



# The Spokesman

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NEWSLETTER OF THE HARRISBURG BICYCLE CLUB JUNE 2022

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## President's Corner

Welcome to Summer!!! There is something for everyone this month so no excuse for not getting out to enjoy cycling.

**June 5<sup>th</sup>: Tour de Belt** starts the month off at Harrisburg Area Community College, 1 HACC Drive, Harrisburg. Day of event details available at [caga.org](http://caga.org). Several HBC members are supporting the event as ride marshals, and HBC will have a table at the event. Be sure to stop by!



**June 14-19<sup>th</sup>: Finger Lakes** at Hobart William Smith registration closes June 1<sup>st</sup>. Information available this edition and on Special event tab of the website. Last day to register June 1, 2022.

**June 14-15<sup>th</sup>: First Annual 911 Alliance Ride** will be coming from Mifflintown June 14<sup>th</sup> to Harrisburg. HBC riders are welcome to ride with the group as they arrive in Harrisburg or leave on June 15 for Reading. Also, HBC would like to set up a rest stop at Susquenita High School (at mile 45 of their day). Please contact me if you want to ride or can assist with the rest stop or for more information/RWGPS routes.

**Williamsburg Trip - October 13-16, 2022** The ride is open for registration. There are full details in an article in this Spokesman and under Special Events on the HBC website.

**Fall Tour 2022** Registration will open on June 1<sup>st</sup>, check the website for all the details on June 1<sup>st</sup>.

**CPR Classes:** So far there have been 2 classes with 15 people trained in CPR, with a third class scheduled on June 12<sup>th</sup> with a few openings. Feedback has been excellent and many thanks to HBC Member Dave Moyer for his excellent instruction. Further classes will be scheduled if demand is present. Contact Chris Wright ([cjwright1919@gmail.com](mailto:cjwright1919@gmail.com)) for further information.

**New Rider Orientation** sessions have started on selected Wednesday evenings to help promote group riding skills. Sites include Friendship Park, Ft Hunter, U-Haul in Carlisle and start at 6 pm. Many thanks to Glenn Wareham ([glenn.wareham@aol.com](mailto:glenn.wareham@aol.com)) for leading this initiative. Event information is sent out via General Member messages.

**Friday Night Social (FNS) Coordinator** is now Kelly Dygert. FNS dates have fallen off in the last year or so, but there are still folks who enjoy a short bike ride and eating a meal together at the end of the week. Some exciting events are being planned, so stand by for more details. Kelly can be reached at [kellydygert12@yahoo.com](mailto:kellydygert12@yahoo.com).

That's all for this edition! Hope to see everyone on the road.

*Susan Tussey*

HBC President

[srtusseyhbc@outlook.com](mailto:srtusseyhbc@outlook.com)

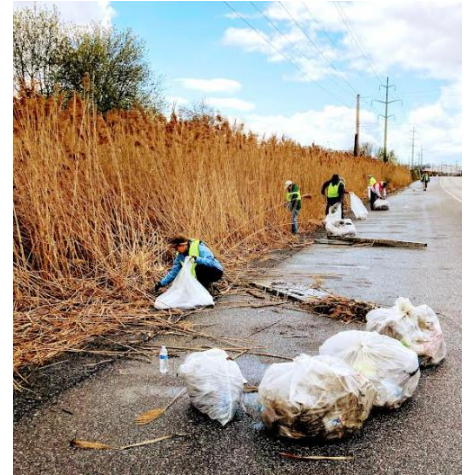
814-386-8141

## **Community Service**

### **INDUSTRIAL ROAD AND WILDWOOD PARK TRASH CLEAN-UP**

March 12, 2022, members of the Harrisburg Bicycle Club participated in a spring clean-up sponsored by Dauphin County Parks and Recreation in Wildwood Park and Industrial Road. Parks and Recreation, Capital Area Greenbelt, Friends of Wildwood members and Dauphin County Commissioner Chad Saylor and family also volunteered for the clean-up.

Thanks to those that participated. Over 100 bags, approximately 1500 pounds of trash was picked up by Harrisburg City Public Works. We are grateful to the city for their support.



## **HBC Website Poll**

The current poll is still open, please vote the next time you are on the website. These are the current results.

### Poll Responses

What is your preferred way to sell your bicycle items?

Contacting your friends 0.0 %



Have HBC create a classified section in the Spokesman 20.0 %



Have HBC create a classified section on website 60.0 %



You create an ad on Craigs List 0.0 %



You create an ad on Facebook Market Place 20.0 %





## **New Member Orientation**

New Member Orientation has started for anyone wanting to learn about riding in a group. This is a great way to meet new and old members and to help eliminate skepticism about riding in a group. The short ride after instruction is designed to familiarize everyone with group riding and is set at a slow pace and for short distances. If you are not familiar with riding in a group, this is a great way to get started and help maintain the club's high level of safety



Our events this month so far, have found us in Mechanicsburg and Harrisburg with a clinic in Carlisle scheduled for the 25th of May. I have received some requests for the Hershey area also and hope to have that scheduled soon. I hope to meet you over the next few months.

Watch your email notifications on future events or contact Glenn at [gwareham@aol.com](mailto:gwareham@aol.com)

Thank You and be safe  
Glenn Wareham - Instructor



## **HBC Picnic**

This year's HBC picnic will be held at Fort Hunter Park on Front Street in Harrisburg on Sunday, July 24. HBC has rented the west pavilion on the riverside.

Rides will be offered in the morning for all levels of rides from D to B, but there's plenty to do at the park even if you don't ride a bike. There's a great playground, a downloadable self-guided walking tour map, tours of the Ft. Hunter Mansion, horseshoe pits and the opportunity to do some boating or tubing on the Susquehanna River.



Bring the whole family! <https://forthunter.org>

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

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

HBC will provide the grilled chicken, hot dogs, water and Gatorade. Everyone who attends is asked to bring an appetizer, side dish or dessert to share. Bringing a folding chair is a good idea, too. You can also bring lawn games or other activities. Relax and have a good time with friends. The pavilion is ours for the whole day.

Ride schedule:

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

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

**NEW for 2022** we are recommending everyone register so we can adequately plan the food and drinks. Click below to register

[Register for Picnic](#)

## **Regular Ride—Mechanicsburg High School UPDATE**

The high school has construction projects during the summer, so all rides will be moved to Upper Allen Friendship Park. The ride schedule will be modified to represent this change. This will only be for the months of June, July and August.



# TCRPC Regional Bikeshare



You may remember the bikeshare program in Harrisburg prior to 2020 when the system shut down due to COVID-19.

Now, Tri-County Regional Planning Commission (TCRPC) is working with vendors, municipalities, and other regional partners to bring back the bikeshare program. The goal is to create a region-wide program and to also connect with systems in adjacent counties.

## We need your help!

If you have any suggestions for bikeshare locations or are interested in sponsorship opportunities, please let us know at the link below.

## Feeling Creative?

Think of a catchy name for our bikeshare - the winner will receive a free year of bikeshare!

**Interest Form and Contest Entry**



<https://www.tcrpc-pa.org>

For questions or more information, please contact Tri-County Regional Planning Commission at 717-234-2639 or [lweaver@tcrpc-pa.org](mailto:lweaver@tcrpc-pa.org).

## **2022 Bike Month for June**

- **World Bicycle Day**, June 3. Tricycle or tandem- Cycle your troubles away on World Bicycle Day. This day celebrates the bicycle as a sustainable and reliable form of transportation. <https://www.un.org/en/observances/bicycle-day>
- **Bike Travel Weekend**, June 3-5. Experience the joy of traveling by bike. <https://www.adventurecycling.org/resources/bike-travel-weekend/>
- **The Tour de Belt!** Sun., June 5. Have a great time on your bike while supporting the beautiful Capital Area Greenbelt, the emerald necklace that circles Harrisburg. This year you can choose from a virtual ride or the main event on June 5. Details at <http://caga.org/tour-de-belt/>





## **HBC Finger Lakes Trip**

**HBC Finger Lakes Trip - June 16 to 19, 2022 (early arrival options 6/14 or 6/15)  
LAST CALL TO REGISTER – MUST BE REGISTERED BY JUNE 1ST**

There are 86 people registered to participate in the 2022 HBC Finger Lakes Trip, with 79 staying on campus in the O'Dell's Townhouses at Hobart-William Smith Colleges in Geneva, NY and 7 people staying off-campus. This includes 18 first time Finger Lakes participants. We still have room for a few more people, so we are accepting additional registrations until June 1. Please register ASAP if you want to join us!

The 2022 base cost (\$165.00) per person includes 3 nights "on-campus" lodging (Thurs., Fri. and Sat.), 3 hot "All You Can Eat" breakfasts served in the dining hall (Fri., Sat. and Sunday), socials on Thurs, Fri. and Sat., with light snacks provided, bed linens, a pillow and 1 towel. All rooms have air conditioning, although nights are normally pretty cool. All townhouses have a refrigerator and stove, but participants must bring their own cooking and eating supplies. If you prefer, you can make your own off-campus lodging arrangements. There are several hotels and campgrounds in the area.

Details are available on the HBC website ([www.harrisburgbicycleclub.org](http://www.harrisburgbicycleclub.org)) Special Events page for the Finger Lakes. Payment is required when you register, either via PayPal or a check that can be mailed in. It will be possible to stay extra nights (Tuesday and/or Wednesday only) at the college at a cost of \$43.30 per person per night.

Participants will receive additional information in early June, including Townhouse assignments. Please contact Susan Tussey with any questions about registration at [srtusseyhbc@outlook.com](mailto:srtusseyhbc@outlook.com) or 814-386-8141.

We still need volunteer ride leaders for Thursday, Friday, Saturday, and Sunday. Please contact Phyllis ([pjzitzer@gmail.com](mailto:pjzitzer@gmail.com)) if you are willing to lead a ride. Marilyn Chastek will lead an Orientation Ride at 6 p.m. on Thursday, which is highly recommended, especially for new participants. Be sure to plan to arrive in time to be ready to ride by 6 p.m. on Thursday to join this ride. We will discuss ride options during social time and at breakfast each morning (Fri., Sat. and Sunday). Participants that choose the option to arrive earlier, are "on their own" to organize rides with friends on Tuesday and Wednesday. Ride with GPS (RWGPS) cue sheets and maps for routes in the Finger Lakes area are available to download and/or print at home in the HBC RWGPS Routes Library. A printed packet of popular cue sheets and maps can be purchased in advance by any participant that wants them, at an additional cost option @ \$5 each, but must be ordered by June 1.

In 2022, Phyllis Zitzer is chairing the trip and Susan Tussey is the registrar. Please contact Susan Tussey with questions about registration. 814-386-8141 or [srtusseyhbc@outlook.com](mailto:srtusseyhbc@outlook.com) or for all other general information, contact Phyllis Zitzer [pjzitzer@gmail.com](mailto:pjzitzer@gmail.com) or 717-379-3054.

## **Registration is Now Open for the 2022 HBC Three Creek Century**

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

The Three Creek Century will be held at the Penn Township Fire Department Complex, 1750 Pine Road, Newville PA on Sunday, Sept. 18. Registration is only \$35 if you sign up by August 15 for this fully supported event which features low traffic country roads with scenic creek side riding and mountain views.



The Three Creek Century is noted for its great food, including homemade soup and thousands of fresh baked cookies! Route choices include the 18-mile Cumberland Valley Rail Trail, the 25-mile Yellow Breeches Ramble, the 29-mile Opossum Lake Loop, and the 51-mile Big Spring Meander. You can combine those routes as you like, including a full 105-mile Century ride by completing the three road routes.

The 51-mile Big Spring Meander can be done via the traditional route, or by tackling the South Mountain Challenge, which adds 1,000 ft of additional climbing but still totals 51 miles.

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

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

**The Trifecta is back!** Yes, the Three Creek Century, the Chocolate Tour and the Covered Bridge Classic are partnering once again to offer you the premiere bicycling events in Central PA. You can register for all three events with just one click by using this link below plus you save \$5 and receive a special commemorative gift.

<https://coveredbridgeclassic.com/trifecta/>

**New for 2022:** Every rider who checks in at the Three Creek Century on Sept. 18 has a chance to win a Kuat Sherpa 2.0 bike rack...a \$630 value!

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

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



**kuat®**

## HBC Williamsburg Trip - October 13-16, 2022 – Registration is NOW Open

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 13th 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 are 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 breakfasts and hospitality are \$180/person (double occupancy) or \$345 (single occupancy).



Register by clicking [HERE](#)

We are limited to approximately 80 attendees. Registration will close on August 31st or sooner if we reach capacity.

For event information, visit the Special Events menu on the [HBC website](#) Click [HERE](#)

For more information, contact the event organizer Rick Nevins - [rick@nevins.com](mailto:rick@nevins.com) or 717-579-7644.



## **2022 Fall Tour - UPDATE**

47th Tour in Memory of Owen Moore September 20 – 25, 2022

Join the Adventure! New Destination! New Ride Down route! New Overnight Hotels!

Ride Down: Tuesday, September 20 to Friday, September 23

Weekend in Wildwood Crest: Friday,  
September 23 to Sunday, September 25th

Registration for the 2022 Fall Tour will **open**  
**June 1** and registration **closes Wednesday,**  
**August 31 at 5:00 PM**

Any questions? Call or email Jim Buckheit,  
Fall Tour Chair, at 717-805-8213 or  
jebuckheit@verizon.net



## **Ride with GPS**

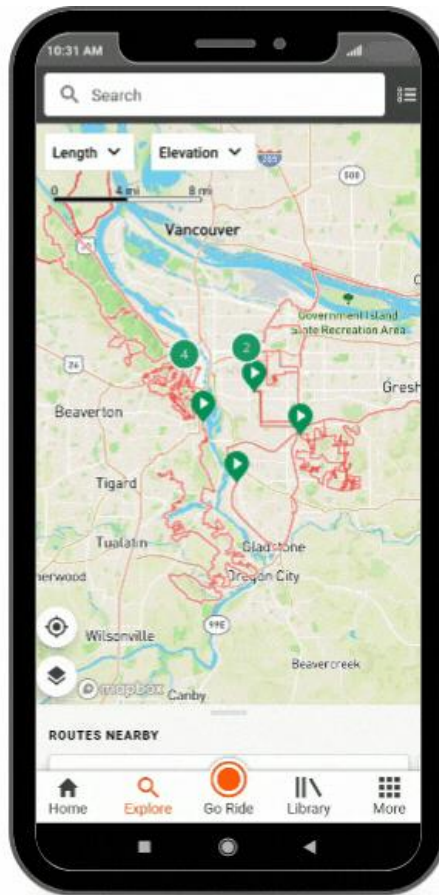
**EXPLORE is the starting place for your next great ride.**

Landing halfway across the world and want to immediately find the premier routes? Looking to discover some great new routes one town over? Get out your phone and open up our mobile app because you're going to want to check out EXPLORE, a new map-first interface to search for and discover the best routes anywhere in the world.

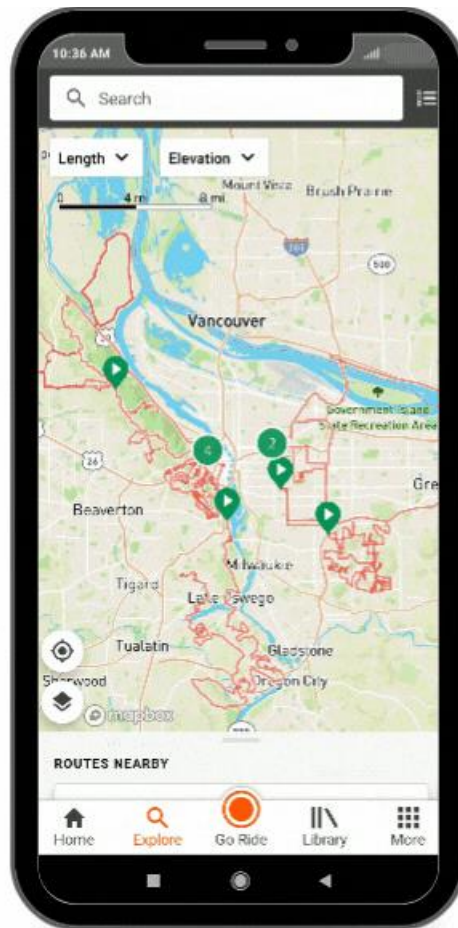
No more scrolling through lists of routes with no map for context — EXPLORE lets you view the map for a particular area and immediately see the best and most popular routes, while supplying details about surface type, length, elevation and more.

**Let's take a look around...**

Open the mobile app, click Explore at the bottom, and you'll see a map open that shows the ten most popular routes or rides in your default location. Slide the bottom tray up to reveal a carousel with previews of each route. As you swipe through, the map will select and center the corresponding route.

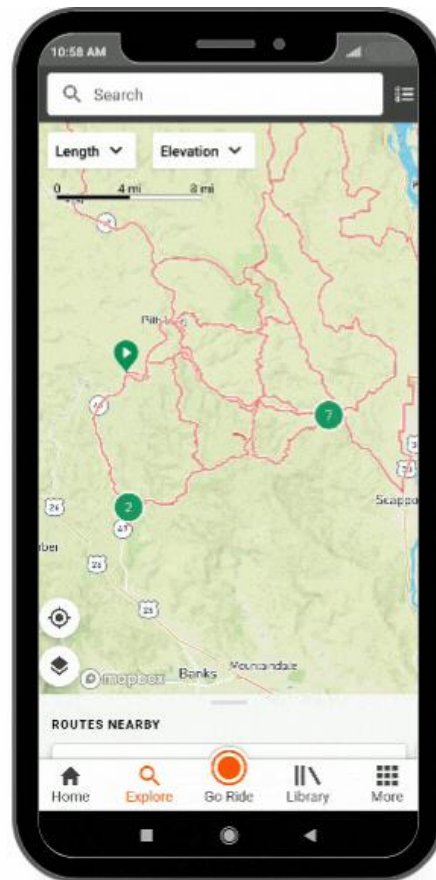


Not the exact area you are looking for or want a closer look at a particular spot? Zoom in, pan around and then tap to Search to generate a new set of routes.



Find a route that looks interesting? Tap on the route line or a start icon to generate a preview of that particular route, and then tap on the route card to open it up and start navigating. You can also tap the numbered clusters to expand and display the routes contained in that cluster that share similar start locations.





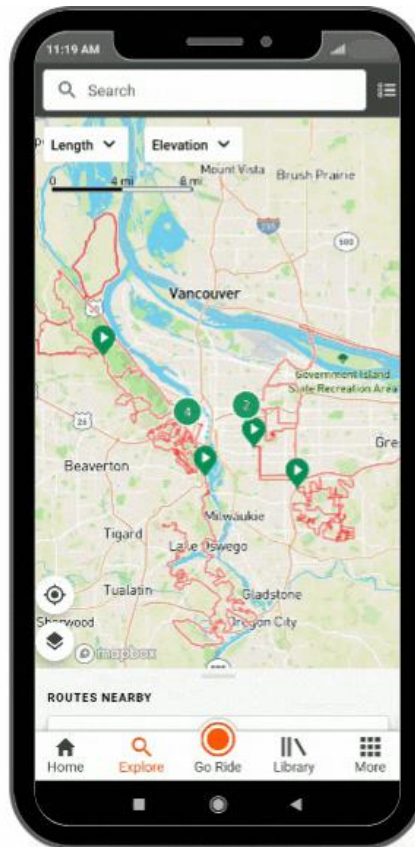
*"Having already been to two new locations since the launch of EXPLORE, I've been able to test the software, and quite frankly, I'm floored with how well it works! Whatever magic algorithm Ride with GPS is using to identify these routes is awesome."*



**Ted King** // Gravel Racer & Former WorldTour Pro

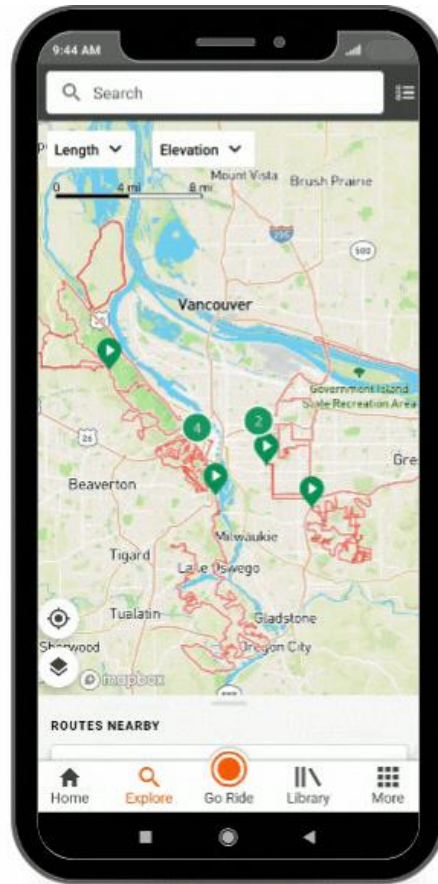
**Let's talk specifics.**

Looking for a specific route? Tap Search at the top, select Routes, and type in the name.



Looking for a specific place to start your ride? Maybe a campground? Perhaps that one park where you always meet your ride buddy? You can type that in too and we'll pan the map to that exact location with the best routes around it.





Looking to ride a specific length? Use the distance and elevation filters to refine your search and get the perfect route for your lunch ride.



## **Technical Corner**

Dear Lennard,

I still have and read *Bicycle Road Racing* by Ed Borysewicz. Eddy (who was “the man” back in the day) recommended longer cranks for leverage, climbing, and time trials. My inseam is 29 inches, I was not a spinner and used 170mm cranks for many decades.

Currently, many of my cycling friends who are taller are turning 165mm cranks, which they tell me are kinder on the knees.

I have been considering going 165mm and understand I will need to raise the saddle 5 centimeters to maintain the same leg length but what about the fore-aft position over the peddles? Would I be moving the saddle 5cm backward, to keep the same position over the spindle, or does the seat tube angle make it a zero-sum game?

— Dan

Dear Dan,

In general, I do not necessarily agree with your friends' contention about a 5mm shorter crank being easier on the knees.

Indeed, Eddie B. was the man back in the day, and I also have had his books for many decades. When I was on the national team, Eddie B. told me I should be using longer cranks when he did a fitting with me, upon my entry into the Olympic Training Center in Colorado Springs. I was riding 180mm Campy Super Record cranks, and those were the longest available that I knew of, at the time. He told me to use 185mm cranks for time trials and hill climbs and 182.5mm cranks for everything else (my inseam is 38 inches). When I told him that nobody makes those lengths, he replied, "Oh sure, they make, they make." Well, "they" didn't make those at the time (1980). However, it did put a bug in my ear, and, 20 years later, I started offering custom cranks in lengths that "they" don't make, whether shorter (we offer 130mm in some models and have done as short as 100mm) or longer (we offer up to 220mm in some models and have done as long as 250mm).



Suffice to say: I think about crank length a lot. Assuming your saddle height to the bottom pedal is the same with either crank, shortening your crank will put slightly less stress on the knee at the top of the stroke because the knee bend is less; the crank circle diameter is decreased by double the difference in crank length. But people generally apply minimal pressure on the pedal at the top of the stroke. By the 2 o'clock position, where most people begin applying significant force, that vertical distance that the foot is less high above the bottom is only slightly more than the crank length difference. So, in your case going from 170mm to 165mm cranks, your knee is maybe 6mm vertically lower relative to its bottom position than it would have been on your 170s at the 2 o'clock position, and by the bottom of the stroke, the knee bend is exactly the same. That will result in a tiny reduction in pressure of the back of the patella against its grooved path in the femur end and tibial plateau; I doubt it will be noticeable.

Unless you change your gearing, however, the strain on your knees will be greater with the shorter crank. That's because, if you pedal the same gear at the same speed (and hence the same cadence) as you did with your old crank, you have to provide more force due to the decrease in leverage. It's analogous to pulling a stuck nail out of a hard board with a claw hammer or with a crowbar; your muscles and joints will strain more with the (shorter) claw hammer than with the crowbar. Now perhaps you can see why I am not willing to accept the argument of your buddies at face value. If you actually were to ride differently, namely gear



down more and spin faster with the shorter crank, then I will be willing to concede the point. Of course, you could also try that with your current crank...

The big advantage that I do see of shortening one's crank is for events where aerodynamics is of the essence (time trials and triathlons). There, the shorter crank allows you to get lower on the bike and significantly reduce aerodynamic drag. When adhering to the UCI regulations of a 5cm setback of the nose of the saddle behind the bottom bracket, very few people can pedal with their torso horizontal, because the hip angle has become so tight that the hamstrings and low back muscles won't allow it, and the knees may also hit the chest or the "lunch muscle."

Shortening the crank allows the rider to lower their elbow pads (and hence their shoulders) by the crank-length difference (see crank circle diameter discussion above—pedal at the bottom is higher by the length difference but at the top is lower by that same amount). Doing this provides such a dramatic reduction in aerodynamic drag that even if there is a loss in power output due to the shorter crank, it will be overshadowed by the reduction in power required to go the same speed. And the higher the speed, the more this aerodynamic effect overwhelms any power output difference.

To answer your question: Yes, it is advisable to also move your saddle back when raising it to maintain the same fore-aft position of the knee relative to the pedal at the 3 o'clock position. Obviously, these changes also change your drop and reach from saddle to handlebar and bring up other questions like, "Do I also raise my stem the same 5mm?" and, "Do I also shorten my stem 5mm?" The answers to those are, "Maybe. It depends." You would need to try it and see what you think. You may feel good leaving the bar where it is (see above about a lower upper body position with a shorter crank).

— Lennard

Dear Lennard,

I just read your response to a question regarding fit for a rider with particular objectives for a gravel bike. It spotlighted the absence of the obvious, to me.

The majority of the options are carbon fiber, monocoque balloon-molded frames with production geometry dimension ratios locked to the mold of that size.

Riders optimizing their fit are reduced to stems, bars, and seat posts of varying sizes and setbacks. These bikes are not inexpensive and fitting by means of peripherals to the real sizing issue, the frame, is bodging.

I rode for years on a production frame that was a 90 percent fit, built to cover the last 10 percent for my riding. My legs are "too long for my height" according to production size geometry ratios.

I often read your articles and advice providing solutions from production products, but my years and miles of riding have given me the confidence to turn my back on production bikes; precious or less, they are just OEM models.

I am sad about the idealized status that production-sizing and geometry of the escalating-cost superbikes and hyperbikes receive, given their lack of ability to offer geometry options but also the advice to skip them and get a bike made by a custom builder for what has become a comparatively affordable price. Fit is more valuable than “I’ll fit unobtainium.”

— Asc Pgh

Dear Asc,

Being a custom framebuilder, that’s music to my ears. I certainly agree with you that the best way to get the ideal fit is to have someone you trust to build it to fit your body, and riding style.

— Lennard

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**

How to address and resolve IT band pain

Tips, tricks, and hacks to alleviate leg and knee pain. MAY 10, 2022 LENNARD ZINN

Dear Lennard,

I’m 70 years old, six-foot-two, 240 pounds, and riding a Lynsey XL bike. I ride three days per week, 20-30 miles each day. I’ve had a professional bike fit, but I’m having problems with an IT band that continues to be painful. The fitter has put extensions on my pedals to widen my base. Do you have any other thoughts to provide relief to my IT band problem?

— Bob



Dear Bob,

Yes. Try getting rid of the pedal extension on the sore side.

I have had my share of debilitating IT-band pain and can offer some advice, as I have managed to completely heal from it and be largely symptom-free for many decades. I never assume it won't come back again or is something I have permanently alleviated, however.

For those yet unfamiliar with the iliotibial (IT) band, it is a broad tendon (a thick band of elastic tissue that connects muscle to bone) on the lateral side of the upper leg that narrows down as it passes by the knee. It runs from the top of the pelvic bone (the iliac crest) to just below the knee, where it connects to the top of the tibia.

When the IT band flares up, the symptom is pain on the lateral side of the knee due to friction between the iliotibial band and a bump (epicondyle) on the lateral side of the lower end of the femur. With every pedal stroke, the narrow section of the IT band alongside the knee strums back and forth across this bony protuberance. It should be obvious that if this huge tendon is very tight, it will push hard against the bone, and this strumming of it across the epicondyle with every rotation of the pedals could bring on inflammation.

There are two main ways I addressed IT-band pain and resolved it. Because it is so painful, I don't ever want another recurrence, and I have been religious about doing these two therapies regularly ever since.

The first methodology I always employ if I have an IT band flare-up is one that PTs and orthopedists often recommend, namely IT-band stretching and, once it stops hurting, foam rolling. I have a few different IT-band stretching techniques I use, and I won't go into the details here, since you can find lots of instructions online for stretching the IT band, with illustrations and photos. Be aware that stretching the IT band requires close attention to form during the stretch, since improper hip rotation will let the IT band slip away, unstretched.

Foam-rolling the IT band is not something you can or should do when you are experiencing the sharp lateral knee pain of a sore IT band; it is simply too irritated and inflamed for this to do anything other than further inflame it. However, I do roll the lateral side of my legs from my hip bone down to my calf on a foam roller at least once a month when it is asymptomatic. It feels better when I do so and feels like it softens the band. I recognize that there is some disagreement about whether foam rolling actually loosens the IT band. It feels good to me, so I do it.

Adjustments to orthotic footbeds can help alleviate IT band pain. (Photo: Lennard Zinn)  
The more important immediate thing I do is to reduce the tension in the IT band with my shoe setup. I wedge up (raise) the lateral side of the foot on the affected side so that it won't pull as hard on that big tendon with each pedal stroke. I came upon this because the first time my IT bands flared up was when I naively switched to shoes that intentionally supinated my feet (rolled them to the outside). This was a design feature of the original Time shoes, which were introduced along with the original Time pedals, in the late 1980s. All it took was a long ride or two in those shoes, and I was in agony like somebody was stabbing me with an icepick on the lateral side of both knees. I then realized that, prior to clip-in (a.k.a., "clipless") pedals, of which the Times were one of the first I tried, my feet always tended to pronate (roll to the medial side) on the bike. Prior to that, with toeclips and straps on Campagnolo road pedals with leather-soled shoes, my first metatarsal deformed the medial shoe sole in the metatarsal area down into the cage of the pedal, pronating the foot; this is no longer possible with hard-soled shoes and clip-in pedals. Even with a flat clip-in system, my feet are less pronated than they had been through all of the years of my racing career at an elite level, and their supination with those early Time shoes pulled tension on my IT bands.

To proactively wedge my foot so it pronates to alleviate IT-band pain, I stack up shims under the lateral side of my insole. I save the stock insoles that come with any cycling shoes I get, and when I have IT-band pain, I remove my custom orthotics and use a stock insole that I have modified to can't my foot to the medial side (i.e., I cause the foot to pronate by stacking up shims under its lateral edge). I trim progressively narrower strips off of the lateral edge of insoles and glue a stack of 2-4 of them (I use more if the pain is more extreme, fewer if the pain is mild), decreasing in width, under the lateral side of an untrimmed insole so that it is



shaped like a wedge in cross-section. Then I put it in my shoe and ride with it like that. It immediately reduces or eliminates the pain in my IT band where it strums past the lateral femoral epicondyle.

After a week or two of riding pain-free that way, I peel off the bottom, narrowest layer I have glued to the insole, and then ride with my foot less pronated. If that is pain-free for a week or more, then I remove the next layer, etc., until I am back to only the bare insole, at which time I return my normal custom orthotic to the shoe. This has always relieved the pain and gotten me back to a pain-free setup.

Specialized BG shoes used to intentionally supinate the feet, as did the “Big Meat” cleat shims that canted the cleat and were popular in the 1990s. All I had to do was ride a few days with either of those setups and I was back in the IT-band-pain cave. Now, I make sure I only ride in shoes whose soles have constant thickness across the metatarsal area, and I add a thin Specialized BG wedge under the orthotic in my left shoe to lift the lateral edge of that foot. This keeps my IT bands happy.

In your case, Bob, you should be aware that increasing your pedaling stance with those pedal extensions (or longer pedal spindles) will have the same effect of increasing tension on the IT bands as tipping your feet to the outside would have. Widening the pedaling stance is a common adjustment made by fitters if the knees flare out at the top of the pedal stroke. The idea is to bring the feet under the knees and cause the knees to track more straight up and down, but it may be that doing so causes more tension in your IT bands than your body can handle.

Analogously, and the reason that early Time and Specialized BG shoes and Big Meat cleat wedges canted the feet to the outside, wedging the medial side of the foot is often used by fitters if the knee is perceived to fall in on the downstroke and track inward of the foot during pedaling. Supinating the feet props the knees out more, thus better aligning them over the feet throughout the pedal stroke; at the same time, it puts greater tension on the IT bands.

Save for rare flare-ups and thanks to regular IT-band stretching and my shoe setup, I have been pain-free in the IT bands since at least the last time I rode over 200 miles in a day or did over 15,000 feet of climbing in a day. Super-long, super-hard rides like that often brought on IT-band tenderness and required my immediate attention to canting my feet, or the pain would become chronic. I no longer do rides like that anymore, and I avoid any shoe/cleat setup that would supinate my feet. Perhaps sharp pains in my IT bands are a thing of the past for me.

— Lennard

## **Safety Corner**

Blue skies, warm temperatures, and plenty of vacation days make summer the ideal time to ride your favorite beach cruiser around the city or down to the beach. But even if you ride good bikes, riding in the heat isn't always a breeze. Here are some tips and tricks to get the most out of your summer rides while staying cool and safe:

### **Stay Properly Hydrated**

On days when the sun is baking and temperatures are scorching, you'll most likely be sweating while you're riding. It's critical to stay properly hydrated. If you don't get enough fluids in your body, you may become dehydrated, which zaps your strength to push the pedals. It doesn't take much to stay properly hydrated. Simply pack a water bottle with you and pull over to sip it when you're thirsty.

### **Know the Signs**

Knowing the symptoms and signs of dehydration is critical. Some signs of dehydration can include:

- Increased thirst
- Feelings of sleepiness or drowsiness
- Dry mouth
- Decreased urine output
- Headache
- Dry skin
- Dizziness

### **Protect Your Skin**

When you're riding around outside on your hybrid city bike, it's vital to protect your skin from the sun. Harmful UV rays can cause burning, premature aging, and even skin cancer. While applying sunscreen may be one of the first thought that comes into your head while you're at the beach or by the pool, it's easy to forget when getting ready to ride.

A high SPF number provides the best protection. A waterproof lotion is also good because you may sweat a lot. Lather up your back, arms, nose, cheeks, and ears. And remember to lather sunscreen onto the backs of your legs! Sunlight that is reflecting off of the ground can burn your calves and behind your knees, making things uncomfortable for your next cruise on one of your cool city bikes.

**Get a Bike that Fits Your Needs**

In order to stay comfortable, you want to buy a bike that caters to your riding needs. Our EVERYjourney is perfect for riding around town while the In the Barrel cruiser is ideal for a bike ride to the beach. Thankfully, we offer a plethora of good bikes to choose from.

**Wear Lightweight Clothes**

In order to stay cool while pedaling, wear breathable clothing with high sweat wicking technologies. Look for clothes with mesh panels and full-length zippers so you can get as much cool air on your skin as possible. A wicking base also helps to remove sweat and keep you dry. Thin socks and well-vented shoes will prevent your feet from getting hot and clammy, keeping you comfortable all day long. Don't forget your helmet!

**Take Plenty of Breaks**

If you feel tired or thirsty, remember to pull over to a safe spot and take a break. Heat exhaustion is a real threat to summer riders.

## Blast from the Past Newsletter

June 1982

### Gear-Up 1982 - the gear of the century - June 3-6, 1982 Shippensburg State College

#### HOSTS WITH THE MOST!

The curtain is about to go up on the biggest event our club will be involved in this year -- GEAR-Up 82. I've been haranguing you in past issues about helping out, making people feel welcome, and so on. I have just one last word:

Remember that WE ARE THE HOSTS OF GEAR-Up 82. What does this mean? Two things:

1. The interests of our 2,000 guests come before our own. We should partake of the GEAR program only if we are not needed to help anywhere. Many of you have volunteered and been assigned responsibilities by the committee chairmen. Wonderful! Some who are going have not. We need help in 3 main areas: Registration, Exhibits, and Biking to GEAR.

Registration: Over 2,000 people are going to be crowding into the Registration Area Thurs. night and Fri. morning. That's a lot of people and will create a crush. We want to avoid long lines if at all possible. We will have their packet of material all ready for them so it will take only a couple of seconds to hand out. We will be selling T-shirts at Registration and that will take more time. We need people to help them find their dorm (especially after dark) and someone stationed in each dorm (there are 8 of them) to help them get settled and tell them which dining hall to use, etc.

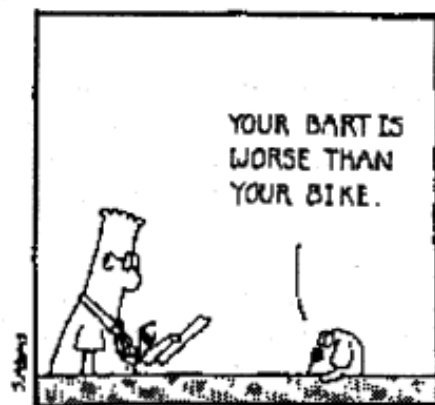
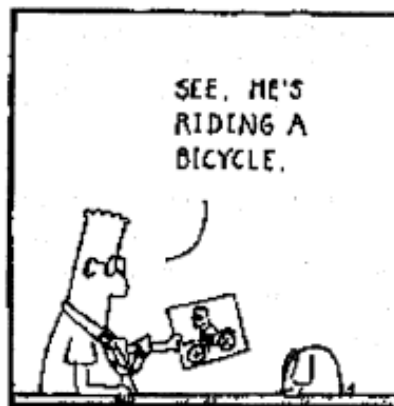
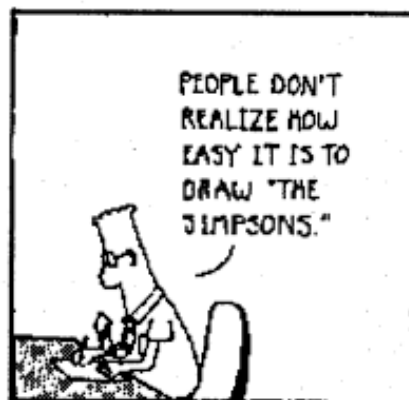


## **Membership Rate Increase**

Due to the rising costs of mailing the Spokesman, the HBC Board of Director has voted to raise the membership fee. Starting June 1, 1992, the new rates will be:

- \$10.00 for new members
  - \$10.00 for renewals after the 10th of month due
  - \$ 8.00 for renewals before the 10th of month due
  - \$ 8.00 per year for multi-year renewals
-

June 2002



## **June Regular Rides**

Please review the website for ride updates for HBC rides (scheduled and email rides) **Note: The Event calendar**

**has now been made public so there is no need to login to review it**



## **HBC Business Directory**

In 2022 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 and clubs**

For ALL our sponsors click [SPONSORS](#)

To all members: Please be prepared to show your membership card at any bike shop to receive any discounts To get your membership card login to the website, go to your profile and print or view your membership card. The easiest way to always have it with you would be to take a picture of it with your phone

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3798 Walnut Street, Harrisburg, PA  
717-652-7760  
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Mon-Fri 10:00 AM - 7:00 PM  
Winter Hours closing at 6:00 PM  
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[www.pedalpusherharrisburg.com](http://www.pedalpusherharrisburg.com)

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Mervin N. Martin owner



## **Planning your rides**

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 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 July Spokesman should be sent to [editor@harrisburgbicycleclub.org](mailto:editor@harrisburgbicycleclub.org) by **June 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:  
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New Cumberland PA 17070-0182