



# The Spokesman

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NEWSLETTER OF THE HARRISBURG BICYCLE CLUB October 2021

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## **President's Corner**

Fall is officially here, bringing shorter days to ride and cooler temperatures. As I write this, the Three Creek Century has just concluded with a successful event-nearly 500+ participants registered, gorgeous weather, along with great food! My hats off to all the hard-working dedicated members, and all volunteers, who worked many long hours to provide an enjoyable day for participants on the bike. This day would not have been possible without everyone's help. THANK YOU! And kudos to the chairman Chris Wright for all the coordination.



The annual Member meeting will be held on October 13<sup>th</sup> via the HBC Zoom account. Not the preference most of us wanted; however, an in-person meeting at the time of decision was determined too risky to the health of our members. Along with the meeting, the election of officers takes place, and this will be done on the website as well. Stand by for information on the ballot, nominations can be made for each office, and how you can participate. The good news is that your vote will be anonymous. One opening is the Technology position, and there is an option to nominate someone as a write-in.



Finally, save the date for the end of the year HBC Banquet on November 20<sup>th</sup> at the Colonial Golf and Tennis Club 4901 Linglestown Rd, Harrisburg, PA. The Board of Directors are optimistically planning this can be a live event! As always, the current state of Covid infections will be closely monitored as this date gets closer.

Hope everyone will be able to get out and enjoy the fall leaves and cooler weather!

Susan Tussey - HBC President



**SAVE THE DATE!**

**You're Invited!!!**

*Harrisburg Bicycle Club Banquet*

*Saturday, November 20, 2021*

*5:00 PM*

*Colonial Golf and Tennis Club*

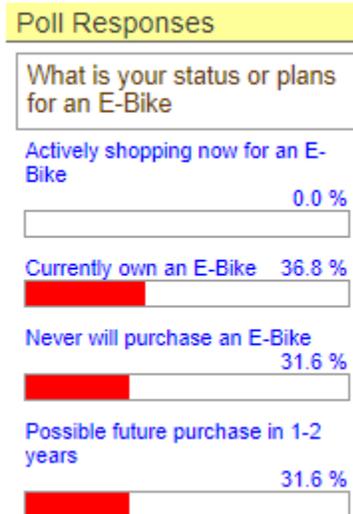
*4901 Linglestown Rd*

*Harrisburg, PA 17112*



# **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)

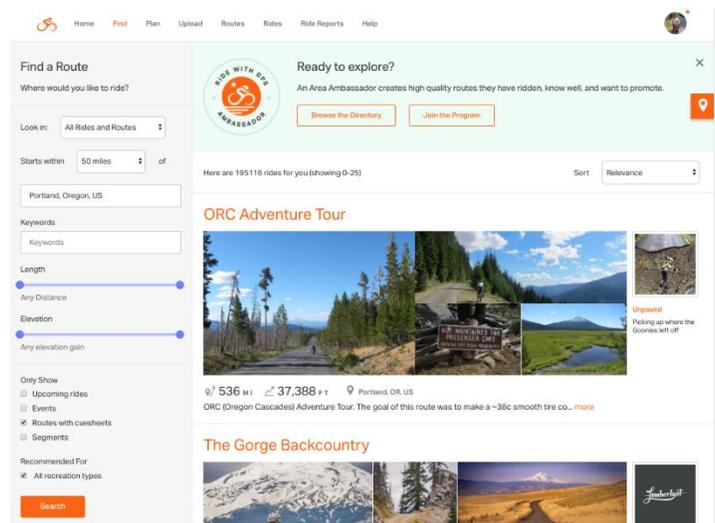
## **Ride with GPS**

**USE EXPLORE MAPS TO FIND NEW ROUTES EVERYWHERE YOU GO.**

Use our route search tool to find the ride of your dreams!

### **FIND A GREAT PLACE TO RIDE**

By default, the search will center on the location that's noted in your profile or, if you haven't saved a default location, the search centers on Portland, OR. You can go about saving a [default search location here](#).



## What is the difference between a Ride and Route?

This article assumes you know the difference between a route and a ride. A ride is a recording/activity from a GPS unit or mobile app that contains a path with time information. A route, unlike a ride, does not have any time information associated with it. A route also typically has a cue sheet. You can plan a bike ride using or route planner, which saves the route with a cuesheet. Then, you can ride along the route you created, recording your location, and the resulting upload is known as a ride or trip.

## FIND A ROUTE:

### Look in:

**All Rides and Routes** This option search all the public rides and routes on the website. It excludes rides and routes that have been marked as Friends Only or Private.

**Only My Rides and Routes** This options searches only the rides and routes on your account.

**Starts within X miles of:** This field is automatically filled in based on the location set on your Profile. Clear out this field to see results from all over the world.

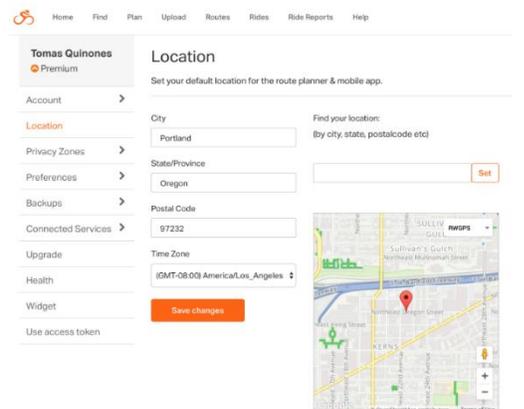
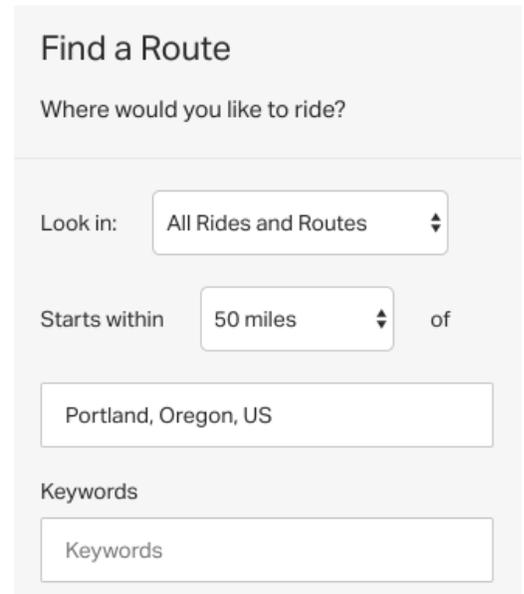
**Keywords:** This field is where you would type in a keyword that is in the name or description of the ride or route you are trying to find.

### Length:

Move the handles on either side of the slider to set the minimum and maximum distance criteria. Leaving the sliders at the ends defaults to show Any Distance in the results.

### Elevation:

Move the sliders to set the minimum and maximum amount of elevation gain for the search results. If you are wanting a route with minimal climbing, leave the minimum on the far left and set the max to something around 5,000 or lower.



### Only Show:

**Upcoming Rides** This option will show any public events with public routes.

**Events** All events, past and future will show in the search results.

**Routes with cuesheets** Only routes that have cuesheets will show in the search result. This is especially important to select if you plan on using these routes on the mobile app for iPhone and Android.

**Segments** Search for segments that have been created by you and other members.

**All Recreation types** By default, All recreation types will be searched, but unchecking this box will display additional recreation types to refine your results.

#### Only Show

- Upcoming rides
- Events
- Routes with cuesheets
- Segments

#### Recommended For

- All recreation types
- Cycling
- Mountain biking
- Cyclocross biking
- Hiking
- Running
- Riding a motorcycle

Search

#### Length

4 - 100 miles

#### Elevation

100 - 4300 feet

## 2021 Three Creek Century

### **Our 2021 Three Creek Century Was a Success!**

It was nice to be live this year!

On Sunday, September 19 we welcomed cyclists to Penn Township for the 2021 Three Creek Century, and it sure was a good time. Over 500 individuals registered for the event, which was an outstanding turnout considering there were 3 other cycling events being held within 50 miles the same weekend.

Riders were ready to go even before 7:00 a.m. and were greeted by a streamlined Registration process, improved road markings, and expanded options at Rest Stops. One thing that didn't change was the incredible food offered by Dave Young and his team. Participants routinely tell us that the Three Creek Century offers the best food of any cycling event in this area.



Also new for this year was a “vendor village.” Sponsor Sun Motor Cars Audi brought along three beautiful vehicles and an enthusiastic team of employees to ride. Phoenix Physical Therapy handed out goodie bags at the starting location and had a presence at the Shippensburg Rest Stop. Mountainside Ski & Sports provided mechanical assistance at the starting location, with Pedal Pusher providing the same at the Shippensburg stop. Ross Willard and Recycle Bicycle provided bike racks at the main site. New HBC member Paola Bedin had a tent showcasing the high-quality cycling clothing of her company MYN Sport.



Even with all of those great elements, the success of this event comes down to one thing: the commitment and effort of our volunteers. Dozens of people spent countless hours preparing for this event, and their work shone through on event day with an extra dose of positive energy. We are truly fortunate and thankful to have such great volunteers! I would like to thank the

Committee Coordinators who did a great job with their functional area and with managing their teams:

Diana Bermingham  
Sue Casto / Alicia Riegel  
Marilyn Chastek  
Howard Davison  
Ken Frohnert  
Dick Norford  
Howard Ross  
Lou Searles  
Kelly Szymczyk / Amanda Harrison  
Dave & Lois Young

Cookies  
Rest Stops  
Event Planning  
HBC Board Liaison  
SAG  
Public Relations  
Volunteers / T-shirts  
Parking  
Registration  
Food

Thanks to all who had a hand in making this day a resounding success!

Pictures of the 2021 Three Creek Century are already being posted on HBC's Website and Facebook page, and we are compiling more for publication.



## 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.

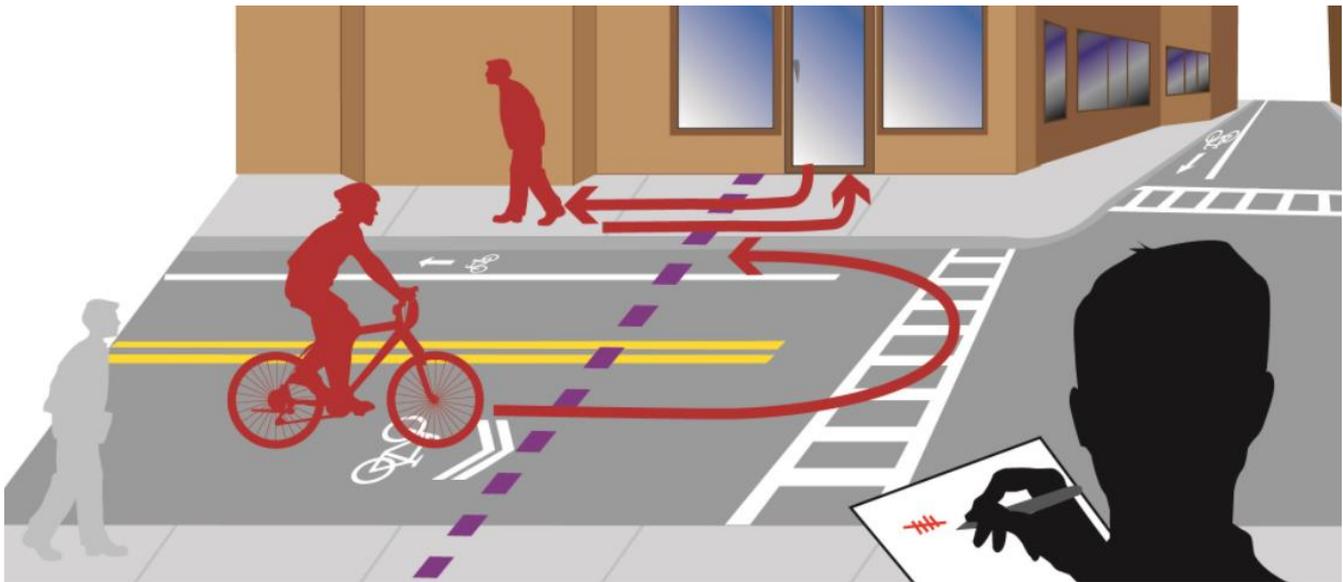
Before or after the ride, see and learn how **apple butter**, a Pennsylvania tradition, is made. Don't forget to purchase freshly made **apple butter**.

## **No Frills "End-Of-The-Season" Ride**

## **Fall Counts Update**

The latest round of the HATS Regional Bicycle and Pedestrian Count Program is here. We appreciate the help we've gotten for this effort over the years. Last fall and this spring were some of our best rounds of counting yet! If you plan on helping out again this spring, please be sure to adhere to [PA Dept of Health guidelines](#) when doing so.

The data collected has been used in studies and analyses throughout the region, such as the Camp Hill to Capital Corridor study and the Route 39 Corridor study. This effort depends on the help of people like you and be assured it is greatly appreciated.



As always, please feel free to post the following information (and links) to any social media or website of a group you think would be interested in participating. You can also get it touch with me, and I can reach out directly.

All the information and links necessary to help can be found at [TCRPC's Bike/Ped Planning Page](#).

The FALL 2021 HATS Regional Bicycle and Pedestrian Counts will take place during the following dates and times:

- Sunday, October 10, 12:00 pm - 2:00 pm
- Tuesday, October 12, 4:00 pm - 6:00 pm
- Wednesday, October 13, 4:00 pm - 6:00 pm
- Thursday, October 14, 4:00 pm - 6:00 pm
- Saturday, October 16, 12:00 pm - 2:00 pm

The counts are being done as part of the National Bicycle and Pedestrian Documentation project. For more information on NBPD in general, [click here](#).

To perform the counts:

1. Print out the counting form ([click here to download form](#)) and bring other necessary items (pen/pencil, timer, etc.).
2. Arrive at your designated location approximately 15 minutes before you are to begin counting.
3. Find a spot from which you can best view the entire intersection.
4. Count and record cyclists, pedestrians, and “others” (skateboarders, rollerbladers) as they enter the intersection on the form in 15-minute increments.
5. When finished, simply scan or photograph the completed count form and email it to [HATSBikePedCounts@gmail.com](mailto:HATSBikePedCounts@gmail.com).

To view training slides on how to conduct bicycle and pedestrian counts, [click here](#).

Anyone interested in signing up should visit our SignUpGenius page by [clicking here](#).

All the information and links necessary to help can be found at [TCRPC's Bike/Ped Planning Page](#).

If you have any questions, please contact [Andrew Bomberger](#).

**Andrew Bomberger, AICP**

Transportation Planning Coordinator  
Tri-County Regional Planning Commission  
112 Market Street, 2nd Floor  
Harrisburg, PA 17101  
P: 717-234-2639 | M: 717-968-1276

## **Technical Corner**

Dear Lennard,

I had a question concerning tubeless tires and flats. I am currently riding Roval Rapide CL50s, with Specialized 700x28s. Yesterday during a downhill, my front tire blew out, turning my frame and a good amount of myself into a sticky mess. I had a Dynaplug tubeless tire plug into it, which may have popped out, resulting in the explosion. So, I suppose my question is twofold, and forgive me if you have covered this before and my first is redundant.

1. Is this a common/recurring problem with tubeless tires? I have had these tires for a few years now, and it has never happened to me before. Is this a sign of a needed replacement or any other technical problem that needs to be addressed? I did not lose the bead when the tire went.

2. What is your experience/knowledge of reliability with the Dynaplug tire plugs? I used another to plug the next hole, and it held for the remainder of my ride after I aired up the tire again.  
—Luke



Dear Luke,

I have not seen a repair plug pop out of a tire, but I don't have experience with them on road tires. A plug can come out if the puncture is larger than the repair plug and may have required more than one plug to make the seal.

Here is the official response I received from Dynaplug to your letter:

“Dynaplug is a road or trailside solution for emergency flat repair on tubeless tire systems. Repairs are good for the life of the tire, as long as a “good” or proper repair is made. A “good” repair may take multiple plugs based on the size of the hole, and the amount of sealant remaining in the tire.

Dynaplug repair plugs bond directly to the tire, sealing the puncture in real-time.

It appears that your reader got a second puncture and was riding high pressure in his road tires. This would account for the sealant spray. The fact that the first repair plug was still in

place indicates a second puncture was the problem. Multiple repair plugs can be used in a tire, sealing multiple punctures is not only acceptable but encouraged.  
— Billy Sinkford, ECHOS Communications”

Here is a response from Challenge Tires North America:

“I have been running the Lezyne system [ed., a tire-plug system consisting of a reamer/insertion tool that pushes wire tire-plug strips into the tire] on my gravel bike and the Stan’s Darts [ed., a tire-plug system that works with the Stan’s sealant in the tire] on my mountain bike. And I am still running inner tubes on tires narrower than 32mm. I ran road tubeless back in the Hutchinson/Shimano era, and it was fine. But the inner tube system just works better for me on those common roadie sizes. I have found that narrower tires tend to lose a lot of pressure before the sealant begins to work, which requires me to still stop and inflate the tire. And if I am going to stop, I might as well spend some time examining the tire and maybe popping in a tube.

Back to your question and those from the reader: I am not familiar with any issues with Dynaplug or any other plugs in our TLR tires.

And the Dynaplug system seems to be very popular. Most of our supported gravel athletes are running that system and many of the riders around here (Madison, WI) do as well. I have seen these riders use the Dynaplugs thru both the tread and casing with great success.

I have seen plugs fail on road tires. I don’t remember the brand; however, these were similar experiences to what your reader mentions below. The first plug failed and the second was a success. We did perform some trimming on the second plug, and we assume that was the reason.

The first plug was jammed in the hole and left a bit of the “bacon” material — like an extended finger. We assume this finger was pulled out during riding considering the pressure between the road and the tire and there not being any knobs to protect it as with a gravel or mountain tire. We trimmed the bacon/finger on the second plug, and it stayed in place, with no issues. That rider checked his tire when he got home and did not find the plug inside the tire, so it was definitely pulled out, not pushed in.

In a second instance, I was on a gravel ride and a friend plugged his tire. It held just fine until we hit the pavement. Once we hit the pavement, the plug pulled out. We added a second plug, trimmed it, and that seemed to be fine on the road back to the car.

In both cases, the plug was placed in the center of the tread where the tire would be rolling on the pavement.

My assumption is that the extended plugs are being pulled from the tires when riding on the pavement. With two experiences where extended plugs are pulled out and trimmed plugs are

not, that seems to support my theory. However, I have not performed any testing of my own to determine if this is the case.

In another experience, a friend plugged a tire and it held for a little while before we heard it hissing and saw sealant spraying from around the plug. We added a second plug and that seemed to fix the issue. In that case, the hole was bigger than the plug and the sealant did a good job filling that gap until we started riding. The flexing of the tire was causing the hole to open and close around the plug, and the sealant couldn't compensate until we added the second plug. I had a similar experience to this with a truck tire as well. The first plug was not large enough, and the second plug was the solution.

I realize this doesn't answer the question, but it might provide some potential causes.  
— Chris Clinton, Challenge North America

Stan's Dart is an alternative to a Dynaplug Photo: Stan's  
From a tire engineer at Mavic:

I personally have experience with the Dynaplug plugs and I just love this kit: small, neat, anything you need in it, and super easy to use. I would recommend it to any cyclist using tubeless tires. The experience of your reader is concerning though.

Knowing that the metallic part of the plug stays inside the tire, I would tend to believe that it is impossible for it to pop out once installed. Unless the tire casing shreds larger, creating a larger hole and allowing the plug to pop out.  
—Maxime Brunand, Mavic

From Schwalbe North America:

Yes, I have heard of a Dynaplug popping out, but am assuming it's very rare. My educated guess is that it happens when the carcass has sustained a significant amount of structural damage (where with a tubed tire you'd definitely require a boot). A plug is excellent to get you home in a pinch, but my take is that any time a plug is required the tire is probably in quite a dubious shape.

My definition of when a plug IS required is when the sealant has been given the best opportunity to work and it has failed. These are the criteria I use:

1. The sealant is from a high-quality brand (only a couple of sealants on the market work well with tubeless road tires)
2. The sealant is in good condition and is less than 2 months old (unless it's an 'endurance' formulation of some type).

3. The rider DOES NOT STOP if they notice the puncture (stopping is the worst thing that you can do).
4. Pressure drops so far that the bike is not practically rideable (usually 20psi or less).
5. The rider doesn't make the mistake of trying to inflate the tire immediately once the sealant has done its trick (even if this is in the 20-30 psi range).

If sealant doesn't work in the above conditions, then it's a good chance the carcass has some fairly bad damage.

— Andrew Batchelar, Schwalbe North America

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

Follow @lennardzinn on Twitter.

## **Health Corner**

### **5 Essential Recovery Tips for Cyclists**

GET BACK ON YOUR BIKE SOONER AND STRONGER WITH THIS EXPERT-BACKED ADVICE FROM RETIRED PRO BRAD HUFF.

BY BICYCLING MAGAZINE FOR AMP HUMAN Oct 31, 2018

Brad Huff using PR lotion by Amp Human  
Courtesy of Amp Human

Want to become a better cyclist? Get smart about your time spent off the bike, says Brad Huff, a former professional American cyclist who rode on the pro circuit for 13 years, finishing his career with Rally Cycling.

"Recovery is the number two thing besides going out for training," says Huff, who, before he retired last year at age 39, was the oldest pro continental rider in the world. "If you don't recovery properly, you can't come back strong the next day." Here, Huff shares five essential tips that will help cyclists of any age and ability up their recovery game.

"Recovery is the number two thing besides going out for training."

### Refuel Right Away

Downing a protein and carb-based recovery drink as quickly as possible after a long and/or strenuous ride is key, Huff says. The protein helps repair your damaged muscle tissue, and the carbs restore your body's supply of glycogen, which is your primary source of fuel during exercise. His go-tos: chocolate milk (8 grams of protein and 26 grams of carbs per serving) and CLIF Recovery Protein Drink (10 grams of protein and 31 grams of carbs per serving).

"As soon as you put the bicycle in the garage or on the bike rack in your car, you should have your recovery drink ready," says Huff. If you don't, you will offset your recovery time. He'd follow this protocol after nearly every ride, drinking a bottle of chocolate milk or the CLIF mix. On particularly difficult days, he would "double down" and drink both.



### Stretch Often

As an athlete plagued with injury throughout his career, stretching was "just as important as nutrition for me," says Huff, who took time every single day to stretch. "If I wasn't on the bike, I was doing a stretching routine."

Stretching, Huff adds, is extra important for anyone who works a typical desk job or is otherwise sedentary most of the day (like practically all of us). "It's tough to go from being locked in one position all day to being completely mobile on the bike," Huff says. A proper stretching routine can help you stay loose before and after your rides.



Huff's routine includes movements targeting the major muscles used in cycling: his hips, quads, glutes, and hamstrings. "It kept me limber after so many hours on the bike," he says. His favorite stretch: the Brettzal, a full-body move that opens up the entire front side of the body, from ankle to shoulder.

## **Fight Muscle Fatigue**

Recovery isn't only about your post ride protocol—what you do before is important, too. Huff's pre-difficult-ride routine: lathering on PR Lotion with Bicarb from Amp Human, which combats the fatigue and soreness that would inevitably otherwise set in.

"I'd put PR Lotion on both before and after a competition."

The special formulation is clinically proven to deliver extra bicarbonate to muscles, which helps to neutralize acid buildup and fend off fatigue. It's also useful in reducing muscles soreness if applied soon after a ride, Huff adds. "I'd put it on both before and after a competition or on an especially hard day of training," he says.

## **Cool Down**

You know the feeling: you're standing on the side of the road after a brutal ride, legs completely blown, and certain you can't clip back in. But instead of just calling it a day and limping your way home, go spin for at least 10 to 15 minutes with no exertion. "This helps your legs loosen back up and come back to a balancing point where you feel good again," Huff says. It also ends your ride on a more enjoyable note so that you leave with positive feelings instead of viewing your bike as a torture device, he says.

## **Respect the Rest**

Pay attention to how your body feels before, during, and after your workouts, Huff says. Too many people burn candle at both ends, he explains, which results in plateauing and even losing fitness at a certain point because you're so fatigued. "As a cyclist, it's good to be lazy at the right moments," he says.

When you feel extremely fatigued, no matter what your prescribed training program says, take a day completely off, he advises. Then, on your next ride (or two), take it super easy. "That means if you took your grandma on a bike ride with you, that's how slow you would go," Huff says. "Stay on flat roads with no hills —or maybe even downhill." The point of these recovery rides is to facilitate blood flow in your legs without inducing stress. This will enable you to loosen up and regain your zeal for cycling. With proper rest, you'll come back "feeling fresher and ready to go," he says.

## **Safety Corner**

### **Electric Bike Safety Tips for Seniors**

SENIOR COMMUNITY AUG 16, 2021

Riders of every age are already enjoying the many benefits of electric bike ownership. Young riders are delighted at the speed and sustainability of e-bikes. Middle-aged riders enjoy the practicality and social advantages of the sport and senior riders can exercise without pain or risk of injury. The uses for electric bike transportation are limitless, but because e-bikes are still relatively new in the past decade or two, not everyone is aware of how to safely ride them. And according to new data, more and more individuals are suffering from injuries of all types such as arthritis, knee replacement surgery, or recovering from a broken bone. They are looking for good equipment and proper guidance to assist with a recovery routine. An e-bike is an excellent way to recover from a mobility issue, but proper safety while you are riding is a good way to prevent another injury from occurring!

This article will focus on safety riding tips for seniors and general riding advice for seniors, but riders of all ages can apply these tips to ensure a safer, happier, and healthier riding lifestyle. We've covered why e-bikes are the Best Transportation for Retired People During the Summertime, so now let's cover how to stay as safe as possible while riding! Not only will you reduce the likelihood of injuries by using these safety tips, but you can also rehabilitate yourself from a previous injury if needed.



#### **Tip #1: Use Proper Safety Equipment**

Proper safety equipment is the first step towards maintaining a high level of safety during any ride. Helmets, bright reflective clothing, and rearview mirrors will all help you avoid or reduce an injury. According to a 2019 study published in Brain Inquiry, “wearing a helmet significantly reduces injury severity, length of stay in a hospital, and length of stay in Intensive Care Units.” Kids are also least likely to wear a helmet, so it is helpful for their grandparents to provide a good example by always wearing one while riding. This safety riding tip cannot be overstated. Accidents happen when you least expect them. Eliminate the risk of a head injury by wearing proper safety equipment whenever you are in motion.

### **Tip #2: Know Your Route**

Knowing your route in advance is an excellent way to increase the safety of your ride. You do not want to be surprised by rough terrain, steep hills, or tight turns. Choose paths and roads with smooth surfaces and new pavement if possible. Try not to ride where cars cannot see you such as hilly roads or fast streets, especially during sunrise and sunset, when driver vision may be obscured by the bright light.

If you find yourself on an unknown or unfamiliar path, ride slower than usual and watch for obstacles in your way. An e-bike can allow you to cover huge distances and give you access to more of the city you live in, but it's always a good idea to have a plan. Check out your ride on foot, by car, or by using Google Maps before you embark on the journey. You can also ask other riders in your area about their thoughts on certain trails or roads. They may have helpful tips or alternative routes you can take that will be safer or easier.

### **Tip #3: Ride with a Friend**

Include a friend or family member on your rides to eliminate the risk that you get into an accident and are unable to move or call for help by yourself. Bring a friend, especially if you are going to a new park or part of your city. Multiple riders are more visible, can help each other during an emergency, and watch for upcoming obstacles. Riding with a friend or cycling group is one of the best safety riding tips for seniors. You may also find that it is a good opportunity to reconnect with someone you don't see very often!

### **Tip #4: Choose the Correct Bike**

You will want to consider all your bicycle options when you are just starting to ride.

Make sure that your bike isn't too big or tall, as previous injuries or arthritis may prevent you from getting on or handling it well.

Ensure the bike has multiple speed settings such as Himiway brand e-bikes to avoid going too fast and losing control.

Review the battery of any e-bike you are considering so that you do not find yourself stranded without power and needing to manually pedal more than expected. Himiway bikes use high-quality 48V 17.5Ah Samsung/LG batteries to give you lots of distance and power.

Finally, choose a bike model with fat tires to increase your traction and provide a more stable ride. Fat tires have a bigger surface area which makes them easier to use in tough conditions where skinny tires might cause you to slide or skid such as sand, snow, or mud. And because fat tires have a unique tire thread, they may be able to avoid small fragments of metal or glass from puncturing a hole in them.

### **Tip #5: Obey the Law**

Our final safety tip is to know the rules and laws of the location you are riding. Many states have slightly different regulations governing the use of e-bikes. Even regular bikes may have different laws in different parts of the country. We've covered the various e-bike laws in major

states before and it is good to familiarize yourself with the different classes of e-bike available. Not all e-bikes can be ridden on all paths as some will have speed limits set by the park or state.

Proper education and increased awareness of your surroundings will reduce the chance that you are in an accident with a motor vehicle, pedestrian, or another biker. Remember to always use the proper safety equipment, know the route you will be riding in advance, ride with a friend or family member, choose the correct bike for you, and obey the riding laws wherever you are. Use this riding advice for seniors to have more confidence and enjoy your next ride in the safest way possible.

## Blast from the Past Newsletter

October 1981

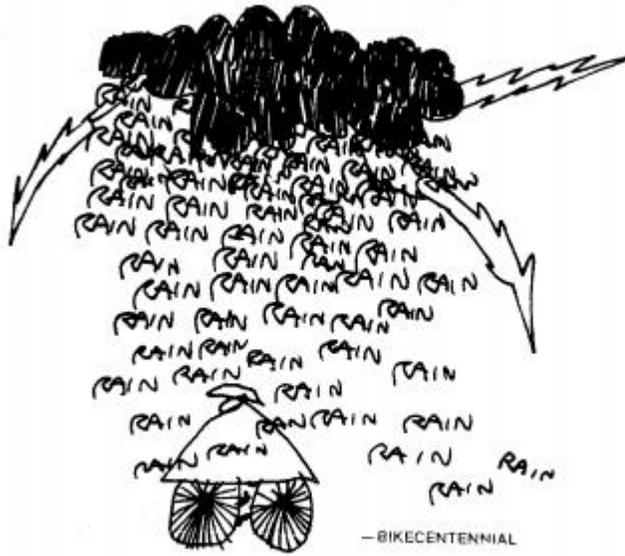
### FIRST PLASTIC BIKE BUILT IN SWEDEN

STOCKHOLM (AP)- A Swedish company Itera Development Center AB, says it has developed the world's first plastic bicycle and hopes it will become an international best-seller.

The bike, which the builders say is virtually free of maintenance and rust, was developed by two former product innovators at auto-maker Volvo. A company spokesman said the bike weighs 20 percent less than an all metal bike and will be competitive in price.

Most components are made of composite, a plastic material reinforced with glass fiber, but standard metal brakes and gears are used, the spokesman said. He said the company plans initial production of 300,000 a year for the Scandinavian market.

October 1991



October 2001

## March of Dimes Social Wrap-up

Before taking office last year, Harrisburg Bicycle Club President Stacy Markle articulated a vision of having the club reach out more to serve the community. Part of that vision was realized on Friday, August 24th when more than 30 people gathered for a Friday night social that benefited the March of Dimes.

Two different rides left the Paxtang pavilion and followed a 13-mile route that twisted and turned through Reservoir Park, past the new Civil War Museum, through Belleview Park, Edgemont, Penbrook, Schoolhouse Lane, Peiffer's Lane, and in 40th Street, crossing the foot bridge in Tailor Park and returning to the Paxtang Pavilion.

From this one event, \$301 was donated to The March of Dimes on behalf of the Harrisburg Bicycle Club (not including the sales of ducks for the March of Dimes Rubber Duck Regatta). Patricia Lynah of the March of the Dimes Board of Directors created some terrific raffle prizes, decorated the tables, and hauled gallons and gallons of cold drinks. A gourmet dinner was served by Kate Zura, Master Chef of the Evening. Sam Raup raked up glass for over 4 hours to ensure the course was safe, and Doris Raup managed the money and duck sales for the evening. Rides were led by Dave LeRoy and David Raup, and swept by Ross Willard. Special thanks go to The Bangkok Wok of Mechanicsburg, the Paxtang Grill of Paxtang, Jay Barnhart (Pedal Pusher and Country Hearth Images of Lititz). A good time was had by all. Special thanks to all the riders who gave so generously to this charity!!

The participants enjoyed a nice bike ride, chance to socialize, gourmet dinner, and as a result of this fun we were able to donate \$301 to March of Dimes. How terrific is this that this came from one Friday evening social?

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**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



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406 East Penn Ave., Rt. 422 Cleona PA 717- 273-4477

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717-361-8100  
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Saturday 10-4  
www.bicycleoutfitters.com

**Mountainside  
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SKI & CYCLE**  
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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](#)

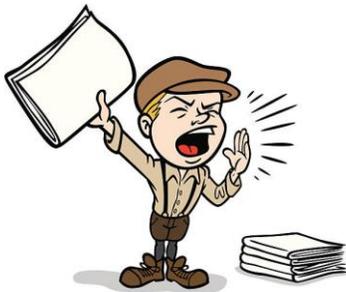
### **R.A.C.E. — Regional Area Cycling News & Events**

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

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

Annapolis	<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 October Spokesman should be sent to [editor@harrisburgbicycleclub.org](mailto:editor@harrisburgbicycleclub.org) by **October 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