



# The Spokesman

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NEWSLETTER OF THE HARRISBURG BICYCLE CLUB November 2021

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## **President's Corner**

Even though cooler weather and gusty winds have arrived, there is still plenty to do in November!

**Election of HBC Officers for 2022:** All members should have received the email directing them to the HBC website to vote for the 2022 Board of Directors. If you haven't voted yet, please do so by **OCTOBER 30<sup>th</sup>**. You can also login to the website and browse the HBC News article to get to the voting page or see the direct link on the next page. The results will be announced via a General Membership announcement. Of note, there is a recent change to the slate, the Ride Captain position has opened up and we are looking for someone to fill that role in 2022".

**HBC Banquet Update:** The Board of Directors optimistically plans an in-person event for the November 20<sup>th</sup> Banquet at the Colonial Country Club in Linglestown. Registration is available on the HBC website and the HBC Facebook Group has a link as well. **Last day to register is NOVEMBER 8, 2021.** Any questions please contact Julie Nye @ 717-395-8507. The Board recognizes that some members may not be comfortable in attending in person, so the after-dinner program will be videotaped posted on the HBC YouTube page for all to enjoy.

**Service Before Self Award:** Nominations are due by **OCTOBER 30<sup>th</sup>** for the Service Before Self Award. This annual recognition is for individuals who have distinguished themselves by dedicating significant time and effort to the success of the Harrisburg Bicycle Club in 2021. To nominate a person, send an email to [lsearles.one@gmail.com](mailto:lsearles.one@gmail.com) describing how the nominee contributed to the Harrisburg Bicycle Club during the 2021 year. The award will be announced and presented at the Annual Banquet November 19, 2021.

**Texaco Road Cleanup:** The semi-annual Adopt a Highway Texaco Road cleanup will be held on Saturday **November 6<sup>th</sup>**. Meet at the "S" turn around 9:00 am, located about midpoint on Texaco Road. You never know what you will find along the way! Contact Cindy Hoehn at 258-6353 for more information!

Hope to see everyone at the Banquet!

Susan Tussey - HBC President

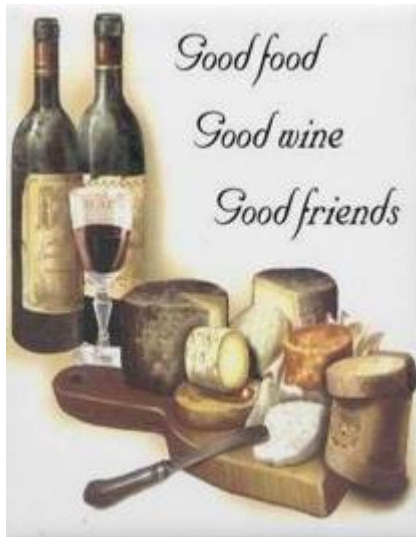
## **HBC Banquet**

**You're invited to join us for the Harrisburg Bicycle Club Annual Banquet  
Saturday, November 20, 2021**

Colonial Golf and Country Club  
4901 Linglestown Rd, Harrisburg PA 17112

Register today and plan to join for a great time!

Social Hour will begin at 5:00 PM with appetizers, cash bar, the HBC Year In Review slide show, and ice breaker game. Buffet Dinner will start at 6:00 PM!



- Garden salad with house dressing
- Freshly baked rolls
- Baked almond crusted chicken
- Lemon pepper haddock
- Chef's choice vegetable
- Desert bar

Win GREAT door prizes from local bicycle shops, restaurants, and businesses

We shall recognize HBC volunteers, Special Event chairpersons, Committee chairpersons, and our HBC Board of Directors. Ride leaders and sweeps will receive well deserved gifts and awards. HBC President Sue Tussey will present the prestigious "Service Before Self" award.

Over sixty door prizes will be available from local bicycle shops, restaurants, and businesses, along with special "Just for Fun" gifts that HBC members nominate members as winners!

The evening will conclude with an after dinner social hour.

The special price **is \$30.00 for HBC members and \$45.00 for non-member guests.**

### **RIDE LEADERS :**

If you have taken the ride leader training in the past three years and have led five rides this year with submitted ride reports, your admission is FREE.

Register now to join us.

The deadline for registration and payment is Saturday, November 08th,

To Register on our website, click [HERE](#)

## **HBC Election for 2022 Officers**

Election for officers is open now open but closes on October 31, 2021. To review the officer biographies and to vote click [HERE](#)



Note: You must login into the website to vote

## **HBC Three Creek Century Survey Results**

***Three Creek Century survey results reflect a successful event!***

Each year after the Three Creek Century we send a survey to those who registered for the event, and a separate survey to event volunteers. The results from these surveys give us valuable insight into what worked, what could have been better, and why people ride or volunteer at our event. With the thought that “all feedback is a gift,” below are the key findings from our 2021 surveys.



Three Creek Century participants were enthusiastic in their praise of the event. Of 110 survey respondents, all but one person said they would be interested in participating in future Three Creek Century events!

- Over 50% learned about the event from the HBC website, Three Creek Century website, or our Spokesman newsletter. More 67% of the respondents had ridden the Three Creek Century before, and 29% have ridden it five times or more!
- As usual, we received a lot of high praise for our homemade food options and well-stocked rest stops.
- There was significant praise for the friendliness of our volunteers in all functional areas.
- Many respondents complimented the organizational aspects of the event.

We also gleaned a few valuable learnings from the feedback:

- With more riders trying longer rides, we'll need to lengthen the operating hours of some of our rest stops.
- Since many riders use only the road markings, we'll want to adjust our road marking strategy to provide more advance notice of turns.
- We may need to consider routing changes to address the large volume of traffic on the Pine Road portion of the Yellow Breeches route, which typically has riders with less experience in traffic.

The Volunteer Survey was equally valuable in providing feedback. Our volunteers know the event and were able to recognize what worked well:

- Volunteers enjoyed their time at the event and expressed a desire to come back again next year
- Communication to volunteers was effective and over 92% of respondents felt they had the information and materials they needed to complete their role
- The larger Shippensburg pavilion worked much better than the smaller pavilion we previously used

Volunteer feedback also gave us insight into a few areas where we'll want to adjust to changing event conditions:

- Because we have more riders on the course later in the day, we'll review the rest stop staffing & times, so we have the right amount of people at each stop.
- The event requires a significant amount of "end of day" work like picking up signs, closing down the food area, and packing up equipment. We'll add volunteer slots next year that capture those needs.
- It would be helpful to have bike racks at the rest stops

Looking towards 2022, the Three Creek Century is in a very good position within Pennsylvania cycling events. We have an outstanding reputation as an event that offers beautiful riding conditions, great food, enthusiastic volunteers, and well-organized processes.

As part of our normal succession process, Chris Wright will be coming off the role of Event Chairperson, so we will need a new Chairperson for 2022. Like we've done in the past, the new Chairperson will be assisted by the outgoing Chairperson (Chris) and the Three Creek Century Coordinators, who are the real experts for this event. Members interested in the Event Chairperson role or one of the Coordinator roles should contact Susan Tussey or Chris Wright.

Thanks to all HBC members and others who volunteered for the 2021 Three Creek Century!

## **On the Road Again! The 2021 Fall Tour**



The 2021 edition of the HBC Fall Tour is in the record books. Fifty-two club members participated this year, with thirty-eight members riding all-or-part way from Harrisburg to Cape May. Eight club members participated for the first-of what we hope-will be many fall tours to come.

It felt so good to be back in the saddle riding along familiar country roads through Dauphin, Lancaster and Chester counties to Newark, Delaware. Then onward to Lewes, where we caught the ferry to cross Delaware Bay, to arrive in Cape May. We experienced pleasant fall riding weather on all days but one on the ride down and a beautiful weekend in Cape May.

The third day of the tour (Thursday) brought a very scary weather forecast with a predicted 2-to-4 inches of rain, thunder, lightning, and wind gusts of up to thirty-five miles per hour. Each of the six-packs ventured on with everyone making it safely to Dover, our bodies and bikes a little waterlogged.

Here's a brief recap of the tour:

**Tuesday, September 21** – Harrisburg to Ronks – Six-packs gathered at the east end of the Walnut Street Bridge in Harrisburg, where they took group photos before starting down the



road together. The route took us south through Steelton, Highspire, and Middletown down along route 441 to Falmouth, where we joined the River Trail to Bainbridge. We then headed east, climbing away from the river to Donegal Church, where we took a break, while enjoying the historic setting and signage that explains the events that took place there during the American Revolution. From Donegal we rode on to enjoy lunch at the Country Table in Mt. Joy. Soon thereafter, we crossed our first covered bridge of the tour route, over Chiques Creek. Arriving at the Landis Valley Museum, we watched filming a civil war period movie with dozens of actors and reenactors in period costumes. Continuing on our way we soon crossed the Hunsecker Covered Bridge over the Conestoga River. As we wound our way through lush Amish Farms, to Ronks, location of our home for the night, the La Quinta Hotel.

**Wednesday, September 22** – Ronks to Newark, DE – Light rain greeted us as we started our day heading south to reach the infamous Mt. Pleasant, the most challenging climb of the tour. Once at the top each group gathered at the church to celebrate, with many enjoying champagne, served in proper plastic stemware, provided by Dave Raup, and orange juice provided by Heidi Brown.

Riding the along the ridgeline overlooking a valley filled with lush farms, we came to our annual regular stop at the A.B. Orchards Cider Press in Nickel Mines. After taking a break, enjoying freshly pressed cider and watching the mill in action we continued on our way to historic Christiana, where we visited the Underground Railroad Museum at Zercher's Hotel. A small but jam-packed exhibit outlined the role the hotel and community played in assisting escaped enslaved Africans make their way to freedom. We then cruised along Octorora Creek, and crossed another covered bridge, as we made our way to Jennersville, where we enjoyed lunch at one of several restaurants. From Jennersville, we made our way the final fifteen miles, riding briefly into Maryland, then into Delaware, where we stopped at Milburn Orchards, then onto Newark and our overnight location, the Baymont Hotel.

**Thursday, September 23** – Newark to Dover - With seriously nasty weather predicted six-pack leaders gathered together early to discuss plans for the day. Nearly all riders decided to ride through what ever came our way. Some six-packs got caught in the deluge; others lucked out being able to duck indoors under cover while the worst of the storm and heavy rain passed. Reaching the Home2 Suites in Dover the hotel provided towels to dry our very wet bikes off before bringing them inside. We enjoyed fun-filled dinner of Mexican Cuisine at La Tonalteca, where we celebrated Bill Pickering's birthday.

**Friday, September 24** – Dover to Lewes to Cape May – Following Thursday's stormy day Friday brought sunny skies and a wonderful tail wind to push riders along to Lewes and the ferry to Cape May. Many groups enjoyed a visit to Dogfish Head Brewery while others enjoyed lunch in Lewes before heading to the ferry. Exiting the ferry, we were greeted by Dave Powell and Cheryl Capitani, who escorted the group to The Grand Hotel. There riders were greeted by Cindy and Tim Hoehn, and others who joined us for the weekend in Cape May. Riders gathered in the hospitality room to enjoy refreshments and celebrate completion of their adventure.

**Saturday, September 25** – Cape May - After enjoying a light breakfast in the hospitality room, served by our amazing hosts, Cindy and Tim, the Fall Tour participants gathered on the rooftop patio for the traditional group photo. Then folks headed out on rides to Wildwood, Stone Harbor, Avalon, Cape May Lighthouse, Historic Cold Spring Village, Brewery, Zoo and many other scenic locations. Others visited local shops, Oktoberfest booths, the beach, while many visited the recently opened Harriett Tubman Museum. Cape May has so much to see and do it is always hard to choose where to spend our limited time there.

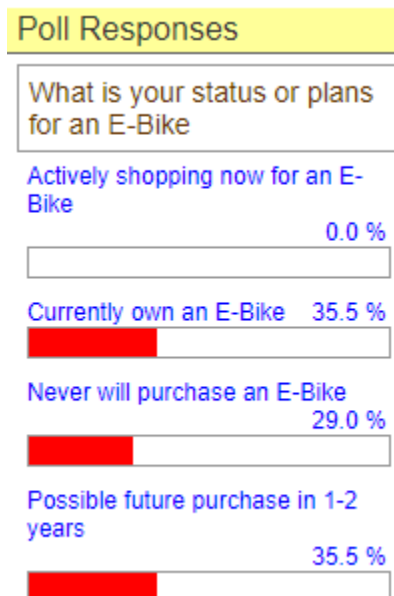


**Sunday, September 26** – Cape May - Another beautiful day at the beach awaited as many enjoyed their final time at the shore before packing up for the ride back home. Others took advantage of the reduced Sunday night hotel rate to stay over through Monday, so they got to spend another day as Cape May and its beaches as The Grand Hotel quieted down after a very busy weekend.

Thank you to each member of the Fall Tour Committee for helping to make this year's tour possible: Bill Baughman, Mike McMullen, Phyllis Zitzer, Joe Mushalko, Heidi Brown, Cindy and Tim Hoehn, Lou Searles, Bill Pickering, Howard Ross, Howard Davison and John Donoughe. Thanks to each of the six-pack leaders who lead the thirty-eight riders safely over the 220 miles to Cape May. And, special thanks to Heidi Brown for cheerfully driving the support van and Phyllis Zitzer, who generously gave up her own riding time to assist another club member who needed extra support throughout the tour.

## **HBC Website – Current Active Poll**

Current poll is your opinion on E-Bikes. Login and vote !



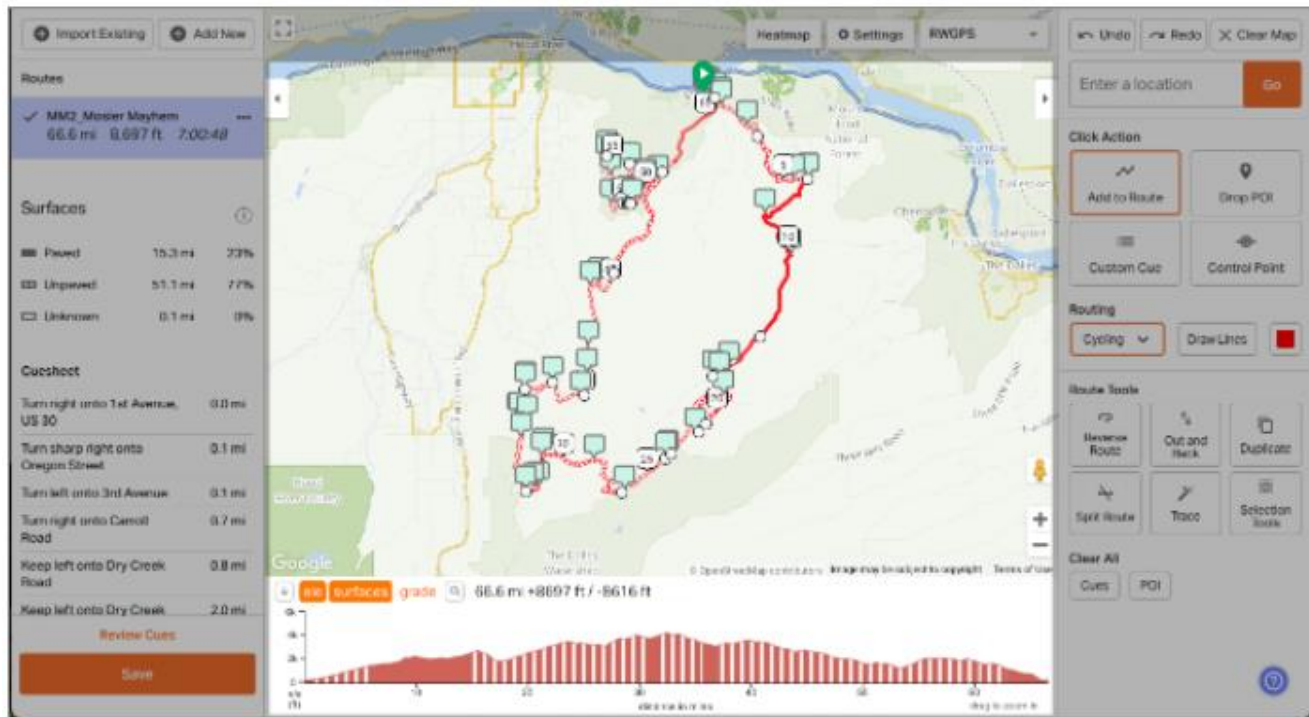
If you have suggestions on poll questions to the members, email them to [webmaster@harrisburgbicycleclub.org](mailto:webmaster@harrisburgbicycleclub.org)

## **Ride with GPS**

SURFACE TYPES – New feature !

Want to know if there's going to be a gnarly gravel section in the middle of your road ride? Or perhaps not be taken off guard by all the tarmac on what you thought was a backcountry bikepacking adventure? Good news! You can see surface type information as you plan and view routes so that you can prepare for the road ahead.





Surfaces is a free, web-based feature that is available to all Starter, Basic, and Premium subscribers.

## SURFACE TYPES

Ride with GPS offers three surface type categories:

- **Paved** – Paved surfaces include asphalt, concrete, and chip seal. Paved surfaces are shown as a solid line.
- **Unpaved** – Unpaved surfaces include gravel, dirt, and natural/unimproved trails. Unpaved surfaces are shown as a dashed line.
- **Unknown** – When there is insufficient data available about a surface it will show up as unknown. Unknown surfaces are shown as an outlined white line.

## PLANNING ROUTES WITH SURFACES

- Open up the web route planner. Surfaces will be enabled by default.
- Pick your favorite map type
- Plan away! As you plot out your route you'll be able to see surface types along your trackline and in the elevation profile.
- Save and Share. When you save a route with surface type data, anyone who views the route will be able to see the surface breakdown.

**Pro Tip #1: Stick to Follow Roads when planning with surface types. Surface type data is not available when you Draw Lines and will be shown as unknown.**

## VIEWING A ROUTE WITH SURFACE TYPES

When you view a route on the web that was planned with Surfaces enabled, you will see the full surface type breakdown on the route page.

**Pro Tip #2: If you want to update a route that does not include surface type information, you can use the Trace Tool to recreate the route with Surfaces enabled.**

## HIDE SURFACES

Surfaces will be enabled by default in the web route planner. To disable:

Click Settings > Uncheck the Surfaces box

Or click the Surfaces button in the elevation profile

## MANUALLY EDIT SURFACE TYPE ON A ROUTE

If you know a surface type to be incorrectly categorized — ex: paved when it is in fact a gravel road — you can manually edit the surface type as you plan your route.

This is a tool only available in the web route planner.

To manually edit surface type on a route:

- Select the section of the route you'd like to edit in the elevation profile
- In the Selection Tools menu, click Change Surface
- Click Paved or Unpaved > Change Surface
- Save your route

**Note: When you manually edit surface type information on a route, the update will only be reflected on the route you edited, not on future routes. You can update surface type information permanently by contributing to OpenStreetMap (OSM)**

## **UPDATING SURFACE TYPE INFORMATION**

We rely on data from OpenStreetMap (OSM), an open-source mapping service of the entire world, for Surfaces and can only update our surface type information when they do so. If you notice that a surface has been incorrectly categorized and would like for it to be updated, you can contribute the correct surface type information directly to OSM. Please see our detailed help page about OSM to learn how to do so.

## **Technical Corner**

### **Lennard Zinn's holiday gift ideas**

Lennard Zinn lays out his holiday wish list, which includes everything from inexpensive packets of tire sealant to commemorative jerseys.

With only a couple of weeks to go, here is my holiday list.

#### **Showers Pass Bamboo-Merino LS Henley Shirt: \$95**

Before I got this shirt, I already had a lot of long-sleeved base layers, and none of them would I wear for comfort around the house. That all changed when I got this Showers Pass shirt. Knitted of bamboo and merino wool, it is super soft on the inside thanks to the bamboo, yet it has the insulation, moisture-wicking, and warm-when-wet benefits of wool. It is so soft and luxurious; I like to wear it anytime. Best of all, it is super warm when riding and skiing in cold weather.

I don't feel like wearing my other base layers, whether they're synthetic or wool, for everyday wear because they are not soft. I wouldn't call them scratchy, but I certainly would not call them luxurious, as I do this bamboo/merino Henley shirt. Additionally, I can't wait to get the synthetic undershirts off after riding or skiing because they stink.

Relative to those stinky synthetic shirts, this Showers Pass shirt is literally a breath of fresh air. And its casual styling, with buttons at the neck, flat seams, and raglan sleeves, makes it quite acceptable to wear anywhere.

The sleeves of my XL model are plenty long enough for my super-long arms. And I love the thumb hooks for driving in the cold or keeping my wrists warm when riding with gloves on.

#### **DeMarchi Faema Limited Edition Jersey: \$271**

In 1969 and 1970, DeMarchi made the clothing for Eddy Merckx and his Faema team, sponsored by the maker of premium Italian coffee machines. For Faema's 70th anniversary as well as "The Cannibal's" 70th birthday, DeMarchi is making seventy numbered replica wool Faema jerseys. They were presented, with Merckx in attendance, at Faema's 70th anniversary celebration October 23 in Milan. Remarkably, it is almost the 70th birthday of DeMarchi as well; that company was founded in 1946, the year after Merckx and Faema were born.

Merckx won his first three Tours de France and his first Giro d'Italia while riding for Faema.

#### **Lazer Z-1 helmet : \$270, \$310 (with MIPS), taillight \$20, heart monitor \$120, Aeroshell \$20**

The Z-1 has the features one expects in a high-end road helmet, like huge vents and nice occipital-bone adjustability (via Lazer's RollSys monofilament-pulling roller on top). However, it

is the options that are truly unique with this helmet (as well as a number of other Lazer models).



The Multi-Directional Impact Protection System (MIPS) is a layer that prevents rapid rotation of the head on impact; it breaks free of its attachment points built into the in-mold helmet. MIPS is available down to \$75 Lazer models.

The LifeBeam upgrade kit for the Z-1 is an installable version of the Lazer/LifeBeam built-in heart-monitor sensor; it adds a mere fifteen grams to the helmet. It is rechargeable via a mini-USB and has an optical sensor that contacts the forehead. It communicates with any ANT+ computer head unit, such as a Garmin. I live by this system built into my Lazer Genesis helmets.

The Z-1's taillight option is a much bigger and more visible taillight than Lazer's previous versions, which were integrated into the RollSys adjustment roller. During Cross Vegas, many Belgian pros sponsored by this Belgian company could be seen at great distance while speeding around the dark course, thanks to their Z-1 helmet taillights flashing.

The Aeroshell comes in myriad colors and clips on over the shell, covering all of the vents.

For the dirt-oriented gravity crowd, Lazer's new \$165 Revolution helmet (\$195 with MIPS) is a customizable Enduro, DH, jump, etc. helmet with an integrated accessory (i.e., video camera) mount on top. It passes the CPSC safety certification with a Go Pro mounted on top of it! It has a fully adjustable visor, removable ear covers, and threaded mounts for a chin guard. With the chin guard screwed on, it passes the ASTM downhill certification for full-face DH helmets.

### **Bollé The One Helmet: \$130 (standard), \$170 (Premium)**



The One comes with a built-in flashing LED in back and both a summer and winter liner. Most importantly, it fits the same with the insulated winter liner as with the summer liner.

Also unique on The One is the "sunglass garage" that allows almost any glasses to slot in and be held securely. The One also comes with a visor; you pull out the logo plaques to install it.

The Premium version comes with a removable aero (or rain) shell and a higher-end finish; all other features are unchanged.

**Caffellatex 60ml Pouch of Sealant: \$8**

A stocking-stuffer for your tubeless-ready friends or for your buddy who gets too many flats, Caffellatex sealant now comes in an energy-drink squeeze pack. It comes with a clear tube that fits in the top and seals over a Presta valve (with the valve core still in it, if you so choose).

**PRO Tharsis Trail Di2 carbon MTB handlebar: \$180**

PRO's Tharsis Trail Di2 carbon riser bar has internal Di2 routing. The XTR Di2 clip-on shifter allows the wire to double back in the groove. The wire goes out the back of the bar clamp, through the stem, and can then go to a battery hidden inside of the fork steering tube. The Di2 junction box can fit inside the shaft of a Tharsis Trail 35-65mm-long stem. The Tharsis Trail bar is 800mm long.

**Shimano XM (Cross Mountain) shoe: \$250 (XM9), \$200 (XM7)**

For the versatile and service-oriented mountain biker wanting to use only one pair of shoes on a trail building/bike camping/bike packing trip, the XM is a great choice. Despite its tall upper, the XM9's lacing system pulls the heel into the secure heel cup. The flexible midsole, GoreTex liner, Nubuk upper, robust Vibram sole with SPD mounts, and EVA walking pads make the XM a comfortable shoe to build trails or climb mountains and ford streams in while still being fun to ride in.

With winter upon us, Shimano's MW7 winter mountain-bike boot promises warmth on cold days. It has a fleece footbed, a GoreTex liner, a leather upper, a rubber outsole, and quick laces and strap, all for \$230.

## **Health Corner**

### **CyclingInform by Cycle Coaching**

In this article I discuss some tips to help you stay fit by cycling during winter

A few years ago, I was frustrated. My big riding goal for the year was a sub ten ride at Peaks Challenge Falls Creek, but I felt like I was on the back foot with my training all throughout spring and summer.

I wanted to feel like I was on top of the gears, as though I was “riding without a chain.” The feeling I get when I go out for my longer rides and the km’s pass quickly without effort.



I vividly remember my first ride one early spring day with the locals from Mansfield over to Whitfield, and then back. It's a 130km ride with over 1,700 vertical meters of climbing. I got to the 80km mark, and I had nothing. For the final 50kms I rode on fumes and mental willpower. When I got home I slept all afternoon. I got up in the evening and posted on my Facebook page just one word... “Wrecked.”

The reality was I was spending all of my time just trying to find some form. While I was out on the bike I was grappling with the sense that it was all just hard work. And, if this wasn't bad enough, all of my cycling buddies were riding away from me up the hills. They were people I should have been able to keep up with.

That “feeling that I get when I'm fit” never came until three weeks after Peaks Challenge Falls Creek. Just way too late in the season. It could have been better, much better, in fact. I felt a bit ripped off. Last year I was frustrated. But it wasn't the end of the world, and it was something that I could easily fix with some patience.

So how could someone that had a full-time job coaching cyclists to ride faster get it so wrong?



It all started about this time last year. I'd just fallen off a mountain bike in Forrest and was recovering from a broken arm. So... my riding didn't really start seriously until a few weeks before our November Bright Training Camp. Our big "tree change" move to Mansfield and my work commitments tied up a huge amount of time. Then I had to skip the Around the Bay ride as I was spending the week with Cycling Australia in Adelaide. Next was the Great Victorian Bike ride. I had a ball. It was the first time since before I broke my arm that I was able to get in a good block of training. Adelaide's Tour Down Under was followed by another Bright Training Camp which was hosted in February, two weeks before the Peaks Challenge Falls Creek. I was riding well but my training load leading up to Peaks challenge Falls Creek was just too great and it all finally caught up with me.

The year before I rode a 10:58 for Peaks Challenge Falls Creek. Considering I really only did enough training for a sub-13-hour time; it wasn't a bad result. It was understandable, but still disappointing. I just wasn't fit enough at the start of the season to manage the volume of training needed on the limited time that I had available.

So how could I have done this better? The solution was simple. I should have been doing maintenance training during the winter to ensure that when I got to summer; I was able to ramp it up quickly without having to start from scratch.

Riding during winter can be very beneficial. It not only keeps you at a good level of fitness so you can just step into your summer riding without too much effort, but it also helps you with other things like managing your weight efficiently. By being active during winter you'll reduce the aging process, and you will become more resilient to the colds and flu's that are circulating around at this time of year.

Here are some of my tips to help you with your riding and fitness during winter.

### **Have a Goal**

The first thing is to have a solid riding goal like the L'Etape Australia, Peaks Challenge Falls Creek or a European Trip mid/late in the Australian winter. This will help you have a good enough reason to train. It's very powerful in motivating you to get up and ride or exercise on those days that are nice because it provides you with a strong purpose. I know that people often rabbit on about goal setting; but this is really important. Our most successful clients are the ones with the strong goals set.

### **Ride to work**

Never underestimate the power of base training. Riding to work is a great way to keep fit and in some cases it can save time and money. Base training helps you build your aerobic capacity, and you'll see a huge difference in your fitness when it comes around to summer again just by keeping your riding regular during winter.

Check out the shower facilities at your office before winter starts so that you know where they are and whether you'll need anything special in order to gain access to them. I used to travel in to work on the train one of the days of the week, and I would take all of my work clothes for

that week with me. This would free me up to be able to commute into work on my bike the other days.

### **Get warm cycle clothes & the right gear**

It helps a lot if you are set up for it with the correct equipment and clothing. You'll need a great set of lights. Putting mudguards on your bike will help you keep much dryer on the bike and investing in a good waterproof, but breathable rain jacket as well as warm booties and gloves will help you tremendously.

Purchase a warmer "fleecy" cycling jersey and invest some money in two or three Merino Wool base layer tops. These are great because they keep their warmth when wet.

### **Commute on bike paths that are separated from the road**

Look for bike paths to commute on during winter to make it safer. Riding in the dark when it's wet is more dangerous than other times. If you do need to ride on the road during these times, be extra alert of the traffic around you and always ride with a bright head and taillight for safety. Keep off the painted lines on the road as much as possible if its wet or frosty as they can be very slippery.

### **Seek out other winter activities for cross training**

If the weather is bad investigate other alternative activities that you can do at the weekend like swimming, running, walking, mountain biking or going to the local gym and doing a cross fit or indoor cycle training class. Have a bit of a plan before the weather turns bad, and then get yourself setup for it. You could look at signing on at a local gym or aquatic center, joining an outdoor club or learning a new winter pastime that involves getting out into the "fresher" air. Make sure that you do some research and invest in good quality clothing and equipment for your winter activity to make it as comfortable as possible. Winter is a great time to cross train so take full advantage of it and plan activities that get you out of the house so you can stay active and fit.

Well, I hope that this has provided you with a little inspiration to keep you thinking about what you'll do over winter to stay fit and healthy.

## **Safety Corner**

### **10 Tips for Riding Gravel on a Road Bike**

Marc Lindsay BY MARC LINDSAY NOVEMBER 22, 2017

While gravel-specific bikes are becoming more and more common, the cool thing about gravel riding is that you don't need a dedicated gravel bike to do it. You can use almost any kind of bike — whether it's a mountain, hybrid, cyclo-cross or even a road bike.

If you're thinking about an upcoming gravel race or simply want to ride on a local trail, use these tips to alter your riding style and modify a road bike you already own to stay safe, keep your bike working and have as much fun as possible.

## TIPS FOR ALTERING YOUR RIDING STYLE

To ride safely on gravel, you'll need to modify your riding style from what you may be used to on the road. Use these riding tips to stay safe and upright:

### 1. KEEP YOUR EYES ON THE ROAD

A road bike won't be able to handle rough terrain the way a cyclo-cross or mountain bike would, so you'll need to avoid potholes, larger rocks and the loosest gravel. The best way to do this is to keep your eyes scanning up the road for the safest line possible. Pro tip: The most commonly traveled tracks are usually your best bet.

### 2. STAY SEATED

Choosing when to stand up or stay seated on a road bike is generally left up to your personal preference. However, when the road turns to gravel, standing out of the saddle is a much riskier proposition. To maintain traction, keep most of your weight over your back wheel as much as possible by staying seated. This will help your bike handling and keep your wheels from spinning in loose sections of road.



### 3. BE CAUTIOUS IN CORNERS AND WHEN DESCENDING

To stay upright, you'll need to take extra precautions when heading into corners and when you descend. Here are a few things you should always do:

Always take the smoothest line.

Don't lean your bike into a corner like you would on the road.

Avoid grabbing your front brake while in the corner.

Slow as much as you need to before you enter a corner by feathering both the front and rear brakes.

Give yourself more time to stop, and ride at a lower speed than you normally would.

## **4. LOWER YOUR CADENCE**

While spinning at a high revolutions per minute is generally recommended for road riding, a lower cadence under 90 rpms can help your control and keep you from bouncing in the saddle when riding on gravel.

Though you may not be able to maintain a lower cadence for extended periods of time due to fatigue, try lower cadences in a larger gear over the loosest sections of gravel to improve your bike handling and maintain your momentum.

## **5. RELAX YOUR UPPER BODY**

The natural reaction when you feel your wheels slide on a loose surface is to tighten your grip on the handlebars. This, however, will make you more likely to fall. Instead, keep a loose grip on the bars and relax the muscles of your arms, shoulders and face as much as possible. This will keep you from overcorrecting when something goes wrong as well as prevent fatigue as the ride progresses.

## **TIPS FOR MODIFYING YOUR BIKE**

Like we said already, one of the great things about gravel riding is that you can do it on almost any kind of bike. Though a road bike presents some challenges, you can ride one safely. Here are a few modifications that can help make your experience more comfortable over longer distances:

### **1. USE WIDER TIRES**

Skinny tires are considered to be more aerodynamic and lighter, which makes them the ideal choice on the road. On gravel, a larger tire will give you more traction and allow you use a lower level of pressure, which can reduce the risk of a puncture.

In general, try to use at least a 25 mm width. If your bike frame and brakes will allow for additional tire clearance, a 28 mm or even a 32 mm would be even better.

### **2. CHOOSE A LOWER GEAR RATIO**

Riding rougher road surfaces mean your average speed will be lower. Because of this, large front chain rings and smaller rear cassette cogs used commonly with road riding may not be the best choice.

Instead, compact front chain rings and a larger rear cassette will give you more options when riding at slightly lower speeds. This will also keep you from fatiguing as quickly, particularly if you're considering a gravel race or training ride longer than thirty miles.

### **3. CONSIDER A DIFFERENT SADDLE**

Road saddles are generally thinner with less padding and allow for a more aggressive riding style supported by your sit bones. On rougher surfaces such as gravel, your body position will change to a more upright position, most likely with your hands on the bar tops.

This upright position will put more pressure on areas other than the sit bones, which can lead to numbness or discomfort. Choosing a saddle with a bit more cushion, like the Koobi PRS Alpha, could help resolve these common issues.

### **4. REDUCE FATIGUE WITH THICKER BAR TAPE**

Mountain bikes and some cyclo-cross bikes with front shocks absorb the impact when riding over rocks and loose terrain. When you're using a road bike, the lack of a front shock means your body will absorb most of effects from bouncing over rough terrain.

To make things easier on your hands and arms, go with a thicker bar tape to absorb some of the vibration. This one from Lizard Skins is an excellent option and is good on the road, too.

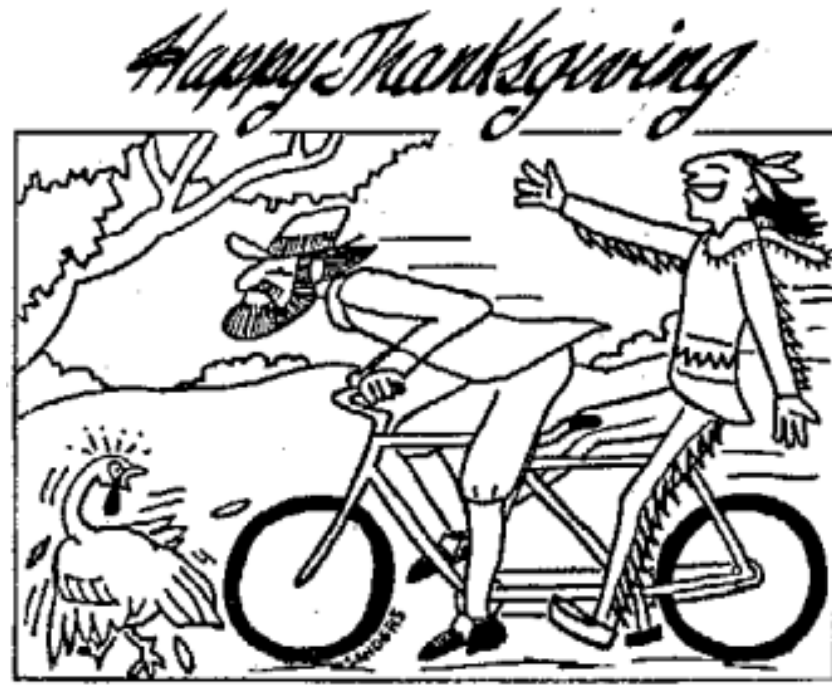
### **5. USE DISC BRAKES IF YOU HAVE THEM**

While it isn't essential, if you have a bike with disc brakes it could be a better choice than using standard rim brakes — especially if you're expecting wet or muddy conditions. Rim brakes will often clog with mud and prevent your wheels from spinning, making it impossible to ride.

An additional benefit of disc brakes over rim brakes is the additional tire clearance. While some road bikes with rim brakes won't allow a tire width greater than 25 mm, most road or cyclo-cross bikes will allow for a 28 mm tire width or greater, which improves comfort, bike handling and reduces the risk of a puncture.

## **Blast from the Past Newsletter**

**November 1981**





## **CHILD HELMET BILL BECOMES LAW!**

by Bill Baughman

The Pennsylvania General Assembly was involved in more than just budget fights last summer. One piece of legislation that got limited coverage in the media, but which is of importance to bicyclists, is an amendment to Title 75 of the Pennsylvania Consolidated Statutes (The Vehicle Code), relating to children and bicycles.

In essence, it is now illegal to carry a child age five or younger on a "pedalcycle" (which includes bicycles, unicycles, tricycles, and other vehicles "propelled by human powered pedals") unless the child is wearing a helmet that meets ANSI or Shell Foundation standards, that fits properly, and that is "fastened securely upon the head with the helmet straps". Violators may be forgiven a first offense if they are age 17 or younger or if they subsequently provide proof of purchase of a helmet for the child. Offenses carry a fine which, together with assessments and court costs, may not exceed \$25.00. Failure to use a helmet may not be introduced as evidence in any civil trial for personal injuries. The act does not appear to require helmets to be worn by youngsters riding bicycles or tricycles on their own. (You expected good drafting from our Legislature?)

At first blush, it would appear that the legislature has taken only mild steps to encourage the use of helmets for children. We should remember, however, that the seat belt law has similarly limited penalties and yet was a major factor in increasing seat belt use and decreasing serious injuries in traffic accidents. If this new act results in increased awareness by parents for the need for bicycle helmets and an increased use of helmets for small children, then it will be worthy of our applause.

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## How to Ride in a Group

By Fred Matheny of [www.RoadBikeRider.com](http://www.RoadBikeRider.com)

Pacelines are organized. They have specific rules. But in big groups like you find in centuries or charity rides, things will be disorganized. This can intimidate even experienced riders.

Sooner or later you'll find yourself in a big group amid some riders with sketchy skills. It pays to learn how to survive (and also make yourself welcome) in a crowd.

- **Look for Risky Riders.** These are the unsteady people who wobble, appear nervous, have a tense grip on the handlebar, and frequently grab the brakes. Avoid them! Move up to keep them behind you, or slide to the other side of the road.
- **Stay at the Front.** This is easy to say but hard to do in some groups. At the front you have more control over your destiny because most crashes occur in the rear two-thirds of the bunch. It may take a bit more work to reach the front and stay there, but it's worth the effort.
- **Watch the Wind.** Wind direction determines on which side the greatest draft is found. If the wind is from the right side of the road, smart riders move to the left of the wheel in front of them for greater protection. If you're doing this, beware of overlapping wheels with inexperienced riders. They may swerve and take out your front wheel.
- **Be Wary on Climbs.** A major cause of group crashes is riders who stand abruptly. They slow for a second, causing the rider behind to hit their rear wheel and spill. To avoid this danger, let the gap open a bit on hills or ride a foot to either side.

To avoid being the one who causes such a crash, pull your bike forward as you leave the saddle. Don't lunge and make a hard pedal stroke. Keep your speed steady. When sitting again, push the bike forward a bit.

Cycling isn't a contact sport, but it's not uncommon to have your arm brushed when riding near others in a group. It pays to learn how to bump into other riders without swerving or falling. It's easy when you practice this drill used at the Carpenter-Phinney Bike Camps.

First, go with a cycling friend to a large grassy area like a soccer field. Ride side-by-side at a walking pace. Keep both hands on your bar. Start by gently touching elbows, then shoulders. As you gain confidence, lean more vigorously on the other rider. Soon, you'll be bumping each other with abandon and throwing in a few head butts for fun, all without going down. (Of course, always wear your helmet just in case.)

Riding relaxed is the key to absorbing contact without swerving.

Have slightly bent elbows, a firm-not-tight grip on the bar, and loose arm and shoulder muscles. If you're relaxed, your body can absorb the shock before it gets to the handlebar.

Receive a **FREE** copy of the eBook "29 Pro Cycling Secrets for Roadies" by signing up for the RoadBikeRider Newsletter at [www.RoadBikeRider.com](http://www.RoadBikeRider.com). No cost or obligation!

## Random Thoughts On Winter Commuting

Excerpted from a discussion on newsgroup [rec.bicycles.misc](mailto:rec.bicycles.misc) 10/21/01



I commuted to work on bike pretty much everyday this past winter through snow and ice (suburban Philly). Snow removal was not great out here, but the deepest snowfalls this past year happened on weekends. My tips:

- 1) During serious winter, you are going to want as short a commute as possible. During the rest of the year, you might think about lengthening your commute, or commuting over a longer distance - during the winter, my 3.4 miles got really quite long.
- 2) Studded tires. They were godawful expensive, but worth it for me. I didn't fall once, and only had to put a foot down unexpectedly a few times. Heavy, slow, and what a relief to take them off again later, but I won't ride without them in snow and ice again.
- 3) To go along with 2 - take it slow. This also fits into 1.

Keith

I have a Bianchi Nealeco folding bike with snow tires, fenders, chain guard, and Folding baskets on the sides "grocery bag size." The buses and trains won't allow bikes on them so I fold it up, put it in a garbage bag and carry it on board! Weather & conditions permitting I ride it to wherever I'm going. It's set up as a fixed gear bike with a hand brake on the front. Folders are great if you start riding and change your mind, you can hop on a bus or train!!

DRehus



She who succeeds in gaining the mastery of the bicycle will gain the mastery of life.  
—Frances E. Willard, "How I Learned to Ride the Bicycle"

## **November Regular Rides**

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




## **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  
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**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)



  
[ingearcycling-fitness.com](http://ingearcycling-fitness.com)  
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Cleona PA  
717- 273-4477

  
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)

  
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## **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.

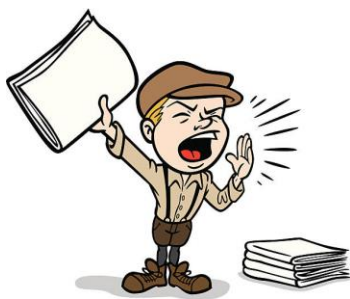
Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out [HERE](#)

### **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	<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 December Spokesman should be sent to [editor@harrisburgbicycleclub.org](mailto:editor@harrisburgbicycleclub.org) by **November 19<sup>th</sup>**

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

The mailing address for the club is:  
Harrisburg Bicycle Club  
P.O. Box 182  
New Cumberland PA 17070-0182