



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB June 2021

President's Corner

As the summer riding season picks up, I am proud of our 58-year-old organization. We are more than just putting together rides. HBC members are meeting our mission to encourage riders of all levels to be active in enjoying biking by community outreach; making our area a better place to live and be enjoy the great outdoors.

Take for example the participation in May's Bike Week/month. Rides that highlight West Shore, Bicycle South Central, tour of Harrisburg, Ghost bikes and The Ride of Silence. Bike to workday. 1st Sunday Greenbelt rides. Valet parking for bikes at the Harrisburg Arts Festival and other downtown festivals.

Others are working with the Tour de Belt committee and leading rides, and Whittaker Center developing a family ride in July. Supporting Recycle Bicycle. Counting pedestrians and bikes in the HATS study and providing input on the Gettysburg Corridor traffic survey-important to speak up for safety. Bike the Burg Family ride on June 5th. SAMBA offers diversity in riding-not just road biking.



All of these events highlight our passion for promoting a bike lifestyle and camaraderie. When an area is more inviting to walking and biking it is a better place to live, work and play.

My 'helmet' is off to all our volunteers who go forth and do good things. It is a great time to be a member of the Harrisburg Bicycle club. Thank you for all you do!

One last note to mention. With the warmer temperatures, more cars and bikes are sharing the road. Please be aware of how you respond to those drivers/cars who may get aggressive. DO NOT ENGAGE or CONFRONT if a driver is unhappy with you or the group. Situations can escalate quickly and may be dangerous. Please be safe out there.

See you on the road! Be safe.

Susan Tussey - HBC President

Community Service

Volunteers Needed :

Please take this survey about the Hummel Ave/State Rd/ Gettysburg Rd/ Simpson Ferry Rd Corridor. Your input will help prioritize projects regarding safety, appearance, and redevelopment on the corridor. Please forward or send this survey to anyone that you think would have an interest in responding. It can also be found on the Township webpage and Facebook site. We appreciate your participation.

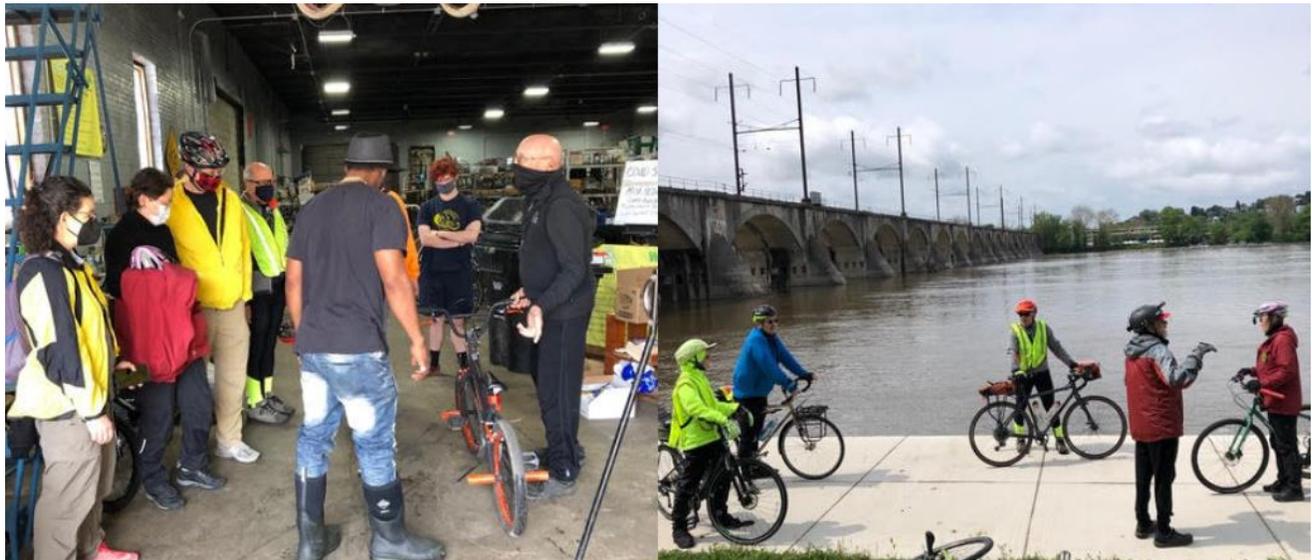
[SURVEY](#)

Bicycle South Central PA Infrastructure Tour

The first Bicycle South Central PA Bicycle Infrastructure Tour was a big success. Riders came from State College, Lewisburg, and various local communities to see the improvements in biking and walking infrastructure in Harrisburg and the surrounding area. A visit to Recycle Bicycle Harrisburg was a highlight. Missed the tour? No problem! You can do a self-guided tour using the information below.

We are thankful to the City of Harrisburg for creating a short video to explain what bike infrastructure exists in the city and what is planned. It would be helpful for you to view this prior to the bike tour.

Link to the Mayor Papenfuse's introductory video: [VIDEO](#)



Link to Bike Tour route: <https://ridewithgps.com/routes/35778905> This is the route for the longer version of the tour which includes a stop at Recycle Bicycle Harrisburg and additional portions of the Capital Area Greenbelt. Those riders opting for the shorter version can go as far as mile 8, Commonwealth Avenue by the Capitol fountain, and then return directly to Fort Hunter, via Walnut Street, Riverfront Park, and quiet city streets.

The tour also received some good media coverage from Channel 21 which can be viewed here. [21 News](#)

Spring Fling 2021 – What a Great Time !

This year's Spring Fling was held in beautiful Bethany Beach. We had excellent accommodations at the Ocean Suites Marriot Bonvoy directly located on the boardwalk. 54 members join us for 4 days of riding. Some members rode Henlopen State Park, and others visited Assateague Island and got pictures with the wild ponies, others rode routes all over Bethany, Lewes, and Rehoboth Beach.



We did have some wind, but it was sunny the whole time. We couldn't forget Lou Searles Birthday, so a cupcake and a song were in order. Friday night found the bulk of the members enjoying a meal at the Ropewalk Restaurant, and Saturday evening we went to our traditional Boat House Restaurant with lots of laughs and a live band. All and All we had a great trip and hope to repeat the experience next year.

See you on the Road
Glenn Wareham
Past President

Spring fling Ride Extension from the “Wonderful Seven”

This year’s Spring Fling in Bethany Beach, Delaware was another wonderful Harrisburg Bicycle Club trip. A group of seven participants decided to extend the experience by riding from Harrisburg to Bethany Beach. Brenda Bent, Susan Tussey, Dick Norford, David Raup, Lou Searles, Scott Silverstine and Howard Ross left Harrisburg on Monday morning.



Thanks to Susan Tussey, who arranged for a vehicle, bags were loaded the previous day and the car was driven to Lancaster, where Susan’s cousin, Heidi (remember our SAG from the last Fall Tour?) brought it to the first night’s stay in Ronks. Each of the riders took a turn at driving the SAG vehicle for one half day.

With a stop at the historical Donegal Church, lunch in Mt. Joy and the Landis Farm Museum, the group traversed covered bridges, passed Amish buggies and completed the day with champagne toasting.

The second day started with a climb and detour when a bridge out added a few miles. A stop at the railroad “Red Caboose Motel” in Ronks developed into a lost wallet. Feeling a little giddy, the group turned into lyricists, composing bicycle songs (later highlighted at one of the group meetings in Bethany Beach). At lunch time the second day “Lou’s Crew” rolled into Capriotti’s Sandwich Shop, a familiar, traditional lunch place in West Grove, PA.

When we rolled up to the restaurant, the seated diners eyed us curiously and asked questions. One lady commented that she'd done 50 minutes on her Peloton exercycle that morning, but the contrast between her basement and us starting in Ronks that morning, yet dining at the same lunch place, caused her and her lunch companion to ponder. And ask more questions....

There was an unusually high degree of light-hearted and friendly cross-table conversation among four of the out-front tables. One of the diners at the table next to ours was a Labradoodle dog named Cooper. Cooper opted to come over and join our table. We invited Cooper to ...SIT! And he did!



When talk turned to bicycle travel and geography, a local man at another table mentioned how we were close to the tri-state point where the states of Delaware, Maryland, and Pennsylvania all touch each other. An interesting and inspiring discussion ensued.

At one point, David asked the local man at the next table if he'd ever gone to the tri-state point, and *if he DID*, did he lay down on the ground and roll his body around in all three states simultaneously? He answered no to both questions with a look on his face that seemed to indicate he was wondering why he had not done so?

Immediately, Dick, Howard, Scott, and David SIMULTANEOUSLY unholstered smartphones to urgently research how we might pedal directly to the tri-state point. Our waitress returned to refill water glasses, and we immediately peppered her with questions about the tri state point. She joined the curious conversation, though had no experience to share. But she said she'd inquire with the Manager and the other staff members.

Meanwhile, the *inquisitive [and brilliant]* minds at our al fresco table had pinpointed the tri-state point and proceeded to chart a course on how we might pedal there. Mr. Wonderful applied his seasoned sales and marketing skills towards crafting a proposal to our Tour Leader to alter our route. The proposal sounded pretty feasible, because it offered to sacrifice the planned stop at the pumpkin and ice cream stand at the farm market. To the four intrepid al fresco explorers, this seemed a favorable trade-off.

After listening carefully to Mr. Wonderful’s persuasive pitch imploring Lou to change the course of our journey to *immediately* set out to explore the unknown, Lou, in his capacity as leader of Lou’s Crew, quickly and firmly vetoed the proposal. As the sole provider of adult supervision for this group of seemingly unleashed “eight-year-olds-with-credit-cards,” he reasoned that we ALREADY had incurred unintended extra mileage earlier that day with the detour made necessary by the Ronks bridge being out. We needed to get to Newark in time for dinner, beer drinking, and to rest up to ride the next day.

A rest stop in Paradise offered the opportunity for photographing a beautiful display of cherry blossoms (and the joy of retrieving the wallet left at the Red Caboose).

Thanks to Lou, a much more efficient route into Newark and the evening’s hotel found less traffic than the Fall Tour route.

As the group was preparing to depart on day three, Ken Shilling arrived with his bike loaded and ready to ride for the day.

On day four, Ken returned to the hotel where he linked up with the group as the wonderful seven pedaled through a magnificent pine forest decked out with all forms of sporting goods, both on the ground and on the trees.



As the group entered Bethany Beach, the mandatory photo stop at the “Welcome to Bethany Beach” sign left everyone with renewed energy the knowledge that the tour to the beach had been accomplished.

Thanks to Dave Raup, the group toasted the arrival with champagne and another rehearsal of the now famous wonderful seven bicycling song.

HBC Website Useful Tips

We added a poll on the main page of the website. The first time you login there should be an opportunity to VOTE. We will leave each poll up for 2 months then provide a report and add a new one.

If you have suggestions on poll questions to the members, email them to webmaster@harrisburgbicycleclub.org



Ride with GPS

We continue to grow our users now at 190 ! Also, with some user feedback we separated gravel rides into two categories



Gravel Rides
2,340.5 mi 202,645 ft

54 items By Harrisburg Bicycle Club



Rail Trails
305.7 mi 9,670 ft

9 items By Harrisburg Bicycle Club

- Rails to Trails rides – very little elevation change and mostly on official Rails To Trails routes
- Gravel Rides – any distance, any elevation change, these may have various road conditions and possible steep climbs and descents

HBC Rider / Ride Leader Expectations

HARRISBURG BICYCLE CLUB MEMBERSHIP EXPECTATIONS:

As a Harrisburg Bicycle Club member, I recognize that as a participant in club activities I represent the Harrisburg Bicycle Club to other cyclists, government officials and the general public. I therefore will adhere to the Harrisburg Bicycle Club's Member Expectations when participating in any and all club activities and when representing the HBC. ("Representing the club" is considered to be anytime you are at an event where you are registered as an HBC member, and/or anytime you are wearing apparel that includes the name and/or logo of HBC.) I understand that this list of membership expectations cannot comprehensively address all possible scenarios: rather it functions as a standard of behaviors implemented along with common sense.

GROUP CYCLING SAFETY As an HBC member I will:

- Have a bicycle in good working condition including functioning brakes.
- Recognize that bicycles are considered vehicles under Pennsylvania law.
- Wear a helmet whenever riding.
- Not use any listening devices of any kind while on a club ride, unless medically necessary.
- Not ride under the influence of any substance that may impair my abilities.
- Not engage in the open (visible) carrying of weapons on HBC rides and events.
- Ride in single file in traffic and on narrow roads.
- Understand riding two abreast is allowed, however riding three or more abreast is illegal on public roads.
- Not call out "All clear".
- Ride predictably, not erratically, and avoid sudden stops.
- Ride on the right side of the road and not hug the center line.
- Call out and pass another cyclist on the left side.
- Pull over in an area that allows me to get completely off the road when stopping.
- Not cross or overlap wheels with another cyclist unless passing.

GROUP CYCLING ETIQUETTE As an HBC member I will:

- Heed the ride leader's instructions.
- Be prepared to ride at the published start time and sign in by listing my name on the sign-in sheet.
- Ride within the advertised pace.
- Plan to stay with the group, but if I break off before the ride is over, inform the leader or sweep.
- Understand I am no longer on a club ride and will be on my own when I break off from the group.
- Understand I am on my own ride if I am ahead of the leader.

- Use hand and verbal signals to alert other cyclists of hazards or directions and pass them along from the front or rear.
- On “NO DROP RIDES” watch out for the rider/s behind me, making sure I can see them at all times.
- Not discharge bodily fluids when a cyclist is behind me.
- Avoid confrontation with motorists, other cyclists, or pedestrians even if they are in the wrong.
- Select the appropriate ride pace for my ability on HBC rides.
- Respect the ride leader’s advice concerning which ride classification to join.
- Not engage in physical abuse or malicious actions toward any person while riding or at any club event.
- Not engage in the use of foul language, verbal abuse and obscene gestures while riding or at any club event.
- Not engage in unlawful activity, including theft or fraud and intentional damage to property.
- Not engage in the use, sale, possession, or distribution of illegal drugs.
- Not engage in non-consensual physical contact, unwanted sexual advances, and any behavior that would be defined as sexual harassment under EEOC
- (Equal Opportunity Employment Commission) guidelines.
- Not engage in conduct, which is hostile, threatening, abusive, harassing, or discriminatory toward other

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.

FINGER LAKES TRIP REGISTRATION IS FILLING UP FAST

FINGER LAKES REGISTRATION – SPACES STILL AVAILABLE!

As of May 13th – 20 spaces available to stay on townhouses at the college in Geneva NY

HBC Finger Lakes Trip - June 10 to 13, 2020

Please sign up if you want to join us! The registration form and more information can be found on the HBC website. This year we are using an online registration process that is working very well. Go to the HBC Special Events tab for the Finger Lakes and look under the individual tabs on the left. Payment will be either via PayPal or check that can be mailed in. Please contact Susan Tussey with any registration



questions at srtusseyhbc@outlook.com or 814-386-8141. It is helpful to us to know if you want to share a Townhouse with specific people when you register. Townhouse assignments will be provided to participants when registration is complete.

The 2021 base cost of \$158.00 per HBC member staying on campus includes 3 nights lodging (Thurs, Fri. & Sat.), 3 hot "All You can Eat" breakfasts in the dining hall (Scandling Campus Center) served by catering staff, 3 evening socials, bed linens, a blanket, a pillow, one towel and washcloth.

Payment is due at the time of registration. It is possible to stay extra nights (Tuesday or Wednesday only) at the college at a cost of \$42.25 per person per night, so please let us know when you register if you want either of the extra nights. This is a popular trip, so don't wait much longer to register.

If you prefer, you can make your own off-campus lodging arrangements. There are several hotels and campgrounds in the area. (On the registration form, see Option 2 – Off-campus options for breakfasts, maps, and socials)

For general information contact Phyllis Zitzer 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

Chocolate Tour

The Chocolate Tour 2021 GREAT EVENTS, 1 GREAT CAUSE

<https://www.thechocolatetour.com>

We are using our proven and tested method used for the 2020 version of The Chocolate Tour to provide a safe, socially distanced bike event. To learn more about our protocols please visit our COVID-19 Response page.



Annual Chocolate Tour

Saturday, August 7

(details coming soon)

#2021ChocTour

Check out the Registration page for more details

Rain or Shine - No Refunds

Covered Bridge

Covered Bridge Classic

The Covered Bridge Classic is a premier Pennsylvania ride now in its 42nd year. It offers beautiful routes of 100 miles, 65 miles and 35 miles, (actual mileage may vary), in Lancaster County. Each route traverses through covered bridges and passes Amish farms.

We have reworked the event based on pandemic conditions and regulations.

To ensure proper social distancing, multiple start locations are planned rather than having one mass start and lunch. We will provide better stocked rest stops. All foods will be prepackaged and varied throughout the ride.

The routes all cover rolling terrain with moderate climbing.

The multiple start locations will disperse the riders for improved road safety, and social distancing to keep the riders and volunteers safe.

- **There are up to 7 start locations to choose from depending on which distance ride you will be participating in.**
- **You will be asked to pick a start location and ride distance, in the registration process, so we can provide you with the correct route information. Final route information will be sent out closer to ride time.**
- **There is limited parking capacity at each start location. You will be asked during registration, whether you will be riding, driving, or carpooling to the start location.**



Technical Corner

Zinn: An e-bike can be life-changing for a lifelong cyclist. VeloNews technical writer Lennard Zinn is still getting in plenty of long rides

Many of you are aware that I developed a heart arrhythmia five years ago that I've been coming to terms with ever since. Ultimately, I co-wrote *The Haywire Heart*, a book laying out the research showing the direct relationship between decades of hard training and racing and an increased incidence of cardiac arrhythmias.

Thing is, cycling (and cross-country ski training and racing) is not only how I defined myself, how I challenged myself, and how I stayed fit — it also was my most, and sometimes only, social outlet. Training with friends, going to races and racing with them, and guiding bike tours in Italy enhanced my life and reduced the isolation of my work, while bringing me a feeling of success and accomplishment.



Since I generally cannot ride or ski with others without going into cardiac arrhythmia anymore, these sports, which had comprised almost my entire social life, have become solitary pursuits during which I carefully monitor my energy expenditure to avoid my heart going haywire. I have a wonderful family and a great life, but not riding and skiing in the mountains with friends left a void.

The e-bike solution!

Before becoming an all-too regular cardiac patient, I had ridden e-bikes a lot at demonstration events. I even had owned a couple of them, both with rear hub motors, over the years, one of which I used as a shuttle vehicle for whitewater kayaking, and the other which I loaned to one of my daughters for a year as her commuting vehicle. However, I never had seen myself as a rider of e-bikes until my heart arrhythmia got to the point that I could not ride up any of the gorgeous climbs we have here in Boulder without my heart rate shooting up uncontrollably.

That all changed after discussing with Bosch the possibility of building myself a custom titanium road frame incorporating a Bosch motor and battery. I had ridden this system a lot and found its mid-bike weight location, its high torque and long battery life, and its smooth, quiet

operation to be nice. It took some time and persistence on both ends to complete our agreement, as Bosch had not yet authorized any small frame builders to use its pedal-assist systems — it only had such relationships with large bike manufacturers.

During those months of waiting, I had another unsuccessful operation on my heart, and my arrhythmia seemed to only have gotten worse. The value to me of an e-bike thus rose even more.

I finished building my custom titanium e-bike in early May and have ridden it a lot since, almost to the exclusion of all of my other bikes. It was exciting to make, as it incorporates a motor mount welded into the frame that is 3D-printed in titanium; GSD Global made that happen for us.

The e-bike has been life-changing, having given me back the mountain riding and group riding I've been missing. I had a great month without any arrhythmias whatsoever after my first ride on it. Since the beginning of June, however, my heart has been a lot more sensitive for some reason, and I have had arrhythmia bouts.



Without the e-bike, I would have been completely grounded at home or creeping along in my lowest gear on one of my other bikes when my heart is that sensitive. With the e-bike, I can still go riding while keeping the intensity low and minimizing arrhythmia incidents. Better yet, if I go into arrhythmia, I can put the bike in TURBO and get home over hill and dale with a minimum of effort, keeping my heart rate in the 70s while the Bosch motor puts out 275% as much power as I am. Without the motor, I would have to go super slowly and stop every time my heart rate spiked

again, or I would have to call somebody to come and take me home.

That freedom, to know that I can always get home if I have a heart problem, is worth an enormous amount to me.

I even once again partake in the VeloNews Wednesday Worlds lunch ride, which includes steep, hotly-contested climbs. It was something I used to love doing and haven't been able to do for five years. If I were to try to keep up with the VeloNews staff on those climbs on an unassisted road bike now, my heart would be constantly in arrhythmia. Instead, with this e-bike, I can ride along at an easy, sub-110bpm talking pace (on ECO on the flats and on the TOUR, or even SPORT setting on the big climbs) while the rest of the VeloNews staff hammers each other trying to be the first up the climb. And it is so smooth; it feels like a normal bike, with a huge tailwind!

My annual Zinn Fondo ride that I used to do with a large group of friends every year on my birthday in late June was famous for how long and hard it was. We rode from first light into the dark on one of the longest days of the year—generally around 200 miles with around 20,000 feet of climbing, often including a lot of dirt sections as well. My last one was when I turned 55, a month before the day I had my first arrhythmia.

I used to love long hard, all-day rides like that. Fortunately, the 85-mile range of the Bosch system with a 500Wh battery on my e-bike makes it possible for me to once again join in on at least a portion of the epic rides undertaken by buddies of mine. I rode in mid-June with about 20 friends up Fall River Road (unpaved, cars not permitted) in Rocky Mountain National Park and then over and down Trail Ridge Road, the highest continuous paved road in the USA topping out at 12,182 feet (3,713 meters). It had been five years to the day since I was up over the top of Trail Ridge Road — I was riding my bike home to Boulder from Steamboat Springs that day, a great, 200-mile solo ride. A couple of weeks later, I did an epic (and final) Zinn Fondo, also riding from dawn to dusk and over very high passes, lots of it on dirt. Those were the last long, hard rides ever for me, as a month later I had my first heart arrhythmia, and I haven't been able to do anything of the sort since.

I didn't miss pushing my body hard to get up over 12,000 feet. I thoroughly enjoyed riding up with minimal effort, not even breaking a sweat (since I have to keep my heart rate from getting to 110bpm). I totally enjoyed the whole experience, riding with a couple of friends going at a good pace, and I even took the time to talk to others and offer assistance where needed (I had enough extra battery power to push a buddy with serious leg cramps up the last section to the top), and I only even needed a couple of sips from my bottle. To get to the Trail Ridge visitor's center and not be tired, hungry, and out of water—well, that's the first time that's ever happened to me when I got there by bike.

I also love that I can again ride the cyclocross courses I used to love racing on for so many years. As this bike has disc brakes and lots of mud clearance for cyclocross tires, it's perfect! Cyclocross was always like being a kid again for me — riding around in the mud and horrible conditions with a bunch of good friends. And I feel like a kid again on my e-bike! As one who used to think of myself as being too big and tough to ride an e-bike, it is quite a transformation for me to be riding one. I'm grinning ear to ear most of the time, and I'm certainly feeling no shame when I'm on it. It gives me great freedom to enjoy all kinds of riding again, including (especially) with other people. It also is awesome, now that the weather is hot, to be able to go out riding and feel more comfortable in the heat. Riding at higher speed at a lower aerobic intensity is a perfect way to stay cooler!

Health Corner

Importance of Recovery in your 50s, 60s and Beyond: 9 Tips on Cycling Recovery

By Coach John Hughes

In my recent column I'm 70! Yikes!!! Lessons from my Journey Through Life one of the key lessons I've learned is to ride less and recover more. The results are that the riding I do 1) is more enjoyable because I'm not tired at the start of the ride and 2) produces more improvement because I can do a more challenging ride that's longer and / or harder than I'm used to doing.

This summer has been crazy. March through June I got our big home north of Boulder, CO ready to sell and in July it sold. We then moved into a much smaller condo in N. Boulder. We started looking seriously for a new home in the mountains, in August found our dream home and now I'm getting it ready to move in. Starting in March I rode very little. I promised myself that once we moved to the condo, I'd ride most days including three challenging rides a week. That hasn't worked out so well for a couple of reasons.

First as we get older one of the most significant changes is the need for more recovery. In my 30s I could do four or five tough rides a week. By my 50s I could handle two and sometimes three hard rides a week. Now that I'm 70 (sigh) I can do a challenging ride and feel proud of myself. I recently climbed Flagstaff, which was the finish of one of the stages of the Colorado Classic stage race. When riders passed me, I thought, "I'm 70 and I'm doing it!" But after the ride I was so tired I took a two-hour nap. I then needed three days of easy riding before I could do a moderate endurance ride.



The other reason I need more recovery is because effects of all types of stress are cumulative. The stresses of riding, moving, and transitioning to semi-retirement are compounding both physically and mentally. I'm not able (yet) to ride as much or as hard as I want to ride because of these other stressors.

I specialize in coaching riders aged 50 and older and most are also going through significant changes such as becoming an empty nester, moving to a smaller home, caring for an aging parent, or retiring. I plan their key events and training around these events so that the

cumulative stress load isn't overwhelming.

Improving Your Recovery

What can you do to hasten your recovery?

1. Ride less

A new client is always surprised that in the workouts I send the client include less time on the bike. However, each of the rides as a specific purpose. As a result of riding fewer miles, she needs less recovery.

2. Vary the Intensity

Most of my new clients are already doing a mix of what they think are intensity, endurance, and recovery rides; however, they aren't really varying the intensity enough. The intensity rides usually aren't the correct ones to meet the rider's goals. The recovery rides aren't easy enough to provide any recovery.

3. Sleep

Many of us try to combine athletic performance with busy personal and professional lives and as a result are short on sleep. The body only produces human growth hormone (HGH) while you're asleep. HGH is necessary to rebuild your muscles. Sleep is also the time when your unconscious mind processes all the stresses in your life. Try to get to bed a little earlier and then don't watch TV, surf the net, or read, so that you relax immediately and drift off to sleep.

4. Cool-down

The lymph system is the body's sewage system, moving waste products from the muscles to the lymph nodes. Lymphatic fluid doesn't have a pump like the heart to circulate it; rather it depends on the action of the muscles to move the fluid from the muscles to the lymph nodes. Start the process by spinning easily for the last 10-15 minutes of a ride.

5. Recovery Nutrition

You burn a combination of glycogen from carbohydrate and fat for fuel when you ride and the harder you ride the more of your energy comes from glycogen. You only have enough glycogen for several hours of hard riding. You may deplete your glycogen stores on a fast or long ride.

As you come to the end of a ride finish any food you are carrying with you. When you get off the bike eat two calories of carbohydrate / lb. (4 cal. / kg) of body weight every hour until you can sit down for a regular meal. For example, if you weigh 150 lbs. you should eat 300 calories of carbohydrate every hour.

Pick foods that you like — sports bars are no better than crackers or pretzels for example — and read the label to be sure you are getting enough calories from carbohydrate. Many foods contain a mix of carbohydrate, protein, and fat — you're after calories from carbohydrate. A lot of protein after a ride doesn't help you recover faster. You need a little protein to rebuild muscles; however, you can get that in your regular meals.

6. Recovery Hydration

Develop the habit of weighing yourself after a hard or long ride. You should drink to satisfy your thirst and keep drinking until you've replaced all the body weight you've lost, i.e., drink 16 fl. oz. for every pound lost (1 liter / kg).

Water is a good start. Here are some other choices: Fruit juices provide calories and potassium. Vegetable juices such as V-8 provide carbohydrate and plenty of sodium. Low-fat or non-fat regular and chocolate milk both provide lots of calories. You can also make a smoothie mixing non-fat milk or yogurt, fruit and some sugar or honey in a blender.

Sports drinks and recovery drinks are no better than real food and cost more. Although a beer may taste good, you're substituting empty calories from alcohol for quality calories from carbohydrate.

7. Recovery Electrolytes

How much sodium you lose in sweat and the sodium concentration of your sweat depends on your genetics, diet, fitness, heat acclimatization, gender, how hard you are riding and the heat and humidity. On a three-hour ride you could lose roughly 1,200-4,800 mg of sodium, which equals 2 to 6% of your sodium stores. You could also lose 300-1,200 mg of potassium, which is only 0.001 to 0.007% of your potassium stores. Sodium is the only electrolyte you need to replace after a sweaty ride.

Processed foods you buy at the store and restaurant meals are generally high in sodium. Unless you eat a moderate sodium diet following the recommendation of not more than 1500 mg / day for seniors, you probably don't need to worry about sodium losses. If you normally control your sodium intake, eat salty carbohydrate-rich snacks after a hot ride.

8. Active Recovery

The keep the lymph system flushing waste products from your body do something active the day after a hard ride. Go for an easy spin, walk the dog, play catch with the kids, or go for a swim in the local pool.

9. Massage

If we were paid to race, we'd get frequent professional massages to help remove waste products and also to reduce Delayed Onset Muscle Soreness, sore stiff muscles the day after a hard ride. I got a weekly massage when I was training for the Race Across America.



If professional massage isn't an option, work on your legs regularly. My website describes how to do Self-Massage. If you massage your legs an hour or two after a hard ride, be gentle. If you, do it the day after a hard ride, go deeper.

When you are riding hard you are breaking down your muscles, not getting stronger. You only get fitter when you allow time for your body to recover. By using these tips you'll improve the quality of your recovery so that you can ride even better!

Safety Corner

While it can be fun and exhilarating to ride in the rain, it can be pretty dangerous as well. From poor visibility to decreased traction, and everything in between, there is always some sort of hazard waiting to take you down.

So here are eight tips to keep you safe when you venture out in the rain:

1. Use Blinky Lights
2. Use Reflective Tape
3. The Road Is Slippery When Wet
4. Potholes Are Deeper Than They Appear
5. Use Good, Sturdy Tires
6. Watch For Debris
7. Be Prepared to Brake
8. Run Lower Tire Pressure

1. Use Blinky Lights

The easiest way to make yourself more visible on rainy days is to install some blinky lights on your bicycle. To be safe, you could mount a small white headlight on your handlebar and a blinking red light on the back of your seatpost.

At the very least, clip a little light onto a jersey pocket. (Various cycling events will hand these out for free.)



2. Use Reflective Tape

Lighter in weight and less obtrusive than the blinky lights is reflective tape. This looks just like electrical tape, but when light is shone on it, it reflects a bright white flash.

You can put this on your bike and forget about it, but when a car's headlights flash over it, the driver is more likely to spot you. My favorite way to use this is to put silver or black reflective tape on my crank arms. (The spinning motion makes the reflection even more visible.)

3. The Road Is Slippery When Wet

You can ride over most obstacles without thinking if the road is dry. But when it rains, everything becomes a safety hazard!

You need to watch out for wet leaves, painted lines, railroad tracks, and metal grates or sewer lids. All of these surfaces are very slippery when wet, so it is best to avoid riding over them (or at least do so with caution.)

Also, the road itself can become quite slippery. When it starts to rain, motor oil and other substances coating the road are brought to the surface, decreasing friction even more than plain rainwater does.

4. Potholes Are Deeper Than They Appear

Potholes are always dangerous, but if you can see them, you can avoid them. Unfortunately, when roads are covered in water, potholes can become hidden. Or at least, big potholes will look smaller than they actually are.

If you see standing water or anything that looks like a pothole, avoid it.

5. Use Good, Sturdy Tires

While you might not want to ruin your good racing tires by using them in nasty conditions, you don't want to use a cheap or worn-out tire.

Why? Because these tires will provide absolutely no traction on wet roads.

Use this test to determine if your tires have enough traction: Find a fairly steep climb where the road is nice and wet. As you climb, stand, and sprint in a low gear, and see if the rear tire spins out. If it spins or slips there, it probably won't provide traction when you really need it.

6. Watch For Debris

You need to watch out because there will be extra debris on the roads. Rain is going to wash gravel, sand, and nearby trash onto the road. This could give you a rough ride, or worse, knock you down!

The shoulder is usually completely covered with junk, so if possible, ride towards the center of the lane. (If the rain was hard enough, there will still be dirt and gravel in the middle of the road as well.)

So, make sure those tires are tough or you'll be changing some flats!

7. Be Prepared to Brake

Wet rims and brake pads have virtually no stopping power. When you apply the brakes, the first couple revolutions of the rim will be used to squeegee water off the rim, and then the braking may take place.

So, you should pay very close attention to situations where you may need to brake, since you'll need to apply the brakes much earlier than you would on a dry day.

(If you're running disc brakes, this won't be as big of a problem, but keep it in mind.)

8. Run Lower Tire Pressure

Even when running good tires, traction on wet roads is hard to come by.

An easy way to increase traction on wet roads is to lower your tire pressure. A drop of just 5-10 psi could improve traction noticeably.

For a 150lb cyclist riding in the rain, 80-85 psi up front and 90-95 psi in the rear should be sufficient. (Experiment for best results.)

If you follow these tips (and dress appropriately,) you should have a fun, safe ride in the rain!

Blast from the Past Newsletter

June 1986

RIDE GUIDELINES



1. Arrive 10 to 15 minutes early and be ready to leave on time!
2. Make sure your bicycle is in proper working order before you arrive.
3. It's a good idea to carry a patch kit, spare tube, pump, and water bottle (water is a necessity in hot weather).
4. Ride carefully and obey traffic laws.
5. Wearing a helmet is not required, but is encouraged.
6. Leaders are not responsible for those who ride ahead of the group, or to put it another way -- if you're ahead of the leader, you are on your own ride.
7. Ride leaders and participants are jointly responsible to see that the advertised pace is maintained.
8. Always notify the leader before leaving the group.

BICYCLING:
your celebration
on wheels!

June 1991

Annual Tube Float and Picnic

by Fred Wilcox

Dig out the picnic basket and tire tubes and start planning for the Annual Tube Float and Picnic. This year's event will take place on Sunday, August 11, 1991. Yes, it's in August, not July (we're having our Ice Cream social that month). We'll float down the Yellow Breeches Creek then stuff ourselves at the picnic.

Mark your calendar NOW. If you don't have inner tubes, but do have a large truck, take off the tires, remove the tubes, and throw the truck away. In Wayne's case, it would have to be something large, like a road grader.

June 1996

“SURVEY SAYS...”

The Results of the New Member Survey

In order to learn more about how we can better serve the New Members who have recently joined the Bike Club, a survey was conducted during the end of 1995 and early 1996. The Survey reached a sampling from over 90 New Members who joined the Club between April and August 1995.

The majority of new members (over 60 percent) were referred to us by friends. Several area bike shops are also credited with about 30 percent of the referrals. Most New Members joined in order to meet new people. Many also expressed interest in learning experiences - such as exploring new routes and developing new skills. Increasing or maintaining fitness was also an important incentive for joining.

Of the New Members contacted, about 70 percent were “roadees” and about 30 percent “mountain bikers”. “Multibike” households - with both types available under one roof - accounted for about 20 percent. Over one-third of New Members expressed interest in “Easy” or “Moderate” level mountain biking rides. (Take note, Ride Leaders!!!)

The majority of New Members contacted (58 percent) had taken part in at least one club ride. 25 percent described themselves as “Riding with the Club Regularly.” The remaining 42 percent had not yet taken part in a Club Ride.

Of those who had taken part in Club Rides since joining, more than 3/4 described their first Ride as a *completely positive experience*. “Friendly and Sociable” was the most frequently chosen description. “Helpful and Encouraging” was also selected. Fewer than 10 percent thought the ride was “too fast”.

When it comes to “High Interest” levels, here’s the score that the New Members give to our Club events and activities:

#1	One-day rides to interesting Places	87.5	Percent
#2	Intermediate/Moderate pace road rides	50	Percent
#3 (tie)	Bicycle Maintenance Courses	33	Percent
#3 (tie)	Riding Skills Training Course	33	Percent
#4	Casual, Beginner Rides	29	Percent
#5 (tie)	Non-Ride Social events	25	Percent
#5 (tie)	Advance/Fast Pace Road Rides	25	Percent
#5 (tie)	Multi-Day Touring	25	Percent

June Regular Rides

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



HBC Ride Paces

HBC Average Riding Paces

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

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

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

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

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

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

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

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

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

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

HBC Business Directory

In 2021 we will be migrating our business sponsors over to the website with a feature that has become available. On the top banner you will click the Sponsor Directory

Support our local bicycle shops

For ALL our sponsors click [SPONSORS](#)



**BICYCLE
OUTFITTERS**
51 S Market St (Rt 230) Elizabethtown
717-361-8100
Monday to Friday 12-7
Saturday 10-4
www.bicycleoutfitters.com



IN GEAR
CYCLING & FITNESS
ingearcycling-fitness.com
9030 Bridge Road Hummelstown PA 717-566-0455
406 East Penn Ave., Rt. 422 Cleona PA 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



717.697.2063
customerservice@mountainsideski-sports.com
5142 E. Trindle Road
Mechanicsburg, PA 17050
MOUNTAINSIDESKI-SPORTS.COM

The Best **COLE'S** In Bikes
BICYCLES
Road • MTN • Comfort • Cross
Freestyle • BMX • Kids
Complete Service and Repairs
327 North Hanover Street
Carlisle, PA 17013
(717) 249-3833
contact@colesbicycles.com
www.colesbicycles.com
**Trek • Electra • Haro
Cannondale • Sun**

Personalized Fit Peak Performance
WORLD CUP
SKI & CYCLE
3804 Gettysburg Rd, Camp Hill, PA
717-730-9402
Lee Gonder, Owner
www.worldcupskiandcycle.com

Planning your 2021 rides

For 2021 we will not be listing all rides by other organizations in the Mid-Atlantic area unless HBC is a co-sponsor. We found a great website for planning your 2021 ride calendar.

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

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

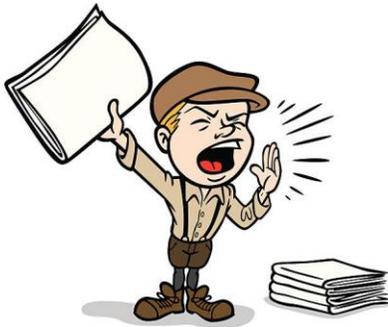
For a comprehensive list of Bike Events - visit: <http://www.suburbancyclists.org/content.aspx?>

<u>Links to "Regional" Bike Club Websites</u>			
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 July Spokesman should be sent to

editor@harrisburgbicycleclub.org

by **JUNE 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