



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB AUGUST 2022

President's Corner

Hard to believe that August is here. Didn't the summer riding season just start?

We have been getting reports about email and forum messages not being received by members. After a long investigation it appears the email providers are changing how they manage bulk emails. We added an article on the next page on how to insure you get all messages coming from HBC.

One of the benefits of your club is the variety of trips available throughout the year! We are now heading into a variety of activities available with Fall Tour, Three Creek Century: both in September, and Williamsburg in October. Our Three Creek Century needs volunteers to make this event successful so please help by volunteering via the website. Volunteers will be able to ride the event the week before with a lunch provided by HBC so there is a chance to enjoy the beautiful routes and make sure everything is ready for the next week.



Finally, there are opportunities for members to become more involved into the Board of Directors. Please contact a current member of the Board or me if you would be interested in serving and making a difference for your club.

Susan Tussey

HBC President

srtusseyhbc@outlook.com

814-386-8141

HBC Website Emails / Forum Problems

We have been getting a lot of reports from members that they are not getting emails and forum notices. We have checked with our website managing service and they say this is a problem that is reported often. Unfortunately each email service (Outlook, Gmail, etc.) has their own technique on identifying what is SPAM, there is no industry standard.

The best technique to overcome the problem is to WHITELIST the Club Express email server account. The email name is mailer@mail2.clubexpress.com

How to manage WHITELISTING

If you're wondering about how to whitelist an email, it can be frustrating not to be able to whitelist email and ensure that it makes it through your inbox filters. Digging through your spam folder to find the emails you need is an annoying process that detracts from your productivity. This article will cover how to whitelist an email in Gmail and other [private email providers](#).

By the end, you'll have all the information you need to avoid unnecessary blacklists and make sure that the emails you want to read show up in your inbox like they should.



What Does Whitelist Mean?

You may be wondering what the whitelist meaning is at all, but that doesn't mean you can't benefit from knowing how to whitelist an email. Whitelisting an email involves telling your email provider that you want emails from that sender to be allowed into your inbox rather than being filtered into spam.

It's therefore important to understand what is whitelist in order to be able to avoid the problem of having emails removed unnecessarily and forcing you to look through spam for potentially important communications. A whitelist email address will always be allowed into your inbox, ensuring that your email account is working for you as much as possible.

Not being able to whitelist email senders renders you unable to get notifications when you receive important emails that you need to read. Whatever email provider you use, it's crucial to understand how to whitelist an email in order to make sure that nothing falls through the cracks.

Each company server has their own technique, there is a long list, so to keep it short we will provide a good reference website so you can find your email server and follow their specific instructions.

To get to the website please click [HERE](#)

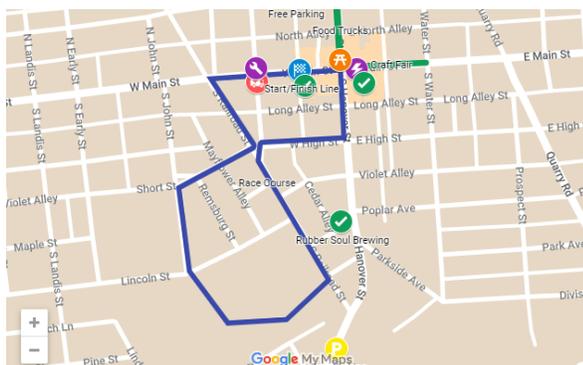
Community Service

Blue Mountain Velo hosted their 2nd Annual Hummelstown Criterium on Saturday, July 9th.

This year featured an entirely new course complete with a downtown finish on Main Street. Over 350 people raced across many classes and age groups. There were racers from New York, Maryland, Virginia, New Jersey and of course Pennsylvania. One woman even drove 7 hours one way from South Carolina to race!

The event got the entire town of Hummelstown involved. In addition, Blue Mountain Velo had the support of many local businesses through their vendor area. The start finish line was on Main Street, and there were food trucks and craft fair vendors on portions of Main Street and Hanover Street. There were over 1000 spectators that came out to take in the sights of the criterium, the craft fair and the food truck festival.

One of the highlights of the day was a set of kids' races, for two different age groups. The kids had a blast, and the parents and fans were proud of their efforts.



For a YouTube video of the race click [HERE](#)

Thanks for all the BMV members and HBC members that volunteered and attended. We will announce the date for 2023 very soon.

HBC Picnic

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

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



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

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

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

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

Ride schedule:

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

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

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

[Register for Picnic](#)

Time is Running Out !
Register by August 15th for the
20th Anniversary HBC Three Creek Century and Save \$10

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

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



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

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

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

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



Bicycling Trifecta

Central PA's Premier Cycling Events

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

TRIFECTRA Registration CLOSES on August 4h

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

We are grateful to Shollenberger, Januzzi & Wolfe, Attorneys at Law for providing this high-quality string backpack to all riders who register for all three Trifecta events. It can be picked up at the Three Creek Century on Sept. 18.



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

To assure rider safety, all CDC recommended COVID guidelines will be adhered to at the time of the event.

Registration information and more details can be found at www.threecreekcentury.com



We are honored to sponsor the 2022 Three Creek Century and look forward to seeing everyone at the event in September!



Coming to the Three Creek Century!!! The all-new Audi RS3.

- Stop by the Audi tent to view our newest high-performance sedan.
 - 401 hp and 0-60 in 3.6 seconds
 - Bike rack optional!!!



Three Creek Volunteers NEEDED

WE NEED YOU!

The Three Creek Century is our major event of the summer; it funds the benefits you receive as a member of the Harrisburg Bicycle Club. It allows the club to support cycling activities in our area like Recycle Bicycle, the Cumberland Valley Rail Trail and more.

It cannot succeed without volunteers baking cookies, preparing food, registering riders, parking cars, driving or navigating SAG, cleaning up, and more.

Please go to <https://www.harrisburgbicycleclub.org> , click on VOLUNTEER and Three Creek Century. Volunteer for one or more of the needed slots. Give an hour or two; there is still time to ride the event.

The Chocolate Tour

The TRIFECTA starts on August 6 with the CHOCOLATE TOUR (<https://www.thechocolatetour.com>). This is the first of the three premier cycling events held in central PA for 2022. The second is the Lancaster Bicycle Club Covered Bridge Classic on August 21, and the third is the Harrisburg Bicycle Club Three Creek Century on September 18. Please consider registering for and supporting all three events.



The CHOCOLATE TOUR supports cancer research, and through this support, some significant scientific discoveries have been made in skin cancer research over the last year. Melanoma is the most deadly form of skin cancer and because we are out on bikes in the sun, skin cancer is a particular concern to cyclists. Below is a link to a recent news release from Penn State regarding a discovery made with partial support from Chocolate Tour research funding. This discovery identified a novel drug combination to activate natural killer cells in the immune system to manage cancer (the link to the scientific article is in the press release). Please consider registering today for the CHOCOLATE TOUR (<https://www.bikesignup.com/Race/Events/PA/Manheim/ChocolateTour>) to support cancer research or use one stop registration to sign up for all three TRIFECTA events (<https://www.bikereg.com/cbc?if=1#>).

Registering for the TRIFECTA will save you \$5 and you will get a free draw-string backpack, to be claimed at the last event in the series. See the link below for an outstanding article on new research on the fight against cancer

<https://www.psu.edu/news/research/story/novel-drug-combo-activates-natural-killer-cell-immunity-destroy-cancer-cells/>

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

The Harrisburg Bicycle Club is once again sponsoring a ride in the “Historic Triangle” and surrounding areas of Williamsburg, Virginia. Participants will travel to Williamsburg on Thursday, October 13th and stay three nights at the Best Western Historic District, within easy walking distance of Historic Colonial Williamsburg.

A variety of ride options will be available for Friday, Saturday and Sunday to explore the area. All routes are available on the HBC Club Account on the Ride With GPS website.

Attendees may optionally purchase Route Books containing cue sheets and maps for an additional \$6.

The price for three days of lodging, three breakfasts and hospitality are \$180/person (double occupancy) or \$345 (single occupancy).

Register by clicking [HERE](#)

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

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

For more information, contact the event organizer Rick Nevins - rick@nevins.com or 717-579-7644.



2022 Fall Tour - UPDATE

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

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

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

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

Registration for the 2022 Fall Tour is now
OPEN

To register click [HERE](#)

**Avoid the registration late fee by
registering by August 13th**



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

Annual Apple Butter Boil Ride



- **When** : Saturday, October 8, 2022, 9:00 AM
- **Where** : Barners St. John's Church, Liverpool, PA, follow Rtes. 11/15 to Liverpool (along the west banks of the Susquehanna), left turn on Rte. 17 west, and a right turn on PA 235 north (follow the Apple Butter Boil signs to the church).
- **Ride Lengths** : 25 and 50 miles
- **Cost** : No fee for rides but there is a charge if you would like to attend the all-you-can-eat Pennsylvania Family Style Dinner (Cue sheets and maps supplied)

Celebrate the end of the 2022 riding season by joining the Harrisburg Bicycle Club and the St. John's Lutheran Church by riding through the rolling terrain of Perry and Juniata Counties of Central Pennsylvania. This **no frills** event will have maps and cue sheets, but there are no sags, official stops, nor road markings.

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

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

Save the Date – Annual Banquet

The HBC Banquet will be held again this year. We are finalizing the location

Date: November 18th, 2022
Time: 5 pm to 10 pm
Location: West Shore Elks

108 N. Saint Johns Road
Camp Hill, PA 17011



Technical Corner

Dear Lennard,

I read somewhere that people use 12s chains on Shimano 11s drivetrains to quiet them down a bit. I was curious about this and Googled around a little to see what the different external widths of chains are.

This led me to [an old post of yours](#) discussing using an 11s chain on a 10s drivetrain. You mentioned that the space between derailleur cage plates might be a factor. Why would using an 11s chain on a 10s derailleur be an issue, or a 12s chain on an 11s derailleur, for that matter? What are your thoughts on using a 12s chain on an 11s drivetrain to quiet it down a bit? I'm not worried about indexing since I run a fun, manual transmission, but I do have to really dial in the adjustment to keep the noise down.



—Ray

Dear Ray,

Good for you running a “manual transmission!”

I only meant that the narrower chain has enhanced ability relative to a wider chain to jump off of the teeth of one of the lower jockey wheel and sit alongside it and grind away on the inboard side of the derailleur cage plate as the chain continues to be driven forward. Anybody who has experienced this as a recurring phenomenon is aware of the annoyance of it. Each time the chain pops off the jockey wheel and continues to be driven forward alongside the cage plate, it removes material from the plate. A carbon-fiber derailleur cage plate will wear away particularly quickly, and it tends to be pretty quiet while this is happening, so you might ride for some time this way without noticing. The more worn-away the plate is alongside the jockey wheel, the less the cage is able to prevent the chain from jumping off of the jockey wheel, so the more it happens, so the more the plate wears, so the more the chain jumps off against it, and so on.

If you start with a narrower chain than the derailleur was designed for, it’s as if you are starting with this process already underway. You have made it easier for the chain to come off and rub more material off of the cage plate. Due to bouncing of the chain and derailleur, this derailment is more common during gravel riding, and the noise of the tires on the dirt and washboards makes it less likely that you will hear the chain rubbing inside the derailleur cage, so it will merrily grind away on it until you stop and re-center it on the jockey wheel.

— *Lennard*

Dear Lennard,

I’m building up a Campagnolo Ekar group and I have a huge bottle of Shimano mineral oil. Is there any reason I cannot just use this, or should I really go with Campy or Magura oil?

— *Pete*

Dear Pete,

You can use Shimano hydraulic-brake mineral oil in your Campy brake. On this bike, I used Magura Royal Blood mineral oil in a [Campagnolo caliper connected to a Shimano road lever](#). It works fine. I can see no reason why it wouldn’t work the other way around.

— *Lennard*

Dear Lennard,

I have a question regarding geometry.

Currently riding a size Large Chapter2 Rere. I crashed heavily coming down 93 towards Marshall Rd. just outside Boulder a couple years ago when a strong crosswind caused the front of my bike to start oscillating uncontrollably, sending me into the roadside ditch. I was trying to slow down at the time, but the front seemed to bob up and down violently. Was running a pair of late-model Mavic Cosmics at the time (the updated U-shaped profile version). Since then, I simply don’t feel stable descending on it, with or without any sort of crosswind. Compared to my older bikes that have always felt super planted and stable up to even 60mph, the Rere has a 2.1cm shorter wheelbase. My older Scott Foil was always rock solid in that

regard. My fit on the Rere is good and hasn't changed in decades. Was recently fitted at Retül and they didn't change much other than lowering saddle a bit (getting older). Could it be the shorter wheelbase that is causing this or is it just in my head? Was coming down Lee Hill Road this past weekend and basically dragged the rear brake the whole way as I was scared that the wobble would come back.

—*Evan*

Dear Evan,

The chainstay length contributed to this only in the same sense that everything in the bike's design contributed to it bucking you off; I have a high degree of confidence that it was by no means a determining factor. Rather, that frame is unable to properly control the out-of-plane twisting of the front and rear wheels relative to each other with you on it. This is high-speed shimmy, and in general, it is caused by insufficient torsional stiffness of the frame for the rider aboard.

It can be caused by a crack in the frame taking away its stiffness, as happened to Chris in [this column](#). Or it can be caused by insufficient stiffness in the design and layup of the frame. I suppose it's also possible that the larger side area this aero road frame and wheels present to the sidewind contributed in a way similar to that described here in this discussion of the [1940 collapse of the Tacoma Narrows bridge](#). The twisting of the vertical girders as the wind blew against them from the side created oscillating vortices behind them that added to the torsional twisting of the girders.

I have written about frame shimmy a lot, and you can follow links [back in this column](#) to more theoretical discussions of it. Suffice it to say that either your frame is cracked and needs to be repaired or replaced, or it was built that way and simply won't work for you. In general, the taller the frame and the heavier the rider, the higher the likelihood of high-speed shimmy, and crosswinds always exacerbate it.

By the way, you are one of many riders to contact me over the years after having crashed on that same descent due to their bike shimmying. For those unfamiliar with it, that descent is the fastest section of the Morgul-Bismarck course (northbound highway 93 into Marshall), made famous by the Coors Classic and featured in [staged crashes in American Flyers](#).

I have ridden it innumerable times and raced on it many times as well, even winning on that course once (in 1980). Every bike I have ridden on it over the past 43 years has behaved differently on that wide, multi-lane, high-speed descent with a frequent strong, gusting crosswind from the west made gustier by cars passing at over 65mph. It's a perfect scenario for a bike prone to shimmy to have those oscillations increase in amplitude to the point that the rider can no longer hang on. While I have never crashed there, I have certainly felt a lot less stability and control on some bikes than on others and slowed down accordingly. I felt super confident on that descent on the bike I won the Morgul-Bismarck on. On the final lap, I held a super-tight tuck the entire way down that hill and got a big gap on my breakaway companion, whose bike didn't give him that same feeling of confidence. I soloed the remaining miles to the finish.

— *Lennard*

[Lennard Zinn](#), our longtime technical writer, joined VeloNews in 1987. He is also a custom frame builder [and purveyor of non-custom huge bikes](#), 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](#)

Health Corner

Analysis: After health scare, will Sonny Colbrelli race again?

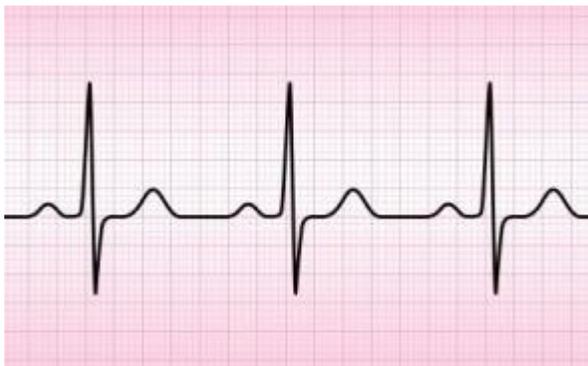
Leading cardiologist suggests that the risks to himself and others in the peloton could spell the end of the Italian star's racing career.

APRIL 11, 2022

DR. BILL APOLLO (Harrisburg PA) AND STEVE MAXWELL

Sudden cardiac death (SCD) is a rare but devastating event, often affecting apparently healthy athletes with no prior heart problems. In fact, the typical victim has no suspicion that they are at risk, and prior to the SCD event may have even felt that they were in peak form.

Sonny Colbrelli, last year's Paris-Roubaix winner and current European champion, can now be counted among the estimated 1 in 40,000 to 1 in 80,000 young athletes per year to experience SCD, after his dramatic resuscitation following Stage 1 of the Volta a Catalunya. He was quickly transported to the Hospital Universitari de Girona after being defibrillated on-site for treatment of a life-threatening arrhythmia.



Initial tests were "inconclusive" in terms of a specific cause of the event, and fortunately showed "no sign of compromised heart function." Following advanced evaluation at the University of Padua Medical School, he underwent subcutaneous defibrillator (S-ICD) implantation to protect him from further malignant heart arrhythmias.

Most resuscitated SCD victims, like Colbrelli, receive “device” therapy with an implantable cardioverter-defibrillator (ICD) prior to hospital discharge – unless there is a clearly reversible problem identified, which when corrected, eliminates with certainty the risk of SCD recurrence.

ICDs are potentially life-saving devices which are placed in the chest to detect and treat life-threatening heart rhythms – specifically ventricular tachycardia (VT) and ventricular fibrillation (VF) – which can result in SCD. The ICD itself consists of a pulse generator (lithium battery and electronics) contained in a stainless-steel case about the size of a small stopwatch, which is implanted under the skin just below the collar bone.

Most ICDs have one or more long, flexible electrodes or “leads” which are attached to the pulse generator, inserted through the veins toward the heart, and rest in direct contact with the inner surface of the heart muscle. Colbrelli’s S-ICD (subcutaneous ICD) is a unique, less invasive alternative now available for younger patients, whereby the electrode “lead” of the system rests beneath the skin along the breastbone, eliminating certain complications associated with entering the blood vessels or heart itself.

Either type of ICD continuously monitors the heartbeat and can deliver electric shocks – defibrillating the heart when a potentially lethal rhythm problem is detected – thereby restoring a regular heart rhythm.

It’s not surprising that doctors gave Colbrelli an ICD because as resuscitated SCD survivor – who was defibrillated in the field – there is no way to predict whether or not this will happen again. Subsequent events can be completely random and unpredictable. CPR alone – which Colbrelli also received at the finish line – provides some circulatory support for a SCD victim, but the only effective approach for terminating that lethal rhythm is defibrillation.



ICDs are potentially life-saving devices, but can Colbrelli race again?

Because of its high success rate, and documented improvement in survival rates, ICD implantation is considered the first-line option for treatment of subsequent SCD in resuscitation survivors.

The question that many cyclists and fans are undoubtedly asking is – why did this happen to Sonny Colbrelli – apparently so randomly – after many years and thousands of kilometers of

racing with no prior issue, and indeed even with a proactive UCI cardiac screening program in place? His near-fatal collapse – less than six months after his highly emotional Paris Roubaix win – although shocking, unfortunately represents a pretty typical storyline in these cases.

Based on information released to the media and statements generated by his team, there appears to be no obvious cause behind Colbrelli's SCD. (Specific medical details are lacking, since press releases are often given in laymen's terms — with perhaps some important details omitted due to patient confidentiality — but we know that he received care at a recognized center of excellence in Padua, implying that no stone was left unturned in his evaluation).

Without knowing the specific details, some type of hitherto unrecognized congenital structural problem is typically the culprit in young athletes like Colbrelli. Two such conditions – called hypertrophic cardiomyopathy and anomalous coronary artery origin – are the predominant causes, though a disorder known as arrhythmogenic right ventricular cardiomyopathy (ARVC) is frequently observed in individuals of Mediterranean origin.

Additional possible causes for SCD in young athletes include primary heart rhythm disorders in otherwise normal hearts (sometimes called channelopathies). Some of these inherited conditions may go completely undetected, even if the person is subjected to sophisticated screening. Sometimes, despite comprehensive testing, no specific diagnosis can be made, and the episode is termed “idiopathic.” Therefore, at least based on the available public information and the paucity of objective findings thus far, it seems that Colbrelli fits into this category.

Coronavirus, still fresh on everyone's radar, has led to speculation that Colbrelli's collapse could be related to COVID 19 – which, as we have previously noted is capable of causing serious heart issues. Colbrelli withdrew from Paris-Nice after Stage 1, reportedly due to issues stemming from “bronchitis.”

In hindsight, one could speculate that there might have been more going on here than a typical upper respiratory infection; there often can be misinterpreted symptoms prior to a significant cardiac event. But myocarditis due to COVID-19, a potentially reversible process, should be easily diagnosed by an abnormal echocardiogram or cardiac MRI scan – and a team statement said that there were “no signs of compromised heart function.”

Returning to competition following an instance of SCD is very complicated. Athletes who suffer SCD generally receive ICDs. In certain instances, if SCD occurs due to short-lived inflammation (myocarditis) or sometimes from severe electrolyte disorders, the athlete may not ultimately require an ICD. If they remain free of recurrent arrhythmias for three months after resolution of the inflammatory process, they may be considered for re-evaluation with clearance to compete.

In all other cases, where an ICD is implanted, participation in low-intensity sports such as golf, bowling or curling would be reasonable, if the athlete remained free of arrhythmia for three months with no ICD shocks.

The decision to compete in higher intensity sports, however, has much higher stakes, and should only be made after a thorough consideration of the fact that an ICD can deliver both appropriate shocks – to restore normal heart activity in the event of a life-threatening arrhythmia, and inappropriate ICD shocks – that can sometimes result from “normal” elevated heart rates during intense competition.

Despite the sophistication of ICDs, most are simply triggered by specific heart rate cut-off zones programmed into the device and are not “smart” enough to actually diagnose the specific heart rhythm. S-ICDs like Colbrelli’s can actually evaluate the heart rhythm but tend to have difficulty doing so at very high heart rates, as is typically seen in competition.

Therefore, if the heart rate is elevated for any other reason – even if it’s not life-threatening – the device will nonetheless deliver a shock if the programmed cut-off is exceeded. Patients say that an ICD discharge feels like getting “kicked in the chest by a mule” – so imagine the implications if Colbrelli were contesting a nerve-wracking sprint finish and was taken down to the tarmac due to an inappropriate ICD shock.

Sometimes, after a thorough discussion with family and appropriate physicians, an athlete may return to higher intensity competition, with a detailed contingency plan in place in the event that the unthinkable were to happen again. One top-flight European footballer, Christian Eriksen, who last year experienced a similar SCD, had an ICD implanted and has already returned to action – apparently successfully – in the Premier League. However, the risk profile is a little different for Colbrelli.

If Eriksen were to suffer a recurrence while on the pitch, he might collapse onto the grass; if Colbrelli experienced a recurrence while racing down the Tourmalet or mixing it up in a bunch sprint, it would be a totally different situation. Most cardiologists would thus be very nervous to “clear” his return to professional racing.

And in cycling, it’s not only the potential safety implications for Colbrelli, but for the other riders in the peloton who might also be drawn into a dangerous pileup if he were to lose consciousness mid-race. His situation is analogous to some ICD patients in the general public — such as airline pilots and commercial truck drivers — who typically must forfeit their licenses after SCD events due to public safety concerns.

Even though the public does not have access to detailed health records, Colbrelli’s case is clearly very serious. And because of his SCD event and the subsequent ICD implant, it seems likely that Colbrelli’s career in bike racing is at an end.

In addition, although the UCI has no formal policy, there is an Italian law which effectively prohibits athletes from competing in elite sports if they have an ICD – an additional barrier to his return.

“It’s already a miracle that I’m alive,” Colbrelli himself told La Gazzetta dello Sport, adding that “it would take another one to get me back on the saddle.”

Dr. William Apollo, MD, FACC, an amateur bike racer and runner, is a Harrisburg, Pennsylvania-based cardiologist, and co-medical director of UPMC Central PA Sports Cardiology.

Steve Maxwell is co-editor of The Outer Line, and a frequent contributor to VeloNews

Safety Corner

How to Ride Descents in All Kinds of Conditions Like a Pro

DESCENDING CAN BE THE MOST EXHILARATING PART OF CYCLING. HERE'S HOW TO NAIL THE BASICS.

BY A.C. SHILTON, MOLLY HURFORD-- AND ALEX STIEDA

Apr 21, 2022

Unless you live in the flatlands, descending is a crucial cycling skill, and not just because it helps you catch your mountain goat of a riding buddy on the way down an escarpment. Having good descending skills is crucial for staying safe when things get steep or sketchy. Here’s everything you need to know about how to ride descents on a bike—whether you’re riding dirt, pavement, or any surface in between.

To see a MASTERCLASS in descending by Tom Piddock click [HERE](#)

Adjust Your Position - Placing your hands in the drops will offer more stability.

If you’re on a road bike (or gravel bike with drop bars), you’ll want to place your hands in the drops. With your hands on the lower part of the handlebar, your center of gravity is closer to the ground, like a race car. Also, your weight will be more evenly distributed between the front and rear wheels, which helps maintain traction, especially during braking and turning.

“The biggest mistake I see people making is not being in an athletic position or being completely tense and rigid. You can’t get a bike to do cool things if you’re rigid,” says Lee McCormack, author of Mastering Mountain Bike Skills and several other books on bike handling.

For trail riding, McCormack says it's important to get into an athletic stance versus treating your seat like a cushy recliner and cruising all the way down.

"Push your butt back and hold your torso level," McCormack says, comparing the position to that of a deadlift. Hinge at your hips and use your glutes to hold you up—not your quads. "All of the weight should be in your feet and your hands should be completely weightless," he says, adding that this stance will allow your gravel or mountain bike to essentially float underneath you while you make tiny adjustments.

Look to Where You Want to Go

Regardless of riding surface, you want your eyes to scan ahead and look for any possible danger signs, so you have time to react.

If you're riding right, trail and road obstacles will never surprise you. "If you come up on an obstacle on the trail without realizing it, that's your mistake; that's on you," says McCormack, who has raced downhill and knows a thing or two about riding too quickly. "You have to ride at a speed that's within your vision," he says, meaning that if your brain and body can't process what's coming up on the trail before you're on top of it, you need to slow your roll.



Looking ahead is key

In turns, keep your eyes on the exit, which will help you carve a smooth, steady line all the way through. And if you want to get faster, don't pedal harder; instead, practice looking farther ahead. "The farther you can look out in front of you, the faster you can ride," McCormack says.

Stop Stressing Out

It's good to be alert and aware of the dangers of going downhill—but letting them rule your mind is a problem, says California-based coach and exercise physiologist Jesse Moore. "I'm not sure if 'ironic' is the right word, but it is exactly that tension and focusing on all the things that might go wrong that will draw a rider towards the scenarios they are afraid of," he says.

Case in point: You tend to steer toward whatever you're looking at, so if you're fixated on that pothole, you may just end up bouncing across it.

The solution: Take a deep breath before the descent, ride well within your comfort zone (more on this in a bit) and remember, this is supposed to be fun! “If you wanted to be stressed out, you might as well go to the office,” says McCormack.

To help yourself stay relaxed, start at the top of your body and let go of tension. Keep breathing, open your mouth to unclench your jaw, drop your shoulders, bend your elbows, release your death grip on the bar, uncurl your toes, and let your feet lie flat on the bottoms of your shoes.

Still find yourself struggling with bike anxiety? Avoid big downhills while you practice on easy grades or find a local bike-handling clinician or coach to help you, says McCormack. If that doesn't help, consider enlisting the expertise of a sports psychologist.

Brake Early (But Not Often)

The biggest mistake people make descending: They wait until they're in the middle of a turn to brake. Instead, scrub speed before the turn. If you have to brake in the turn, you didn't slow enough to begin with.

“When you do brake, brake emphatically and with intention,” says McCormack. Then let go and allow your bike to travel unencumbered through the tricky spots like rock gardens or rutted sections.

Always anticipate what you'll need to do next—this will help you avoid sudden braking. For controlled slowing, gently squeeze both levers equally with two- to three-second pulses. Not only is braking the whole way down hard on your arms and hands, but it's also not great for your brake pads or your bike's handling, because it changes the way force is exerted on your wheels. Constantly riding the brakes on big descents can also make rims or rotors overheat.

“Setting the speed before the turn is the best practice,” says Moore. If you do end up in a turn with too much get-up-and-go, tap your back brake softly (this is also known as “feathering”), but don't grab it, as that can cause a skid. “For emergency braking situations, it is better to stand the bike up more [so come slightly out of the turn] and use both brakes to scrub a lot of speed and then lean back into the turn,” he adds.

Lean Into the Turn to Corner

As you prepare to corner, push your outside pedal down (right turn, left foot down) with pressure on that foot. To initiate the turn, lean the bike—not your body—into the turn (right turn, lean bike right). The faster and sharper the turn, the more you'll lean the bike. This action is similar to downhill skiing: The lower body angulates into the turn while the upper body remains upright. To exit the turn, gently straighten the bike.

Lean into the turn.

Speaking of leaning, to get a feel for how your bike really turns, McCormack suggests grabbing it by the seat and pushing it down the road. As you walk, push the seat slightly to the right. Though you're not touching the handlebar, the whole bike will turn right. The same thing

happens when you ride. McCormack says this is the best way to get through a tight turn—by shifting your weight, not wrestling your handlebar. “Use your hips,” he says. He personally thinks “the pointing-your-knee thing is BS,” though some riders do find that cue to be helpful.

A Step-by-Step Guide to How to Corner on a Bike

If you're scared of leaning your road bike too far and losing traction (at least on a dry surface), know this: “You'd have to lean way beyond what the average person is going to do to have an issue,” says McCormack—and he's taught more than 5,000 riders how to descend. However, to ensure your inside pedal doesn't meet the pavement, bring it up to the 12-o'clock position.

Follow The Leader

No one says you have to go downhill at rip-roaring speed. But if you do want to fly, Moore says that—as with climbing—riding with fast friends is the way to go. “Watch the lines they take and visualize their body position as they take the turns, making it your own,” he says. “It is amazing how well we can copy the rider in front of us and seeing someone else do it is a great way to have confidence that we can do it, too.”

How to Descend in Wet Weather

Descending is one of the trickiest skills to learn on the bike, and it gets even trickier in wet weather. Rainy days can make for scary bike rides, but there are a few things you can do to make your rides safer and a lot more fun. Embrace riding in the rain with help from three road experts who have ridden in every kind of environment and know the best tricks to stay upright, no matter where the descent takes you.

Prep Your Bike

If it's raining, take advantage of rain gear like fenders to keep your kit clean, and lower your tire pressure, especially for technical terrain. That's the first piece of advice that Brandon Davis, the head coach at Wattage Cottage, and Sean Kelly, the head coach for the Ontario Cycling Association, offer when it comes to rainy descents. That's because the lower your pressure, the bigger your tire's contact patch is with the ground, which means better traction.

As for tire pressure, go as low as you can. For a standard 700x25 tire, Davis suggests running your weight in kilograms plus 10 psi, so if you're 70 kilograms (about 154 pounds), run no fewer than 80 psi.

Scrub Speed Even Earlier

A wet descent is not the time to try new things or take risks on your bike; you want to take it easy and stay in control of your bike, even if it doesn't feel as badass. If there's a corner coming up, start scrubbing your speed earlier than you normally would. “It takes a second or two longer [on wet descents] for your brake pads to start to engage and slow you down,” says Kelly. And even though disc brakes engage better in wet conditions, you should still brake early.

Davis adds that you absolutely want to be finished with your braking before you enter the turn: You might feel like you're going too slowly, but it's better to glide safely through the corner than hit the ground.

Don't Brake in the Corner

If you scrubbed your speed right, this cycling tip is a no-brainer, but all three coaches emphasize that on wet rides, the biggest no-no is braking in corners. "On dry roads, you can feather the brakes a little, but in the wet, that can cause your wheels to lose traction," says Heath Dotson of HD Coaching. "And definitely don't be on the front brake in the turn. That can cause the front wheel to push out and, for most people, which is going to be unrecoverable."

Pay Even More Attention to Conditions

Kelly recommends avoiding the paint lines on the road, especially in wet conditions—they get slick when wet. (And that's an easy one to avoid being taken out by!) Davis rides in the rain pretty frequently in North Carolina, and in that warm climate, reading the road can get even trickier. "Be wary if it's been hot prior to the rain showers as the oils in the pavement can surface and make it really slick," he warns. If you know a certain road gets ultra-oily, plan an alternate route that sticks to more gravel roads and dirt instead. "Fresh tarmac is awesome in the dry but a nightmare in the wet," Dotson adds.

Change Your Riding Style

Your normal practices of tight turns and late braking are for dry days—when it rains, ease up from your standard riding style and take wider turns when possible, Kelly recommends. He also advocates focusing more pressure on the outside of the bike while descending, specifically on your outer pedal. This helps you avoid the dreaded "speed wobble," which becomes even more wobbly in the rain. You want to keep tension throughout your body and your bike when it's raining to stay in tighter control.

More Steering, Less Leaning

Normally, road riding is about body language—you shouldn't be steering so much as using the bike to act as an extension of your body. But in the rain, especially in corners on descents, plan to lean less and steer a bit more in the corners. Kelly and Dotson both recommend avoiding those hard leans that make cyclists look so darn cool in favor of a slower, steadier corner that will end with you still upright.

Blast from the Past Newsletter

August 1982

Helmet Give-Away- Great Success

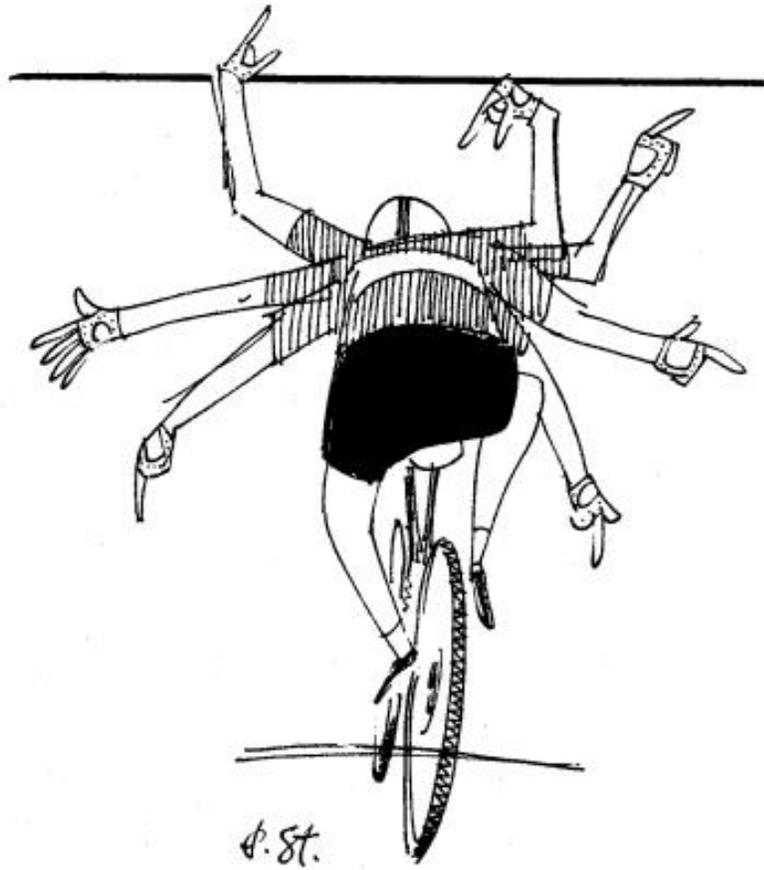
AWARD WINNING*, 2nd ANNUAL BICYCLE SAFETY
HELMET GIVE-AWAY WRAP-UP

112 Harrisburg Area cyclists purchased bicycle safety helmets during this past May and June, helped by a generous \$10.00 subsidy provided jointly by the HBC and participating bicycle shops. (This compares to 92 sold last year).

COLE'S CYCLE CENTER, Carlisle led in sale at 47 helmets sold. HOLMES BICYCLE SHOP 24 helmets, BUSHEY'S SCHWINN, 14-PEDAL PUSHER, 11-WIRE WHEEL, 9-JOHN'S SCHWINN, Cleona, 7. Also noted: 45 of the 112 purchasers are members of the HBC. We trust the remaining 67 cyclists will join our ranks and learn more about good safety measures.

*PennDOT Governor's 1st place safety award.

August 1992





Heat Index Table

HEATINDEX	affects on the human body
130 or above	heat stroke highly likely with continued exposure
105 to 130	heat stroke likely with prolonged exposure
90 to 105	heat stroke possible with prolonged exposure

August Regular Rides

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

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



HBC Business Directory

In 2022 we will be migrating our business sponsors over to the website with a feature that has become available. On the top banner you will click the Sponsor Directory

Support our local bicycle shops and clubs

For ALL our sponsors click [SPONSORS](#)

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

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Mervin N. Martin owner

Planning your rides

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

Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out [HERE](#)

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

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

Links to "Regional" Bike Club Websites

Annapolis	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 August Spokesman should be sent to editor@harrisburgbicycleclub.org by **August 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:
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New Cumberland PA 17070-0182