



# The Spokesman

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NEWSLETTER OF THE HARRISBURG BICYCLE CLUB August 2021

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## **President's Corner**

It's hard to believe that the summer season is halfway over. Normalcy has returned as demonstrated by the regular ride schedule and activities such as the Picnic, even as Mother Nature throws her best to interfere with our schedules.

Our club has been busy reaching out to the community with new initiatives too. Glenn Wareham debuted a well-received new rider training program to help those first-time bikers determine pace and tips for riding in groups safely. The Whittaker Center partnered with HBC in planning their first "Family Ride, with several members participating as Ride Marshals. HBC will also be represented at the Friendship Y (Lower Paxton Township) July 31<sup>st</sup> for a Family Fun Fair & Bike Safety event. All projects in meeting our mission to encourage and promote safe and enjoyable bicycle riding of all riders and skill levels.



August brings the Chocolate Tour and the Covered Bridge Ride, always favorites.

Our flagship event, The Three Creek Century is picking up in registrations. Please take time to check out the volunteer positions available for this September fundraiser event; we need your help to make this event a success. And don't forget the Fall Tour registration is currently open.

Everyone stay safe, and I hope to see you on the road!

Susan Tussey - HBC President

## **HBC Community Service**

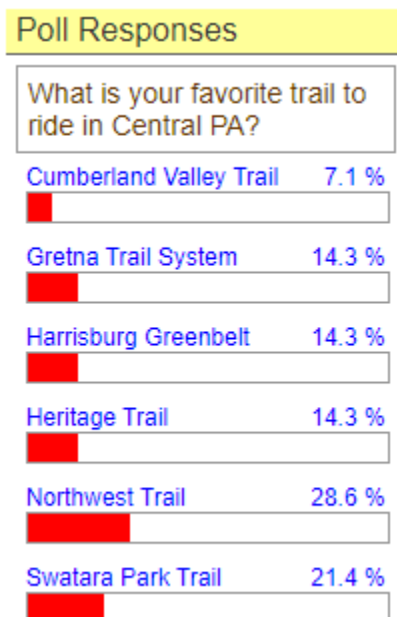
Five veteran HBC leaders assisted with The First Whitaker Center Family Fun Ride on Sunday July 18, 2021.



Dick Norford, Susan Tussey, Lou Searles, Diane Riley, Ross Willard and Richard Kile. Assisting with bike checks, helmet fitting and marshaling keeping these many young riders safe. A good time was had by all. Recycle Bicycle Harrisburg was hand to make repairs or adjustments, especially on brakes.

## **HBC Website – Poll Results**

Check out the new poll on the website for your FAVORITE Trail in the area. This poll will run for one more month.



If you have suggestions on poll questions to the members, email them to [webmaster@harrisburgbicycleclub.org](mailto:webmaster@harrisburgbicycleclub.org)

## **Ride with GPS**

### **TURN-BY-TURN NAVIGATION ON A CLUB ROUTE**

You can use the paid feature of turn-by-turn voice navigation on all club routes.

If you don't already have it, download and install the free Ride with GPS mobile app for iPhone or Android.

Sign into the mobile app using the same credentials that you used to sign into the website.

Tap your club on the app homepage, or by tapping More in the lower right then tap Clubs or Organization

Select ORGANIZATION ROUTES from your club's mobile page.

Tap the route you want to view

You can filter and sort your club routes using the toolbar at the top.

Tap the name of the route to view it.

To start navigation, click the NAVIGATE button in the lower right of the route preview.

If you need membership privileges to the HBC club account send the request to [webmaster@harrisburgbicycleclub.org](mailto:webmaster@harrisburgbicycleclub.org)

## **HBC 2021 Picnic.....we are back !**

This year's HBC picnic will be held at Fort Hunter Park on Front Street in Harrisburg on Sunday, July 25th. HBC has rented the west pavilion on the riverside. Rides will be offered in the morning for all levels of rides from D to B, but there's plenty to do at the park even if you don't ride a bike. There's a great playground, a downloadable self-guided walking tour map, tours of the Ft. Hunter Mansion, horseshoe pits and the opportunity to do some boating or tubing on the Susquehanna River. Bring the whole family! <https://forthunter.org>

Thanks to Dave Young for once again offering to be the Grillmaster.



Lunch will be at 12:30 p.m. Bringing a folding chair is a good idea, too. You can also bring lawn games or other activities. Relax and have a good time with friends. The pavilion is ours for the whole day.

Great news! Now that all COVID restrictions have been lifted, we can go back to our usual picnic format! Lunch will be at 12:30 p.m. and HBC will provide the grilled chicken, hot dogs, water and Gatorade. Everyone who attends is asked to bring an appetizer, side dish or dessert to share. Bringing a folding chair is a good idea, too. You

can also bring lawn games or other activities. Relax and have a good time with friends. The pavilion is ours for the whole day.

**Ride schedule:**

8:00 a.m. B Ride 40-50 miles Leader: Larry Wasser  
9:00 a.m. C+ Ride 30-40 miles Leader: Mark Riordan  
9:30 a.m. C Ride 20-30 miles Leader: Howard Ross  
10:00 a.m. EZ C 15-20 miles Leader: Marilyn Chastek  
10:30 a.m. D Ride 10-15 miles Leader: John Humphries

Bad weather may cancel the rides, but the picnic is held rain or shine. See you there!

## ***Bicycle South Central PA Announces Its Second Bicycle Infrastructure Tour!***

BSCPA's mission is to promote bicycling, increase safety, improve bicycling facilities, advocate for bicycle-friendly policies at the state, regional and local level, and provide a voice for bicyclists in South Central PA.



In response to our mission, we want to showcase the great safety improvements that are being made throughout our region and Lancaster has some of the best examples in their city-wide network. These include contra-flow lanes, on-street bike lanes, bike share, protected parking bike lanes, bike boulevards, traffic calming measures and pedestrian safety improvements.

Here's the basic info:

- Date: Saturday, August 7
- Time: 10:00 a.m. (Arrive by 9:30 a.m.)
- Cost: FREE
- Location: 1090 N Charlotte St, Lancaster PA 17603 On-street parking available.
- What to bring: A bicycle in good repair, helmet, water to drink, snacks (if needed)

Our host is Karl Graybill, Environmental Planner for the City. The tour will start at 10:00 a.m. but registrants are asked to arrive by 9:30 a.m. It will last approximately 2-3 hours. Meet at 1090 N Charlotte St, Lancaster PA 17603. There is plenty of on-street parking. Below is a turn-by-turn description of the ride. Karl will also have a map and other materials for background on the different infrastructure projects to be viewed and discussed.

You can see the City's bike network – existing and proposed at <https://lancaster-pa.maps.arcgis.com/apps/webappviewer/index.html?id=c40398efc1b34a7a825d6b144deacc86>

To register, go [www.bicyclesouthcentralpa.org](http://www.bicyclesouthcentralpa.org)



## **2021 Three Creek Century**

**Register for the HBC Three Creek Century by August 15 for best pricing. August 15 is also the deadline for ordering Century t-shirts.**

This event is HBC's largest source of funding, so please come out and support your bike club by registering, volunteering or both! Volunteer sign-up will be available soon.

***The Three Creek Century may not be the biggest ride (about 650 riders participate) and it may not be the best known.  
But it might be just what you are looking for.***

The Three Creek Century will be held at the Penn Township Fire Department Complex, 1750 Pine Road, Newville PA on Sunday, Sept. 19. Registration is only \$35 if you sign up by August 15 for this fully supported event which features low traffic country roads with scenic creek side riding and mountain views.



The Three Creek Century is noted for its great food, including homemade soup and thousands of fresh baked cookies! Route choices include 25, 50, 75 and 100 miles plus the option to ride 18 miles on the lovely, traffic-free Cumberland Valley Rail Trail. The South Mountain Challenge option is again being offered on the 50-mile route. All 50-mile riders will bike to the rest stop at Shippensburg Township Park where they will have the choice of taking the traditional route back to the firehouse or adding in over 1,000 feet of additional climbing up to Big

Flat. Be sure to invite your friends and relatives to join you on this beautiful and well-organized ride.

As a bonus, all riders have the option to ride the 4-mile gradual climb to the top of Kings Gap State Park which offers spectacular views of the Cumberland Valley. The 4 mile downhill on the return trip is truly exhilarating.

Proceeds from the Three Creek Century are used to fund HBC's Community Grant program, which provides funding for several bicycling-related nonprofit charities, as well as to cover operating expenses for the Club.

To assure rider safety, all CDC recommended COVID guidelines will be adhered to.

Registration information and more details can be found at [www.threecreekcentury.com](http://www.threecreekcentury.com)

**Register Now for the Harrisburg Bicycle Club's Three Creek Century, sponsored by Donegal Insurance Group with Rest Stops sponsored by Sun Motors Audi !**

# Volunteers needed for the Three Creek Century


## Three Creek Century volunteer opportunities are open!

*The Harrisburg Bicycle Club will hold our annual Three Creek Century cycling event on Sunday, September 19, 2021, and we need your help!*

The Three Creek Century is the main fundraiser for HBC. Proceeds from the event provide the entire budget for our Grant Program, which provides funding to Central PA charities that are focused on cycling, wellness, and community. Revenues from the event also help cover the operating cost of our Club, which allows us to offer memberships at a cost that is far below the value given.

It takes a lot of volunteers to prepare for and run the Three Creek Century. We kindly ask all HBC members and even non-members to consider donating some of their time to help make this event a success. If you can volunteer, we ask that you please sign up in advance so we can accurately staff the event.

Follow these instructions to see what volunteer opportunities are available!


1. On the HBC website, log in if you're a member. If you're not a member, that's OK too...we'd love to have you.
2. Click on  Volunteer at the top of the page
3. Look at the table of Volunteer Opportunities to see what's available. Here's an example:

### VOLUNTEERING OPPORTUNITIES


Starts: September 19, 2021 Finishes: September 19, 2021


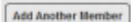
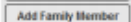
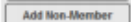
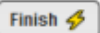
 <b>2021 Food Prep &amp; Serve</b> <a href="#">view more</a> Assists with preparation of food and beverage for riders at Penn Township Fire Department and the rest stops.	 <b>26 SPOTS LEFT</b>
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 Click here for more information       Brief description of the volunteer opportunity       Number of volunteer spots available

4. Once you've decided where you want to volunteer, click on  Volunteer Yourself  
Volunteer Others
5. Enter your name and contact info. If you're an HBC member, it should auto-populate.
6. Find the time slot you want to fill. Click in the white box under "Register" for that time slot.

Date	Time	Task	Register
9/19/2021	06:00 AM - 08:00 AM	Food Prep	<input type="checkbox"/>
9/19/2021	08:00 AM - 09:00 AM	Food Prep	<input type="checkbox"/>
9/19/2021	09:00 AM - 11:00 AM	Food Prep	<input type="checkbox"/>
9/19/2021	11:00 AM - 01:00 PM	Food Prep & Serve	<input type="checkbox"/>
9/19/2021	01:00 PM - 03:00 PM	Food Prep & Serve	<input type="checkbox"/>

 Click here to claim that volunteer slot

7. Click  at the bottom to verify your time slot and info
8. If you want to add other volunteers, click   
  

9. Click  at the bottom to confirm your volunteer selection. You will get an email confirmation and we will have a volunteer coordinator contact you with more information.

***Thanks for volunteering for the 2021 Three Creek Century!***

## **Fall Tour to Cape May NJ**

Harrisburg Bicycle Club  
46<sup>th</sup> Annual Fall Tour  
Harrisburg to Cape May, N.J.  
In memory of Owen Moore

Register Today to Participate in the 46<sup>th</sup> Annual HBC Fall Tour - September 21 – 26, 2021

Registration is now open for the culminating event of the HBC's annual bicycling year: The Fall Tour. Reserve your space by completing and mailing in the registration form along with a \$50 deposit by the July 24<sup>th</sup> early registration deadline. Space is limited.

As we have for the past 23 years once again we will ride about 225 miles over 4-days to Cape May, N.J. We'll ride in groups of 6 called "six-packs," which are led by an experienced leader and organized into groups based on similar experience and pace. We'll stay overnight at a LaQuinta (Ronks), Baymont (Newark), Home2 Suites (Dover) and The Grand Hotel (Cape May).

A weekend option is available for those who wish to drive down for a weekend in Cape May, where both bicycling and loads of sightseeing options abound. Other flexible options are available for those who want to bike just a portion of the way down.

Space is limited, so get your application and deposit in the mail today. The application, instructions, Frequently Asked Questions and other information can be accessed under the "Special Events" tab on the HBC website: [www.harrisburgbicycleclub.org/content.aspx?page\\_id=22&club\\_id=750678&module\\_id=335133](http://www.harrisburgbicycleclub.org/content.aspx?page_id=22&club_id=750678&module_id=335133)

Questions? Contact Jim Buckheit at 717-805-8213 or [jebuckheit@verizon.net](mailto:jebuckheit@verizon.net)

## **2021 FALL TOUR WARM-UP RIDES**

### **Fall Tour Warm-Up Ride #1**

**HBC Fall Tour Training Route from Friendship Park**

**Saturday, August 21, 2021, Time: 8:00 a.m.**

Leader: Marilyn Chastek 717-798-4537 [mchastek2009@gmail.com](mailto:mchastek2009@gmail.com)

Start Point: Upper Allen Friendship Park, 1901 Fisher Road, Mechanicsburg

Route: 48 miles, 2183 ft. This route is a miniature version of the fall tour with a mix of long, gradual climbs and flatter sections. Here's the route <https://ridewithgps.com/routes/30665257>

Pace: My pace will be about a 12-mph average, but smaller groups can choose whatever pace suits them.

Print a cue sheet or download the RidewithGPS route so we can split into smaller groups if needed.

Lunch: There is an option for lunch after the ride at JoJo's Pizza, 2210 Aspen Drive, Mechanicsburg.



Light rain will not cancel this ride, but severe weather will. Any cancellation notice will be sent out by 6:30 a.m. in the Event Calendar and/or Other Special Rides, UAAP Forum.

**Fall Tour Warm-Up Ride # 2**

**Saturday, August 28, 2021, 8:00 a.m.**

49 Miles (+/-), 2534 ft. Tour Pace(s) \*\*

Starting Location: Briarcrest Square, Hershey

Ride Coordinator: Jim Buckheit (Cell: 717-805-8213)

This ride is a great route simulating riding on the Fall Tour. The route will visit Union Deposit, Annville, Cornwall, Mt. Gretna, and Colebrook. Along the way, rest stops occur at Rutter's in Annville, Sunoco Mini-mart in Quentin and Mini-mart in Colebrook. The very pretty route covers the scenic area east of Hershey in Dauphin and Lebanon counties. The route has some moderate climbing, about 2,500 feet, matching what you will experience on the first two days of the Fall Tour. This will be an intermediate-length, warm up ride for this year's Fall Tour. The RideWithGPS Route is: <https://ridewithgps.com/routes/30903649>, 2534 ft.

**Ride To Gettysburg Square, Fall Tour Warm-Up Ride # 3**

**Saturday, September 4, 2021 – 8:00 am**

Warrington Township Municipal Building, 3346 Rosstown Rd. Wellsville

67 Miles, Tour Pace(s) \*\*description

Ride Coordinator: John Donoughe (Cell: 717-743-0805)

Weather ride cancellation to be announced by 06:30 am in Event Calendar and Other Special Rides Forum.

Join John on one of the favorite rides of the HBC. The round-trip 'Ride to Gettysburg Square' will get us to the square in Gettysburg to dine at either the Pub and Restaurant or the Lincoln Diner in time for lunch. The terrain will include rolling hills. The RideWithGPS route is: <https://ridewithgps.com/routes/34053233>, **2456 ft.**

Directions To The Start: From the Lewisberry exit, #35 of I-83 take PA 177 west toward Pinchot State Park. Travel 8.7 miles. After you cross over the bridge spanning the extreme, west-end of Pinchot Lake, pass the community park. The municipal building will be next on the right. From PA 74 at Rossville, take PA 177 east for 1/4 mile. The township municipal building will be on your left. Park neatly next to the building. \*\* Tour pace(s) – A

minimum of 11 mph should be maintained all day during the ride. Some groups go faster.

Whatever works!

\*\* Tour pace(s) – A minimum of 11 mph should be maintained all day during the ride.

Some groups go faster. Whatever works!

## **Chocolate Tour**

The Chocolate Tour 2021 GREAT EVENTS, 1 GREAT CAUSE

<https://www.thechocolatetour.com>

We are using our proven and tested method used for the 2020 version of The Chocolate Tour to provide a safe, socially distanced bike event. To learn more about our protocols please visit our COVID-19 Response page.



### **Annual Chocolate Tour**

Saturday, August 7

(details coming soon)

#2021ChocTour

Check out the Registration page for more details

Rain or Shine - No Refunds

# **Covered Bridge**

## **Covered Bridge Classic**

The Covered Bridge Classic is a premier Pennsylvania ride now in its 42nd year. It offers beautiful routes of 100 miles, 65 miles and 35 miles, (actual mileage may vary), in Lancaster County. Each route traverses through covered bridges and passes Amish farms.

We have reworked the event based on pandemic conditions and regulations.

To ensure proper social distancing, multiple start locations are planned rather than having one mass start and lunch. We will provide better stocked rest stops. All foods will be prepackaged and varied throughout the ride.



The routes all cover rolling terrain with moderate climbing.

The multiple start locations will disperse the riders for improved road safety, and social distancing to keep the riders and volunteers safe.

- There are up to 7 start locations to choose from depending on which distance ride you will be participating in.
- You will be asked to pick a start location and ride distance, in the registration process, so we can provide you with the correct route information. Final route information will be sent out closer to ride time.
- There is limited parking capacity at each start location. You will be asked during registration, whether you will be riding, driving, or carpooling to the start location.

## **2021 Apple Butter Boil is BACK !**



- **When** : Saturday, October 9, 2020, 9:00 AM
- **Where** : Barner's St. John's Church, Liverpool, PA, follow Rtes. 11/15 to Liverpool (along the west banks of the Susquehanna), left turn on Rte. 17 west, and a right turn on PA 235 north (follow the Apple Butter Boil signs to the church).
- **Ride Lengths** : 25 and 50 miles
- **Cost** : No fee for rides but there is a charge if you would like to attend the all-you-can-eat Pennsylvania Family Style Dinner (Cue sheets and maps supplied)

Celebrate the end of the 2021 riding season by joining the Harrisburg Bicycle Club and the St. John's Lutheran Church by riding through the rolling terrain of Perry and Juniata Counties of Central Pennsylvania. This **no frills** event will have maps and cue sheets, but there are no sags, official stops, nor road markings.

Before or after the ride, see and learn how **apple butter**, a Pennsylvania tradition, is made. Don't forget to purchase freshly made **apple butter**.

## **No Frills “End-Of-The-Season” Ride**

## **Technical Corner**

**Dear Lennard,**

Forgive me if you've dealt with this before, but it's something that has always puzzled me.

In countless places (in reference to both bikes and cars), I have read that tire pressure is crucial and that altering tire pressure by as little as a couple of pounds can have a significant effect on performance, safety, and durability.

If this is the case, I would think that any tire pressure you started the ride with would be wrong in about ten minutes. Both because the ambient temperature changes wildly from garage to open road, and because tire friction must heat up the tires and thus raise tire pressure.



We've all done innumerable rides when the air temperature in the garage was 60F degrees, and the air temperature four hours later was 80F with the added influences of the heat of the blacktop, plus the heat of the friction between tire and road.

I once did a century where the temperature was 70F at 7 am, 80F at 8 am, 90F at 9 am, and more than 100F by noon. What's the correct tire pressure for such a day?

I can't do the math, but if you put 90 lbs. of pressure pre-ride and head out from an 80-degree garage, the tire pressure on a 100-degree day, where I've been told the pavement can be 130 degrees, must be astronomical.

So why does no one talk about addressing any of these issues? I've never heard anyone suggest that you should release air as the day/road heats up, for instance. I've never even heard anyone suggest checking tire pressure after a couple of hours of heating conditions.

Can you explain this?

— Jack

**Dear Jack,**

This is a great question, and, no, I have never dealt with it before in this column. I asked Oliver Kiesel, tire designer and product manager for Specialized about this, and here is his response:



“We never worked on this extensively, but we did a short study today and concluded that the air temperature doesn’t change the tire pressure crucially.

There is way more inconsistency and variance in the readings on floor pumps and pressure gauges than in how much the air temperature will affect the tire pressure.

Also, a tubeless or latex tube setup, as you pointed out, loses around 0.5 – 1.0 bar within a day. This is way more influential than the air temperature.

Our Google research and also some tire brand automotive suppliers show that a 10C [~18F] temperature change results just in ~1 psi tire pressure change.

Tires on bicycles don’t heat up too much. They are not heavily loaded and don’t run with high speeds.

There is also cooling air all the time. They mainly run just with the regular air temperature; even if they would run 10°C [18°F] higher, the pressure increase is not crucial to the ride quality or performance.

A change of 10°C air temperature affects tire pressure ~0.07 bar			
Tire Pressure		Temperature	
BAR	PSI	° Celsius	° Fahrenheit
6,000	87,000	21,1	70
6,039	87,568	26,7	80
6,078	88,127	32,2	90
6,116	88,685	37,7	100

A change of 10C° in air temperature only causes a ~0.07 bar change in tire pressure.

The study aligns pretty much from my experience with cars.

If you have a car with tire pressure sensors, it’s pretty much identical. The car tires heat up much more, maybe 30-40°C [54-72°F], and the tire pressure increases around 0.3 bar [4.35psi].

— Oliver Kiesel, Specialized Bicycle Components, tire product manager

Also, I want to mention that disc brakes have greatly reduced the heating of tires from braking compared to rim brakes. This was something that, on a hot day under a big guy descending a

steep, winding road with rim brakes, especially with carbon rims (which dissipate heat less well than aluminum rims), could increase tire pressure far beyond the kind of changes in ambient temperature we discuss here.

— *Lennard*

## **Health Corner**

### Cycling for Weight Loss: How to Lose Weight Through Cycling

November 5, 2020 | Jesse Fortson

The bike is a great fitness tool and cycling for weight loss doesn't have to be complicated. Combining cycling, structured training, and a healthy diet can pave the way for increased performance by dropping the pounds. Whether you have a little or a lot to lose, these tips will help you lose weight and be a faster cyclist.

My weight loss started because I wanted something. It was simple; I wanted to hang with the fast group on my local drop ride. I wanted to be a faster cyclist. At the time, weight was my biggest limiter as I was tipping the scales at 345lbs. Over ten months, I lost 145 lbs., raised my FTP, and became a much faster cyclist.

#### Is Cycling Good For Weight Loss?

There are numerous benefits of cycling for weight loss. Riding can increase your activity level, burn calories, and grow your fitness. Aside from those benefits, riding a bike is fun! However, the key to losing weight isn't just riding. Combining a healthy diet with cycling is vital for success.

#### Weight Loss for Cycling Performance

Cycling performance and weight seemingly go hand in hand and for good reasons. Pure watts and aerodynamics reign supreme as long as the road is flat. However, as the road or trail begins pointing upward, weight's importance intensifies.

A custom training plan, automatically built for your goals.



### Try Plan Builder

A key cycling metric is your power-to-weight ratio and is expressed as watts at FTP divided by body weight in kilograms (w/kg). To get faster uphill, there are two ways to attack your power-to-weight ratio. You can increase your FTP or decrease weight. Ideally, you want to do both. Fat does a cyclist no favors when your power-to-weight ratio is concerned, but muscle certainly plays a vital role. Losing weight too quickly will often result in muscle loss.

### Motivation and Weight Loss

Before embarking on a weight loss journey, you have to determine the reasons why. Is it for performance or body image? Too often, our body's view revolves around a perception of should and the thought that "I don't look like a certain type of athlete." For this article, we're going to focus on chasing performance instead of hitting a specific number on the scale.



#### Start with a Goal

My goal was to be fast enough to hang on my local drop ride, and I used that goal as my decision matrix. Will this make me faster? Having a central goal simplifies your decision making when you are trying to lose weight. If it helps you achieve your goal, do it; if not, avoid it.

When you develop your goal, tie it to an event. By connecting your goal to an event, your goal is measurable and timely. Often when shedding the pounds, the focus can become the number on the scale. Your body is unique. What is a healthy weight for someone else is not what is best for you. Instead, concentrate on living a healthy lifestyle that results in increased performance.

### Aim for Consistency

Healthy weight loss takes time and change. Consistency is your greatest ally. A steady approach will help you analyze what is working and what isn't so that you can develop positive new habits. My success in weight loss was the result of being consistent in my food choices and training over months. In other words, I wasn't committed to losing weight; instead, I was dedicating myself to a new way of life for the long haul.

Consistency helps you avoid the crash diet cycle. You go crazy, lose weight, burn out, then put the weight back on. I've been there many times. The worst part is that not only do you gain more weight, but it can wreck your body composition. You end up with more fat and less muscle.

Once you are committed to a healthy lifestyle, start making changes. Start small. Little changes are easier to manage and will aid your consistency. As you progress, you can add more changes to your diet. Small changes lead to significant results when compounded over time.

## Measure Your Cycling and Weight Loss Success

Recording your data not only provides the means for measuring your success but also helps you celebrate progress. For me, that meant weighing-in every morning and observing the weekly trend in both weight and body composition. Analyzing a weekly trend helps because bodyweight fluctuates daily.

Two easy ways to measure body composition are skinfold calipers or a body composition scale. I use a Tanita Body Fat Scale. Having one of these scales to step on every day was massively effective. Just make sure to measure under similar

circumstances. For the best data, always measure under the same conditions. Make sure the time of day is similar, that you are not wearing any clothing, and that your nutrition and hydration leading up to the time of measurement are accounted for if not controlled.

### *Daily Food Diary*

Meal Time	Foods Eaten Cooking methods/beverages	Portion (cup, tsp, etc)	Hunger level 0-5	Location/Emotional State	Exercise
Breakfast					
Snack					
Lunch					
Snack					
Dinner					
Snack					

## Eating to Lose Weight

Losing weight happens primarily in the kitchen. Creating a calorie deficit is what leads to weight loss. The right food choices, coupled with riding, deliver a one-two punch. Generally, a 500-calorie deficit is a good place to start.

The goal is to lose fat and spare as much muscle as possible. If there is too much of a caloric deficit, you will lose muscle. You can use an online calculator or an app to figure out how many calories you need in a day and subtract whatever you feel is a sustainable, healthy amount for you.

## Choosing a Diet

With so many different types of diets, it can be a bit confusing, but mostly they all create a calorie deficit. What worked for someone else might not work for you. My advice, pick what works for you. For me, that was a Keto diet with extended fasting.

As with so many things, there are trade-offs to any dieting strategy. I choose keto to help manage my biggest weakness—hunger. The compromise was the inability to complete high-intensity intervals. Gradually, I transitioned my diet to include more carbohydrates to increase performance. While you don't want to change your diet weekly, you do need to be flexible. Align your food choices with your goals.

## Keep a Journal

A big help for me in limiting my calories was keeping a food journal. It can be cumbersome to record everything, but it assists in selecting the proper serving sizes, food choices, and finding all the hidden calories in a diet. For example, I found out that my coffee creamer had 35 calories in two tablespoons. My food journal showed me that I was consuming almost 100

calories a day just in coffee creamer! Even if you don't record everything forever, do it for two weeks. You will reap valuable data that you can use to make better food choices.

### Maximize What You Eat

Now that you know how many calories you should be consuming, you can choose how to get them. When you have limited calories, you want to get the most bang for your buck. You can cut a significant portion of calories by avoiding empty calories like alcohol, soft drinks, junk food, and processed sugars. You will be amazed by how much food you can eat when it is nutrient-dense and low-calorie. These whole foods help when battling hunger.

Eating nutrient-dense was a massive change for my taste buds. I was a typical meat and potatoes guy. Green foods rarely made it on my plate, but over time your taste will change. Remember to start small. For example, instead of just eating salads for a week, replace one meal with a salad. Then the next week, substitute an additional meal with one.

When making your food choices, fruits and vegetables are great additions to your plate. Eat lots of vegetables as they are low in calories but high in nutrients. Include smaller amounts of healthy fats, like avocados, olive oil, and nuts. Finally, make sure you are getting enough protein. Turkey and chicken are great because they are low in saturated fats. Training and losing weight are hard work, so make sure you are getting the proper nutrients.

### Optimal Macronutrient Breakdown for Cyclists

When optimizing your diet for cycling performance and weight loss, it's helpful to think of your macronutrients as a lever. On one end, you have fats, and on the other, you have carbs. At the fulcrum rests proteins. So, the first step is determining how much protein you need. Then prioritize carbohydrates because it's the body's preferred fuel source when performance matters. The fat content will be the calories you have leftover.

Let's take a look at an example of a cyclist that weighs 220 pounds (99.7 kg), with a daily caloric intake of 2,000 calories. First, they will determine how much protein they are going to need. Using 2g/kg of body weight (recommend when training and losing weight) comes out to almost 200g of protein (or 800 calories.) The remaining 1,200 calories should focus on healthy carbohydrates. What about fats? Typically, those will take care of themselves with the other foods you eat.

But what about when you work out and burn 1,000 Kjs on a ride? This is where finding out the percentages are helpful since that scale-up. Even though you are working out, you still want to keep a sensible calorie deficit. The percentages generally work out to about 44% protein, 48% carbs, and 8% fats in the example above. This is just a general guideline, so you'll want to adjust based on what works for you.

### Cycling Training Plan and Weight Loss

It's important to remember that chasing performance is the goal. Creating a calorie deficit is mostly about your nutritional choices and off the bike activity. Your training can help you burn



fat, but losing weight is only half of the w/kg metric. Let's talk about how to balance training and weight loss.

### Add Structure

When I started my weight loss journey, I was not a new cyclist, but I was new to interval training. TrainerRoad helped me take my fitness to an entirely new level and added almost 100w to my FTP. Structured training is an efficient way to create a calorie deficit and raise your fitness. Raising your FTP will allow you to burn even more calories because you are producing more power. A higher FTP means that you will complete workouts with a higher average power. More power equals more calories. It's a win-win.

If you are new to interval training, you can use Plan Builder to create a custom training plan aligned with your goal event. It's best to start with a low volume plan and work your way up over time. This will give you the flexibility to add low-intensity fasted rides to drive fat-burning adaptations. You can go one step further and include strength training too. Strength training will help you maintain muscle mass, improve muscle fiber recruitment, and improve overall health.

### High-Intensity Intervals

The best training plans will include the intensity you need to meet the demands of your event. High-intensity workouts have an additional benefit. They increase your post-exercise oxygen consumption, which can last 24-36 hours post-workout. After VO2 Max, anaerobic, and sprint workouts your body works to replenish fuel store, metabolize lactate, and reduce body temperature. All of this activity boosts your overall metabolism—burning more calories.



### Fasted Rides and Two-A-Days

Riding in a fasted or glycogen depleted state can be another way to train your body to burn fat. These rides are limited in that they need to be short or very slow. Fasted rides are good at burning fat but won't elicit a large training stimulus. Just be careful to not overdo it. Extend or high-intensity fasted rides tend to catabolize muscle—something you want to avoid.

Adding a second ride with a fat-burning focus is another great tool for weight loss. You can do these either earlier or later in the same day. I used fasted and two-a-day rides continually during my weight loss. Typically, I would wake up early, drink some black coffee, then complete an endurance workout, like Carter or Dans. Then I was off to work and would eat a

lunch that fueled my evening, high-intensity workout. Once I got home, I'd train before a healthy dinner.

### Tips to Lose Fat, Not Muscle

When you are cycling for weight loss, you want to preserve as much lean muscle mass as possible. Since lean muscle requires a lot of energy to maintain, it plays a massive role in your Basal metabolic rate.

There are three key things that you can do to preserve lean muscle mass while you are combining cycling and weight loss. First, create a sensible calorie deficit. Being too restrictive with your calories will do little to help you retain muscle.

Additionally, you are going to want to eat plenty of protein. The general recommendation for protein for endurance training and weight loss is around 2g of protein per kilogram of body weight. Eating lean proteins will help keep the calories lower while ensuring you are getting enough. If you are following a plant-based diet, you'll likely need more than 2g/kg.

Finally, add in some strength training to help your weight loss. You don't have to spend hours in the gym to reap some benefits. Compound lifts that work multiple muscle groups, like squats, deadlifts, and bench press, are excellent for this.

### Eat Smart, Train Hard, Get Faster.

Since my weight loss, many people have asked how I did it. But I think that's the wrong question. The how is important, but it's the why that truly matters. Although hard at times, the methods are simple—make smart food choices and increase your activity level. The means were not my driving force. It was the end goal—I wanted to be a faster cyclist.

## **Safety Corner**

Clipless Pedal Maintenance – keeping yourself safe ! By JD Finley

I seem to learn something every day. Today it was that not only does pedal maintenance exist for clipless pedals, but it is required.

I posted that I went clipless (almost a year ago). I really like clipless pedals, I'm using Shimano pedals, and the improved performance is obvious to me (up stroke and all that). The only problem that I had was getting out of them quickly when trail riding and needing my feet on the ground. right. now! This resulted in a few skinned elbows and one encounter with a cactus.



Amongst the useless advice and posts by forum trolls; a couple of people gave me some useful advice that my pedal clip tension may be too tight. It was. After loosening the tension, I was able to get out of the pedals very quickly and my problem ceased to exist.

This was four months ago.

Recently, I began noticing that my pedals seemed harder to get out of than they were when I reduced the tension. I stared at the pedals and pondered this problem. I hoped that the pedal would speak to me and tell me how it was feeling and why it was behaving as it was. It did not speak and nothing obvious came to mind, I carried on.

Recently one of my pedals has been squeaking. It is very minor but very annoying. After trying a variety of things, I shot some lubricant on it.

Wow! What a difference.

It was almost like standing on ice, my cleats would zip out of the pedals with the slightest of side pressure – but only on the side that I sprayed. It didn't take me too many miles to figure out what was going on!

Obviously, clipless pedal maintenance and lubrication is necessary and was not being performed by my maintenance shop. I've fired the mechanic (same bozo that is sitting at this keyboard).

I'm now back to tuning the pedal tension and getting used to being able to get out of the pedals very easily. If you are having a problem with this, my suggestion is to lubricate your pedals and then reduce/adjust the tension. You may be surprised at how easy they are to get out of!

It may be worth noting that muddy conditions can affect the performance of your clipless pedals. I don't ride in mud very often (I do live in the desert after all) but have stuck my foot in it once or twice and immediately noticed the difference

## **Blast from the Past Newsletter**

**August 1986**

### **227 Safe Heads!**

Report on helmets sold in May during the safety promotion co-sponsored by participating shops and HBC's Janet A. Pontius Bicycle Safety Foundation:

Coles	76	Pedal Pusher	35
Holmes	28	Cycle Velo Pro	22
Busheys	20	Bicycle Center	17
Johns	10	Rainbow Cycles	15
Wire Wheel	02	Dave's Bike Shop	01
Ski-Ko	01		

The Safety Foundation was set up some years ago in memory of our club secretary, who died after being struck by a van while biking. Janet, who was a safety-conscious biker and a delightful person, has been remembered since then with projects funded by the interest earned on the money that has been contributed to the fund. For a number of years now we have sponsored the helmet promotion with this money and—because of the success of this drive—additional funds raised in other ways. Contributions to the Safety Foundation can be made at any time. There is a box to include such a contribution with your annual membership form if you wish.

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August 1991



## GREENBELT

On Saturday, June 8th, approximately forty people converged on the Cameron Parkway section of the Greenbelt between Paxton Street and Route 441. Their purpose - to witness and participate in dedication ceremonies for the Capital Area Greenbelt logo displayed above. Among highlights of the ceremony: municipalities and other government and private agencies through whose land the Greenbelt passes were presented with laser engraved plaques bearing the Greenbelt logo. This was to acknowledge their cooperation and to lay the foundation for a positive relationship with the Greenbelt organization.

Since the official start of the project, there have been ten volunteer workdays. Over 1500 hours have been contributed to activities ranging from litter pick-up to a stream survey. I am disappointed to report that participation from HBC has been extremely light. In fact, only a scant four members have ever come out for any of the work days. Come on people! This is your facility. Just as an example, many of you do the Sunday rides from City Island, right? Ride uptown through Riverfront Park? You're on the Greenbelt. Down past HACC on Industrial road? You're on the Greenbelt. Do the loop through Wildwood Park? You guessed it - the Greenbelt. Maybe you don't think much of the sections that are overgrown with brush or strewn with broken glass. Well, I've got news for you - those sections are gone.

I'm not trying to portray this as a dream facility, not yet. But the past year has yielded a 180 degree turn around. And the progress continues with each passing month. In the near future, an official Greenbelt organization will be forming, with bylaws, membership dues, and so forth. In addition, the City of Harrisburg will be using grant money to hire a consultant to develop a Master Plan for the facility. That consultant will be looking to work closely with user groups, such as HBC, to see that their concerns are addressed.

The question for HBC remains as it was when I first brought you news of the Project almost a year ago; Shall HBC be a passive user of this facility; or shall we take our rightful place as one of the leaders of the effort? In many peoples' minds, this facility is first and foremost a BICYCLE path. That such

a facility not have the full support of the local BICYCLE club is a wrong that must be righted - and soon.

What am I asking of HBC and its members?

1. Get out and walk or ride on the Greenbelt. If you need a 'guide', call me. I'll be happy to work something out one-on-one or with a group. George Ely led an unpublicized SAMBA ride on the Greenbelt on June 9th with five riders. He would like to try it again later in the year with more pre-publicity. Turn out. show your support.
2. Call me for details of the next workday. I will generally know the date, time, and meeting place, well in advance - even though it may not be far enough in advance to get in the Spokesman. Give us an hour or a day. Any help is appreciated and it is a show of support.
3. Call me and tell me you are interested in lending your views to the Master Plan. If no cyclists are willing to participate in the creation of this facility, don't expect a facility that's suited to cyclists.
4. When the Greenbelt organization has a membership brochure ready, it will be included in the Spokesman. We would like to be overwhelmed with response from HBC members.

In closing let me emphasize, the Greenbelt organization is a fledgling group. In most cases we are not able to plan events with the four to eight week lead time required for publication in the Spokesman. If you have an interest in the project, and you well should have, don't wait to read in the Spokesman about what has already happened - GIVE ME A CALL. I can be reached days at 540-2176 or evenings/weekends at 561-1692; or bring up the subject next time we're riding together. Thanks.  
by Tim Poole



**August 1996**

## **Welcome, New Members!**

May, 1996:

Marilyn Chastek  
Rainbow Cycles

June, 1996:

Bob Eckerd  
Robert Herr  
Rebecca Homung  
Joe Hosler  
Albert Neri  
Marcia Roman  
Jim Row  
Mike Stewart  
Brian Caparella

July, 1996:

Richard Beistline  
Lenore Belsky  
Mark Bishop  
Paul Davis  
Linda Echard  
Stefanie Field  
Linda Hand  
Kathy Hoover  
Chris Houston  
Paul Konhaus  
Timothy Landenberger  
Mark McClain  
Laura Pickering  
Louis Searles  
Carl Tymann

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## **August Regular Rides**

Please review the website for ride updates for HBC rides (scheduled and email rides)



## ***HBC Ride Paces***

### HBC Average Riding Paces

[illegible]

**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.

## **HBC Business Directory**

In 2021 we will be migrating our business sponsors over to the website with a feature that has become available. On the top banner you will click the Sponsor Directory

## **Support our local bicycle shops**


For ALL our sponsors click [SPONSORS](#)



**BICYCLE  
OUTFITTERS**  
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)



**IN GEAR**  
CYCLING & FITNESS  
[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)



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)

## Planning your 2021 rides

For 2021 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 2021 ride calendar.

Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out here:

*The Best* **COLE'S** *In Bikes*  
**BICYCLES**  
**Road • MTN • Comfort • Cross**  
**Freestyle • BMX • Kids**  
*Complete Service and Repairs*  
327 North Hanover Street  
Carlisle, PA 17013  
(717) 249-3833  
contact@colesbicycles.com  
**Trek • Electra • Haro**  
**Cannondale • Sun**  
www.colesbicycles.com

Personalized Fit Peak Performance  
**WORLD CUP**  
**SKI & CYCLE**  
3804 Gettysburg Rd, Camp Hill, PA  
717-730-9402  
Lee Gonder, Owner  
www.worldcupskiandcycle.com

[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)

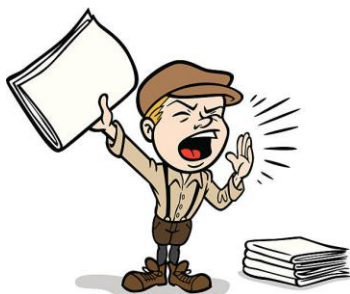
### R.A.C.E. — Regional Area Cycling News & Events

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

<u>Links to "Regional" Bike Club Websites</u>			
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 August Spokesman should be sent to

[editor@harrisburgbicycleclub.org](mailto:editor@harrisburgbicycleclub.org) by **August 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