



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB March 2021

President's Corner

Our second virtual General Members meeting was held February 10th with over 100 views! While there were technical issues at the beginning with the HBC website link, I am happy that HBC could 'get-together'. A lot of information was shared, including a great presentation from Dr. Katie Karnas that is available to watch on the HBC You Tube channel

To get to the video click [HERE](#)

Here is a synopsis for quick review and **Save the Date** information:



- The meeting is available online via the Webpage and Group Facebook page if you missed it.
- Dr. Katie Karnas can be contacted at kkarnas@phx-pt.com. Dr. Doug Fickes email is dfickes@phx-pt.com. Phone: 717-216-8699.
- **Club rides** have been restarted! Ride Coordinators are needed for Hershey C, Friday Night Social, and Learning to Linger. Contact Chris at cjwright1919@gmail.com if interested.
- League of American Bicyclists **Bikes: Our Vehicle for Change Summit** is being held February 23-Mar 3. As Club member of LAB, discounted attendance is available. www.bikeleague.org/summit

- The **Spring Bike Maintenance Clinics** have been cancelled due to COVID concerns and difficulty in finding outside venues to support the needs of the group. If you want some basic video on maintenance click [HERE](#)
- **Trash pick-up/Community Outreach** day on East Shore Industrial Road (Wildwood) March 13. You can sign up on by clicking [HERE](#). Scroll down until you see Volunteer Workday. This is a little cumbersome, but one person can register and put a number in the box of other people interested. If another date is desired, contact Dick Norford vp2@harrisburgbicycleclub.org for instructions.
- **Spring Fling** (April 29-May 1) at Bethany Beach is still on. Details on HBC website/special events tab.
- **Tour de Belt virtual tours** May 28- June 6, 2021
- **Finger Lakes** (June 10-13) in planning stage. Save the date while details are finalized.
- **Picnic** date is July 25th @ Fort Hunter. More details as available.
- **Three Creek Century** September 19th, 2021
- **Fall Tour**-Dates to be announced.
- **Service Before Self** award for 2020 was **Marilyn Chastek**. The award, which can be given more than once (changed in 2018), is given to those who reach above and beyond for the benefit of the club. Marilyn's vision and leadership in a successful virtual Three Creek Century is what prompted her nomination.
- **Community Outreach Grant** (a portion of the proceeds from the Three Creek Century) was given to **Recycle Bicycle**. The grant was \$2,200. A video of the presentation to both Marilyn and RBC are on the meeting link.
- **Banquet date** has been pushed until November 20, 2021 at the Colonial Golf and Tennis Club, Linglestown, PA. More information as this evolves.

Any questions or comments, please contact me at president@harrisburgbicycleclub.org.

Thanks to everyone who embraced the new technology and joined our meeting! See you on the road!

Susan Tussey

Interested in learning about online bicycle training ?

Generally speaking, you will need 3 things: an indoor bicycle trainer (that's the hardware), a device that connects to the internet (e.g., smartphone, table, or laptop) and an online training app that you've downloaded.



Your set up decision will probably come down to cost. On the hardware side, there are generally 3 levels of indoor cycling trainers:

- Entry level - you can set up a simple indoor cycling stand with flywheel for as little as \$100. It won't have adjustable resistance and won't connect to the internet apps, but it will allow you to ride indoors. You will not be able to connect to Zwift with this setup.
- Mid-level - if you want to connect to the virtual training apps, you'll need an indoor cycling trainer that uses your existing bicycle, a device to run the internet app (e.g., smartphone, tablet, or laptop), and a monthly subscription to one of the virtual training apps (usually around \$15/month).
- Top level - at the top end of the field, the indoor trainers can be over \$1,000. They connect your bicycle frame & chain to a cassette on a stand and allow the bicycle to tilt side to side and raise and lower to simulate going uphill or downhill. They are accurate to within 1% of effort level when using one of the virtual training apps and are used by many top-level professional riders.

Here are a few links that review the indoor cycling trainer options:

[Bicycling.com - How to Choose and Indoor Bike Trainer](#)

[Cnet.com - Best Trainers](#)

[Cycling News - Cheapest Zwift Setup](#)

If you want to join the community of online virtual rides, you'll need an online training app. The most popular are Zwift, TrainerRoad, SufferFest, BKool, and Rouvy. They are typically about \$15 per month and may come with a free trial. They provide opportunities to do virtual rides in hundreds of places around the world. You can join group rides based on your fitness level, chat live with others, and even ride with fellow HBC members. The apps capture all of your ride information much like a Garmin unit would do, and store that information online for you.

Here are a few links to reviews of the indoor cycling apps:

[Bicycling - Training Programs](#)

[Bikeradar - Best indoor cycling apps](#)

[Cycling Weekly - best indoor apps](#)

If all of this sounds a bit daunting, feel free to reach out to Ride Committee Chairperson Chris Wright at cjwright1919@gmail.com. HBC members who do virtual rides indoors have found them to be a great supplement to outdoor riding, with the advantage of being done at your convenience in a controlled weather setting.

Either way, ride your bike!

HBC members are on Zwift!

Do you want to maintain your cycling fitness level even when the winter weather won't cooperate? One of the available options is Zwift, an online training app that you pair with indoor cycling equipment to produce a realistic virtual ride.

For now, we'd like to communicate a riding opportunity on Zwift.

HBC veteran Gavin Robertson is leading several Zwift rides per week. They are typically about 40 miles in length with a couple of climbs, but you can drop off at any time or distance. Best of all, these rides can be done by any rider at any level. Using Zwift's "rubber band" feature, the rides are set these up so that A, B, C, and D riders can all ride together without anyone being dropped. Gavin reports that riders of all skill levels are winning KOMs (king of the mountain) awards and sprint jerseys, and the rides are fun and very chatty.



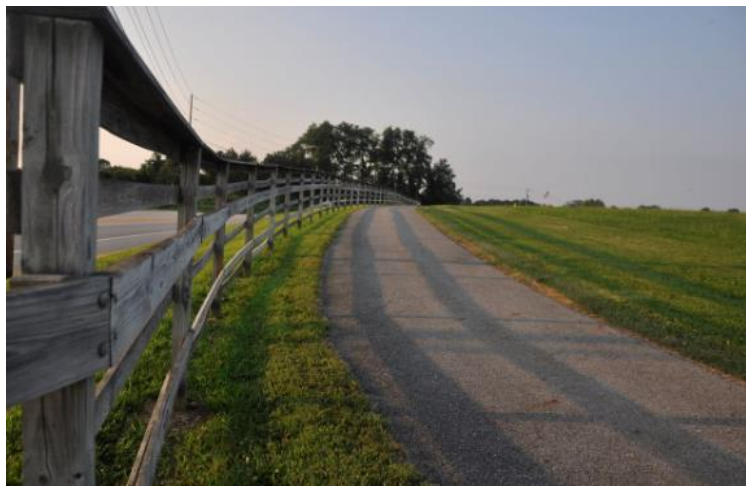
If you're interested in joining Gavin on these rides and already have your indoor cycling gear set up, just search for "Gavin Robertson HBC" on Zwift. Tap the + (plus) button to ask to follow Gavin. He will confirm your request and you can then accept ride notices for virtual Zwift rides with his group.

What are all the bicycle groups in the area?

Harrisburg Bicycle Club (HBC) is a social recreational bicycle riding organization with approximately 1100 members is a member of the League of American Bicyclists (LAB) The largest annual event is the Three Creek Century held every Sept in Cumberland County.

Capital Area Greenbelt Association: (CAGA) Always enjoy sharing the history which is so entwined with that of our area. This organization advocates, maintains and supports the Greenbelt trail, 100% volunteer and working in co-ordination with the various municipalities, Dauphin County,

PennDOT etc. Where some confusion exists is CAGA's high profile of the annual Tour de Belt now in its' 21st year. Attracting close to 1,000 riders, all proceeds going to support the trail. Although virtual in 2020 and 2021 it is the largest local bike event. The short CAGA history I relayed is on the website <http://caga.org/about/history/>



Susquehanna Area Mountain Biking Association: (SAMBA) This regional chapter of the International Association of Mountain Bikers (IMBA) Builds, maintains and supports mountain bike trails and rides throughout the area. Including approximately 10 miles adjacent to and in co-operation with CAGA.

Bike Harrisburg (BH) is the Harrisburg area bicycle advocacy organization working with all various elements in promoting expanded bicycle pedestrian facilities and community education throughout the Tri County Region. BH is a chapter of Bicycle South Central PA (BSCPA) This regional organization covers the 8 counties of South-Central PA and is also affiliated with LAB.

Recycle Bicycle Harrisburg (RBH) is a non-profit organization dedicated to recycling bicycles and turning them back into the local community. It is also serving local halfway houses in training the mechanical skills of bicycle repair. All bikes are returned to those unable to afford a bike for transportation. Underground Bike Shop is still active however no longer a store front in affiliation with RBH.

For a list of rides in Central PA Click [HERE](#)

Yes, you can get a college degree in bicycling !

[Cycling Studies | Academics | Lees-McRae College \(lmc.edu\)](#)

Lees-McRae was named a Silver Bicycle Friendly University by The League of American Bicyclists.

Lees-McRae was named a top U.S. college for mountain bikers by SingleTracks.

The Lees-McRae Division I Men's and Women's Cycling Team holds 10 team national titles in various disciplines as well as 59 individual national titles.

Lees-McRae is one of the few college campuses to have held both national and conference mountain biking competitions.

What You'll Study

You will gain an academic foundation addressing cycling advocacy, design, development, and history as well as an introductory knowledge of USA Cycling (USAC) and Union Cycliste Internationale (UCI) rules and guidelines.



In order to achieve the ultimate goal of in-depth knowledge and experience, you will take part in both local and regional cycling advocacy meetings and public workshops. You will also complete research and have the chance to listen and learn from accomplished guest speakers.

In order to understand the future of cycling and its trends, you will spend time not only learning and researching the history of both cycling as a culture and sport, but about the development of the bike and its anatomy.

To supplement this information, over the course of the program, you will also have the chance to visit one of several cycling companies located here in North Carolina, including DeFeet International, Cane Creek Cycling Components and Industry Nine Componentry.

After Graduation

You can pair your Cycling Studies minor and your major degree in many ways:

Career opportunities include:

- Marketing and Sales
- Public and Private Cycling Entities
- Retail Management
- Current graduates can be found working at Trek Bicycle Corporation, Yakama, TRP, Stans NoTubes and Rotor Bike Components International, among several others.

Internships have included the Palmetto Cycling Coalition and KMC CrossFest.

HBC Website Useful Tips

Our website MEMBER PROFILE has changed.



Home > Member Profile

Member Profile

Membership Summary

Type: Family Membership
Status: Active
Exp. Date: 10/1/2021
Payment Due
Current Email Address: marty_smith42@gmail.com

Member Number: 1
Join Date: 7/7/2002
Last Renewal: N/A
[Download Membership Card](#)

Chapters/Additional Members

... 1 more

[Tutorial Video](#)

Basic Member Information
Click here to edit your basic contact information such as your address or phone number.

Additional Member Data
Click here to answer additional questions about yourself that pertain to your membership.

Member Directory
Click here to edit your public member directory profile such as your bio information and set what is visible to members or the public.

Business Directory
Click here to edit your business directory information such as your logo, business type, hours, website and more.

User Name / Password
Click here to change your login information.

Mobile App
Click [here](#) to view or change channel memberships.
Click [here](#) to view or edit your mobile profile.

More Member Options
[Privacy/Cancel/Remove](#)
[Optional Additional Charges](#)
[Chapters/Additional Members](#)
[Achievements](#)
[Attachments](#)
[Gift Memberships](#)

Histories
[Transaction History](#)
[Payment/Credit History](#)
[Event History](#)
[Donation History](#)
[Reservation History](#)
[Volunteering](#)

Forums
[Forum General Preferences](#)
[Forum Memberships](#)
[Thread Subscriptions](#)

Your Website Functions
[Interests](#)
[Photo Albums](#)
[Collectibles](#)
[Download Bank](#)
[Blogs](#)

At the top of the screen, you will find a reformatted Membership Summary panel, including basic information about your membership. Your member photo is shown and can be updated by clicking the Edit (pencil) icon. If a payment is due, a special link appears. If you have virtual membership cards, these can also be downloaded. If your membership has secondary and/or tertiary members, they will be shown on the right;

click the photo(s) to update this information. There is also a link to an updated video tutorial.

Below that are special panels for the options that members use most often, including updating their basic and extended information, their member and/or business directory information, their username and password, etc. If your club or association or Aging-in-Place Village has any special functions, they will also appear in this area.

Below that are longer panels with additional and less-frequently-used options, including history screens, forum memberships and preferences, and other website settings.

This new Member Profile screen is also more responsive to different website widths and to mobile devices. But while the design may be updated, the functionality is the same as members have always used and we expect that people will quickly get comfortable with the new design.

Some key things you can update in the member profile:

- Change personal information.
- Subscribe to forum (e-mail rides scheduled rides, interest forums)
 - This is under ADDITIONAL MEMBER DATA, once changes are made scroll to the bottom and click SAVE.

Ride with GPS

Many of you are aware that we have a club account with Ride With GPS. Unfortunately, we only have about 200 members that are taking advantage of this FREE benefit to members.



- What is Ride with GPS ? Ride with GPS allows you to both create your own routes and to log your rides on our site. Your routes and your rides will be stored in your Ride with GPS account and will be available on the

website or the app.

- How to I sign up for RWG? We have created a video, go to the HBC website, you must be logged in as a member, and there is a video showing you how to get access. Click [HERE](#)
- What are the benefits? We have created a video, go to the HBC website, you must be logged in as a member, and there is a video showing you how to get access.

- Can I export files and cue sheets? Yes, with this membership you can create a new ride, have access to a ride in the library, and create cue sheets. You can also download FIT, TCX, and GPX files to add to your bicycle computer for turn-by-turn instructions.
- See all the Ride With GPS benefits at: <https://ridewithgps.com/help/club-member-benefits>
- Have questions email webmaster@harrisburgbicycleclub.org

American Cancer Ride September 19th - PA Hope Ride

Karly Shaubach- Community Event Manager
 American Cancer Society
 717-823-6376
karly.shaubach@cancer.org

www.pahoperide.org

FIGHT CANCER WITH EVERY MILE IN THE AMERICAN CANCER SOCIETY'S PA HOPE RIDE

Join a community of athletes who are relentless in the fight against cancer in this year's PA Hope Ride.



The PA Hope Ride will take place on Sunday, September 19th in the Lancaster area. With a celebratory start and finish at Lancaster's Our Town Brewery, this event supports the lifesaving mission of the American Cancer Society. Accessible to both experienced and new riders, the PA Hope Ride offers 10-15, 30, 60, and 100-mile route

options to choose from. Enjoy a fully supported ride, the sights and culture of Lancaster county, a post-event expo and more, all while making a difference.

The PA Hope Ride supports the American Cancer Society's mission to save lives, celebrate lives, and lead the fight for a world without cancer. In addition to lifesaving research, the American Cancer Society helps drive key policy changes, provides access to up-to-date cancer information and emotional support to patients. The ACS is available 24/7 for those touched by cancer.

Ride with us and make this cancer-fighting mission possible. Not only will you have a great ride, but you become a part of the Hope Ride family. Register today at www.pahoperide.org.

Pennsylvania Rides

A promotional banner for the Quad County Metric ride. The banner has a dark blue background with a yellow horizontal stripe across the middle. At the top, the text "QUAD COUNTY METRIC" is in white, with "Ride in four scenic PA counties" below it. To the left is the SCU logo (Suburban Cyclists Unlimited) and to the right is a circular logo divided into four quadrants representing Lehigh, Bucks, Berks, and Montgomery counties. The date "SATURDAY, MAY 15, 2021" and the registration website "ridethequad.com" are in the center. The yellow stripe contains the text "THE RIDE IS THE DESTINATION!". The bottom section states that a portion of the proceeds will benefit the College Settlement Camp.

QUAD COUNTY METRIC
Ride in four scenic PA counties

SATURDAY, MAY 15, 2021
Register today at
ridethequad.com

THE RIDE IS THE DESTINATION!

A portion of the proceeds will
benefit the College Settlement Camp

Join us for SCU's 2021 Quad County Metric -- a fully supported ride on lightly traveled roads through the fields and forests of Pennsylvania's Montgomery, Berks, Lehigh, and Bucks counties.

The ride starts along the beautiful Green Lane Reservoir in Montgomery County's Green Lane Park -- a 3,400-acre park with two campgrounds for those who wish to stay overnight before or after the ride.

The park is known for fishing, boating, birdwatching and equestrian trails. It's a favorite location for cyclists from around the region.

Click [HERE](#) to register!

2021 Three Creek Century

HBC's is planning a LIVE Three Creek Century event for 2021!

We are pleased to announce that we are planning for a live Three Creek Century to be held on September 19, 2021 at the Penn Township Fire Department Complex on Pine Road in Newville, PA. Once again you can choose your distance: 25 miles, 50 miles, 75 miles, or 100 miles on quiet country roads.

The 50-mile route will allow riders to select the traditional route, or take on the South Mountain Challenge, which adds about 1,000 feet of additional climb up to Big Flat. For fans of gravel & trail riding, we will also have a separate 18-mile option on the lovely, traffic free Cumberland Valley Rail Trail.

Registration for this fully supported and enjoyable event will open in early summer. Dave Young's homemade chicken corn soup is so good riders keep returning just for that!

The Three Creek Century is HBC's largest fundraiser, so be sure to invite your friends and relatives to join you on this scenic and well-organized ride that draws over 600 riders from Pennsylvania and beyond.

Check back to this page for updated information as we confirm more details.



Spring Fling 2021 Update

GOOD NEWS everyone this year the Spring Fling will be returning to Bethany Beach. We will be staying at the Ocean Suites by Marriot on the Board Walk. These accommodations are perfect, the hotel is located in the heart of Bethany and you can walk out, and you are on the beach, and the rooms and food are fantastic. If you haven't joined the club in the past for Bethany Spring Fling, you really need to reserve these dates and make it your mission to join the event. It will fill up fast.



We will be having 4 days of riding nice flat roads and trails for every level of rider. This is the first riding event of the year, and perfect for getting your biking legs working again for the upcoming season.

The event is being held from April 29th - May 02, 2021, The cost for the hotel is 169.00 Double Occupancy. Get there early

and start your riding on Thursday and get a full 4 days of riding. As always, we will be having a celebration on Saturday evening at the Boat House Bar and Grill with plenty of bike stories and laughs.

For online hotel reservations, click [HERE](#)

Please email **Glenn Wareham** to let him know you made the reservation gwareham@aol.com

SAVE THE DATE! 2021 HBC Finger Lakes Trip

Join us on June 10-13, 2021, with an early arrival option for Tuesday June 8 or Wed. June 9, 2021. Reservation confirmation is still pending, but we are planning to return to enjoy the pleasant riding, spectacular scenery, historic points of interest, wonderful wineries and local craft breweries, and the camaraderie of friends.

We expect to stay at the townhouses at Hobart-William Smith Colleges, in Geneva, New York. This will be our 14th annual trip.

Registration will start on mid-April, 2021 and fills up fast. More details will be provided on the HBC website under the special events tab for the Finger Lakes trip. Please mark these dates on your calendar and plan to join us!



Contact Phyllis Zitzer with any questions at pjzitzer@gmail.com or (717) 379-3054

Fall Tour 2021 – Mark Your Calendar!

46th Tour in Memory of Owen Moore September 21 – 26, 2021

Most of us lead very busy lives, so it's not too early to mark the dates on your calendar now for HBC's annual Fall Tour to Cape May, NJ. The 2021 Fall Tour offers scenic cycling for those who choose to pedal to Cape May, and a great time at the shore for the "weekenders" who travel to Cape May for the weekend.



Cape May

City in New Jersey

Multiple options are available for those who want to participate in all or part of the Fall Tour:

1 - Bike to Cape May - The four-day bike tour begins in Harrisburg at the Walnut Street Bridge on Tuesday, September 21, cycling approximately 50 miles to Ronks, east of Lancaster, staying overnight at the LaQuinta Hotel. Wednesday begins riding along 50 miles of country roads past Amish Farms, an Amish cider mill, Underground Railroad Historic Site and

Delaware apple orchard before arriving in Newark, Delaware, where we stay overnight at the Baymont Inn. Thursday provides 60 miles of flat terrain through Delaware farmlands with the highest climb taking us over the bridge on the Chesapeake and Delaware Canal. An optional stop is often taken by many at a crab house in Leipsic before arriving at the Home2 Suites in Dover, Delaware. Friday brings more flat terrain riding 60 miles, first to Lewes to catch the Lewes-Cape May Ferry, then in Cape May to arrive at our weekend destination, The Grand Hotel. A vehicle transports luggage on the ride down so riders who choose do not have to carry clothing, etc. on their bikes.

2 - Drive to Cape May for Weekend – Join us for the weekend in Cape May at The Grand Hotel (Friday, September 24 – 26). The Grand Hotel is just across the street from the beach, and a pleasant walk from historic downtown Cape May; a perfect place to spend a September week- end. A hospitality suite is available to meet up with other HBC members where you can enjoy a favorite beverage and snacks. Organized rides, led by ride leaders, are available throughout the weekend along with maps

for those who wish to go out on their own. A special, reduced hotel rate is available for those who may want to arrive early on Thursday or stay late over Sunday night. So, if you don't have the time or the desire to pedal your way to Cape May, drive on down and enjoy the weekend.



3 – Other Options. Options are available for riders who want to join the bike ride down for just a portion of the tour if your schedule does not permit you to participate in the entire Fall Tour. Some riders join the group on Wednesday or Thursday and others choose to ride to Cape May and head home instead of staying the weekend in Cape May. The important thing to know is that tour arrangements are flexible to can often be customized to meet your needs.

The cost of meals and incidentals throughout the tour are on-your-own. Some riders leave a vehicle in Cape May before the tour, so they have a vehicle while in Cape May and to return home. Others ride back with spouses, friends or through arrangements made ahead of time. Some choose to ride their bikes back home.

The registration form for the 2021 Fall Tour will be available on the HBC website later this spring.

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

Technical Corner

Dear Lennard,

I was impressed with [your responses to SPF protection questions](#), very important for us cyclists. What about hypoallergenic cycling clothing? After decades of avid bicycle racing and training, I have developed a sensitivity to many synthetic fabrics. Not the chamois, it's the stretchy stuff. Do any of the top cycling apparel makers specialize in gear for this issue? I do wear wool whenever possible but have yet to find any high-quality wool/hypoallergenic shorts suitable for long days in the saddle, indoor and outdoor. Perhaps your contacts in the industry know more than Google on this topic.

I have ridden 5,000 to 10,000 miles each year since about 1990. In the last 4 years, with the advent of Zwift and smart trainers, I have probably done half of those miles indoors. Some weeks in the winter will be 7 to 15 hours, and some rides as long as 4 hours without a stop. So, my bibs and butt see a lot of action. Each year our racing club buys new kits, and I buy two new pairs every year. Made by Voler, and they do a great job for us. I will also buy a pair of Rapha shorts



every couple of years, just to mix it up a little. There are about eight pairs of bibs in my rotation, and they are washed thoroughly after every ride. Every ride starts with clean shorts. I never wear my new kit indoors. I save my old ones for the indoor rides. They all hold up very well, and I am impressed by the quality of the bibs I own. My skin sensitivity issues are the same

whether indoors or out. The butt rash went away and stayed away for over a year since I started using Vaseline instead of Chamois Butt'r. No way can I be sure if that is the reason but it's working for me now.



My biggest concern is a reaction to synthetic stretchy fabrics. It is not debilitating, but it sure is a nuisance. I get a rash around my chest from the HR strap. I switched to an arm strap, and I get a rash from that also. All my street clothes are natural fabrics, either cotton or wool. The only synthetic fabric I wear is on the bike. I almost always wear a lightweight wool undershirt when riding, except indoors, when I wear a cotton t-shirt. I still get itchy around my waist and midsection, so I am assuming it is caused by my bibs. I have searched for high-quality cycling shorts/bibs in

wool with no luck. I have read your stuff for years, and it is always useful. Your thorough discussion on SPF and crash protective fabrics gave me hope that your connections in the industry may have an idea for me. (Don't worry! I will continue reading your material regardless of any skin problems.)

P.S. I did read your [Technical FAQ on chamois allergies](#). I also had that same issue and have resolved it. As a racer, I probably have a dozen pairs of bib shorts. I also spend many hours indoors on Zwift (Level 50+ and 17,000 miles over the last 3 or 4 years). My butt rash was unbearable. The skin doc said to stop using my chamois cream and try Vaseline instead. What! Vaseline? No way! Well, it worked, and I have been using Vaseline for a couple of years with no problems. Once applied to warm skin, it loosens up and provides all the lube needed. Have you read the ingredients list on all those chamois creams? If I can't pronounce it, I don't want it on my butt. The other trick is to be sure to turn your shorts inside out when washing. With a dozen shorts, I always have dry ones. But if you only have one or two, yes, use the dryer.

— Tom

Dear Tom,

Not that it makes it any less difficult to bear, I think your condition is quite rare, given that there are lots of riders doing similar things without the sensitivity. Here are a couple of responses to your questions from clothing brands. I expect more responses and will run some of those in the future.

— Lennard

From Shane Cooper, founder of [DeFeet](#):

On rashes and allergies, I am not as confident to advise. I will say Dave Zabriski has issues so bad that he started his own company...DZ NUTS. I find his product excellent. On the short side of things, as you and I both know, Lycra is Spandex, and it is needed to make road shorts. I think some folks have a reaction to spandex. In my opinion, Assos uses the highest quality spandex to make their shorts. I always use their lower-end product. A wool cycling short, hmmm...not so comfortable. The indoor cycling area has exploded, as you and I used to only ride indoors for an hour...the Zwifters are spending much more time on their bikes. Sweating way more than outdoor cycling. When I do Zwift, I use a cycling liner short and UnDlite top. I look like a triathlete from 1990. But it is way more comfortable.

As for sweaty hot feet, our new lightweight vented Evo Ventoux is the best feeling sock for the hottest summer days.

— *Shane, DeFeet*

From Drew Bourey, founder of [Bouré Bicycle Clothing](#):

I'm not too wise on such things, other than the fact that spandex is a polyether-polyurea copolymer and is somewhat similar to latex, which is considered a polyisoprene... and that people are typically allergic to the proteins found in natural rubber latex. So, while I have some customers who are particularly sensitive to the rubber in the leg elastic, they seem unaffected, or at least less so, by the spandex in the shorts themselves. Unfortunately, that's about all the useful knowledge I have in my brain, and I'm not sure who might be more informative.

On a side note, regarding chamois creams, I have noted that any substance that uses petroleum-based ingredients (of which I assume Vaseline is one) can act to deteriorate the spandex in the shorts and shorten the life of the shorts considerably. And those non-water-based ones also don't wash out very well and that build-up can cause issues, as well. Oddly, or not, I've probably noted more issues from people using creams than from people needing to use creams? I think in some cases because they use heavy creams that invariably form a barrier that prevents one's skin from breathing well and their crotch gets hypoxic.

— *Drew*

Dear Lennard,

The [answers from Hugh Walton](#) are both interesting and certainly go deeper in explanations. I guess I should not be surprised at the many layers and complexities.

With that said, I would be surprised if more conversation does not take place. Yesterday I skipped past my bicycles to instead spend the day riding my motorcycle. Comparing my preparation, getting ready to ride a bicycle or motorcycle is remarkably similar in that both involve specific shoes, specific clothes, a helmet, and gloves. Comparing riding, aren't both also very similar in how a rider is exposed and interacts with the elements and conditions? Obviously, speeds are different, but I thought of the commercial sometime back during the TDF where Jonathan Vaughters compared crashing to jumping out of a 30-mph car in your underwear. Why would anyone do that? How stupid. Yet cyclists basically put themselves in this position every time they go out for a ride.

There's a saying in motorcycling that you dress for the crash, not for the ride. In cycling, it seems to be to dress for the ride, don't think about crashing.

I understand the points made by both Hugh Walton and Shane Cooper, but I still remain convinced, perhaps even more, that the cycling industry has not devoted the time or resources to seriously develop meaningful [protective clothing/gear for cyclists](#). Yes, it requires investment, but so does Bluetooth wireless shifting, complex, wind-tunnel-tested carbon fiber layups, and countless other innovations. And no, I do not foresee a future of leather-clad, heavy booted cyclists that look like the Michelin Man. What I would hope to see is really anything designed with safety in mind.

I've been fortunate to have two crashes involving motorcycles. In both cases, I walked away without a scratch because of protective clothing. I have scars on my knees, elbow, and shoulder from road rash from cycling crashes.

I realize my comments are naïve, but I cannot help but wonder if the industry devoted more attention to safety 30 years ago, where would we be today?

— Peter

Dear Peter,

It's a worthwhile goal to pursue, that's for sure.

— 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](#)," 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.

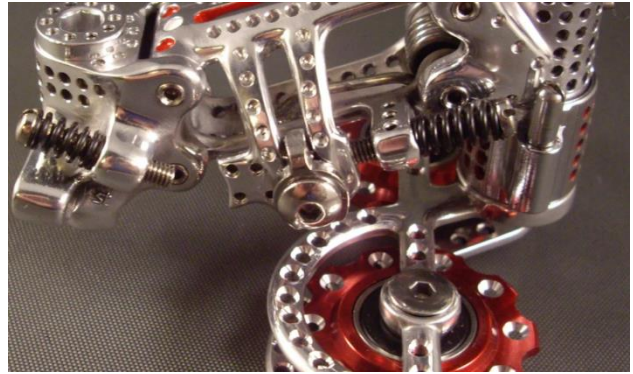
DON'T TRY THIS WITH CARBON FIBER **THE BEAUTY OF DRILLIUM**

This is a story with holes in it. Lots of holes. The weight savings are slight and the aerodynamics terrible. So why would anyone still care to put a drill to a lovely Super Record rear mech?



Study the photo below for a minute. That is Alf Engers, time-trial superstar, and *enfant terrible* of the 1960's and '70s.

He was the first man to break the 50-minute barrier for 25 miles. He constantly battled the authorities, receiving lengthy bans for trumped-up transgressions that kept him out of the sport for years at a time.



He had, despite evidence to the contrary from Bernard Thompson's photograph, a decent understanding of aerodynamics ahead of his time, and raced in a position many of us would struggle to hold for even a minute, his nose millimeters from the stem.

And yet, as Engers readily admitted to me, there was one area of aerodynamics where he got it wholly wrong—earlier in his glittering racing career, at least. His beautifully gleaming chromed Shorter machine, you will notice, is equipped with components drilled to within an inch of their life.

Chainrings, rear mechs, brake levers, even handlebars: all were fair game for the drillers and machinists back then. And Engers, being the fastest tester on two wheels at the time, was the man we all looked to for inspiration.

Drilled components equals less weight, equals more speed, right? If Alf can average 30mph for 25 miles, maybe we can too...

We couldn't, it transpired, drilling or no drilling. But that didn't stop us trying. It was the late '70s when Engers cottoned on to the fact that drag and turbulence caused by air passing over hundreds of holes in his bike were actually slowing his progress, not aiding it.

His bikes transformed: smooth surfaces; front brake mounted behind the fork; minimal braze-ons; brake levers mounted behind the bars in a barely usable position.

One man who did get it right was, unsurprisingly, Eddy Merckx. His 1972 Hour Record machine, built by Ernesto Colnago, featured milled and re-profiled cranks and chainrings, but no holes. The notoriously finicky Belgian shaved every possible gram from the weight of his machine to good effect. Campagnolo components of the time were massively over-engineered, allowing a fair amount of material to be removed without risking structural failure.

Meanwhile, over in California, bike builders who had seen the work on Merckx's Hour machine and were aware of Engers and the UK time-trial scene's penchant for making Campag's nest resemble cheese graters, were doing their own thing.

"It was pretty big in California: guys like Peter Johnson and Frank Spivey were super-talented machinists," said Drillium Revival's Jon Williams, a talented machinist himself – who has sadly died since this article was first published in Rouleur magazine in 2016.

"Southern California has a huge defense industry, so a lot of these guys were just doing it as a hobby, and they did fantastic work. Most of the backyard stuff you see from the '70s is pretty awful—it's guys going at it with their drills—but some of these other guys really elevated it."



Williams' path to the art of drilling components came from a love of tinkering around with cars and motorbikes. A rider in the '70s, when he returned to cycling in the '90s, he had a hankering for the dream machines of his youth.

"The vintage bike thing really started picking up towards the end of the last century. I borrowed a vertical mill and started doing work for myself, and lots of other guys wanted it too, so I started doing it for them. I was doing a lot of

repair work and restoring nishes on old Campy hubs and that sort of thing—it cleans up so nice. "I did a Gios Super Record, which was a bike I really wanted when I was a kid."



The very thought of taking a drill to a vintage Super Record rear mech makes me shudder. How do you even start on a nerve-wracking project like that? Practice makes perfect, confirmed Williams – whose work appears in these pictures.

“I’d find old Campy derailleurs that were too far gone to renovate, so I would practice on them. It was a few years before I felt comfortable working on new-old stock and stuff that was in good shape.”

An anecdote from my youth which I related to Williams: watching a club-mate bike checking at a road race and rejecting one bike presented to him on the grounds that he didn’t think its seat pin, which had more holes than a Swiss cheese, would last the distance of the race.

“I would never drill a seatpost,” Williams replied, much to my relief. “Aesthetically, it’s ugly. I really try and do stuff that will not alter the integrity. Most of this stuff, the older parts, was really overbuilt.

“I have people send me modern stuff now and you can’t work on it. A computer has figured out exactly how light you can make it before it breaks.”

The work Williams would do on a seatpost would go unseen, he explained. Milling from the inside is where the weight can be shaved off. “An older Campagnolo Record post, you could take a whole lot of material out of that and it would still be absolutely fine.

But the question remains: what is the point?

“To some guys, the bike is just a tool, and I get that,” Williams explained. “But for others, anything they have—their car, their hi-fi, camera—they are really involved with, and they want them to be cool.

“The whole weight-saving thing is really implied. It’s more of a psychological thing. It’s cool. You wanted to show up at the race looking good. It was intimidation, a mind-game.”

Take another look at that photo of Alf Engers. He looks great. His bike looks amazing. It was intimidation. It was a mind-game. And it was, most definitely, cool.

Blast from the Past Newsletter

March 1985

BIENVENUE, BIKERS

You can't go very far in March with the Harrisburg Bicycle Club, right? Guess Again! On Tuesday, March 19, you can join a tour of Nova Scotia. After a brief business meeting to keep the Club in operation, Dick and Helen Condon of Carlisle will lead the way along 800 miles of sea-misted roadways. You will see beaches, mountains, harbors, towns, boats — everything you imagine the home from which Evangeline was exiled by the British to be, plus more. Come and whet your appetite for adventurous touring, and pick up some tips on how to plan, prepare, and bring it off successfully. Canada's Maritime Provinces beckon: March 19, 7:30 PM, Christ Presbyterian Church, Allendale

(Take I-83 Exit 19)

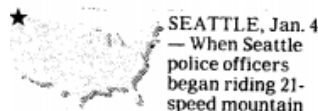


"Copyright © 1990

by The New York Times Company. Reprinted by permission."

Drug War Weapon: Manpower On Bikes

By TIMOTHY EGAN



SEATTLE, Jan. 4 — When Seattle police officers began riding 21-

speed mountain bicycles into drug strongholds in bright yellow Gore-Tex raincoats, black nylon pants, fashionable helmets and oversized galoshes, the gang members giggled.

Other officers smirked at the 21-man mountain bike patrol and its summer uniform of skin-tight Lycra jirdles. "Real cops don't wear shorts," many scoffed.

Doubts and disrespect from gangs have dissipated after a series of impressive arrests by the two-wheelers. Open drug dealing in the streets and public places of low-income apartments has dropped in the last year, the Police Department says. Parents and social workers here attribute the trend to the bike patrol.

"Now, when we make a bust, you hear these guys bragging about 'how the bike guys got me,' like we're the toughest cops out there," said Tony Little.

Mr. Little and his partner, Jim Koutsky, use 21-speed mountain bikes to patrol Yesler Terrace, a subsidized housing complex where a child was likely to hear gunfire before he learned to talk.

Mr. Little, who wears his hair in a crewcut and has legs like oak stumps, prides himself on the fact that no fleeing suspect has ever been able to elude him or his partner on bikes. When chasing somebody, Mr. Little goes one way, while Mr. Koutsky goes the other: if the suspect hops a fence, he will face a mountain bike when he comes out of the yard. Foot patrolmen sometimes lost out. "I'm 33 years old and wear about 20 pounds of gear so I wasn't winning all the foot-races until we got the bikes," said Mr. Little.

The bike unit came into being after

the police were convinced that it was the best way to patrol a beat in bad neighborhoods. The cyclists control crime with a visible presence. Mr. Little said they were most effective on "swoop and stealth" missions.

"What we'll do is hide behind the bushes on our bikes, watching a drug deal or some other crime, then we swoop down on them in an instant, so we have the element of surprise," he said.

This modern cavalry is not without problems. Mr. Little ripped a ligament in his knee being thrown over the top of his bike in pursuit of a suspect. Would he like to go back to auto patrol? "Why should I? This is the highlight of my career. I'm getting paid to do something I love, riding a bike and chasing bad guys."

Mr. Koutsky, who once rode his bike across the United States, said the patrol was a money saver. A mountain bike costs about \$650, far less than the amount spent on gas each month for the average patrol car. A drawback, Mr. Koutsky said, is lack of speed when he needs to get somewhere that is not close by.

There has now been "a radical change" in life at Yesler Terrace and its neighbors, said Pat Warberg, the recreation supervisor for the area.

"For a while, you couldn't go anywhere without running into open drug-dealing, money exchange, gangs doing their thing," she said. "I felt like I was in Washington, D.C., instead of Seattle, Washington."

Mr. Koutsky donated a Thanksgiving turkey for children here last November. Mr. Little baked sweet potatoes. They can be seen on the basketball court of the community center, playing hoops with the children, as often as they are seen handcuffing a suspect.


"A lot of cops tend to act awfully important behind the wheel of that big car, but on bikes, they seem more friendly, a real face, easier to approach," said Ms. Warberg.

Children of Yesler Terrace who once fled at the sight of a police officer now cluster around the bike patrols, asking questions about the gear attached to the sturdy frames.

The fear of getting through the day in a violent neighborhood has diminished somewhat. "Last year everybody was real afraid," said Latress Smith, who is 13 years old and lives in the Terrace. "Now, there hasn't been any drive-by shoutouts for a long time. These guys on bikes always seem to be around."

It would seem inevitable that a prized Seattle Police Department mountain bike would be stolen. But the unit has never lost one to a thief, even though Mr. Koutsky and Mr. Little do not have locks. When they leave their bikes somewhere to go inside, they handcuff the two bikes together.

March 1995



Announcing:

THE *Classic Diner* SERIES!!!

Join us for a roll down memory lane! Sample the fare from the menus of many of our region's best examples of the Diners of yesteryear (Everything from blueberry pancakes to oyster sandwiches!) Here some of the fine establishments in store:

- ☛ **American Dream Diner, Harrisburg**
- ☛ **Kuppy's Diner, Middletown**
- ☛ **West Shore Diner, Camp Hill**
- ☛ **Stephanie's Diner, Highspire**
- ☛ **And More!**

Look for this event on a monthly basis throughout the season, beginning at 8 a.m. on Saturdays at City Island. Routes will generally be 15 to 25 miles. Your fearless ride leaders, Doug Charney (233-7271) & Valerie Grigg (232-6249), will provide a pace to accommodate all! See you there, campers!!!

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

March Regular Rides

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



HBC Ride Paces

HBC Average Riding Paces

[illegible]

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

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

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

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

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

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

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

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

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

Planning your 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: 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/

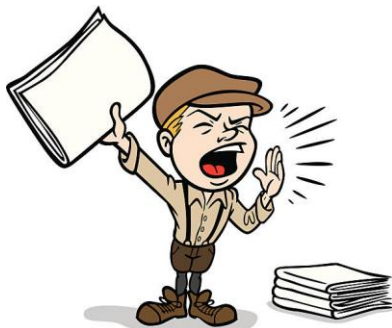
Submissions for the April Spokesman should be sent to

editor@harrisburgbicycleclub.org

by **March 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

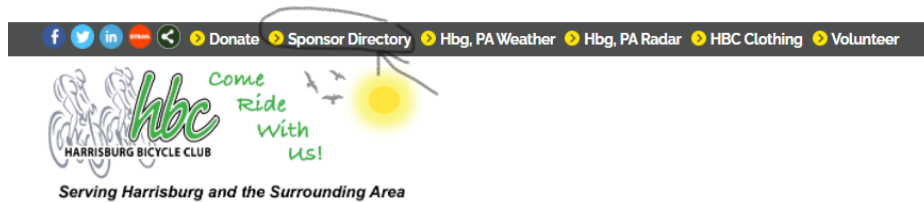


<https://www.facebook.com/pages/Harrisburg-Bicycle-Club/242294573868>

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

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



You will then see the
Business Directory
Search function

[HOME](#) [NEWS](#) [CLUB INFORMATION](#) [RIDE INFORMATION](#) [SUBMIT RIDE REPORT](#) [EVENT CA](#)

[HOME](#) [NEWS](#) [CLUB INFORMATION](#) [RIDE INFORMATION](#) [SUBMIT RIDE REPORT](#)

[Home](#) > [Business Directory Search](#)

BUSINESS DIRECTORY SEARCH

Search for business listings by entering search text and searching by category, type or postal code / radius. If no results are found, you will be notified to refine your search location of the business. Please note that not every business may be displayed on the map.

Search Criteria

Search Text
Searches business description and business name
Leaving this field blank will return all results

Business Category

Business Type

Within of zip

Search for listings by entering criteria above

If you click the Search button without entering anything in the selection criteria you will see all the business sponsors. (Note: this is just a sample of what will be shown)

Home » Business Directory Search

BUSINESS DIRECTORY SEARCH

7

Search for business listings by entering search data and selecting by category type or postal code (radius). If no results are found, you will be notified to where your search. Results are displayed below. If no map is displayed, you will calculate the location of the business. Please note that not every business may be displayed on the map.

Search Criteria

Search for:

Business Category: **Submit**

Business Type: **Submit**

Within mile(s) of zip: **Submit**



Found 6 listing(s)

BICYCLE SHOP

10% discount offered

Redell's Pushers Bicycle Shop
 3708 Wilbur Street
 Hamden, CT 06518
 ☎ (715) 462-7180

[Details](#)

World Cup Bicycle Shop
 1904 Glastonbury Rd
 Glastonbury, CT 06033
 ☎ 715 735-8152

[Details](#) [Website](#) [Email](#)

All Bicycle Shops

Redell's Pushers Bicycle Shop
 3708 Wilbur Street
 Hamden, CT 06518
 ☎ (715) 462-7180

[Details](#)

World Cup Bicycle Shop
 1904 Glastonbury Rd
 Glastonbury, CT 06033
 ☎ 715 735-8152

[Details](#) [Website](#) [Email](#)

BUSINESS

Insurance

Donagel Insurance Group
 1188 River Rd
 Danbury, CT 06810
 ☎ 715 517-0835

[Details](#) [Website](#) [Email](#)

Please support our local Business Members!



51 S Market St (Rt 230) Elizabethtown

717-361-8100

Monday to Friday 12-7

Saturday 10-4

www.bicycleoutfitters.com



717.697.2063

customerservice@mountainsideski-sports.com

5142 E. Trindle Road

Mechanicsburg, PA 17050

MOUNTAINSIDESKI-SPORTS.COM

HEALTHY, HOLISTIC LIVING



BARRE • CYCLE • PILATES • YOGA

Indoor Cycling Classes

First class \$5 | Sign up online

www.H2Lstudio.com

2151 Fisher Road, Mechanicsburg | 717-697-4425 | info@h2lstudio.com



holmescycling.com

717-737-3461

Monday-Friday 10-8

2139 Market St

Saturday 10-5

Camp Hill PA 17011

The Best

COLE'S
BICYCLES

In Bikes

**Road • MTN • Comfort • Cross
Freestyle • BMX • Kids**

Complete Service and Repairs

327 North Hanover Street

Carlisle, PA 17013

(717) 249-3833

contact@colesbicycles.com

**Trek • Electra • Haro
Cannondale • Sun**

www.colesbicycles.com



MEDGYM

David Drinks, CSCS, CWHC
Certified Strength and Conditioning Specialist
Certified Wellness and Health Coach
FMS Level 1 Certified

Move Better. Feel Better. Live Better

ddrinks@umedgym.com

290 E. Pomfret Street

Carlisle, PA 17013

(717) 254-6751

Personalized Fit

Peak Performance



3804 Gettysburg Rd, Camp Hill, PA

717-730-9402

Lee Gonder, Owner

www.worldcupskiandcycle.com



ingearcycling-fitness.com

9030 Bridge Road

406 East Penn Ave., Rt. 422


Hummelstown PA

Cleona PA

717-566-0455

717- 273-4477

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




IV TO GO
 MOBILE IV HYDRATION SERVICES



A quick, effective approach to treating dehydration

www.mobileivtogo.com (717) 383-8185



FUNK
 ENTERTAINMENT

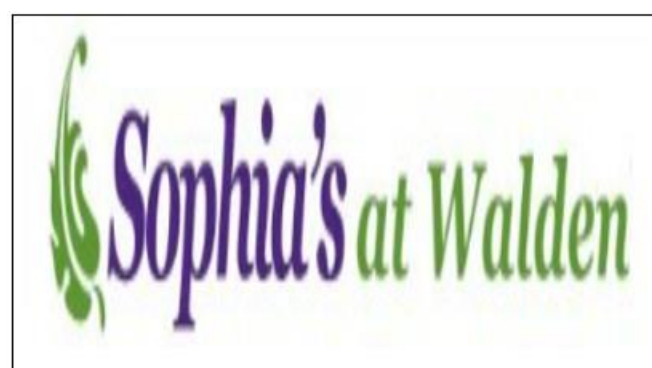


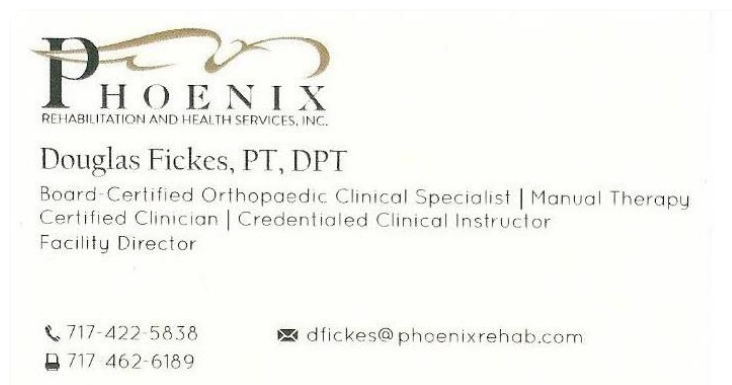
Funk Entertainment, LLC
 Michael Funk
 Owner
 54 S 39th St
 Camp Hill, PA 17011
 717-379-4058
 mtbfunk@gmail.com
 funkentertainment.net
 facebook.com/funkentertainment.net

ROAD HAWK
 BARBQUE
 MENU



717-502-7049
 43 S. Baltimore St. Dillsburg, PA 17019
 HOURS: THURS. - SAT. 11am - 8pm SUN. 11am - 7pm







Harrisburg

Phoenix Physical Therapy
5690 Allentown Blvd. Suite 200
Harrisburg, PA 17112-4052

(717) 216-8699
harrisburg@phoenixrehab.com
phoenixrehab.com



Etters

Phoenix Physical Therapy
564 Old York Road Suite 5
Etters, PA 17319-9536

(717) 212-9229
etters@phoenixrehab.com
phoenixrehab.com



Carlisle

Phoenix Physical Therapy
1075 Harrisburg Pike Suite 104
Carlisle, PA 17013-1689

(717) 422-5838
carlisle@phoenixrehab.com
phoenixrehab.com