



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB September 2020

President's Corner

Members of HBC

As I sit here writing this, I hope all is well with your families and everyone has remained healthy. I must admit that I am a little tired of the Covid-19, and the amount of uncertainty that has consumed us this year. I can only hope that this will be over soon, and we can start to feel normal again. This has really taken its toll on our club and the normal activities that we have grown to enjoy. So far this year we have to cancel 2 membership meetings, Spring Fling, Finger Lakes, Fall Tour, and the Three Creek Century has gone virtual. So, let me say I appreciate everyone's loyalty and the many volunteers that worked on these events and continue to work in the best interest of the club. I wish I could give you an update on the Banquet and the Membership meeting in October, but the truth is I do not know. At this point, we are on a wait and see mode. But as soon as a decision is made, I will send out an e-mail with all the information I have.

Williamsburg trip looks like it will take place at this point and hopefully will happen on time with lots of attendees. As you read in my last e-mail, Williamsburg area is doing well with control of the virus and the venue is working hard to accommodate us safely. Rick Nevins has done a great job, and so many Thanks to Rick. Remember August 31st is the deadline, get registered, and let us go to Williamsburg!

Next year's Spring Fling is already under contract for the Spring, and we will be returning to Bethany Beach. We will open registrations up in October. This is always a great trip. We have always had good weather and the venue is fantastic. So, mark your calendars for April 29th-May 2, 2021.

I would just like to thank everyone again for their hard work, and loyalty to the club. We will get through this, and hopefully, be stronger for it. Please, remain safe and social distance and use face coverings in public. We want all our members and families to remain healthy.

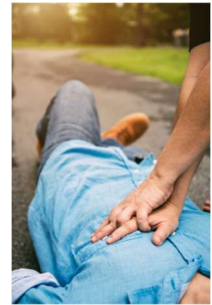
It is a great time to be an HBC member

Glenn Wareham
President
Harrisburg Bicycle Club

CPR Classes

The CPR / Basic First Aid classes that were cancelled due to Covid-19 will be rescheduled. We are working with training sites and instructors to be able to hold these classes in a safe manner. A new announcement and invitation to attend the classes will be sent out once details are finalized.

If you previously registered, we will contact you first to see if you want to keep your slot. Questions can be sent directly to Chris Wright at cjwright1919@gmail.com.



Bike to Work Week September 21 to 27th 2020

Bike to Work Week is normally held in May, but due to COVID 19 precautions, it has been rescheduled for September.

Bike Lanes

Great News! The City of Harrisburg and Susquehanna Township are working together to provide a combination of permanent and temporary bike lanes on 6th Street to allow riders to bike safely into the downtown area during Bike to Work Week. These bike facilities will run from Linglestown Road to Commonwealth Avenue. Sections of these bike lanes and marked shared lanes have already been installed.

In addition, Harrisburg has placed permanent bike lanes on Chestnut Street between Fourth and Front Streets, 6th Street from Forster to Reilly Street, and Front Street from Division to Forster. Future bike lanes are also planned for State Street and Walnut Streets.

Bike to Work Day

Bike to Work Day is Tuesday, Sept. 22. Bike Harrisburg will have representatives at key locations distributing "I Biked To Work Today" stickers to people riding by. Stop by the locations listed below to get your sticker and show your co-



workers that biking to work is an ecologically and economically friendly transportation option.

Those locations include:

- 3rd and North Streets, Harrisburg
- Walnut and Front Streets, Harrisburg
- 6th and Vaughn Streets, Harrisburg
- Governor Rd. and University Drive, Hershey (HMC Main entrance)
- High and Hanover Streets, Carlisle

Additional locations may be added so watch for updates on the Bike Harrisburg and Harrisburg Bicycle Club Facebook pages.

Business Sponsors

Our business sponsors are very important to the club and to the entire bicycle community. Please continue to support them all you can.

We have a new sponsor this month. Phoenix Physical Therapy, with three locations. The business cards for all three locations are listed at the end of the sponsor list of information.

Tour de Chocolate 2020 Report

The Chocolate Tour did go off as an active event. They provided an excellent summary, click [here](#) to review the details.

[Tour Summary](#)



ON THE 'RIGHT TRACK' TO BASIC LANE POSITIONING

by John Donoughe, LCI 472

You can have more control of your cycling environment and ride safer just by knowing where to position yourself on the roadway. Most of the roadways that we use for cycling have two lanes, one in each direction, with each lane being less than 10 feet wide.

By definition, the "Right Track" is the area of the lane where the right-side tires of a car normally roll. In this basic lane position, the cyclist should ride no further to the right in the lane than this "Right Track" area. Cyclist can easily determine where this area is on the roadway by the surface wear pattern. The reasons to follow this "Right Track" concept of basic lane positioning are discussed below:

Cycling in the 'Right Track' ...

- ... is OK because there is no regulation requiring you to ride on the very right edge of the road.
- ... makes you a real user of the roadway.
- ... increases your visibility to other vehicle drivers. You are closer to the line of sight of the other drivers. It moves you away from the visual clutter at the side of the road. Such things like mailboxes, signs, shrubbery, utility poles, and parked cars make up this visual clutter.
- ... provides extra road surface to your right which can be used to avoid bad situations. If you are already at the right edge of the road, there is nowhere to go but off the edge.
- ... puts you on the roadway where the surface is generally clean of debris and the surface is in good physical condition.
- ... allows you to more easily avoid car doors that suddenly open. It also avoids the unpredictable practice of weaving in and out between parked cars.
- ... removes "squeeze room" from the cycling mix. If other vehicle drivers cannot perceive the suggestion of having enough room to just 'squeeze' by you, then they will most often wait



until there is a safe passing condition. Most of the time, the other drivers will pass by moving completely into the other lane.

- ... makes you visible and predictable to the other users of the roadways.

Once I started riding as described above, I noticed that the number of incidents of crowding was reduced dramatically and that most other vehicle drivers accepted me as a proper user of the roadway. I also learned that in some circumstances it is perfectly OK to ride the center of the lane, a.k.a “taking the lane” when I determine that other vehicles should not attempt to pass. This is for your safety as well as the safety of the other drivers.

Riding further out into the lane takes some getting used to. You need to overcome the instinct and belief that it is correct to ride as close as possible to the right edge of the roadway. But, once you make it a habit to ride the ‘Right Track’ you will discover that you can control other vehicular traffic and make motor vehicle drivers resort to the proper driving procedures that they were taught long ago. It is much safer to ride in a predictable, straight line where everyone can see you.

Member Messages

Mary McClain

It's with great joy and great sadness that I announce that I am moving to Maryland. I've been working toward this goal for the past couple years (getting a new job at my age is not fun, lol). I'll start my new job in Gaithersburg, MD in late August and hope to find a new home in the Ft Meade area. I will miss my HBC friends and hope to come up to ride once in a while (especially the social/anti-social plus breakfast on Sundays). Of course, you are welcome to come down to ride the B&A Trail with me (very close to my eventual home)!

You can always reach and hassle me on FB or oboevisionstudio@gmail.com or 717-329-3231.

Mary McClain
OboeVision Studio
143 Music Collaborative (formerly East Meets West Music Collaborative)
717-329-3231

Share the Road

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



Three Creek Century Goes Virtual for 2020!

Virtual Three Creek Century Update

Volunteers Are Still Needed to Help With the Virtual Three Creek Century

We need volunteers to help with marking roads and checking/sweeping the road cues. Please contact Dan Christ dan.christ@outlook.com if you can donate a few hours of your time. Checking and sweeping can be done while riding your bike, so that is a win-win!



Small Group Rides Will Be Offered

We are looking for people who are willing to lead small group rides for registered riders. You can choose the date, time, and route. We will let registered members know the schedule once it is set. The Virtual Century dates are Sept. 5-20. Please contact Marilyn Chastek if you are willing to lead a ride. Mchastek2009@gmail.com

Sponsors

We are grateful to Donegal Insurance Group, our Century Sponsor and welcome Phoenix Rehabilitation and Health Services, who is sponsoring the free bandanas that each registrant will receive by mail.



HBC's Three Creek Century Goes Virtual! Sept. 5-20, 2020

We invite Individuals and small groups to enjoy the beautiful routes you know and love anytime from Sept. 5-20. Pick the dates, times and routes that work best for you. This format also allows you the flexibility to avoid inclement weather.

Here are the details:

- Registration will remain at \$30 and will include a free bandana, sponsored by Phoenix Rehab. Children under 18 years old are only \$5.00 (no gift included).
- The first 100 registrants will receive a complimentary neck gaiter from Donegal Insurance Group.
- Roads will be marked to make following the course a breeze.
- Registered riders will receive cue sheets, maps, and GPS downloads by email prior to the event.
- The start point will be the Penn Township Fire Department complex, 1750 Pine Road, Newville. Free parking, water and restrooms are available.
- Rest stops offering water and bathrooms are located on the routes.
- Share your photos and comments on the Three Creek Century Facebook page.
- As the Three Creek Century is the Harrisburg Bicycle Club's largest source of funds, your support is greatly appreciated and will help support HBC and its outreach projects.
- We hope you will join us, and we look forward to returning to our normal format next year.
- Registration for the virtual event is now open! Invite your friends and have a safe and enjoyable ride. To register or for more information, go to www.threecreekcentury.com

HBC Williamsburg Trip When: October 8th to 11th, 2020

The Harrisburg Bicycle Club is once again sponsoring a ride in the “Historic Triangle” and surrounding areas of Williamsburg, Virginia. Participants will travel to Williamsburg on Thursday, October 8th and stay three nights at the Best Western Historic District, within easy walking distance of Historic Colonial Williamsburg. A variety of ride options will be available for Friday, Saturday, and Sunday to explore the area. All routes will be available on the HBC Club Account on the Ride With GPS website. Attendees may optionally purchase Route Books containing cue sheets and maps for an additional \$6. The price for three days of lodging, three full breakfasts, hospitality and Friday dinner at the Williamsburg Winery are listed on the registration form. It will be based on bed size and occupancy number. Deposit is due July 31st, 2020.



Colonial Williamsburg



Williamsburg Winery

You will be staying at the Best Western Historic District, conveniently located within a 1/2-mile walk to Colonial Williamsburg. Your registration includes full buffet breakfast, Wi-Fi, swimming pool and self-parking. Hospitality snacks, beer, wine, and soda will be provided Thursday and Saturday. Group room rates are honored 3 days prior and after if you wish to extend your stay.

The Williamsburg area is “bicycle friendly” with dedicated bicycle/multi-use paths as well as bike lanes. Routes are available to provide a variety of ride options and lengths. Routes will be available to/from the hotel and Jamestown, Yorktown, and Colonial Williamsburg. For those desiring to ride further distances and explore the countryside, longer routes will be available in surrounding counties of James City, Charles City, York, and Surry (accessible via a free ferry). For those that opt for the safety and calm of dedicated bicycle paths, the Virginia Capital Trail and Powhatan Creek Trail offer many miles of scenic riding. The Virginia Capital Trail extends 52 miles from Jamestown to Richmond! The Colonial Parkway will be used on some of the routes as well.



The Virginia Capital Trail

You can access the registration from the SPECIAL EVENTS tab on the website.

Please contact Rick Nevins with questions about registration. 717-579-7644 or rick@nevins.com
Registration opens March

HBC Fall Tour and Cape May Weekend 2020

HBC Fall Tour 2020- UPDATED (August 3, 2020)

With all the restrictions and concerns on COVID19, **the 2020 Fall Tour has been cancelled.**

Please mark your calendars for 2021, the planned dates will be **September 21-26, 2021**



You can still ride the Finger Lakes

Missing the Finger Lakes trip? Good news! Things are opening up in New York. All the Finger Lakes routes can be found on the HBC Ride with GPS library! sort by the Finger Lakes tag and make your own trip and enjoy!



Kings Gap Time Trial – September 27, 2020

The Deborah Barisch Memorial Kings Gap Time Trial is a cycling event benefiting The Friends of King's Gap. The four-mile course from the base of South Mountain to the top of Kings Gap is designed to challenge riders of all skillsets while being a fun event for everyone. It is NOT a sanctioned USA Cycling race event. A portion of the proceeds will go to the Friends of Kings Gap.



The Friends of Kings Gap is a non-profit organization of dedicated volunteers that supports, protects, and enhances the Kings Gap State Park. Local cyclists have the luxury of enjoying this climb, which is one of the most beautiful and popular in the area, year-round because of these volunteers. Participating in this event is a way to say thank you to this incredibly special group of individuals as well as the staff of the Kings Gap State Park.

Registration will open on March 1st There is an early bird discount.

The website is up and running to get FAQs and photographs from the 2019 event
Go To: <http://www.kingsgaptt.com/>



- **When** : Saturday, October 10, 2020, 9:00 AM
- **Where** : Barner's St. John's Church, Liverpool, PA, follow Rtes. 11/15 to Liverpool (along the west banks of the Susquehanna), left turn on Rte. 17 west, and a right turn on PA 235 north (follow the Apple Butter Boil signs to the church).
- **Ride Lengths** : 25 and 50 miles
- **Cost** : No fee for rides but there is a charge if you would like to attend the all-you-can-eat Pennsylvania Family Style Dinner (Cue sheets and maps supplied)

Celebrate the end of the 2019 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

Theragun Mini review

The Theragun Mini goes anywhere to give you a decent post-ride recovery massage, but for back massages, go with the Elite.

AUGUST 5, 2020 DAN CAVALLARI



Basics

150 minutes of battery life; three speeds; swappable massage heads

Pros

Compact; adjustable speeds; feels solid and stable in your hands

Cons

Difficult to position it for use on your back; not as powerful as the larger Theraguns

PRICE \$200

The Theragun Mini joins the Theragun family as a compact version of its big brothers, offering a convenient way to iron out your muscles post-ride. It is small and quiet, making it an ideal choice for post-ride recovery when you are on the road. It is also more affordable than the larger Theragun units, though it is more limited in function.

In a normal year, I spend a lot of time on airplanes, frequently across the Atlantic ocean. That means I am spending a lot of time in, shall we say, not-optimal body positions. So, I start my rides feeling pretty creaky. Imagine how I feel by the end of a few turns up some of the toughest climbs Europe has to offer.

While I have not gotten the opportunity to take the Theragun Mini with me on such a trip, I fully intend to, once such trips are possible again. This small unit fits perfectly in carry-on or a checked bag, and it stores in its own soft-sided, zippered case (though the charger does not fit in said case, which is sort of a bummer).

Theragun Mini basics

This compact version of the Theragun is about as straightforward as a massage device can get. There is just one button to contend with, and it turns the unit on and off, and adjusts the speed of the percussions (there are three speeds to choose from: 1750 percussions per minute, 2100 ppm, and 2400 ppm).

The massage attachments can be swapped out simply by pulling on them and swapping them out for another. They stay firmly in place on the percussive head thanks to a ball bearing lock system, much like the kind you would find on a ratchet tool. Of course, the mini only comes with one attachment, so if you want to actually take advantage of the swap-out capabilities, you will need to purchase the attachment kit separately.

Theragun says the Mini gets 150 minutes of action out of a charge, and while I did not time it, that seems pretty accurate based on how little charging I actually had to do with the device. When the Theragun Mini is running, it is pretty darn quiet — significantly quieter than its larger siblings.

Using the Theragun Mini daily

Theragun sent me both the Theragun Mini and the Theragun Elite to test. I started using the Mini before I even took the Elite out of the box, and based on my experiences early on, I would have been completely happy had I not ever opened the Elite box. (Of course, once I did that, I was very glad I did. More on that in a moment.)

As a daily massage tool, the Theragun Mini does just about everything I need it to do. It is compact, lightweight, easy to use, and quiet. I found myself massaging my legs, neck, shoulders, arms, and feet frequently, as I sat at my desk for work or laid on the couch watching Netflix. It is so easy to grab and fire up without disturbing everyone around you.

That said, it is not ideal if you are looking to get a more structured massage experience — the Theragun Elite works with an app to provide that — and it is difficult to use on your back.

The Theragun Mini's unique triangular shape makes it easy to grip in most situations, but I found it difficult to reach around to the back of my hips and lower back, precisely where I need massaging the most. The larger Theragun Elite is perfect for this, but I could not quite find the right angle of attack with the Mini.

And while the included massage head is nice for a relaxing massage on the legs, feet, ankles, and shoulders, it is a bit too soft for deep tissue work. The larger Theragun Elite comes with various attachments, while you are limited to this softer durometer attachment on the Mini unless you plunk down extra cash for the additional attachment kit.

So, when I finally did open the Theragun Elite and started using it regularly, that became my go-to for home use. The Theragun Mini, however, is likely to be my travel companion, whether that means international trips or just a drive across town to the parking lot before and after a race or ride.

Verdict

The Theragun Mini is a nifty little device that is likely to be an ideal massage solution for the vast majority of users, especially those that do not want to spend twice the money on the more elaborate Theragun Elite. I love it because it is compact, quiet, and easy to use, but if you are hoping to iron out knots in your back or hips, you will probably want to opt for one of Theragun's larger units. But for quiet operation and simplicity, the Theragun Mini offers just about everything you need.

It's the Summer of the Bicycle—And Women Are Leading the Charge

Meet the women finding joy in cycling this summer.

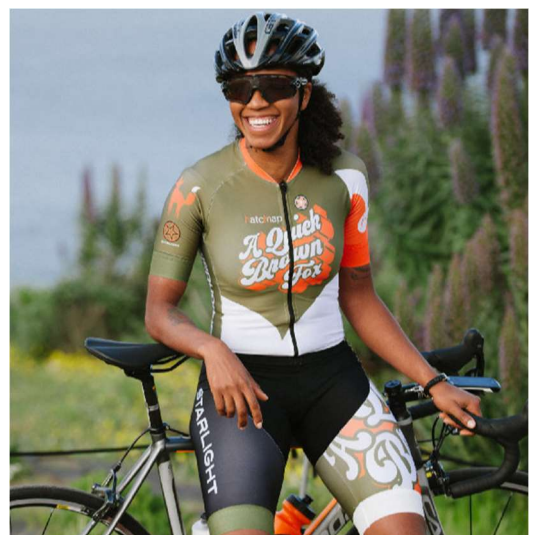
BY MEGAN SPURRELL

July 16, 2020

Until recently, cyclists were considered a fairly niche group of people. In 2018, a Statista report showed that just over 10 percent of Americans cycled on a regular basis. There was a massive gender gap, as well: Data from bikeshare companies like New York's Citibike and Chicago's Divvy recently revealed that there were three men for every woman on a bike; the World Economic Forum reports that this gap exists in countries throughout the world.

The scope of who a biker is—and what a biker looks like—has been incredibly narrow. "A lot of people have said how exclusive this world of cycling is, and that they never felt like they were invited to be a part of it," says Sara Sanei, who has been organizing Ride for Black Lives bike protests in Los Angeles since May. "It's always been shown off as an elitist sport." It's also been characterized by slim, white men—decked out in very expensive gear.

This summer, though, more and more women are investing in bikes of their own. Everyone is looking for a means of safely getting around during the ongoing pandemic, and there's a universal craving for fresh air



after months of lockdown. And as Sanei has seen, bikes have also become a prominent force in the Black Lives Matter protests continuing throughout the country, with dedicated bike demonstrations drawing crowds numbering in the thousands. Cycling has become so popular over the past few months, that it's hard to even get your hands on a bike right now. They've become a means of transportation, a form of exercise, a way to protest, and, for many, a way to reconnect with the city they live in.

We spoke to five new cyclists about the universal joy in seeing the world on two wheels—and what it took to feel empowered to do so.

**New Yorker Nikki Ogunnaike has been riding through the city with friends
Based in New York City, currently riding a standard Cannondale**

I've lived in New York since 2003, and I've never once considered biking in the city. I just never felt comfortable. But a few weeks ago, right as the Black Lives Matter protests were kicking off, a bunch of my friends were on bikes and I wanted to keep up with them. So, I got on a Citibike for the first time and we rode to a protest at Stonewall. Being on the streets and it being empty gave me this feeling, like I was 14 and riding my bike around with friends again. I felt a sense of autonomy.

I wanted to capture that for myself, so I ended up buying a standard Cannondale from Paragon. I took my first solo trip from here in Gramercy to Domino Park, which was great, and I rode over the Williamsburg Bridge for the first time on my own. I have a good girlfriend who lives on the Upper West Side, and she has a bike, so we'll bike up to Harlem for dinner.

I don't think I realized how many of my friends owned bikes, especially since we were always taking Uber and the train before this. But I have a lot of friends who work in the fashion industry who were always saying that getting around from show to show, especially in September [during Fashion Week], was best on a bike. So, I've always known there were stylish women biking.

"There's nothing more freeing than hopping on your bike and riding around town during the summer."

I'm a fashion editor so I was like, I need a Prada backpack. [Editor's note: Ogunnaike is the deputy fashion director at GQ, which is a part of Condé Nast.] I'm also getting rid of things, because I know my outfits in the future will need to include more utilitarian stuff for biking. Right now, my go-to biking outfit is either a coverall jumpsuit, like one from Alex Mills, or shorts and a breathable sort of top. I usually put a visor or hat in my backpack that I can wear when I take my helmet off.

I think it'll definitely be my go-to method for getting around the city in the future—I've been using biking to get from point A to point B, but it's also lovely to do a 30 minute ride and feel like I did something healthy for the day. There's nothing more freeing than hopping on your bike and riding around town during the summer.

**Noey Neumark has been riding her bike along Nashville's Greenway
Based in Nashville, Tennessee, currently riding a State Bicycle Co. road bike**

I recently moved back to Nashville after about a year and a half away. I got here, bought a house, moved in with my formerly long-distance boyfriend, a big tornado hit my neighborhood in March, and then we started quarantining. A lot has happened.

I've been biking for years, but I've never really committed to it. When I was living in New York and Chicago, I would ride the bike shares. Despite always riding in terrifying traffic conditions, I always felt relaxed riding—I loved it. When I got to Nashville, I thought about buying a bike, and when quarantine happened, I decided it was time. I'm glad I got one before the worldwide bike shortage.

In the past, I kind of perceived that there's people who are real bikers, and I've just always kind of done it without much further thought. I don't have the gear; I don't have the biker shorts. But I've realized that it doesn't really matter, and I can totally enjoy it as a hobby, separate from having to race or be competitive. I'm excited to be a biker without having to fit into whatever stereotypes there are.

One of the first rides I did was through city streets north of downtown, then along the Greenway which extends from the Salemtown and Germantown area—a part of town that's gentrified a lot in recent years—to the Ted Rhodes Golf Course. The Greenway connects very different neighborhoods of Nashville in one long stretch, for everyone in the community, which I love.

That was also my first glimpse of some of the most intense tornado damage. It's been eye-opening. Along the river, apartment buildings have been abandoned, government buildings have just been destroyed. Nashville has had a tough few months and my bike rides around the city have shown that, while also showing everything there is to love about this city. When I run, I always listen to music or a podcast or a book. But not when I bike, for safety reasons. It's really the only time, ever, that I'm totally quiet. I see new things.

**Briana Venskus is riding her new bike around Los Angeles
Based in Los Angeles, currently riding a Fairdale Express**

I live in Elysian Valley in Los Angeles where I work in TV as an actor. When quarantine happened, I was, for lack of better words, slightly bored. I ride motorcycles, so I'm used to being on two wheels in the city, but I took this quarantine as an exclusion of all motorized vehicles. When I'm on a motorcycle, I still have to go get gas and interact with people. The idea of being self-propelled on a bicycle seemed the safest to me.

The biggest takeaway has been reconnecting with things that are immediately around me. There's something lovely about using a bike to explore your neighborhood. When you're on a bike you are feeling the air around you, you're smelling the smells, you're seeing the trees.

"There's this quality about a person who's on a bike, just feeling the wind blow up against them—it's this childlike glee."



It was also a relief that, by biking, I got to see other people for the first time. I have lupus, so I have to stay away from large groups of people (I keep hearing my mother's voice in the back of my head). But on a bike, even from 20 feet away, if I see someone, I give them a wave and they smile, and there's community without having to communicate. It's really difficult to connect with people from inside your home, and it is exceptionally difficult to do over the phone or the internet. But there's this quality about a person who's on a bike, just feeling the wind blow up against them—it's this childlike glee.

Once things do get back into the full swing of Los Angeles, I don't know how comfortable I'll be on a bike around all those cars. But I have done a solid job of finding places that feel safe. Maybe the biggest hurdle will be incorporating other people back into my biking. But I'd be an idiot to not continue it—I feel such a connection to where I live versus before.

**Runako Allsopp has been biking around her neighborhood in Maryland
Based in North Potomac, Maryland, currently riding an Electra Loft 7D with an artisanal
basket and panniers**

When the pandemic began, I felt like I was being held hostage in my house. I work as a prosecutor in D.C. so with all of the COVID-19 emergency legislation going on, I was taking calls from the public literally in the middle of changing my baby's diaper and helping my 10-year-old daughter with Zoom schooling. At that point, I was sometimes driving to a grocery store and sitting in my car just to have a full five minutes to myself.

I'd been thinking about buying a bike for a couple months, and as the pressure built, I felt like, I've got to do something. So, I started looking online late one night, and I finally found this Electra Loft cruiser on REI's website. I had such fond memories of biking from when I was a lot younger—I last biked about 30 years ago—but I recalled how happy and free I felt.

Since I've purchased my bike, I make a point to wake up really early in the morning. I do local bike trails and putter around my neighborhood. I feel like I have something to look forward to. When I get stressed in the middle of the workday, I just get up, grab my bike, and plan to be back in 30 minutes. I'm also challenging myself to do one errand by bike that I normally do by car. I wish that biking was more of a regular activity in the U.S, similar to places like the Netherlands, where almost everyone, old or young and of various shapes and sizes, bikes as a regular way of life.

I think biking can appear intimidating because all you usually see on the road are slim men in full biking gear and expensive helmets, hunched behind their handlebars, speeding down the street, and you wonder how you will fit in. Once I started biking, I started looking for communities of bikers that look more like me, people who just bike for fun, without all the gear. There are groups on Facebook called Bike for Fun and Black Girls Do Bike.

I really want other people to know how wonderful and exciting it is—everyone wanted a bike when they were little, we just forget somehow. I might not have a fabulous big trip planned like most summers, but the bike is a daily adventure.

**Hilena Tibebe has been riding her bike around Brooklyn, New York
Based in Brooklyn, currently riding a Giant Avail**

I just started biking again after taking a 7-year hiatus. I used to live in Harlem, and my apartment at the time caught fire. I lost everything, including my bike. It was really difficult for me to buy a new bike after that.

And then quarantine happened. I was starting to volunteer twice a week at New York Cares, delivering meals to those 60 years or older who could not shop for themselves. It just made more sense to buy a bike.

"Every time I got on my bike, I felt a sense of freedom, empowerment, and mobility, which is hard to find as a Black woman in America."

That's when my love for cycling returned. Every time I got on my bike, I felt a sense of freedom, empowerment, and mobility, which is hard to find as a Black woman in America. When I'm on a bike, I feel I'm able to do anything that any other person can. I can escape whenever I want, I can use a bike as a form of meditation. At times it's a spiritual experience.

I went to my first protest on a bike at the end of May and I realized the importance they have in this movement. That wasn't present in 2013 when Black Lives Matter began. Bikes are essential for the current protests because they can go ahead and block the roads, they can block off the Brooklyn Bridge. Bikes have also become a tool of politics in this city—even just riding around, people will honk and holler, even if we're not screaming "Black lives matter!" I also found out about Street Riders, and I started attending their rides for justice.

A photographer sent me a flyer for the second March on Washington on August 28, and I thought, Oh, this is interesting, I can get a group of friends to drive to D.C. and be part of it. Then I thought, Why not bike to D.C.? How exciting to just ride a bicycle, to travel, through four different states. I posted it on Instagram and people emailed wanting to join. We've now formed an organization called Ride to D.C., and we have over 1,000 followers. We hope the ride will raise awareness that we need more Black and brown people on bikes, so that they can feel exactly what I feel when I'm on one. We want to cultivate a culture where everyone feels welcome.

Blast from the Past Newsletter

September 1985

Bike Heaven: Northern Germany

Marvin
Marvin Israel

For those who might have been wondering where I have disappeared to, I was in bike heaven, courtesy of Dickinson College and a federal grant which sent me and ten other faculty to Bremen, a paradise for bicycle riders in Northern Germany.

Do you know what it's like not to be treated like an overgrown infant or a sissy simply because you are riding a bicycle? To have the comfort of being ordinary because in front, to the side, and behind you are people in business suits and dresses, people with bags of groceries, teenage children and the elderly, all riding bicycles? To experience the power of seeing people really jump when you tinkle your bicycle bell? To come to expect that big Mercedes and BMW's will yield the right of way to you? To have an easy conscience because you are stopping for all the lights and stop signs without feeling like a ritualistic jerk? To know that when you return to your locked bike, it will not have been stripped or kicked into a pretzel?

Not wearing a helmet was a small sacrifice for such pleasures. As it was, nobody noticed me; I was invisible; but had I worn a helmet my paradise would have turned into a hell because of the Germans' notorious intolerance of differences. Bremen is flat and criss-crossed with bicycle paths constructed of carefully-laid red brick which contrasts with the white pavement of the sidewalks. The paths are clean, in good

condition, and unlittered by pedestrians or joggers. German cyclists (and motorists, too) are very aggressive in claiming their rights; I came close to being put in the hospital by riders when, as a pedestrian, I wandered onto the bike path. Heavy, Dutch-type bikes with upright bars, steel fenders, internal brakes and generator lights predominate, but this doesn't stop their riders from going fast. I encountered very few of the unserious, just moseying-along type rider we see over here. People rode like they were going somewhere, which they were.

After a few days of sunny, cool and dry weather, people said only half-jokingly that summer was over. By some meteorological miracle we had two weeks of this weather before things became normal for a north-Atlantic city, and it rained every day. But by this time, I had returned my rental bike from which I had gotten my money's worth in sheer pleasure. Besides, the next three weeks of my trip, I knew, would be spent in the Italian sunshine indulging in my next most favorite sport - swimming. (Before you write a letter of complaint to your Congressman, I would say that this segment was at my own expense. I felt entitled to a little self-indulgence after grinding away at the German language for five hours a day, to say nothing of the three hours a day I had devoted during the preceding two semesters.)

September 1990

734 Helmets Sold! Wow!

Grace House reports that this year's helmet drive was a whopping success, with 12 participating bike shops selling 602 helmets and 132 more helmets sold at the Capital City Bike Fest by the American Trauma Society — 734 total. The club pays \$5 per helmet and shop owners take another \$5 off the price of each helmet to Promote the sale and use of helmets. That's an 87% increase over last year's sales. The Janet A. Pontius Bicycle Safety Foundation funds helped defray HBC's expenses in the helmet promotion. Don't forget to contribute to the Pontius fund when you renew you club membership — or any other time you have a couple of extra dollars you want to put toward a good cause. Thanks to all the participating shops. _____

September 1995



September Regular Rides

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



HBC Ride Paces


HBC Average Riding Paces

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

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

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

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

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

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

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

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

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

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

Planning your 2020 rides

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

Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out here: https://scu.clubexpress.com/content.aspx?page_id=22&club_id=694201&module_id=253585

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

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

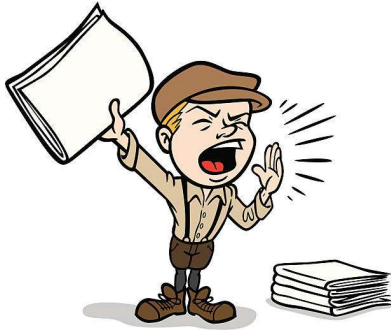
Links to "Regional" Bike Club Websites

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



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

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

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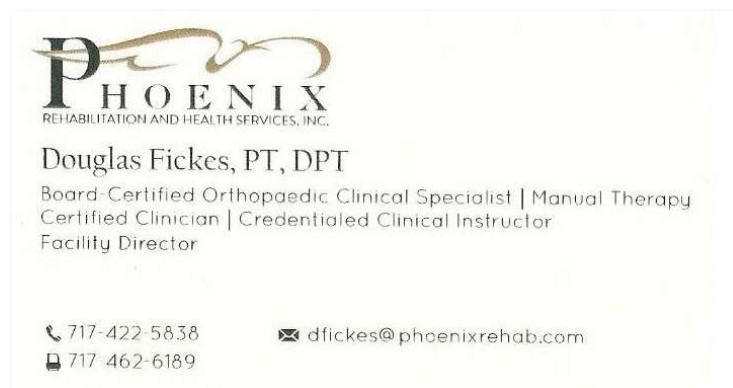
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