



# The Spokesman

---

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB November 2020

---

## **President's Corner**

Members of HBC - Welcome to the Fall,

Fall is a great time of year in Pa, to ride. The weather is cooler, the scenery is spectacular. For some of us, this will end the riding season, and for others, the cold weather riding is just starting. This time of year, also brings different challenges. Most important are leaves falling and that is a real hazard especially when wet. So please be careful.

The Williamsburg Trip was great, and I believe everyone had a great time. We did get some rain on Saturday, but most members still rode and did the Pub Crawl to fill the remaining time. It was so nice to see some of the members that I haven't seen for a while. A special Thanks to Rick Nevins for all the hard work and time that he took to arrange the hotel, routes, snacks. Thank You again, Rick



We currently are working on different trips for next year and hopefully, we will be able to have every one of them and get back to normal. The first trip that we have every year is the Spring Fling. I have already made arrangements for the club to go back to Bethany and that event will be from April 28th thru the 2nd of May. We will be staying at the Ocean Suites by Marriot directly situated on the Boardwalk. I will be posting all the information on the Web Site this month. We are working on the membership meetings for January, February, and March. (Needless to say only if it's safe) We have moved the Banquet to March, and currently are planning to hold it at the Colonial Country Club on Linglestown Rd. The maintenance Clinic

will be moved to the end of March or beginning of April and may be held outside. So, a lot is happening to try to move us back to normal, depending on the guidelines and the current state of the virus.



## VOTE for your Board Leaders



The Survey containing the vote for the new Board of Directors has already been sent to each member. Please take the time to complete it. Thank You.

I would like everyone regardless of your beliefs. To remember we all think differently we all have our opinions, and that is the freedom we have as Americans. But please be considerate of other members' feelings. It makes for a more harmonious club.

As always be safe, and I hope you and your family remain healthy.

Glenn Wareham  
President  
Harrisburg Bicycle Club

## *My Joy of Cycling*



My bike to me is a thing of joy,  
More than just an expensive toy.  
It carries me here, and there, and back,  
On a road, a lane or cycle track.

I push the pedals and the wheels whizz along,  
My heart soars with a joyous song.  
Cares pass me by, my mind is clear,  
My bike takes me where I choose to steer.

Moving as one in the fresh open air,  
A physical exercise without compare.  
Cycling keeps me healthy, happy and fit,  
Perfect reasons for doing it.

So cycling to me is a wonderful thing,  
In summer, autumn, winter and spring.  
The hills may be hard with the wind in my face  
But cycling is something that I will never replace.

— David Lewis

# **Pedal to the POLLS**

PeopleForBikes.org



With less than a month until the 2020 election, it's time to make your voice heard! Join us in preparing to pedal to the polls this November:

1. Check your registration: <https://vote.gov/>
2. Make your plan to vote [In-Person, By Mail, or Drop Off your ballot].
3. **#VoteForBikes**! In 2019, PeopleForBikes helped secure \$2.6 billion for parks, open spaces, and trails, \$1.5 billion of which was dedicated to bike projects. 2020 will be no different. If you love bikes, use our guide to see how to vote for better biking: <https://peopleforbikes.org/2020ballottracker/>
4. Pedal to the Polls. If you're voting in person or dropping off your ballot, go by bike! Download the Ride Spot app to track your ride, and share on social media using **#PedalToThePolls**.



## **Newport Public Library**

### ***Virtual Bike4Books Bicycle Tour!***

### ***September through November 2020***

Over the past 20 years Newport Public Library's annual bicycle tour has been a popular opportunity for recreation, food, and much needed support for a great community resource. We are saddened that we cannot hold our traditional fundraiser gathering as usual this year, but we instead will continue the Bike4Books tradition with twist- a fun-raiser during the months of September through November 2020. We expect to host our regular Bike4Books traditional tour next year on Sat., Sept. 25, 2021.



Here is how the 2020 event will happen:

- Decide if you want to ride or walk.
- Download one of our course maps below, or follow one of your favorite routes, wherever that may take you. Anywhere on planet Earth will do just fine.
- Choose a glorious fall day to ride or walk, anytime between Sept. 1 and Nov. 30. Grab your water bottle, a few snacks, your helmet, and your cellphone. If you are doing one of our Perry County routes, you will enjoy scenic rural roads, fresh air, little traffic, Amish farms, covered bridges, and the great outdoors. Please obey the rules of the road, and share the road with all traffic, whether on foot, on wheels, or horse and buggy.
- Post photos and comments on the NPL Bike4Books Tour Facebook page or email to [Bike4Books@gmail.com](mailto:Bike4Books@gmail.com). We are excited to see where your ride takes you!
- If you feel inclined to make a donation to help support Newport Public Library, please mail to Newport Public Library, 316 N 4th St Newport PA 17074 or email [nppublib@pa.net](mailto:nppublib@pa.net) to request a call to use a credit card over the phone. Donors will be listed at the end of this page unless anonymity is requested.

Little Buffalo State Park Information at 1579 State Park Road, Newport Pa 17074

## **King Gap Time Trial**

The 2nd Annual Deborah Barisch Memorial King's Gap Time Trial went off without a hitch on September 27, 2020. The event had increased social distancing procedures including, three separate registration tents spaced 15 feet apart, a contactless awards presentation and podiums separated by 6+ feet, to ensure everyone was able to stay safe.

The inaugural event in 2019 saw 26 participants. Race Director, Loren Barisch's goal was 50 for 2020. When he saw the registrations climb up over 100, he knew the event was going to be something special. So special in fact, that over \$1200 in cash prizes was given away.

For the first time, the race had a food truck - Lovedraft's Canteen served up a mouth-watering selection of brunch food. Many of the items were so popular they sold out close to the end of the event. That's always a win for a food truck! The newest local bike shop in town, Pedego Electric Bikes located in Strawberry Square, brought their fleet up for eBike demos. This went hand-in-hand with our newest category for; you guessed it; eBikes!



People came as far away as Boston Massachusetts, Binghamton New York and even Fairmont WV. The event also included USA Cycling licensed racers.

There are even more exciting plans in the works for the 3rd Annual Deborah Barisch Memorial King's Gap Time Trial in 2021. Be sure to visit [www.kingsgaptt.com](http://www.kingsgaptt.com) for all the latest news and information.

A thank you to the generous sponsors:

- Title Sponsor - Commonwealth Charter Academy
- King of the Mountain Sponsor - PA Pension Planners/ Comprehensive Financial Services
- Queen Of The Mountain Sponsor - Ebersole Allstate Insurance
- Podium Sponsor - Artistic Sports Academy Plus

With Financial Donations From:

- Barisch Family Chiropractic
- Bob Ruth Ford
- Lehman Volvo
- Day-Of On-Site Bicycle Repairs: Pedal Pushers Bike Shop



HBC Member, Marilyn Chastek coming up on the finish line.

# **Roundabouts**

## ***Safety Aspects***

Roundabouts offer improved safety over other at-grade intersection forms primarily because roundabouts have fewer conflict points, slower speeds, and easier decision making.

Roundabouts are geometrically designed to reduce vehicle speeds to generally 25 mph or less, and all turns are right turns. This significantly reduces the severity of crashes over those at traditional intersections. Crashes that do occur are typically low-speed, sideswipe crashes rather than high-speed T-bone collisions that can occur at traditional intersections especially with left-turn movements.

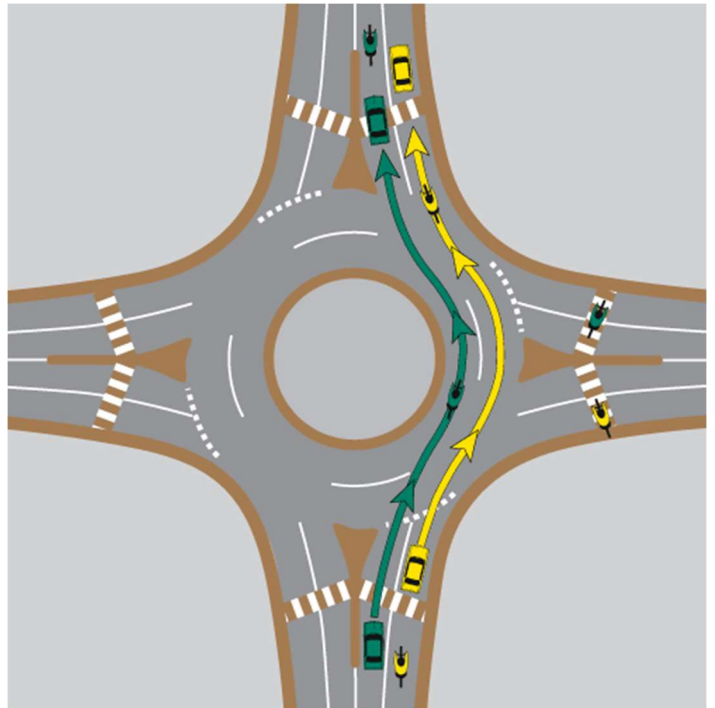
Roundabouts also improve pedestrian safety due to the slow speeds and by providing a media refuse area. This allows for two simple crossings of one-way traffic.

## ***Safety Statistics***

When comparing a roundabout to a signal, studies show that roundabouts provide a:

- 90 percent reduction in fatal crashes,
- 75 percent reduction in injury crashes,
- 30-40 percent reduction in pedestrian crashes, and
- 10 percent reduction in bicycle crashes.

In September 2020, PennDOT released data for 22 roundabouts on state routes at intersections that were previously stop- or signal-controlled. These roundabouts were reviewed based on having at least three years of data available before and after the roundabout's installation. These 22 comprise all the roundabouts on state routes that met the review parameters. Department data based on police-submitted crash reports spanning the years 2000 through 2019 shows:



- Fatalities were reduced by 100 percent.
- Suspected serious injuries were reduced by 77 percent.
- Suspected minor injuries were reduced by 57 percent.
- Possible/unknown severity injuries were reduced by 82 percent.
- Crashes causing only property damage increased by 21 percent; and
- The total number of crashes dropped 21 percent.



In addition to the 22 roundabouts meeting the review criteria, over 30 other roundabouts have been installed on state routes and over 40 more are in design.

### ***Capacity***

Roundabouts typically carry about 30 percent more vehicles than similarly sized signalized intersections during peak traffic conditions. During off-peak conditions, roundabouts cause almost no delay, unlike traffic signals which can cause delay to side street and traffic turning left from the major street. The increased capacity and efficiency of roundabouts is due to the generally continuous slow-flowing nature of entering vehicles yielding to circulating vehicles rather than waiting for a signal to turn green. It should be emphasized that entering vehicles are required to yield to pedestrians and the circulating traffic, which commonly requires stopping, especially during peak traffic conditions.

To see a video on roundabouts filmed here in Harrisburg [Click Here](#)

### **Share the Road**

To obtain a plate from PennDOT, web search Pennsylvania Share the Road plate. You will find a link to form MV-917. Cost is a one-time \$40 fee for a new plate and registration card. Annual renewal date and fees do not change. The is made possible by the Bicycle Access Council.



### **Distracted Driving**



The PA Distracted Driving Awareness registration plate became available on February 21, 2019. All proceeds from this plate shall be used to exclusively to advance public education and outreach on the dangers posed by distracted driving. To apply for this registration plate please complete Form MV-918 The form is available on the PA DMV website

### **The World's Fastest Bicycle**

My bicycle's the fastest  
that the world has ever seen;  
it has supersonic engines  
and a flame-retardant sheen.



My bicycle will travel  
a gazillion miles an hour —  
it has rockets on the handlebars  
for supplemental power.

The pedals both are jet-propelled  
to help you pedal faster,  
and the shifter is equipped  
with an electric turbo-blaster.

The fender has a parachute  
in case you need to brake.  
Yes, my bike is undeniably  
the fastest one they make.

My bicycle's incredible!  
I love the way it feels,  
and I'll like it even more  
when Dad removes the training wheels.

— Kenn Nesbitt

## **New Bike Services on Amtrak**

**It's a tough time for Amtrak with the pandemic reducing ridership, so we were happy to get some good news - bike services are expanding!**

New carry-on bike service is now available for most Northeast Regional routes, the Keystone Service, Downeaster, and Hartford Line routes. There is space for two bikes per departure now, and more spaces will be offered as Amtrak modifies the rest of the fleet.

Amtrak was able to expand bike service on its aging Amfleet train cars by retrofitting the luggage rack space to convert to bike racks. The bike racks aren't perfect because they require removing the front wheel to hang the bike by the rear wheel, and they only work for standard bikes (not recumbents or tandems). But it is another step in the right direction, and we have heard that future replacement Amfleet cars will include built-in bike racks.

This bike rack is the same design that was originally piloted on the Vermonter route in 2015, which was led by a Bicycle Task Force that Adventure Cycling coordinates. The Bike Task Force also advocated for bicycle racks to be included in this recent Amfleet retrofit.

You can book a bike reservation when you buy your ticket, and the number of spaces available will show up after you enter your contact information. Or you can add a bike reservation to an already purchased ticket by calling 1-800-USA-RAIL. Amtrak recommends arriving at the station 30 minutes before departure and you'll need to remove and consolidate your panniers and bags before loading your bike. Amtrak is also requiring masks and has several cleaning and safety precautions in place to prevent the spread of COVID-19.



## **Thought for the Month**

**“The very basic core of a man’s living spirit is his passion for adventure. The joy of life comes from our encounters with new experiences, and hence there is no greater joy than to have an endlessly changing horizon, for each day to have a new and different sun.”**

Chris McCandless

## **Technical Corner**

### **Dear Lennard,**

While watching the Tour I began to wonder what the teams’ mechanics do with the punctured tires in terms of tracking any data. Do mechanics keep track of the types of punctures, frequency, surface, etc. and share with the manufacturers? Is tread wear measured, recorded, and shared? With more teams using clinchers and rumors of one team using a foam core I would guess that manufacturers use the Tour as a test lab so if that’s the case, how do they gather their info? I think it would be fascinating to hear from the mechanics just how deep into the weeds they go, or maybe they just toss ‘em?

— Peter



Dear Peter,

Some teams track that, and some teams do not. The two replies here cover that wide gamut. The first is a reply from Nick Legan, who used to be a World Tour mechanic for various World Tour teams, notably including Radio Shack at the Tour de France during Lance Armstrong’s brief comeback.

“When I was a mechanic, we weren’t gathering data on tire lifespan. [We were] too busy managing each day. We certainly tried to replace tires before a puncture was inevitable, but roads happen.

This may have changed since then, but pro team wrenching is very pragmatic. Unless we saw a lot of punctures with a given tire in a set of circumstances, we would simply replace the tire and move on.”



— Nick Legan, road brand manager, Shimano North America bike

Challenge Tires has a different perspective. “We have not been able to buy our way on to a World Tour team, but our perennial French Tour team has given us insights.

Most teams, even at the top level, do as Nick says, watch for nicks and cuts and unusual wear, replace as needed and move on. Sometimes we can get them to keep a pile of used tires to study but keeping the trucks clean takes priority. We pushed our teams to give us back more, but it was a tough balancing act because, of course, you get what you pay for.

However, we did find out through some extraordinary circumstances that a couple of teams (well-funded, well-managed) do invest in the details. The year the Tour started on the wet and slippery roads in the UK, and then went directly to the wet and slippery cobbles of northern France, our Bretagne/Fortuneo (now Arkéa – Samsic) team got in multiple breakaways and stayed until being caught. On the second rest day, both the Sky (Ineos Grenadiers) and Trek teams came by to ask them why their riders had so few flats and crashes on the wet surfaces vs. all the other teams.

This news was relayed back to us after the mechanics gave us credit. This led to a couple of interesting meetings with those teams (that unfortunately did not exactly lead to the hoped-for conclusion) we did learn that both teams had their mechanics who were riding in the cars tracking every crash and flat in the front group by a team.

They assumed that these results would highlight improved performance as riders were all pushing the edge and the tires would perform or not so they could learn something. I also think it was also a good way to keep the mechanics awake.

This led to a major European tire brand coming to us to make their cobbled classics tires that combined our special seamless latex inner tubes and more supple casings topped by their special tread rubber.

I have similar stories when we worked with Liberty Seguros team manager Manolo Saiz and chief mechanic Faustino Muñoz and Johan Bruyneel at US Postal. The top teams pay to really track the details.”

—Morgan Nicol, Challenge Handmade Tires

**Dear Lennard,**

Are you hearing about any unintended consequences of the narrow SRAM AXS Flattop 12-speed chain design, particularly with debris contamination?

My kids and I had all of our chains drop during last year’s muddy Colorado State Cyclocross Championships. The chain was visibly contaminated with mud/debris and you could easily see the lack of seating/engagement with the front chainring – as a result, the chain was sitting high on the chainring — not fully seated — and would drop at this site immediately and repeatedly

after putting it back on. The only fix was power washing and cleaning the chain, which would then work fine until contaminated again, usually after 1 lap of the course. My spare bike was identical but with an 11-speed SRAM group had no problems and I was able to pre-ride and race multiple laps without a mechanical.

Since then we've continued to use the exact same 12-speed bikes and the issue has not recurred; we did not see similar conditions though. I've been a lifelong bike mechanic and have been racing cyclocross for 15 years and have not seen this occur in similar conditions with 10- and 11-speed setups and I don't believe the conditions were unusual that day. I suppose I could pit every half-lap like the pros, but this really isn't practical, and, again, there were no problems with my spare 11-speed bike. I also suppose I could use a "mullet" setup and use the wider Eagle 12-speed chain, but this introduces a host of incompatibility issues with cassettes — again due to the Flattop chain design. And, after all, the AXS group with the Flattop 12-speed chain is marketed for cyclocross, so looking for a solution in muddy conditions seems odd.



So, this leads back to my question, is the Flattop 12-speed chain too narrow and is the above an unintended consequence of the design? It also makes me wonder why the Flattop design was created in the first place, especially if the Eagle 12-speed group works so well? Am I missing something?  
— Steve

Dear Steve,

I wasn't there this past year for Colorado state championships November 23-24. If your kids were in the junior categories, I'm guessing you all were racing on Saturday the 23rd, you in the early morning, and them in the late afternoon. At that time of year and time of day, perhaps it was below freezing, and if it was muddy, then perhaps what you were experiencing was ice (muddy ice with accompanying plant matter frozen in) in the chains.

A few years ago, my daughter had the same experience of constant chain derailment in Colorado state cyclocross championships. Thing is, she was racing on SRAM Force 1X11 with a SRAM 11-speed chain, not 1X12 with a 12-speed Flattop chain. It, too, was new to me, and I pulled the bad dad move of suggesting that each time it derailed, she kept putting the chain back on with the narrow chain gaps onto the fat teeth of the fat-thin-fat-tooth X-Sync chainring. She insisted that she knows better than that and had taken great care to align the outer links over the fat teeth and the inner links over the thin teeth.

Other riders on 1X setups with standard chainrings with chain guards, rather than X-Sync or equivalent drop-stop wide/narrow chainrings, were not having this problem. Then it became clear that the problem was the tall, square profile of her X-Sync teeth that were designed to completely fill the space in the link, whether it was a fat tooth in an outer link or a thin tooth in an inner link. When ice filled the space between chain link plates, the chain would ride up on the top of the tooth. On the other hand, the shorter, thinner, chisel-top teeth of standard chainrings would push enough ice out of the way that the chain would stay in place.

My solution at the time was to install an MRP chain guide so close over the top of her chainring that the chain could not ride up. I also suspect that the sharper tooth shape of the newer SRAM X-Sync 2 chainrings, which are designed to reduce “the accumulation of mud, grit and grime” would have created fewer problems under those conditions.

I have answered similar questions about this in the past, long before the advent of SRAM 12-speed, so I’m wondering if it is the Flattop chain or the chainring tooth shape that was causing your problems.

(I sent this answer directly to Steve and got the below response.)

— Lennard

**Dear Lennard,**

Thank you for the response; this makes sense to me after looking at the chainring tooth profiles you sent – I hadn’t scrutinized them closely before. One thing I didn’t mention is we were using an all-SRAM-road-AXS 12-speed group with the exception of the chainring, which was a Flattop-chain-compatible ring by Wolf Tooth, since I could not get a SRAM crankset in the shorter crankarm lengths needed for my kids in order to use their proprietary chainring. Thus, the only chainring option was Wolf Tooth, which I’ve used for years without a problem, so I didn’t think twice. But, after looking at the tooth profiles you sent, I bet the relatively square tooth profile of the Wolf Tooth chainring is the problem when combined with the narrower Flattop chain (in other words, the Wolf Tooth design doesn’t seem to be a problem with the slightly wider 11-speed chain, and this has been my experience). Interestingly, I contacted Wolf Tooth after the Colorado State Championships last year and asked them if it could be their tooth design, and they essentially said it was probably the chain: a narrower chain — like the Flattop chain — is more likely to collect mud and will have a greater chance of packing with mud.

So... the prompt for my email to you was in preparation for the upcoming CX season; I was trying to see if I needed to switch to a mullet setup with an Eagle RD and Eagle chain for my kids, but after your response, I may just try to get them on SRAM cranks to use their X-Sync 2 ring with the sharper teeth rather than rebuild everything.

PS – regarding the conditions, it was snowy and icy for me in the morning, but I ended up racing my 11-speed setup, and I had no problems. My kids rode in the afternoon, when it was warm, and everything melted, resulting in a very muddy course with lots of mud accumulation on the bikes. They dropped chains in the pre-ride, and my son had a DNF due to his chain

dropping in his race. Thankfully, the chains held for my girls a little later in the day (maybe the course dried just a bit compared to my son), and they ended up placing 1-2 in the 9-10 junior race, so it wasn't all bad.

— Steve

**Dear Lennard,**

Thanks for the follow-up! I just tried your suggestion to measure rim braking surface wear, and it works really well. Using a steel 6" ruler as a straight edge, I'm able to see the concavity of the rim, but it is nowhere near 1 mm deep. I used a normal-sized paper clip, and it would not go through, and I checked the width of the paperclip on the ruler. It is indeed not greater than 1mm.

I found that the front is slightly more worn than the rear. And on the rear, one side is slightly more worn than the other. This is a great method to measure wear, as it does not require any special tools and is quite accurate. I think Park Tool could even develop a measurement tool based on this principle, just as they have a chain measurement tool with calibrations to measure a gap.

Marc

Dear Marc,

Great idea! I hope Park Tool, or another toolmaker reads your note.

— Lennard

Lennard Zinn, our longtime technical writer, joined VeloNews in 1987. He is also a custom frame builder ([www.zinncycles.com](http://www.zinncycles.com)) and purveyor of non-custom huge bikes ([bikeclydesdale.com](http://bikeclydesdale.com)), a former U.S. national team rider, co-author of "The Haywire Heart," and author of many bicycle books including "Zinn and the Art of Road Bike Maintenance," "DVD, as well as "Zinn and the Art of Triathlon Bikes" and "Zinn's Cycling Primer: Maintenance Tips and Skill Building for Cyclists." He holds a bachelor's in physics from Colorado College.

Follow [@lennardzinn](https://twitter.com/lennardzinn) on Twitter.



# **Blast from the Past Newsletter**

**November 1985**

## **Service Clinic comin' up**

— A "Hands-On" Experience

The Bicycle Maintenance Clinic time is rolling around again. It's time to think about becoming more intimately acquainted with all of the parts of your bicycle — and no previous experience is necessary. The class is designed so that for each small group of learners, one "old pro" will be at your elbow to help when you need advice. But YOU do the work, and YOU will be very proud of your work when finished.

The intent is to make you more comfortable as you ride, knowing that you can handle many on-the-road problems that can come up — and be aware of maintenance needs to keep your bike in good running order. And the astounding bit is that you have a good time in the process!

All sessions will be held on Saturday mornings from 8:00 a.m. to 12 noon at Hampden Township Park's Community Building. Coffee and doughnuts or some such will be there to help get you moving.

Master instigator OWEN MOORE will head up the effort, assisted by many others. (It is with heavy heart that we mention that Master Teacher John Layne, in spite of being semi-retired, now works on Saturday mornings. But in some way, John's influence WILL be felt.)

Not so incidentally, if you are experienced in this mechanical stuff, Owen would love to hear from you (761-4822), volunteering to help. If you've been learning at the clinics, maybe it's time to share with new people now.

Subjects and dates are as follows:

Jan. 11 Bottom Brackets & Pedals  
Jan. 18 Rear Wheel & Chain  
Feb. 1 Front Wheel & Headset  
Feb. 8 Fixing a flat;  
Getting Ready to Ride; final  
adjustment of derailleurs,  
brakes, etc.

(Note no session on Jan. 25)

Bring your bike and any tools you already own. Other tools will be available.

Even if you didn't know that your bike HAD a "bottom bracket" it's okay. Come on out and learn. Questions? Call Owen. If you've registered and find you cannot come to a session, call Owen & let him know, so that he won't have instructors on duty that aren't necessary. BE RESPONSIBLE! (Owen, 761-4822)

BIKE MAINTENANCE CLINIC I will be participating in the clinic sessions checked below.

☐ Jan. 11 Bottom Brackets, Pedals  
☐ Jan. 18 Rear Wheel, Chain  
☐ Feb. 1 Front Wheel, Headset  
☐ Feb. 8 Fixing a Flat; Final Adjustments

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (home) \_\_\_\_\_ (work) \_\_\_\_\_  
Mail to MOORE, 411 N. 4th St, Lemoyne, PA 17043

November 1990

## **GOGGLES FOR COLD WEATHER RIDING**

**by John Donoughe**

I ride a lot in cold weather and found it necessary to protect my eyes from the effects of wind and cold temperatures by using goggles. But, I found that using goggles while bicycling was a little difficult. I made some simple modifications to a set of goggles and my helmet to make it more convenient.

I first carefully removed the elastic strap from the goggles and substituted two shorter pieces of lightweight webbing to which I attached pieces of pile Velcro tape on the side of the webbing that faces in when the goggles are in place. To complete the system, you need only hand stitch pieces of hook Velcro to the front set of straps descending from your helmet. These should be placed on the outside of that strap.

In use, the two pieces of Velcro stick together to hold the goggles comfortably in place. This arrangement allows the rider to unfasten one side of the goggles while riding when they are not needed or when they become fogged over and need to be ventilated. This set up is also more compatible than elastic-fitted goggles when used with helmet-mounted rear-view mirrors. It also works well for those riders who have to wear prescription glasses like myself.

The specific modifications will vary a little, so each rider will have to do their own engineering. If you need to use the skiing goggles for their intended purpose, just attach pieces of hook Velcro on the ends of the original elastic strap. That way, you can quickly mate the elastic band to the goggles without sacrificing the ability to use it on a helmet.



---

November 1995

# SAFETY



OBEY ALL  
Applicable  
traffic  
regulations,  
signs, signals  
AND MARKINGS.

# **Winter cycling survival guide: 10 helpful tips to keep you riding**

The onset of winter shouldn't stop you cycling if you are fully prepared for the weather and riding conditions. We help you out with some winter riding tips

By Nigel Wynn

Cycling through winter can seem like a daunting idea, even for those who have ridden in the colder months many times before.

Although we'd admit that it's hard to beat cruising around in the summer, with short-sleeves and sunglasses, there's still a lot of enjoyment to be had from winter riding – let alone the benefits of keeping your legs turning, and a bit of (very) fresh air.

Here we outline 10 key points to consider when facing a winter of cycling.

## 1. Clothing

The most obvious and arguably important factor in winter weather riding is, of course, clothing. The right windproof, thermal, and waterproof gear can keep you dry and warm on rides so that you barely notice how cold it is.

A full set of winter clothing can at first seem like a large expense but choosing carefully and layering up can give you a range of clothing to suit a range of temperatures.

There's a temptation to throw on thick fleeces and waterproofs to stave off the cold, but you also have to consider that they will make you sweat, even when the temperature is nudging zero. Sweat can accumulate under your clothes to make you feel wet, cold, and clammy.

Use cycle-specific clothing as that for other sports may not have the correct fit for your position when riding, or the correct properties to keep you moisture-free.

Good quality winter/windproof gloves and overshoes will keep your extremities warm – these are the most susceptible areas to getting cold first.

Not sure whether you have enough clothes on (or too many)? Then go outside before your ride and





see how it feels. Remember that the effort of riding will warm you up a bit.

Clear or lightly tinted glasses are a good idea to keep spray and grit out of your eyes.

Winter clothing essentials: waterproof jacket, thermal bib tights, thermal/wicking undervest, windproof gilet/jersey, overshoes, windproof/thermal gloves, clear glasses

Winter clothing optional: thermal socks, under-helmet cap/headband, scarf, winter-specific shoes/boots

## 2. Punctures

Punctures are part of winter riding, so don't forget your tubes and pump

It's a sad fact that the worse the weather, the more likely you are to get a puncture. Wet road conditions create some kind of magical lubrication for thorns, shards of glass and sharp pieces of flint to stab their way through the carcass of your tire and into your inner tube.

This usually happens at the most inconvenient point of the ride.

Make sure that you have at least two tubes and a working pump – and you have to check that it works if you haven't used it for a while. Some people swear by CO2 cartridges to inflate their tires but be aware that these run out after only one or two inflations.

In addition, when you operate them in low temperatures, the gas can cause the head of the canister to freeze, including to your gloves or fingers. We say this from bitter experience.

If you are riding in a group, make sure before you set out that between you, you have enough tubes and pumps. Don't rely on someone else having it all.

## 3. Food and drink

Eating enough before and during a ride is as important in winter as it is at any other time of year. Be aware that some energy bars can become very hard during low temperatures, so either keep them somewhere warm (e.g. a jersey back pocket) or opt for a softer product, such as gels.

Keep drinking regularly too. It may not be obvious that you are sweating under all that clothing, but fluid loss happens when cycling at any temperature.

If the temperature is really cold, then mix your drink with hot or warm water to stave off the chilling effect, at least for a while.

Of course, a café stop on longer rides is even more essential during winter, giving you a chance to have a hot drink and a large slice of cake. Make sure you stay warm and don't cool off too much when you are stopped.

#### 4. Lights

We're seeing more and more riders using lights all year round in daylight as a way of highlighting their presence to other road users. In winter, this is arguably more important as it can get very gloomy on overcast winter days when the sun is at its weakest.

Small, light and very bright rechargeable LED lights can be commonly found and won't break the bank.

Having lights with you at all times also relieves the worry that you will get caught in the dark during shorter days.

Make sure that your lights are charged (or you have fresh batteries) before every ride.

#### 5. Tires

Wider tires are great for winter riding, but keep an eye on wear and tear

Teetering around damp, mucky lanes on your 23mm racing rubber is not the best idea for a number of reasons, not least the lack of grip and risk of slicing up expensive rubber.



We'd opt for tires that offer a degree of puncture protection and are harder wearing. Continental Gatorskins are a perennial favorite for winter riding, but many other tire manufacturers offer similar models. They don't stop all punctures, but every little helps.

Tubeless tires and solid tires are also an option, those these are currently slightly more expensive and more fiddly to install than regular tires and tubes.

#### 6. Mudguards

Use mudguards – your backside and the rider behind will thank you for it

As any cycling club member knows, mudguards are a must in the winter. The spray and grunge kicked up as you ride along can land directly into your face, water bottle, up your back and soak your backside in a highly uncomfortable way.

Anyone who has ever tried to ride directly behind someone who doesn't have mudguards in the wet will know exactly how much water is sprayed up by a rotating bike tire

## 7. Maintenance

You should keep your bike in tip-top condition at all times, of course, but in winter you'll need to pay particular attention to moving parts, such as your chain, gears, cables, hubs, and bottom bracket.

Give your bike a regular look over and try and wash off the accumulated grime regularly. Check for wear on rims and brake blocks, as wet weather can be particularly harsh on these areas.

Keep your chain oiled regularly, and make sure that your cables are in good shape. Salty water off gritted roads can play havoc with components, and water getting into exposed cables can cause havoc with shifting.

By keeping on top of your bike's maintenance you can minimize the number of mechanical mishaps you may have when out riding. The last thing you want is to find yourself stranded at the side of a very cold road.

## 8. Winter bike

An aluminum-framed road bike with mudguards, puncture-resistant tires and lights makes the perfect winter machine

As winter can be harsh on bikes, some people keep a specific bike just for winter. Usually, they are equipped with cheaper parts, mudguards, wider tires, and lights, and perhaps have lower gears to cope with a slower winter pace.

Many keep hold of an old bike when they buy a new one and turn it into a winter machine. Others will go out and specifically buy a bike for the purpose: cyclocross bikes are popular as winter bikes, as are cheaper aluminum-framed road bikes, hybrids, and mountain bikes with slicks.

Your winter bike may be heavy, and you can reasonably expect to see your average speed drop, but you'll be flying when you switch back to your 'best' bike in the spring.

If you can afford a winter bike, we'd say go for it. Otherwise, 'winterize' your regular bike.

## 9. Be prepared

Check the weather before you leave, and be prepared for the worst

You may have specific requirements for the ride you are going on. Make sure you plan a sensible route to match the predicted weather forecast, take a (charged) phone with you, some money in case of emergencies and take heed of the advice listed above.

Think of the worst possibility and be prepared – within reason... we don't recommend towing a work stand or oil-filled radiator around with you.

10. If all else fails... stay in and get on the turbo trainer but only if you really, really, really have to.



### **November Regular Rides**

Please review the website for ride updates. Once a county is GREEN, per the State of PA Guidelines, Club rides can begin, however the ride leaders make the final decision on the daily ride and procedures to follow.



## **HBC Ride Paces**


### HBC Average Riding Paces

8	Social			10																													
				10	Casual								13																				
													13	Experience				15															
																		15	Training				17										
																						17	B+				20						
																										B+				20	20+	A	
8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	14.5	15.0	15.5	16.0	16.5	17.0	17.5	18.0	18.5	19.0	19.5	20.0	20.5								

***PLEASE PLAN TO ARRIVE AT THE START  
POINT AT LEAST 15 MINUTES BEFORE THE  
PUBLISHED SCHEDULED TIME.***

Group Rides – Stops taken when needed for rest or to keep the group together.

**D - Social** – for the cyclist who enjoys an easy social pace. 10-speed bike not necessary for these rides. Speed will average 8-10 mph, distances generally 8 to 10 miles.

 **C-/D+ Social** - still an easy social pace, but a touch faster (9-11 mph) & longer distance, generally 20-25 miles.

**C - Casual** – for the cyclist who would like to socialize but wants the challenge of a longer distance and a bit more challenging terrain. Average speed , 10 to 13 mph, slow easy pace on hills, distances generally 20-25 miles. Stop about every 10 miles, more if necessary.

**C+ - Experienced** – for the experienced group cyclist. Rides generally longer with more hills than casual ride. Average speed 13-15 mph, distances generally 25-45 miles. Stops when necessary.

**B - Training** – a faster pace for experienced riders in good physical condition. Steeper hills are a possibility, with pace slowing a bit going up, but riders are expected to stay with the group. Average speed 15-17 mph, distances generally 25-45 miles. Riders should be in good physical condition and capable of maintaining a steady pace. Few stops if any.

**B+** - a bit faster than the "B" (Fast Group) rides and could cover a longer distance. Speed will generally average 17-19 mph. Pace will slow a bit uphill, but riders are expected to stay with group. Expect to maintain a fast pace for distances up to 50 miles.

**A** - For riders in top physical shape and seriously interested in competitive bicycling. Speed will average 20+ mph. Few hills are anticipated, but riders are expected to maintain pace uphill. Emphasis on conditioning.

## **Planning your 2020 and 2021 rides**

For 2020 we will not be listing all rides by other organizations in the Mid-Atlantic area unless HBC is a co-sponsor. We found a great website for planning your 2020 ride calendar.

Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out here: [https://scu.clubexpress.com/content.aspx?page\\_id=22&club\\_id=694201&module\\_id=253585](https://scu.clubexpress.com/content.aspx?page_id=22&club_id=694201&module_id=253585)

### **R.A.C.E. — Regional Area Cycling News & Events**

**For a comprehensive list of Bike Events** - visit: <http://www.suburbancyclists.org/content.aspx?>

#### **Links to "Regional" Bike Club Websites**

Annapolis	<a href="http://www.annapolisbicycleclub.org/">http://www.annapolisbicycleclub.org/</a>	Harrisburg	<a href="http://www.harrisburgbicycleclub.org/">http://www.harrisburgbicycleclub.org/</a>
Baltimore	<a href="http://www.baltobikeclub.org/">http://www.baltobikeclub.org/</a>	Lancaster	<a href="http://www.lancasterbikeclub.net/">http://www.lancasterbikeclub.net/</a>
Delaware Area	<a href="http://whiteclaybicycleclub.org">http://whiteclaybicycleclub.org</a>	Philadelphia	<a href="http://phillybikeclub.org/newbcp/">http://phillybikeclub.org/newbcp/</a>
Franklin County	<a href="http://franklincountycyclists.org">http://franklincountycyclists.org</a>	Southern MD	<a href="http://ohbike.org/">http://ohbike.org/</a>
Frederick MD	<a href="http://frederickpedalers.org/">http://frederickpedalers.org/</a>	Wash. D.C.	<a href="http://www.potomacpedalers.org/">http://www.potomacpedalers.org/</a>

**Submissions** for the November Spokesman should be sent to

[editor@harrisburgbicycleclub.org](mailto:editor@harrisburgbicycleclub.org)

by **November 19<sup>th</sup>**



VISIT the website **REGULARLY!**

For announcements, registration forms, ride reports, ride leader sign up, email lists, current monthly calendar, regular and special rides, non-hbc rides, etc.

The mailing address for the club is:

Harrisburg Bicycle Club  
P.O. Box 182  
New Cumberland PA 17070-0182



<https://www.facebook.com/pages/Harrisburg-Bicycle-Club/242294573868>

Visit our Facebook page to view lots of photos from riding and social events !

## **Please support our local Business Members!**



51 S Market St (Rt 230) Elizabethtown

**717-361-8100**

Monday to Friday 12-7

Saturday 10-4

[www.bicycleoutfitters.com](http://www.bicycleoutfitters.com)



717.697.2063

[customerservice@mountainsideski-sports.com](mailto:customerservice@mountainsideski-sports.com)

5142 E. Trindle Road

Mechanicsburg, PA 17050

[MOUNTAINSIDESKI-SPORTS.COM](http://MOUNTAINSIDESKI-SPORTS.COM)

HEALTHY, HOLISTIC LIVING



BARRE • CYCLE • PILATES • YOGA

### **Indoor Cycling Classes**

First class \$5 | Sign up online

[www.H2Lstudio.com](http://www.H2Lstudio.com)

2151 Fisher Road, Mechanicsburg | 717-697-4425 | [info@h2lstudio.com](mailto:info@h2lstudio.com)



[holmescycling.com](http://holmescycling.com)

717-737-3461

Monday-Friday 10-8

2139 Market St

Saturday 10-5

Camp Hill PA 17011



**Road • MTN • Comfort • Cross  
Freestyle • BMX • Kids**

*Complete Service and Repairs*

327 North Hanover Street

Carlisle, PA 17013

(717) 249-3833

[contact@colesbicycles.com](mailto:contact@colesbicycles.com)

**Trek • Electra • Haro  
Cannondale • Sun**

[www.colesbicycles.com](http://www.colesbicycles.com)



**MEDGYM**

David Drinks, CSCS, CWHC  
Certified Strength and Conditioning Specialist  
Certified Wellness and Health Coach  
FMS Level 1 Certified

**Move Better. Feel Better. Live Better**

290 E. Pomfret Street

Carlisle, PA 17013

(717) 254-6751

[ddrinks@umedgym.com](mailto:ddrinks@umedgym.com)

Personalized Fit Peak Performance



3804 Gettysburg Rd, Camp Hill, PA

**717-730-9402**

Lee Gonder, Owner

[www.worldcupskiandcycle.com](http://www.worldcupskiandcycle.com)



[ingearcycling-fitness.com](http://ingearcycling-fitness.com)

9030 Bridge Road

406 East Penn Ave., Rt. 422

Hummelstown PA

Cleona PA

717-566-0455

717- 273-4477



# Pedal Pusher

3798 Walnut Street, Harrisburg, PA

717-652-7760

**Ted Witfield Jim Gill**

Mon-Fri 10:00 AM - 7:00 PM

Winter Hours closing at 6:00 PM

Sat 10:00 AM - 4:00 PM

[www.pedalpusherharrisburg.com](http://www.pedalpusherharrisburg.com)



**IV TO GO**  
MOBILE IV HYDRATION SERVICES



A quick, effective approach to treating dehydration

[www.mobileivtogo.com](http://www.mobileivtogo.com)

(717) 383-8185



**BONEFISH GRILL®**

**FUNK**



**ENTERTAINMENT**

Funk Entertainment, LLC

Michael Funk  
Owner

54 S 39th St  
Camp Hill, PA 17011

717-379-4058  
[mtbfunk@gmail.com](mailto:mtbfunk@gmail.com)  
[funkentertainment.net](http://funkentertainment.net)  
[facebook.com/funkentertainment.net](https://facebook.com/funkentertainment.net)



**717-502-7049**

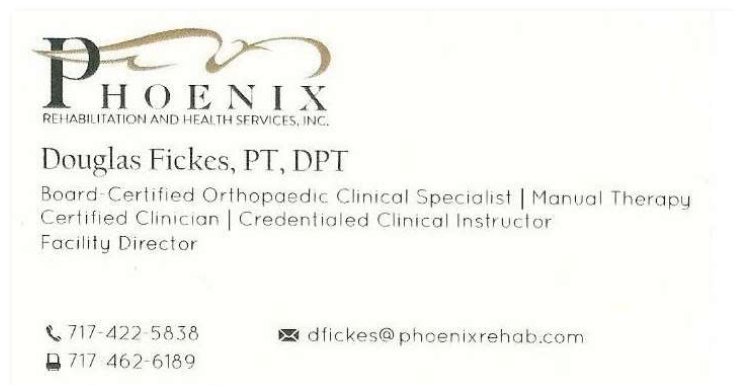
43 S. Baltimore St. Dillsburg, PA 17019

HOURS: THURS. - SAT. 11am - 8pm SUN. 11am - 7pm



**KIMLEE**  
VIETNAMESE RESTAURANT

**Sophia's at Walden**







## Harrisburg

**Phoenix Physical Therapy**  
5690 Allentown Blvd. Suite 200  
Harrisburg, PA 17112-4052  
  
(717) 216-8699  
harrisburg@phoenixrehab.com  
**phoenixrehab.com**



## Etters

**Phoenix Physical Therapy**  
564 Old York Road Suite 5  
Etters, PA 17319-9536  
  
(717) 212-9229  
etters@phoenixrehab.com  
**phoenixrehab.com**



## Carlisle

**Phoenix Physical Therapy**  
1075 Harrisburg Pike Suite 104  
Carlisle, PA 17013-1689  
  
(717) 422-5838  
carlisle@phoenixrehab.com  
**phoenixrehab.com**