is often hard to tell who is leading and who is following. Look for the chief official to occasionally point to the leader as he passes by the judges' stand to signal to the riders and score-keepers where the head of the race is. Once a rider or team has gained a lap on the field they will be scored ahead of the rest at the finish but the next team or rider pursuing the field will then be considered the "leader on the track". If more than one team finishes on the same lap then point totals or finish order is used to determine the winner.

Kilometer Time Trial (men) 500 meter Time Trial (women)

Often referred to as the "killermeter" the men's event is one of the most demanding events on the track. It can be compared to the 400 meter dash in track and field. From a standing start, the cyclist rides as fast as possible for 1 kilometer. Results are easily determined: the fastest time wins. Sponges are placed at the inside edge of the track to prevent competitors from "taking a short cut" through the turns.

What to watch for: Riders are often paired against another rider across the track. You can watch their comparative efforts. A hard fast start is essential as well as the ability to pace oneself so as to go close to all out without over doing it, "hitting the wall" and slowing. The mark of class among kilometer riders is their fast start and ability to hold a tight line to the inside of the track. Less experienced riders may drift up, away from the measurement line thus increasing the distance they must cover. With one hundredths of a second separating gold from silver, time is precious.

Individual Pursuit

This event covers four kilometers for men, three for women. Two riders start exactly opposite from each other on the track and literally chase or "pursue" each other around the track. A rider can win the race in one of two ways: by either catching his opponent or by recording the faster time. Times are posted when a rider reaches each half lap. The best riders follow a "schedule", generally announced track-side by their coach. The event may be run with riders qualifying through heats to a final round or as a time trial in which the rider recording the fastest time overall is declared the winner.

What to watch for: This race tests endurance and pacing of the rider's maximum effort. Watch for a rider to start out slowly, lulling their opponent into a false sense of security, and then come on strong at the end. Some riders will start out fast in an attempt to rattle their opponent and break their confidence, perhaps catching them. Training for this event consists of specialized track training as well as road training. Road racers cross over to this event very well.

Team Pursuit

The Team Pursuit is similar to the Individual Pursuit, except that each team consists of four riders. The racers ride single file, known as a "pace line", and take turns leading the team around the track. At each turn the lead rider moves up the embankment to slow down, allowing the other three riders to pass underneath, and then drops down the track to the back of the "pace line". The lead rider is responsible for setting the pace while the other cyclists work inside the draft to keep their speed while recovering. The winner is determined by the time recorded when the third member of the team crosses the finish line. A team is considered caught, when the third member of one team is passed by the third member of the opposing team.

What to watch for: See that the start is fast and efficient, allowing all riders to get into position behind the leader quickly without extra effort. A smooth steady pace is important as the following riders must ride close to the rider in front for maximum draft and recovery. Precision bike handling is critical when dropping back onto the pace line.

Sallie Urffer

LWA Treasurer



THE BRANDYWINE VALLEY BIKE TOUR

New bike tour explores the Delaware-Pennsylvania border, also known as the Brandywine Valley

The Brandywine Valley Bike Tour, a new bike weekend along the scenic terrain where northern Delaware meets southeastern Pennsylvania, is set for the weekend of August 11 and 12, announced event organizer Ed Weirauch.

"This is a tremendous biking region with beautiful scenery, varying terrain and lots of lightly traveled roads," says Weirauch, who has led bike tours throughout the mid-Atlantic region. "There haven't been multi-day bike tours here and I'm so inspired by this region that I developed this tour to share with others what I think of as my back yard."

Bicyclists will ride in the morning along marked routes with rest stops and technical support and then on their own, take in the cultural attractions that make the Brandywine Valley such a popular destination. "The [Brandywine Tour's](#) starting point is within 90 minutes of the Lehigh Valley and just a few miles off Rt. 95 in Wilmington making for a convenient weekend getaway," Weirauch adds.

Ride options on Saturday include the challenging 62- or 75- mile [Conquer the Hills](#) featuring 15 of the Brandywine Valley's most scenic hills; the 50-mile [Ride the Rollers](#) which is an easier route; and a 25 mile route that's a mixture of both.

"Each of these options go deep into the Brandywine Valley where bicyclists will ride along the [Brandywine River](#) and its far-reaching network of streams and creeks, through open fields, deep woods and vegetable and horse farms," Weirauch explains. "I've ridden my bike in 15 states throughout the US and this region ranks right up there with what I have experienced in California, Virginia and New England."

Sunday's ride travels along the northern branches of the Brandywine and reaches into Philadelphia's Main Line suburbs before ending near a refurbished house circa 1725 and the Brandywine River Museum and its collection of Wyeth family art.

"We'll ride near the DuPont family legacies including Winterthur, Longwood Gardens as well as the Delaware Art Museum so once bicyclists finish their ride, these attractions are right there. If I didn't live here already, I'd make it a long weekend," says Weirauch of Wilmington, DE.

Registration fees are less than \$100 for the weekend (by June 11) and participants can check www.BrandywineValleyBikeTour.com for a list of participating hotels and bed and breakfast inns.

Ed Weirauch 302-778-5418
edweirauch@earthlink.net
www.BrandywineValleyBikeTour.com



MAGNET MADNESS

LWA logo magnets have arrived and are being sold at \$2 each. They will be available at all club events and at numerous posted rides. Several officers have taken some for sale before or after rides they lead. Magnets are 5" circles and suitable for outdoor or indoor use (car, refrigerator, etc.).

Richard Baldock

*Magnet Project Coordinator
LWA Membership Administrator*

ANNUAL CLUB PICNIC VOLUNTEERS NEEDED

Our annual picnic at Covered Bridge Park in Orefield is in the planning stages and we need a few volunteers to help. The date for the picnic is Saturday, August 4, 2012. We would like some people to plan the main course and drinks provided by the club. (Club members are asked to bring a food item to share). Also we need people to do some grilling, and, of course, we need ride leaders. Please contact Dean Hower dean_the_bikeman@hotmail.com ,610-462-0617, or Fritz Walker walkrfh@gmail.com ,610-481-6853, if you wish to volunteer. Thanks!

Dean Hower



LWA members Bill and Jane Derby and Terry Terfinko on a recent bike tour of Italy

LWA WELCOMES NEW MEMBERS

LWA welcomes the following new members, who have joined the club since the May newsletter. The order is most recent to earliest.

- Bruce Snyder
- Corey Ridgick
- Peter Glogovsky
- Glenn Davis
- Peter Sleeman
- Curt Miller
- Terry Clark
- Dennis Bincarovsky



We apologize in advance for any errors or omissions. Please submit any corrections ASAP to Richard Baldock, 2012 LWA Membership Administrator, rv314159@rcn.com.

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CURRENT LWA MEMBERSHIP
 (AS OF 5/22/12):

- Single ~ 226
- Family/Household ~ 65
- Units ~ 291

Richard Baldock *LWA Membership Administrator*

LWA CLASSIFIEDS

ARTICLES FOR SALE
2 Pearl Izumi Women's Symphony Shorts Size Large, Black, InRCool Fabric with Elite 3D Chamois 6" inseam and gripper free. Retail is \$110, will sell for \$45 each OBO. Never used, ordered wrong size didn't look and took off tags & can't return. Contact sallie.pedals@gmail.com
2010 Trek 7500 hybrid Size 57cm or 22.5". Gold 9 sp cassette Excellent condition / ridden less than 100 miles. \$600 OBO Email Mark at MTKautz@yahoo.com
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 @ dick.mccreight@juno.com
WANTED

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



QRQ OF THE MONTH

Thanks to Dave Cincera, Neil Dicker, Art Hunsberger, and Linda Roeder, who submitted interesting and very different responses to the May QRQ ---

"What do you think of the new PA law requiring four feet of clearance from passing automobiles?"

Dave: Regrettably, it appears that only the biking community has heard about it.

Neil: It is great that our legislators are considering our safety and this law is welcome in that it should enhance this aspect of our riding.

Linda: I think it needs to be advertised. I mentioned it to my husband, who keeps up on the news and political issues and he hadn't heard of it. His response to me was "sounds like the kind of law that will only be enforced after something happens." If people are not aware of the law, then it doesn't make any difference in safety, only what happens after the crash.

And the winning response submitted by Art:
 Now, when someone buzzes by me, I give them 4 fingers instead of just one!

Art wins an LWA water bottle for his winning entry.

Next contest question provided by Neil Dicker---

"What we talk about when we talk about our bike rides."

If you would like to submit your answer to the QR for possible inclusion in the next newsletter, just email your response to gbmack@ptd.net. by June 20.

Responses will be posted in the next Quick Release.

G. Mack



2012 RIDE OF SILENCE
(article on p. 2)

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