



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB October 2020

President's Corner

Members of HBC

First let me say, thank you for your great support for the Three Creek Century this year. Even though it was virtual, everyone really stepped up and made the event very successful. Thank You!

Needless to say, this has been one of those years that we all wish didn't happen. But, like all great clubs, we are persevering. It appears Williamsburg on Oct 8- 11th will be the only real in-person club event that we are going to have, besides the HBC picnic.

It is very disappointing not to be holding our Banquet or October Members meeting this year. However, I believe that moving the Banquet to March will work out fine and maybe will be a new tradition, we'll see. But you know what? That is O.K., because we'll come back stronger next year, and God willing have a great year of events.

Unfortunately, I have not attended as many group rides as I would have liked this year. We have ridden strongly with a lot of participation from the members supporting the group rides, and thanks to all the rides leaders that stepped up and continue to do so.

Spring Fling this year is back to Bethany, and the venue has already been reserved. The reservation information will be published next month, I'm thinking that we might have to reserve more rooms because I expect a big turnout. I would also love still to do the 1000 Island trip which Howard Ross worked so hard putting together for 2020. We will be working on all our traditional events for next year starting very soon.



Just a reminder we will be voting on the new Club Board of Directors next month,(using Survey Monkey) and anyone that would like to volunteer for any position still has time to do so. Thank You, to the following

for your participation and volunteering for next year. So, when you see these individuals please take a minute and thank them. We are currently looking for a secretary for the year 2021. If you are interested, please contact Susan Tussey at tusseys@gmail.com



Officer Slate

President: Susan Tussey
Past Present: Glenn Wareham
Vice President 1: Jill Bradley
Vice President 2: Dick Norford
Vice President 3: Howard Ross
Secretary: OPEN
Treasurer: Howard Davison
Membership: Mark Riordan
Ride Committee: Chris Wright
Member at Large: Lou Searles

I wish you and your family good health. Hope to see you on the road soon.

It's a great time to be an HBC member.

Glenn Wareham
President
Harrisburg Bicycle Club

2020 Virtual Three Creek Summary Report



Due to restrictions concerning COVID-19, the Three Creek Century became a virtual ride this year, with cyclists riding alone or in small groups from Sept. 5-20. The response to this format has been overwhelming with 274 people registering for the event! HBC truly appreciates their support, as the Three Creek Century is the primary source of funds for the club. Thanks to all of you who registered!

The Century also offered small group rides with HBC leaders. A total of 16 different rides were offered with attendance ranging from 2 to 11 people each. Total attendance was 94 riders. Many were members who normally volunteer at the Century event, and they appreciated having the opportunity to experience each of the routes on multiple days. Some registrants did their first Century ride ever, thanks to the encouragement of the leaders, and those who participated enjoyed the scenic routes. We are also very thankful to the people who volunteered to be ride leaders, including Mark Dolheimer, Keith Douglass, Howard Ross, Maggie Emery, Lou Searles, Susan Tussey, Alicia Reigel, Marilyn Chastek, Jim Mader and Chris Wright

We are especially grateful to:



Donegal Insurance Group, the Trifecta and Three Creek Century sponsor



Phoenix Physical Therapy, who sponsored the special edition bandana that will be mailed to all registrants in October.

Wegmans and Hershey Foods, who donated the snack bars that were provided to the people who participated in the group rides.

Dan Christ, Megan Barto and Terry Drachbar who planned the routes and provided the GPS directions and cue sheets. They also marked the roads along with help from Terry Neiles, and Karen and Michael Finkenbinder.

Kelly Szymczyk, who also gets kudos for handling registration, which turned out to be a unique challenge this year.

The Three Creek Century Committee members who made the hard decision to go with the virtual event and did whatever they could to make it a success. These include Chris Wright, Dave and Lois Young, Diana Bermingham, Alicia Reigel, Terry Drachbar, Dan Christ, Megan Barto, Dick Norford, Howard Ross, Karen Nibbelink, Howard Ross, Nick Malawski, Kelly Szymczyk, Howard Davision and Ken Frohnert.

Financial reports will be provided once all income and expenses are finalized. Watch for more details in the November Spokesman.

Hopefully, next year things will be back to normal and we will be able to have the Three Creek Century as a large, in-person event. Keep your fingers crossed and save the date: Sunday, September 19, 2021

- Marilyn Chastek, Century Chair

Newport Public Library
Virtual Bike4Books Bicycle Tour!
September through November 2020

Over the past 20 years Newport Public Library's annual bicycle tour has been a popular opportunity for recreation, food, and much needed support for a great community resource. We are saddened that we cannot hold our traditional fundraiser gathering as usual this year, but we instead will continue the Bike4Books tradition with twist- a fun-raiser during the months of September through November 2020. We expect to host our regular Bike4Books traditional tour next year on Sat., Sept. 25, 2021.



Here is how the 2020 event will happen:

- Decide if you want to ride or walk.
- Download one of our course maps below, or follow one of your favorite routes, wherever that may take you. Anywhere on planet Earth will do just fine.
- Choose a glorious fall day to ride or walk, anytime between Sept. 1 and Nov. 30. Grab your water bottle, a few snacks, your helmet, and your cellphone. If you are doing one of our Perry County routes, you will enjoy scenic rural roads, fresh air, little traffic, Amish farms, covered bridges, and the great outdoors. Please obey the rules of the road, and share the road with all traffic, whether on foot, on wheels, or horse and buggy.
- Post photos and comments on the NPL Bike4Books Tour Facebook page or email to Bike4Books@gmail.com. We are excited to see where your ride takes you!
- If you feel inclined to make a donation to help support Newport Public Library, please mail to Newport Public Library, 316 N 4th St Newport PA 17074 or email nppublib@pa.net to request a call to use a credit card over the phone. Donors will be listed at the end of this page unless anonymity is requested.

Little Buffalo State Park Information at 1579 State Park Road, Newport Pa 17074

Fall 2020 HATS Regional Bicycle and Pedestrians Count Program

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. Due to the impacts of covid-19, we postponed the usual Spring counts until the summer, and had one of our best rounds of counting yet! If you plan on helping out again this fall, 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, or at the link [HERE](#)

Thanks again!

The FALL 2020 HATS Regional Bicycle and Pedestrian Counts will take place during the following dates and times:

- Sunday, October 11, 12:00 pm - 2:00 pm
- Tuesday, October 13, 4:00 pm - 6:00 pm
- Wednesday, October 14, 4:00 pm - 6:00 pm
- Thursday, October 15, 4:00 pm - 6:00 pm
- Saturday, October 17, 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:

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

If you have any questions, please contact Andrew Bomberger.

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

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.



Distracted Driving



The PA Distracted Driving Awareness registration plate became available on February 21, 2019. All proceeds from this plate shall be used to exclusively to advance public education and outreach on the dangers posed by distracted driving. To apply for this registration plate please complete Form MV-918 The form is available on the PA DMV website

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.

To get an overview video of the course click [HERE](#)

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

Are Cyclists Reckless Lawbreakers?

Three researchers investigate whether bicyclists deserve their negative reputation.

By: Madeleine Compagnon August 28, 2020

COVID-19 has hugely increased the numbers of cyclists, particularly in cities, where biking has become the safest means of transportation. In New York, for example, the Regional Planning Association, a not-for-profit pillar of the planning establishment, recently shared a master plan for 425 miles of interconnected, high-capacity, protected bike lanes.

Yet despite their growing numbers, cyclists continue to suffer from a negative image: supposedly reckless, rude, and lawbreaking. It's safe to say that nearly everyone has jaywalked, rolled through a stop sign, or driven a few miles per hour over the speed limit, but these infractions are often dismissed as normal. Noting that unlawful driving behaviors have been studied extensively, researchers Wesley E. Marshall, Daniel Piatkowski, and Aaron Johnson turned to cyclists' decisions about breaking the rules of the road. Are bicyclists making rational, albeit illegal, choices—similar to most drivers and pedestrians—or are they reckless and dangerous?



While drivers and pedestrians mostly break the rules of the road to save time, for cyclists the most common reason is personal safety. Marshall, Piatkowski, and Johnson asked bicyclists as well as drivers and pedestrians to analyze the factors associated with such behaviors. They used snowball sampling—meaning that respondents recruited other participants—for an online survey that presented hypothetical cycling scenarios along with multiple-choice questions about what the respondent would choose to do in each scenario. Survey takers, numbering nearly 18,000, were able to explain their rationales.

It turns out that 100 percent of the sample population admitted to some form of lawbreaking. But the rationales differed by mode of transportation: while drivers and pedestrians mostly break the rules of the road to save time, for cyclists the most common reason is personal safety, followed by saving energy, saving time, and increasing one's visibility. The overwhelming majority of bicyclists are not reckless: they mostly break laws in situations where little harm would come to themselves or others.

Additionally, they are often motivated by concerns for their own safety because they feel like an afterthought in a transportation system dominated by cars. Our infrastructure simply was not designed with bicycles in mind, so most bicyclists seem focused on surviving. The study concludes that lawbreaking while riding a bicycle has less to do with who you are than where you live: the overall context, norms, and social processes of a city play a meaningful role in bicycling behaviors.

The authors conclude that “most bicyclists can...be described as scofflaws.” They note that the word originated in 1924 with a newspaper competition “to coin a word to describe those that disobeyed Prohibition laws for rational reasons that did not necessarily break social norms.” They continue, “scofflaw bicyclists tend to be rational individuals trying to function safely and efficiently, even if it means they are doing so illegally, given the social norms of where they live and the transportation system put in front of them.”

One rare benefit of the COVID-19 crisis could be a change in attitudes about biking and improved conditions for doing so. Then, perhaps, fewer laws would need to be broken.

Technical Corner

Dear Lennard,

How can I determine if the bottom bracket bores of my new carbon road frame are in alignment with each other? I've measured the bores using dial calipers in several places on each side, and they were within spec and round. But the brand-new SRAM bottom bracket seems to have more drag, even after 1000 miles or so, than my previous cracked frame from the same company that came with the same type of SRAM bottom bracket. With the cranksets removed, all the bottom bracket bearings seem fine on both bikes. Perhaps the shop that installed a new bottom bracket in the new frame, didn't press it in exactly flush with the frame? I've redone the lateral preload adjustment and removed and reinstalled the crankset several times. I am using a SRAM RED 22 crankset which came from my previous, 3-year-old frame.

I've built wheels, bikes, etc. since I started racing in 1970s while getting my BSME. Perhaps I should buy the Park PF30 tool and remove the bottom bracket and reinstall it myself. Can the PF30 bottom bracket be reused?

— Jeff

Dear Jeff,

It certainly sounds as if the bearings were not aligned parallel with each other, and I have no way of knowing if that's because they weren't pressed in straight or because the frame won't allow them to be. I don't know how to check if the bores are parallel without equipment that only a machinist would have.

I would try to press that BB in again; yes, you can reuse it as long as the bearings feel smooth to turn in your hand, and a standard headset press will do the job. The Park BB30 removal tool is relatively inexpensive.



If that doesn't work, I'd install one of these Wheels Manufacturing bottom brackets instead. Since it threads together on itself, it keeps everything in alignment.

— Lennard

Dear Lennard,

As a lighter rider, I have been a lower pressure/larger tire disciple for many years now. I finally came to realize that while we are riding and talking, we think we are talking pressure but are really about talking about different pumps.

All three of my floor pumps read different pressures, and I'm sure other people's pumps are wildly inaccurate too, so I use a Schwalbe Digital Gauge, which I am inclined to believe more than various pump pressure gauges, but I wonder if all that does is give me a fourth reading. Which one should I believe? How can I reliably read my pumps' gauges?

Should I split the difference or average them, can I add a fudge factor, or can I calibrate the gauges?

Would the discrepancy be linear; that is, if the pump reads 10 over at 100 psi will it be 5 over at 50 psi?

— Doug

Dear Doug,

I run into this constantly. I believe that a pump gauge, since it is actually measuring the pressure in the hose, a long way from the valve, is going to be inherently inaccurate. I have lots of different digital gauges, and they all seem to read within 1psi of each other. That is plenty good enough for me. I recommend you believe your digital gauge and not any of your pumps.

I don't know if the discrepancy is linear or not, and I suspect it depends on the gauge. Some gauges seem to have an initial offset, like if the spring inside the gauge is bent, in which case the discrepancy certainly would not be linear.

I don't know if there is a standard to calibrate against that is easily obtainable. Don't overthink it. Just use your digital gauge.

— Lennard

Campagnolo cable housing.

A Klein Rascal about to be restored for riding.

Dear Lennard,

At age 67, I'm probably about your age, but my passion for bikes is still strong. I recently acquired a 1992 Klein Rascal frame/fork/mission-control headset and I am in the process of building it up. My question is this:

I really like older Campy-style cabling, the stainless coils kind. I have used it before and would like your advice as to the quality of this type of cable housing. Although I have some vintage XT thumb shifters, I am planning to just use the friction mode, at least for now, so I won't need the rigidity of indexed shifting cables and housing.

— Pete



Dear Pete,

Wow, you've kept that little Rascal in good condition all of these years! If you mean the unlined little piece of coil made of stainless steel round wire (as opposed to flat wire) that Campagnolo used to supply for the last little stretch from the chainstay cable stop to the rear derailleur, I would not recommend it for long cable runs, because it has no liner and will consequently create more friction.

The flat coil in the photo of your white bike looks like standard lined brake cable housing with a clear cover. That could be used with frictional shifters. And you obviously do understand that indexed shifting will not work with coil housing because the compression of the housing results in more cable pull per shift required than the indexed lever pulls on each click.

— Lennard

Dear Lennard,

Why are top tube lengths on gravel bikes the length that they are?

Some gravel bikes are touted as having new revised geometry, compared with road bike geometry. From what I can tell they have simply extended the top tube by 1cm (size 56). Big

deal, one whopping cm! What happens to handling when the top tube gets longer, and the stem gets correspondingly shorter? Does a 1cm increase in top tube length make a tangible difference?

Pro road riders use long stems. Would they be better off if they make top tubes longer and stems shorter? Would Caleb Ewan's rear wheel skitter around less during sprints? Would riders catapult over their handlebars less often? Would there be riots in the streets proclaiming the dangers of disc brakes... I mean long top tubes.

Back to gravel bikes and longer top tubes. I have short legs. My gravel bike has a 130mm stem. Having done a lot of mountain bike racing in the past, I feel way too far over the front wheel when the road gets rough or loose. Specialized came out with the new Diverge EVO. I am going to get a size medium (60cm top tube) and put a drop bar on it with a 90mm or 100mm stem. I'm thinking this will result in a better handling gravel bike. Any thoughts?

If you tell me that long stems slow down handling, then how do mountain bikes, which need to make much tighter turns, get away with such long top tubes?

— John

Dear John,

Some of the same rationale is at work with modern gravel bikes as with modern mountain bikes. On mountain bikes, as top tubes have gotten longer and stems shorter, handlebars have become longer. A lot longer. Yes, on the mountain bikes of the 1980s and early 1990s with 560mm long handlebars, the long stem, sometimes as long as 150mm, slowed down the handling by requiring more hand movement to rotate the steering tube through a given number of degrees. Fast forward to today, where the handlebar is 800mm long and the stem is perhaps 40mm long. That long bar is having a similar effect to the long stems of yesteryear, again requiring more hand movement to rotate the steering tube through a given number of degrees.

The first generation of gravel bikes tended to have the same handlebar, as well as the same top tube and stem length as road bikes. Now, the handlebars are flared out and wider, and the stem has become correspondingly shorter to increase the steering quickness lost with the increase in bar width. The top tube length had to increase to pair with the shorter stem. And, in a similar manner to what has happened with the march of time to mountain bikes, the longer top tube has moved the front wheel further forward relative to the feet, hands, and butt, something you will undoubtedly appreciate.

— Lennard

Lennard Zinn, our longtime technical writer, joined VeloNews in 1987. He is also a custom frame builder (www.zinncycles.com) and purveyor of non-custom huge bikes (bikeclydesdale.com), a former U.S. national team rider, co-author of "The Haywire Heart," and author of many bicycle books including "Zinn and the Art of Road Bike Maintenance," "DVD

Blast from the Past Newsletter

October 1985

Bike-To-Work Month Report

Name	No. of Days	% of Workdays	Total Miles	Roundtrip
Margaret Reidy	10	50	40.0	4.0
Tom Reidy	14	70	56.0	4.0
Brad Robertson	9	45	36.0	4.0
Lucinda Kauffman	17	85	153.7	8.7
David Sheppard	10	50	160.0	16.0
Pat Gabriel	16	80	127.9	9.0
Bob Lobel	18	90	144.0	8.0
George Strella	13	65	122.0	10.0
Steve Detweiler	11	55	306.3	27.2
Michael Roth	19	95	190.0	10.0
David Grimes	16	80	160.0	10.0
*Scott Hoffman	20	100	200.0	10.0
*Donald Dunkle	20	100	240.0	12.0
Karl Martz	16	80	275.2	17.2

*Biked to work 100% of working days

15 people participated in Bike-to-Work Month
Cumulative miles traveled to work by the group - 2,311.1
Average commute is 10.7 miles round trip
Average years commuting 4
Total years commuting (group) - 59 years
64% travel on major arteries
36% travel on backroads
79% travel in Medium traffic
21 % travel in Heavy traffic

Longest number of years commuting

George Strella - 15 years
Karl Martz - 08 years
Scott Hoffman - 07 years
Bill Lobel - 07 years

Longest commute, Steve Detweiler - 27.2 miles round trip
Most miles commuted during Bike-to-Work month

Steve Detweiler - 306.3
Karl Martz - 275.2
Donald Dunkle - 240.0

One person returned her bike-to-work calendar with no name on it. It was eventually traced to Constance Moore. Her stats are not shown in the previous info and not included in the stats.

Here's Constance's

Biked 6 miles round trip
Bike 100% of working days (20)
Total miles commuted for the month (120)
Biking to work - 10 years.



"...then I told this guy
you car drivers are really
OR INCONSIDERATE BUNCH..."

Patches and certificates have been ordered
and will be mailed as soon as they come in.

October 1990

5-mile Time Trial Series

The West half of the 5-mile Time Trial Series on the Mechanicsburg course encountered two cancellations because of heavy rain (8/13 & 20). The weather wasn't a problem on 8/27 — but the location had to be changed because Epply Road was resurfaced with tar and stones, making 2.6 miles of the route unsafe. We continued the last two weeks of the series on Industrial Road, near HACC.

Second-half winners with their best 3 combined times in each class:

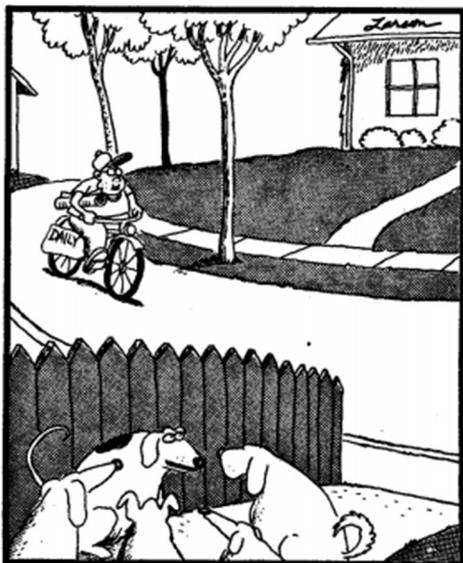
Men 15-17	36:51
Men 18-29	34:14
Men 30-39	35:45
Men 40+	35:06
Women 15-29	42:31
Women 30-39	39:12
Women 40+	40:49
USCF Jr. Men	N/A
Sr. Men 19-34	34:53
Sr. Men 35+	34:31

Overall winners with their best 2 times from each half:

Travis Feeser	49:03
Bill Tafuto	45:27
Wayne Davis	47:30
Bruce Irvin	46:16
Julie Krosnowski	56:35
Cindy Schlippert	52:19
Rachel Irvin	54:05
Bryan Zimmerman	44:35
Hans Bakermans	45:50
Ralph Saxman	45:59

The fastest rider of the second half of the series was Greg Buchko with 10 minutes and 55 seconds averaging 27.5 mph. The slowest time, over 30 minutes, was recorded by a tandem team that had mechanical problems.

The winners of the series received plaques. Thank you to all of the riders who participated over the summer. Overall attendance of the time trial series was 98 riders. A special thank you to Tim Ziegler, Dave Henry, Scott Henry, Dave Clark, Bob Banks, Ken Kleinert, Casey Williams, Jeff Johnson, John Reed, Donna Metz and others for helping with the series.



"OK, this time Rex and Zeke will be the wolves, Fifi and Muffin will be the coyotes, and ... listen! ... Here comes the deer!"

LEADER TIMES

Monday, August 7, 1995

Traveling light, passing through Harrisburg cyclists visit Kittanning over weekend

By LEROY ANDRE
For the Leader Times

The benefits of regular exercise are well-known by many — including a group of bicyclists who passed this way during Folk Festival week.

Members of the Harrisburg Bicycle Club, a trim group carrying no extra weight, visited Kittanning during a summer hot spell this past weekend.

Unlike the DeCycles, a youth group who traveled through northern Armstrong County in July, these visitors were an older group. Most of the riders are in their 50's (although one couple was 26),

but only one person, the club leader Bill Pickering, admitting his age as 57. Others were older.

Leaving Harrisburg by train, the cyclists arrived in Greensburg on Thursday then biked to Kittanning and visited the Folk Festival Friday evening. After spending the night at the Quality Inn in West Kittanning, they ate breakfast at Bonello's Restaurant before mounting their bikes for a tour of Kittanning and starting their trip home.

Traveling light with their bikes, extra equipment and supplies were transported by a van. The over 200-mile trip

back home will include sight-seeing along the way. They are expected back in Harrisburg on Thursday.

"This is an excellent way to see Pennsylvania," one of the group said, adding that all riders are in excellent shape.

Pickering organized the ride four years ago, and has ridden all four times.

The rider at the head of the procession wore safety garb and the last vehicle had a flashing red light as a safety precaution for motorists. The riders said that they had encountered no problems on the road with their multi-speed bicycles.

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 and 2021 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 November Spokesman should be sent to

editor@harrisburgbicycleclub.org

by **October 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 !

Please support our local Business Members!



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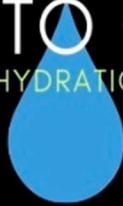
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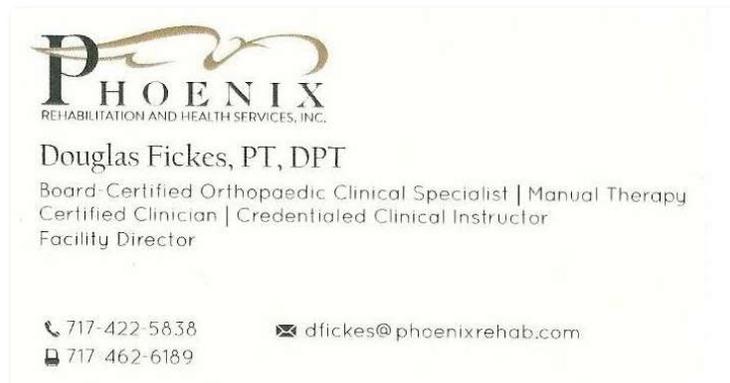
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