



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB September 2021

President's Corner

Seems too soon for September to be on our calendar, but here it is.

HBC's biggest event of the year, the **Three Creek Century** will be held on September 19th. It takes many hands to help with this event and if you haven't had the chance to volunteer, please go to the website and sign up. Look on the toolbar for the volunteer tab. Thank you in advance for your participation!

Another favorite is the **46th Fall Tour**, leaving Harrisburg on 21 September to Cape May. Jim Buckheit and his committee have worked hard to ensure a successful event. What's better than riding to Cape May over 4 days and spending the weekend at the Beach! I hope you can join us if your schedule permits.

Glenn Wareham's New Member ride has been successful and very well received by those who attended. Thanks to Glenn for getting this initiative up and running.

Many thanks to the small group of Ride Leaders who lead most of the group rides. Some events recently had to be cancelled due to no ride leader, so I ask if you have been trained to please consider signing up to lead. If you have questions or would like a mentor to plan and lead, please contact Chris Wright (cjwright1919@gmail.com).



Finally, October brings us around to the Annual Meeting for our members and voting on the Board of Director Positions. More details on whether this will be in person or virtual will be determined as we get closer to October. There are 2 positions open: Secretary and Technology Director. If you have any interest, please contact me.

Stay safe everyone and Enjoy the Ride!

Susan Tussey - HBC President

Linking Florida to Pennsylvania...Interested in Bicycling?

The following is an article penned by one of our long-term Ride Leaders Charley Sproule in the Bethany Village monthly newsletter, promoting his passion cycling. Maybe he'll start a new regular ride series with his neighbors!

Some Bethany (Florida) residents ride a bike as one of their major forms of exercise and enjoyment. Biking is less stressful on your body than jogging or running and provides the opportunity to see many different areas at your own pace.

The Harrisburg Bicycle Club offers a variety of bicycle rides each week at different speeds and distances, for both new and experienced riders. The club is a recreational cycling club which encourages and promotes the riding of bicycles; safely, enjoyably, at all skill levels and on all forms of bikes. The club can guide you in your cycling activates and provides many opportunities to become involved. The only two things required to join a club ride or cycling activity is to wear a helmet, and not use headphones or other devices while cycling that put you and others at risk (PA law).

For information about the Harrisburg Bicycle Club use this internet address: <http://www.harrisburgbicycleclub.org> and click on the tab for new member information. If you do not use a computer, the club President, Susan Tussey can be reached by telephone at 814-386-8141.



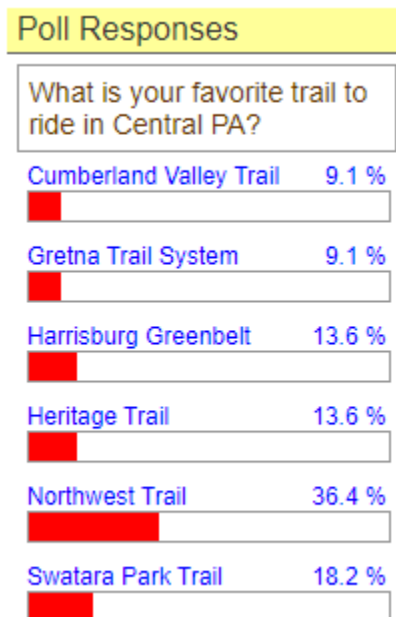
Bethany resident Charley Sproule leads rail trail bike rides (and "Learning to Linger" bike rides) for the Harrisburg Bicycle Club on a regular basis. Charley also periodically rides in his neighborhood. In the 70's and 80's Charley periodically led road rides for the club but now, for safety reasons, rides primarily on rail trails, and in his neighborhood where there is low traffic volume. He prefers not to ride in traffic. He does not ride at a fast pace.

Typical rail trail rides which Charley leads include the Harrisburg Greenbelt, the North-West Lancaster River Trail, the Conewago rail trail, the Lebanon rail trail, and the Cumberland Valley Rail Trail. Rail trails are typically fairly level with no steep hills. Most rail trail surfaces are crushed stone and compacted gravel. The North-West Lancaster trail is paved and runs near the Susquehanna River from Bainbridge to Columbia, PA. Rail trail rides are social events which usually have a lunch stop during or after the ride. For example, riders on the Conewago and Lebanon rail trail from the Route 230 trail head usually have lunch in Mt. Gretna, which is the ride turn around location. Typical rail trail ride distance is between 20 and 25 miles at 8 miles per hour. Bike rides Charley takes in his neighborhood have typically from 10 to 15 miles in distance.

If you want to try bike riding with Charley or have questions about biking call Charley Sproule (after 10 am as his wife Mary Lou sleeps late) at 717 790-2040 or email him at cfsproule@verizon.net.

HBC Website – Poll Results

FINAL results for your FAVORITE Trail in the area.



Total responses : 23

NEW poll is now listed on your interest on **E-BIKES**

If you have suggestions on poll questions to the members, email them to webmaster@harrisburgbicycleclub.org

Ride with GPS

JOINING A CHALLENGE

Challenges can be accessed by visiting the host organizations home page or by clicking the Challenge link sent to you by the organizer. Challenges can be joined online or by using the Ride with GPS mobile app. Once you join a Challenge all activities you record or upload that meet the Challenge criteria will be counted towards your totals.

To join a Challenge, open the Challenge page.

Click Join Challenge.

If you are already signed into Ride with GPS, you will just need to confirm your name and email address. If you are not signed in, you will need to sign in or create an account to join the Challenge.

ACCESSING A CHALLENGE

Once you have joined a Challenge, you can access the Challenge at any point from your dashboard or the Ride with GPS app. **ACCESSING IN THE APP**

After you have joined a Challenge, your most recent Challenges will show on your home page.

Tap on a specific Challenge from your homepage or tap the Challenge icon to see all current and past Challenges. **ACCESSING ONLINE** Challenges can be accessed directly from your dashboard page. Click on a specific Challenge or click View Challenges to see all current and past Challenges.



CHALLENGE RULES

All Challenges have a Rules Card that tells participants the specific rules and criteria for the Challenge. Please visit the Challenge page to review the rules card to know which activities will be counted and other specifics for your Challenge. **PARTICIPATING IN A CHALLENGE**
You can participate in a Challenge for free by recording your activities with the Ride with GPS app, uploading your activity files from a GPS device, or synchronizing your GPS device with your account.

USING THE APP

Download the Ride with GPS app and be sure to sign in with the same account you used to join the Challenge. Use the app to record your activity. Saved activities upload to your account automatically and any activity that matches the Challenge criteria will count towards your totals. For more information, see our Record Your Ride help page.

UPLOADING RIDES

Sign into your Ride with GPS account online and click Upload. Click Select Files or drag your files into the upload card. Your GPS files will be uploaded to your account and any activity that matches the Challenge criteria will count towards your totals. For more information, see our Uploading Rides help page.

SYNCING YOUR DEVICE

Garmin users can synchronize rides automatically by connecting their Garmin Connect account to Ride with GPS. For more information, see our help page. Wahoo users can synchronize rides automatically by connecting their Ride with GPS account to the Element app. For more information see our help page.

UPDATING YOUR RIDE'S NAME WITH A HASHTAG

If your Challenge organizer requires that all rides include a hashtag in the title, you can easily update the ride title at any time to have your ride totals count towards the Challenge.

UPDATING IN THE APP

Open the app and click on Library > Rides.

Tap any Ride you where you would like to update the title.

Tap the 3 dots in the upper right corner, then click Edit Details.

Under Title enter a new name including a hashtag and tap Save.

UPDATING ONLINE

From your account Dashboard, click Rides on the left column.

Select the Ride which you would like to update its title.

Click on the ride name at the top of the left column.

Under Title enter a new name including a hashtag and click Save.

FAQ:

How are Private rides handled?

While activities marked as 'private' will count towards your Challenge participation, the stats will be anonymized for organizers and will not be viewable by other participants. This means that the organizer will be able to see information like distance, elevation, and moving time for your activities, but will not be able to view the activity name or see the activity recording.

How do I upload a ride file from Strava?

Although there is no way to have your activities from Strava pushed to Ride with GPS, you can manually export activities from Strava and upload them to Ride with GPS. For steps on how to export activities from Strava, see their help documentation.

How do I leave a Challenge?

After you have joined a Challenge you can leave at any time by clicking or tapping the Challenge Joined button online or in the app. This will remove you from the Challenge as a participant and remove you from the leaderboard.

Questions about results or Challenge details.

If you have any questions about your Challenge results or details, please contact the Challenge organizer. If you have any technical questions on how to participant or any questions about how to use Ride with GPS, please contact info@ridewithgps.com

HBC 2021 Picnic

Over 65 people showed up for today's HBC picnic at Fort Hunter. As always the group rides were fun, and the food was outstanding. Here are some photos of this fun event.





2021 Three Creek Century

The Three Creek Century is our biggest event of the year and our largest source of funding. Proceeds from the Three Creek Century are used to fund HBC's Community Grant program, which provides funding for cycling-related nonprofit charities. Proceeds also cover operating expenses for the Club and help keep your membership fees low.

Save \$ by registering by Sept. 6. Riders under the age of 18 with an adult are still only \$5!

The Three Creek Century will be held at the Penn Township Fire Department complex, 1750 Pine Road, Newville PA on Sunday, Sept. 19. The ride is fully supported and features low traffic country roads with scenic creekside 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 Big Spring Meander route offers the traditional 50-mile route, or the South Mountain Challenge that adds over 1,000 feet of elevation within the same distance. Riders on all routes will also have the option to conquer the 3.5-mile gradual climb to the top of Kings Gap State Park, with spectacular views of the Cumberland Valley.

Be sure to invite your friends and relatives to join you on this beautiful and well-organized ride. Registration information and more details can be found at www.threecreekcentury.com.

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

We thank our 2021 Three Creek Century Sponsors and Partners!

Event Sponsor	Donegal Insurance Group	
Rest Stop Sponsor	Sun Motor Cars Audi	
Promotional Partners	Phoenix Physical Therapy	Harrisburg Area YMCA
	Pedal Pusher Bike Shop	Recycle Bicycle
	Mountainside Ski & Sports	Wegmen's
	Mind Your Nature	Rejuuv Wellness
	The Hershey Company	Quality Bicycle Products

A great way to support HBC is to spend part of September 19th riding, and part of the day volunteering to help with the Three Creek Century. Or just volunteer for the September 19th event and ride with us at Volunteer Day on September 12th. See the next page to volunteer!

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


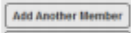
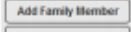

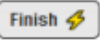
 2021 Food Prep & Serve view more Assists with preparation of food and beverage for riders at Penn Township Fire Department and the rest stops.	 26 SPOTS LEFT
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 Click here for more information  Brief description of the volunteer opportunity  Number of volunteer spots available

4. Once you've decided where you want to volunteer, click on  Volunteer Yourself
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

Fall Tour and Cape May Weekend

By Jim Buckheit

The 46th Annual HBC Fall Tour and Cape May Weekend will begin September 21st with riders gathering at the east end of the Walnut Street Bridge in Harrisburg to begin a 4-day, 225-mile adventure to Cape May, where they will join with others who drive down for a weekend of biking, sightseeing, good food and great company.

In its 46-year history, Cape May was the destination for Fall Tour 38 times, including the past 20-years. The Fall Tour traveled to St. Michaels on Maryland's Eastern Shore six times, Royal Oak (near St. Michaels) once and Rehoboth, DE once.

The HBC started its relationship with Cape May in 1973, holding its first family weekend event at the Mainstay Bed & Breakfast. The price per person for two nights was a whopping \$15. The club repeated the event in 1974. In 1975, a handful of club members, led by Owen Moore, began the tradition of riding down to Cape May, turning the weekend event into an annual tour. 1976 brought increased interest in the Fall Tour requiring the use of additional B&Bs. By 1981 the event grew so that it required the use of three B&Bs. In 1982 the tour expanded destination lodging to include both the 3 B&Bs along with the Cape May Motor Inn. In some of these early years more than 100-members and their families participated in the annual event.

In 1985, the club moved the event for the first time away from Cape May to St. Michaels. Upon its return to Cape May the event moved to various hotels, including the Chalfonte and Atlas Motor Inn. Every few years in the late 80's and 90's the event was held on the Eastern or Delaware Shore. The event first was held at the Grand Hotel in Cape May in 1997.



The Fall Tour was pretty much standardized as a 3-day ride down and weekend event until 2003, when Ed and Carole Rockland added the 4-day ride down option, which is now the standard. In 2006 a "West Shore" start point option was added with riders staying overnight at a different location from those who started on the "East Shore." Until 2013, the tour was "self-contained" with riders carrying their clothing and personal items on their bikes in panniers. In that year, a luggage vehicle was first provided (which I drove), a popular service that has continued that allows those without touring bikes or panniers to participate.

One thing that hasn't changed over its 46-year history is the great riding, beautiful scenery, low-traveled backcountry roads, interesting points-of-interest and amazing adventure with a great group of club members.

If you haven't participated in the Fall Tour, plan to join us in 2022. You will become part of the longest running HBC tradition.

Fall Tour to Cape May NJ

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

Registration is limited based on **space available** at ride down and Cape May hotels

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 six 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

Questions? Contact Jim Buckheit at 717-805-8213 or jebuckheit@verizon.net

2021 FALL TOUR WARM-UP RIDES

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 one-fourth 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!

2021 Apple Butter Boil is BACK !



- **When** : | Saturday October 9, 2021 at 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,

I hope you can give me advice on **Campy Super Record 11spd gearing**. I have a 34/50 crank and a 29t cluster. Can I make this work with a 34t cluster? I assume a long cage from a lesser group might be needed. And I'm not sure what to search for an 11spd compatible cluster that has a 34t cog? Or can I replace some Campy cogs to my cluster to widen the range? I seem to recall seeing a hanger that lowers the derailleur below the standard mount to allow wider range, but not sure if that is the answer or part of the answer? Anyway, getting old seems to go along with lower gears...

And I also had an ablation a few years ago and am doing pretty well.

— Robert

Also read:

Dear Robert,

There is no factory option for shifting a cassette with a 34-tooth large cog with Campagnolo 11-speed derailleurs. In 2018, the company introduced a medium-cage 11-speed derailleur in Chorus, Record, and Super Record that had a maximum sprocket capacity of thirty-two teeth. The medium cage doesn't reposition the upper pulley to clear for larger sprockets; it just takes up extra slack of the longer chain required by the larger cog. It won't provide enough clearance for a 34-tooth cog.

Buddy Spafford, North America Technical Service director says, "Any of the Chorus, Record, or Super Record derailleurs from 2015 or later can be updated with the medium cage from 2018 and should work with our 32t cassettes. The original versions of 11-speed from 2009-2014 are not officially compatible even with the medium cage since they were not designed to handle such a large-capacity change."

While there may be some slight differences between derailleur hangers that may offer a bit more capacity on one bike than another, chances are you won't be able to use a 34-tooth cog with a stock medium-cage setup. As you mentioned, to keep your 11-speed drivetrain and run that big of a cassette, you would have to experiment with lengthening your derailleur hanger; it will indeed be part of the answer. One option is the Wolf Tooth RoadLink. It will provide the clearance from the large cog that the derailleur needs, but it won't work like a derailleur designed for that cassette. It may shift fine; you won't know until you try it.

Glad your heart's doing well.

— Lennard

Dear Lennard,

My **Di2 2X11** gravel bike does not have low enough gearing. Do you have any suggestions? Do I scrap the whole drivetrain?

— Mark

Dear Mark,

You haven't said if you have GRX Di2, Dura-Ace Di2, or Ultegra Di2, so I'll answer generally. First off, it probably goes without saying that to run a bigger cassette, you'll need to get a longer chain, so that piece of the drivetrain will need to be replaced.

For a minimum of expense and hassle, you can always switch out your derailleur's direct-mount (DM) link with a Wolf Tooth RoadLink DM, assuming your derailleur is a direct-mount (i.e., recent) type; the RoadLink DM fits GRX 810 (RX810), R7000 105, R8000 and RX800 Ultegra and R9100 Dura-Ace rear derailleurs.

If you instead have an older-style derailleur, where the upper knuckle of the derailleur bolts directly to the derailleur hanger rather than to a direct-mount (DM) link arm that sets the derailleur back from the derailleur hanger, then you would use the standard RoadLink, which just lengthens the derailleur hanger, rather than increases the offset of the derailleur to the rear the way the RoadLink DM does.



If you have a rear derailleur with the short (SS) cage, you can certainly buy a new rear derailleur with the longer, GS cage. And if your current derailleur is non-DM, you can replace it with a DM Di2 RD, and your shifters will send commands to it just fine.

You can also switch out the jockey-wheel cage alone. If you have a DM SS rear derailleur you can interchange cages with a DM GS rear derailleur. If, on the other hand, you have a non-DM SS rear derailleur, you can interchange cages with a non-DM GS rear derailleur.

As you can see, those links for the medium cages are too non-Di2 rear derailleurs. That's because the cage is the same, and you can save money by switching the cage from a non-Di2 rear derailleur onto your Di2 rear derailleur. You can also switch across model platforms; if you have a Dura-Ace rear derailleur, you can use the cage from an Ultegra rear derailleur of the same generation (both DM or both non-DM RDs). You may have success buying the cage alone, though I have found it hard to find small replacement parts these days.

— Lennard

Dear Lennard,

My gravel bike is equipped with a **mechanical SRAM Force 1**. I did some research on the Internet, but it is still unclear to me what exactly I need to change in order to migrate to an AXS “mullet” build. I hope you can help me identify what needs to be changed. Can I only change the rear derailleur, shifters, cassette, and chain? Or do I also need to change brake calipers, crankset, and chainring?

— Andre

Dear Andre,

You do need to change the parts you list, and you also need to change the chainring to one that is compatible with the Flatop 12-speed chain. You can use the same brake calipers and crankset.

— Lennard

Lennard Zinn, our longtime technical writer, joined VeloNews in 1987. He is also a custom frame builder (www.zinncycles.com) and purveyor of non-custom huge bikes (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 on Twitter.

Health Corner

INTERMITTENT FASTING FOR CYCLISTS: DOES IT WORK AND SHOULD YOU TRY IT?

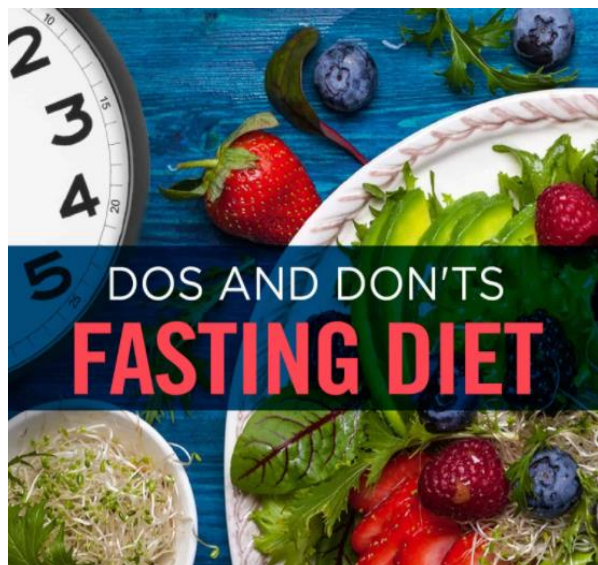
Every year there’s a couple of diet trends that grab the public’s attention. If 2013 was paleo year, 2014 in Australia was all about Low Carb High Fat (LCHF) and Intermittent Fasting, otherwise known as the 5:2 diet. We’ve previously covered LCHF diets and cycling performance, so in this article sports dietitian Alan McCubbin takes a look at Intermittent Fasting (IF).

The concept of Intermittent Fasting has been around for over a decade, but it really took off in the UK in 2012 following the publication of “The Fast Diet” by Dr Michael Mosley and Mimi Spencer. This was accompanied by an 18-part BBC series from Mosley which made the book a bestseller in the UK. In Australia, the catalyst for The Fast Diet was a story on Sunday Night earlier in 2014, which was replayed just a few weeks ago.

For those not familiar with it already, the concept behind The Fast Diet is that on two days of the week you “fast,” consuming about 25% of your normal calories (approximated in the media as 500kCal/2,100kJ for women and 600kCal/2,520kJ for men). Then on the other days you eat your normal diet.

The claims made for Intermittent Fasting made a great media story – they told us that Intermittent Fasting resulted in superior weight loss, greater longevity, reduced risk of dementia and some cancers, and reduced risk of diabetes. Mosley claims that the benefits of fasting result from a reduction in Insulin-like Growth Factor 1 (IGF-1) and an improved response to insulin (insulin sensitivity) throughout the body. But do these claims hold much weight?

Briefly, the evidence for fasting and longevity comes from studies of mice – there are yet to be any controlled studies looking at the effects of intermittent fasting on human longevity. That would be a very difficult study to do, since we humans live a lot longer than mice!



We also live in a far more complex environment than the laboratory mouse, so it's very difficult to tease out in research how much the fasting might be affecting human longevity compared to other factors such as stress and mood, exercise, exposure to environmental chemicals and hazards, sitting versus standing time, medications, other dietary factors and a whole lot of other things that may influence how long we live for.

The evidence for reduced risk of diseases seems to come from changes in risk factors, rather than measuring the outcomes themselves. So, following the diet people are measured on a number of risk factors for illness x, and shown to have a reduced risk.

It also needs to be pointed out that the studies on intermittent fasting in humans are short-term in nature. To quote a recent review paper published in November 2014, “to date, there have been no randomized clinical trials to determine the effects of long-term calorie restriction and intermittent fasting on humans”. History tells us that most diets can produce short-term benefits of some kind, but over two to three years these benefits are lost, often because people struggle to follow any form of “diet” over the longer term.

From a weight-loss perspective it makes sense that IF can be a useful strategy. Someone eating 2,300kCal a day normally but 600kCal on two days of the week would essentially reduce their average calories per day, over a week, from 2,300 to 1,814kCal/day. A reduction of 500kCal/day seven days a week may be more difficult for some people to achieve, depending on their usual habits and lifestyle.

There's also the risk that people will buy into the media hype that “you can eat whatever you want on the other five days,” and so instead of 2,300kCal they end up eating 3,000kCal, negating any benefit from the fast days on the total calories eaten over the week. This may not

actually be that likely though, as many people anecdotally report that their appetite is reduced on the 5:2 diet, making it more difficult to overeat on the non-fasting days.

But there's also another side to this story, one which the media have, for the most part, failed to report on.

Whilst we can look at the potential benefits and the evidence for or against IF, we also need to examine the potential risks to health from this approach. Again, the literature is not clear on this, but there are concerns that the 5:2 pattern might provide enough of a restriction in calories so as to reduce fertility. There is also some concern in parts of the scientific community on the effect of fasting on bone health, but these concerns hold true for any large calorie restriction, which I've discussed previously.

But this is a cycling website, so would the 5:2 diet work for cyclists? That depends largely on the type of cyclist you are, your training schedule and your overall health. For elite level riders I would certainly caution against this approach unless your training is greatly reduced during the off-season or because of injury.

Most elite cyclists train at least five or six days a week, and it's hard to see how to fit two fast days in there without significantly compromising training, either due to inadequate fueling prior to or during a session, or inadequate recovery afterwards.

For those who ride less frequently, especially those with a bit of weight to lose, then IF might be an option. That said there's two specific recommendations for cyclists relating to fasting these days:

1. Your fast days are going to dramatically reduce the carbohydrate eaten, so plan these days so they are not the day before or the day of a long or high-intensity training session. A rest day that will be followed by either another day off or an easy social ride is ideal. This may require shuffling your training schedule around to make it work.

This approach has a lot of similarities with the concept of periodized nutrition that I've previously written about, whereby you're eating (especially the carbohydrate component) is planned around your training schedule.

2. To optimize the body's adaptations to training and to prevent loss of muscle that can occur with a large calorie restriction, be sure to make protein the main source of calories on the fast days. I've previously written about protein here, but in brief: aim for 15-30g of animal-based protein at least three times during a fast day, with each meal separated by around four to six hours.

Three meals of 30g protein with no carbs or fat (that's basically grilled chicken or protein powder) would use up 360kCal of your 500-600kCal available, so you wouldn't have many calories left to play with.

The remainder is probably going to have to come from mostly veggies and fruit to provide a reasonable amount of fiber, both for keeping you full and for preventing constipation.

Summary

Intermittent Fasting has risen to prominence in 2014 on the back of a bestselling book and a bunch of TV coverage. Claims of weight loss are hardly surprising given the two fasting days, but the evidence for the other claims stems from either animal studies or short-term studies measuring markers of disease risk, not actual health outcomes. There's also little known about the potential negative effects of fasting on fertility and bone health, although in my opinion this risk is no greater with intermittent fasting than any other form of calorie restriction.

Time will tell if the evidence supports the 5:2 diet as a better way for humans to eat, but by then the media and public will likely have moved on to the next trend.

Cyclists could certainly lose weight successfully on the 5:2 diet, but considerations need to be made about how the fast days would fit into a training schedule. For recreational riders this could probably be achieved with a bit of planning, but for more serious cyclists it may prove practically difficult to shoehorn two fast days in around a heavy training schedule. Considerations also need to be made around ensuring recovery and muscle mass is not compromised by the fast days.

About the author

Alan McCubbin is an Accredited Sports Dietitian, Accredited Practicing Dietitian and the President of Sports Dietitians Australia. He is the founder of Next Level Nutrition, an online sports nutrition consultancy, and works with the search2retain p/b health.com.au cycling team, the Tour de Cure cycling charity and a range of athletes from recreational to Olympians.

Safety Corner

How to ride a bicycle in the rain Easily – 14 Tips

There have been situations where you have to ride your bicycle in the rain. It could be because that is the only mode of transportation to reach your work, or you are determined to stick to your fitness regime. Riding a Bicycle in the rain can be a problem if you are not used to the various problems that are associated with it. Do not worry, this article discusses all the important ideas to follow if you are determined to ride your bicycle in the rain.

To ride your bicycle in the rain easily, the main goal is to try and stay as dry as possible. Riding in rain invites all sorts of dirt to stick to the bicycle, so keep the bicycle also dry after each ride. In order to do that, follow the below ideas,

- Wear a Rain Jacket

- Keep Your Head Dry
- Waterproof your Backpack/Pannier
- Wear Waterproof Gloves
- Use Body Warmers
- Carry Work Clothes Separately
- Use Bicycle Lights
- Always use Mud Guards
- Keep Chain Degreased
- Avoid Water Puddles
- Reduce Tire Pressure
- Brake Less
- Do not let the Bicycle Stay Wet
- Train Indoors



Wear a Rain Jacket

This one is a no brainer! I mean, if you want to prevent getting wet, wearing a good rain jacket is essential. Not the usual rain jacket, rather the ones that are specifically made for bicycling. Cover your whole body with the jacket and the waterproof pant to prevent yourself from getting drenched.

The body should maintain a specific temperature and a wet body part will definitely not help in that process. Bicycling with a wet body will invite all sorts of complications in the long run. So, make sure to have a rain jacket always in

your pannier/backpack.

The picture below is a good example of a proper rain jacket for bicycling. This one has proper fitting as well as enough space to move your legs. Do not buy cheaper ones as life is going to be limited if you are an everyday commuter.

Keep Your Head Dry

The usual bicycling helmet is not going to cover your head during wet weather. This is because bicycling helmets have openings for air to flow. This prevents excess sweating during a humid day. However, if you are going to use the same helmet for your wet day ride as well, it is not going to help you.

In order to prevent from getting your hair and head wet, try using a simple plastic or headcover and wear the helmet on top. I wear a simple plastic cap and put the helmet on top, this way my hair does not get wet. You can buy a good plastic cap for as low as 100 INR or 2\$ in your nearby store.

Additionally, choosing a cap over a cover provides the additional choice of preventing the rain droplets from falling on your face and hindering the driving.

DIY TIP: Using a shower cap is also a good idea! I use it if I cannot find my plastic cap, or I forgot to pack it in my backpack. Do not rely on it too much though.

Waterproof your Backpack/Pannier

If you carry a backpack to work, choose one that has a waterproof cover attached to it. Additionally, make sure that the bag itself is water-resistant. The inner lining can prevent water droplets from entering that way providing good resistant in case water droplets creep in.

Waterproofing your backpack or Pannier is very important as a wet bag invites all sorts of problems. The backpacks or Pannier themselves cannot be waterproof, they can only be water-resistant. That is, the bags get wet in case of rain, however, they will not allow the water to enter inside the bag because of the inner lining. The idea is to cover even the outer part of the backpack with a cover that usually comes along with a bag.

Wear Waterproof Gloves

Another mistake that a lot of people do is take up riding without proper gloves. The whole need for gloves is to not show off, rather protect your fingers and most importantly your palm and wrist.

If it is for a short ride, gloves are not preferred, however, if you are riding every day to work or sticking heavily to your fitness routine ensure that there is a proper glove that can be your protector. Do not choose a normal bicycling glove but choose a good waterproof glove. The last thing you want is to get wet hands and reduce your body temperature because of that.

Use Body Warmers

Wearing layers can seem too much especially in a country like India. Any country that is relatively hotter throughout the year except for the few months around the rainy season, wearing body warmers can seem too much. But they are a really good way to stay warm and maintain your body temperature.

Prefer Body Warmers if you are from a relatively colder country or your cold resistance is a bit low. Wear a body warmer directly below your jacket. Need not wear an additional shirt on top unless it is absolutely necessary. The last thing you want is to get wet and having to wash a lot of clothes.

Carry Work Clothes Separately

This one is actually a good practice rather than a tip to stay dry in rain. The article on how to ride a bicycle without sweating also had this tip to carry your work clothes separately. This will ensure that you stay dry and fresh at your work and not worry about spoiling your work attire.

I personally, always carry my work clothes in my pannier every day and change it as soon as I reach work. Showering is also a great option but prefer it only if you have become wet or drenched in rain. Carrying work clothes separately is a good idea if there is a place to change

dress in your workplace. In case there isn't one, wear the rain jacket properly and additionally use a body warmer to stay warm and not get cold feet when you enter your workplace.

Most often, people use a normal backpack to carry their clothes and work-related items. As mentioned above, this can be a problem if your valuables get wet because of a normal drizzle. Choose a good quality Waterproof Backpack or Pannier. Make sure to not carry heavy luggage or exceed the recommended kgs in your backpack/pannier. It makes it super hard to ride in the rain with a heavy backpack.

Use Bicycle Lights

A very important point to note is that the visibility more often than not during rain, is very low. There have been a lot of times when I couldn't see where I was driving at all. Bicycle Lights are life-saving equipment that is a definite must in every bicycle. Choose a good bicycle light and ensure that they are working before you start your ride in the rain.

This article on Bicycle Lights for Nightriders has a lot of budget lights that are absolutely necessary for your bicycle. If you are choosing rechargeable lights, ensure that they are actually charged a day before. Spend 5 minutes with a reminder on your convenient time to check for the batteries or charge on your bicycle.

Lights may serve less purpose during the daytime, but the Bicycle Lights are of utmost importance during a rainy night as the visibility is completely lost. The lights are not only going to help you but also let the other vehicles on road know about your position. Prefer a good headlight and reflector combination to have much better visibility.

Always Use Mud Guard

We looked at keeping ourselves dry so far, and it is now going to be about the bicycle that you ride. If you have shelled quite a bit of money in buying your bicycle, you will know for a fact that there are going to be no mudguards present on them. This is usually to give a much better look but also to reduce the weight of the bicycle.

In all budget bicycles, mudguards are present by default, opting for a mudguard prevents a lot of damage to the rear or the front part of the bicycle. Dust, grime, mud are a common sight during the rainy season. It especially becomes a pain when your entire rear seat is covered in mud. Using good mudguards prevents this from happening.

Note: Mudguards tend to accumulate all sorts of dust and grime over a period of time. Ensure that they are clean before the rainy season begins or clean the bottom of the mudguard regularly.

Keep Chain Degreased

Keeping Chain Degreased is compulsory if you want to have a longer bicycle life. The need for degreasing the bicycle chain was discussed in depth in that article. The primary reason for having a clean and degreased chain especially during the rainy season is, yes you guessed it right, to keep the dirt, grime, and mud away.

Degreasing agents or degreasers are super useful and a must-have in every cyclist's kit. There are a ton of different types of degreasers that are used in different climatic conditions. The whole purpose of a degreaser as the name suggests is to keep the grease away and ensure the chain health is maintained. With the accumulation of dirt and dust in between the chain, knots can rust the chain or the connecting rear gear system. Degreasing need not be an everyday activity, rather keep the chain clean and degrease once every 2 weeks.

Note: Do not confuse degreasers with chain lubes as the purpose of the two are different.

Avoid Water Puddles

If you are from a country like India, you will understand why this is here (Slow Claps!). Water puddles are notoriously bigger in size and also far deeper than expected. Rainy season makes it extremely hard to navigate through these water puddles and can potentially create havoc on your bicycle and in turn on you also.

However, the main reason why water puddle has to be avoided is to ensure that the brake levers do not see the dirty water on the road. If you are a busy rider, that has to drive to and from work and then have other things to do at home after a long day, then probably consider not to get adventurous with water puddles. The water puddle can rust the brakes faster if not cleaned properly. Take proper care of the bicycle brakes once in a month at the very least so that the dirt is removed, and proper lubrication is applied.

Reduce Tire Pressure

This one is not a mandatory step but can be helpful in the long run. Reducing tire pressure during the rainy season can actually normalize the tire pressure and also ensure the grime on the road does not stick much. Make sure to not over-inflate the tire at any point. Reduce the frequency of filling the air during the rainy season. The pressure is automatically maintained because of a drop in temperature during this season.

I personally do not fill the air at any filling station rather have a small air pump with a pressure gauge attached. Reducing the air by 2-3 PSI can make a difference since the tire does not get too flat and not over-inflate at the same time. If you are looking at some good Air Pumps in India, take a look at the article for an in-depth review of the best ones in your budget.

Brake Less

Ah! The notoriously wet roads can be life-threatening if you brake like crazy during the rainy season. Curb your braking senses and try to ride at a lower cadence and brake lesser than usual. As you can see in the picture below, the road is covered with oil. This usually happens at the start of the monsoon after a good period of autumn or spring.

The oil on the road is going to be present for at least a week and can become riders' nightmare even. Since we cannot control that on the road, the only thing we can control is riding a lower cadence than usual. Also, brake only with your rear brake and try to avoid your front brake as much as possible.

Do not let the Bicycle Stay Wet

This has been iterated a lot of times in the above steps, however, you cannot control why the bicycle is getting wet during a rainy season. But make sure to do the following steps every weekend. It will take a maximum of 5 minutes.

Wash your bicycle with water. Do not have to waste a lot, just enough to cover all the parts.

Dry it with a cloth. Ensure you cover the mudguard and the gear hub properly.

Apply the degreaser and lube if you want to. This 3-step maintenance alone can make a ton of difference during the rainy season. The reason why we are cleaning the already wet bicycle during the rainy season is, yes again, remove the grime and mud that covers up the bicycle parts.

Train Indoors

If you are on a heavy training regimen and have to definitely get the cycling done, the best option is to look at an indoor trainer. Indoor trainers or exercise bicycles are a great option to keep yourself dry and not worry much about the road conditions. The choice is yours, but if you are looking out for good indoor trainers, take a look at this article on the best exercise bicycles in India fitting your budget.

Rainy Season can be a difficult time of the year to bicycle but following these tips can make a sea of difference in the longevity of the bicycle as well the rider's health.

Blast from the Past Newsletter

September 1981

September 1981 Spokesman

WELCOME TO NEW MEMBERS

New Members

Bill Baughman, Camp Hill
 Jim Buckheilt, Harrisburg
 Darlene Henry, Hershey
 Scott and Kathleen Roth, Harrisburg
 Dixie Fetrow, Hummelstown
 Brian Glas, Camp Hill
 T. J., Allan, Kevin and Mary Grove, Mechanicsburg
 Jim Zoll, Mechanicsburg
 Jeff, Bev and Tammy Roller, Harrisburg
 Jim Henry, New Germantown
 Don & Thelma Ruth, Fayetteville
 Joe, Darby, Melinda and J. T. Muggio, Dauphin
 Cynthia Shultz, Hummelstown
 Richard, Gloria & Brendon Sheaffer, Carlisle
 Fred & Gail Haganir, Carlisle
 Jonathan Neipris & Myrna Ryder, Harrisburg
 Lois Anne Ulrich, Camp Hill
 Gregg Dillman, Harrisburg
 Bicycle Studio, Dauphin
 Phil Watto, York

RENEWALS

Vicki Newlin
 Steven Freed
 Bill Hostic
 Bill and Martha Cologie
 Bob Bechtel
 Bill, Kay, Laura, Mark & Glenn
 Pickering
 Randy Wolfgang
 Charles, Sandra, Christine,
 Sarah and Kurt Achenbach
 Tony, Betty & Natalie Spataro
 Steve and Mike Loser
 John Smith
 Maureen Griffin
 Chuck Palenz
 Pat & Gary Gabrial
 Ralph & Gwen Harkins
 Al Wentzel
 Murrel, Kay & Nora Walters
 Coles Bicycles
 Bob Carnahan
 Marilyn Kangas
 Charles Wilson
 Bill Shane
 Janice & Doug Lehr
 Chris Allen
 Dave Knerr
 Orlando Wall



PRE-MEETING GET TOGETHER AT DANTES
 IN THE CEDAR CLIFF MALL-Join your
 fellow bikers for a bite to eat or
 your favorite brew prior to each
 month's meeting. Look for the HBC
 sign in the door with directions as
 to where to join your friends.....

OUTSIDE

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September 1991

September 1991

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Harrisburg Bicycle Club

8/19/1991

September 2001

Tour de Cure was a huge success!

This year's Tour de Cure raised \$52,000 that will be used for diabetes research and advocacy programs aimed at finding a cure for this disease. Thanks to all the members of the HBC who supported this event as volunteers or riders. The HBC team raised \$1,006 - many thanks those pictured as well as those HBC members who rode individually. HBC volunteers for the event were: MJ Kasper, Diane Beliveau, Marilyn Chastek, Marianne Halko, Jen Fenstermacher, Betty Jordan, Tom & Maria Ha (& boys), Owen Moore, Ron MacLean, Mike Horning, Cindy Dohrman, and John Donoughe. Again many thanks to all. If you are interested in being a part of the planning committee for next year's event please contact Ron Lott at 540-8871.



September 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](#)

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



IN GEAR
CYCLING & FITNESS
ingearcycling-fitness.com
9030 Bridge Road Hummelstown PA 717-566-0455
406 East Penn Ave., Rt. 422 Cleona PA 717-273-4477



**BICYCLE
OUTFITTERS**
51 S Market St (Rt 230) Elizabethtown
717-361-8100
Monday to Friday 12-7
Saturday 10-4
www.bicycleoutfitters.com



**Mountainside
ski & sports**
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customerservice@mountainsideski-sports.com
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MOUNTAINSIDESKI-SPORTS.COM



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(717) 249-3833
contact@colesbicycles.com
www.colesbicycles.com
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Cannondale • Sun**



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

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

Submissions for the October Spokesman should be sent to editor@harrisburgbicycleclub.org by **September 19th**



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