



The Spokesman

NEWSLETTER OF THE HARRISBURG BICYCLE CLUB MARCH 2022

President's Corner

Spring is just around the corner! Hopefully, the maintenance clinics gave everyone a chance to get bikes ready to roll! Here are some upcoming events to put on your calendar as you plan for the coming year:

- The **March Member Meeting** will be held **Wednesday March 9th 2022**, both in-person and virtual on Zoom, from 6-8pm at the Cumberland Area Economic Development Corporation. Conference room, 53 W South Street, Carlisle. Thanks to Sue Casto for arranging this. Come join us!
- Don't forget to register for **Spring Fling** in Bethany Beach April 28-May 1^s and mention that you are a member of HBC to get the group rate.
- **Finger Lakes Registration** will open **March 27th** via the HBC website. Stand by for more information.
- **Tour de Belt Registration** is now open with a reduced price for members until March 12th. Website <http://caga.org/tour-de-belt/>. Date is June 6, 2022 rain or shine!



- **HBC Annual Picnic** will be held July 24th at Fort Hunter Pavilion by the river.
- And don't forget **Three Creek Century** September 18th, **Fall Tour** September 20-25, and **Williamsburg** October 6-10. Keep checking the HBC website for details as these dates get closer.

The HBC Board of Directors is interested in how emails are received by our members. Please check out the survey on the home page of the website and vote!

Finally, thanks to everyone who ordered HBC Jerseys: a total of 110 short sleeve, and 64 long sleeves. Primal has a program that if minimums are met, the club will get money back. We chose to order 14 extra jerseys that can be exchanged for a different size or grant to deserving members who go the distance for the club. Jerseys will be distributed in latter part of April, stand by for more details.

See you on the road!!

Susan Tussey

HBC President

srtusseyhbc@outlook.com

Harrisburg Bike Club Affiliation with Blue Mountain Cycling Club

We are pleased to announce an affiliation with a local cycling club. Many of you may remember Team Harrisburg Bicycling Club in 1980's and 1990's our new affiliation was modeled after the one with Team Harrisburg.



Here is a summary of the affiliation

- Blue Mountain Velo (BMV) will have no financial link to Harrisburg Bike Club
- HBC and BMV will cross link communications on websites and newsletters as determined by the HBC President
- BMV is targeted to experienced riders, cyclists able to ride at B pace and higher. Here is their website [Blue Mountain Velo | Harrisburg, PA | Bicycle Riding](#)
- BMV will have its own membership. Club Membership is \$25 for a calendar year, and Race membership is \$45. Racer will receive monetary credit awards for attending, finishing and placing in road, gravel, and mountain bike races
- No BMV club rides will be on the HBC event calendar, they will use Meetup for the BMV ride management non-members can join the meetup announcements. ([Blue Mountain Velo Cycling Club - Harrisburg Cycling \(Harrisburg, PA\) | Meetup](#))
- BMV will post social events and local races on the HBC event calendar
- For the initial year of a member on BMV, if an existing HBC member joins BMV, they will get a credit of \$10 for being an HBC member. This is effective March 1, 2022 and not retroactive.
- HBC can have a recruiting booth at all BMV events at no charge
- BMV will become a business sponsor with HBC and pay the appropriate fee
- BMV Planned Races for 2022
 - Hummelstown Criterium
 - Warlock Challenge Mountain Bike / Gravel
 - Deb Barisch Time Trial
 - Others being planned



We welcome adding this affiliation to HBC and hope many of our experienced riders take advantage of the link to a club the support racing in Central PA

Spring Fling 2022

Come join us and get the riding season started!



Thursday, April 28, 2022, 8:00 AM until Sunday, May 1, 2022, 5:00 PM

Where:

Hotel Bethany Beach. (a newly renovated hotel as of April 1st)
39642 Jefferson Bridge Rd
Bethany Beach, DE 19930
302-451-9200

Click the link below for the Hotel Bethany website

[Hotel Bethany](#)

Event Contact(s):

Howard Ross, Chairperson
Email : hlross18@gmail.com



Room rate is \$136.00 per night (Double Occupancy) by March 29, 2022. Parking is \$10/night.

All members need to:

- Make their own reservation by going on the HBC website and registering there.
- Call the hotel and make your reservations, please make sure you mention you are part of the bike club.
- Free Breakfast is included in the price, a round of mini-golf, and a special discount at Mickeys Crab Shack.
- We will be having our Friday and Saturday evening get-together, location to be determined.

HBC Finger Lakes Trip - June 16 to 19, 2022 UPDATE

**HBC Finger Lakes Trip - June 16 to 19, 2022 (early arrival options 6/14 or 6/15)
Online registration opens on Sunday March 27, 2022**

Join us on June 16-19, 2022, with an early arrival option for Tuesday, June 14 or Wed. June 15. We are returning to the Finger Lakes area to enjoy the pleasant riding, spectacular scenery, historic points of interest, many wonderful wineries, local craft breweries, and the camaraderie of friends. We stay in the O'Dell's Townhouses at Hobart-William Smith Colleges in Geneva, NY, on the northern end of Seneca Lake. This is our 15th annual trip. We hope you plan to join us!

Online registration will start on March 27, 2022. The 2022 base cost (\$165.00) per person includes 3 nights "on-campus" lodging (Thurs., Fri. and Sat.), 3 hot "All You Can Eat" breakfasts served in the dining hall (Fri., Sat. and Sunday), socials on Thurs, Fri. and Sat., with light snacks provided, bed linens, a pillow and 1 towel. All rooms have air conditioning, although nights are normally pretty cool. All townhouses have a refrigerator and stove, but participants must bring their own cooking and eating supplies. If you prefer, you can make your own off-campus lodging arrangements. There are several hotels and campgrounds in the area.

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

It will be helpful for us to know if you want to share a Townhouse with specific people. Townhouse assignments will be provided to participants when registration is complete later in the spring. Please contact Susan Tussey with any questions at srtusseyhbc@outlook.com or 814-386-8141.

Arrangements are very similar to past years. "All you can eat" hot breakfasts will be served by catering staff on Friday, Saturday and Sunday mornings in the dining hall (Scandling Campus Center), about an 8-minute walk from the O'Dell's Townhouses. There is also plenty of parking available, and biking to breakfast is easy. Breakfast options include hot food (generally egg, meat and potato and vegetarian options), grill items (breakfast sandwich, pancake or French toast), oatmeal, fruit, yogurt and pastry items, and a full beverage station. In 2021, the dining hall implemented COVID compliant procedures, such as food being served by catering staff, plastic shields in the food serving area, and socially distanced table arrangement. 2022 COVID protocols will be reviewed and shared with participants closer to the event.

Based on 2021 participant feedback, we are planning to offer more informal social options around our townhouses during the afternoon and evenings on Thurs., Fri. and Sat. instead of renting the Barn. We are not offering a group dinner option on Friday night, as arrangements for a large group have been difficult to confirm in advance.

We will recruit volunteer ride leaders in advance for Thursday, Friday, Saturday, and Sunday. We will discuss ride options during social time and at breakfast each morning (Fri., Sat. and Sunday). Participants that choose the option to arrive earlier, are “on their own” to organize rides with friends

on Tuesday and Wednesday. Ride with GPS (RWGPS) cue sheets and maps for routes in the Finger Lakes area are available to download and/or print at home in the HBC RWGPS Routes Library. A printed packet of popular cue sheets and maps can be purchased in advance by any participant that wants them, at an additional cost option @ \$5 each.

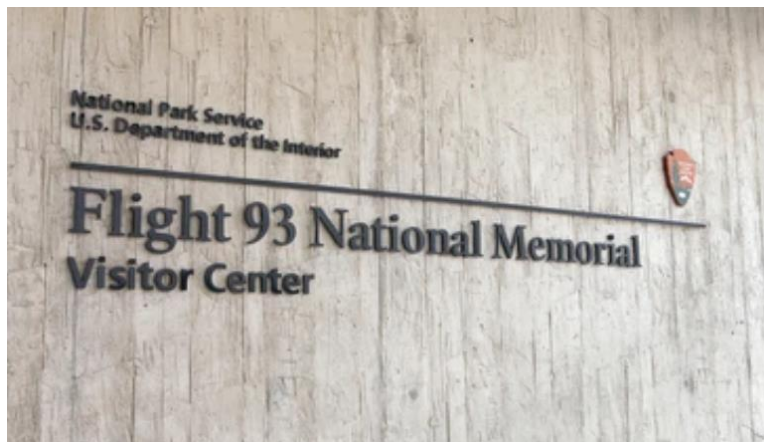
In 2022, Phyllis Zitzer is chairing the trip and Susan Tussey is the registrar. Please contact Susan Tussey with questions about registration. 814-386-8141 or srtusseyhbc@outlook.com or for all other general information, contact Phyllis Zitzer pjzitzer@gmail.com or 717-379-3054.

FIRST ANNUAL 911 BIKE TOUR JUNE 2022

In conjunction with the 911 TRAIL ALLIANCE

LEAVES THE Pentagon Memorial June 5th - Flight 93 Memorial Shanksville then to Ground Zero NYC, arriving at the Pentagon Memorial June 27th.

Total ride is 23 days, 1070 miles



- The Tour will be traveling through Harrisburg on Tuesday June 14th from Mifflintown, staying at the Quality Inn Riverfront (525 S Front Street) and leaving June 15th heading to Reading.
- HBC would like to support the Tour with a rest stop while here.
- Also, anyone who is interested is encouraged to ride with the group.
- For more information, please contact Susan Tussey srtusseyhbc@outlook.com

Save the Date - Capital Area Greenbelt Tour de Belt **Sunday, June 5, 2022**

Early registration opens on February 12, 2022. Visit [Tour de Belt – Capital Area Greenbelt Association \(caga.org\)](http://Tour de Belt – Capital Area Greenbelt Association (caga.org)).

It takes over 100 volunteers to support this event. Volunteer sign-ups will be available in April.



Save the date
Sunday June 5, 2022
It's going to be great!!

Seeking Tour de Belt Logistics Committee Volunteer

If anyone would like to start helping now, we are looking for a "volunteer-in training" for the logistics committee. Join TdB veterans Bob Johnson, Becky Schuchert and Tom Bay to support the tour logistics needs, and if you are able, play a greater role in future TdBs.

The Logistics Committee will take care of rider safety for the Tour de Belt on Sunday, June 5, 2022. This includes:

- Planning for the route
- Making sure that there are signs where needed
- Getting volunteers to assist rider safety at the intersections and other areas where support is needed for the riders
- Working with local police and governments to provide safety where needed
- Starting up to 1000 riders safely from HACC
- Supporting the Marshals who ride the Tour and provide assistance as needed
- Providing SAG Support on the day of the Tour
- Supporting the Parking Coordinator
- And other duties as needed.

If you are interested in serving, email Robin Alexander, Tour de Belt Volunteer Coordinator at ralexander@rklcpa.com.



HBC March 9th Membership Meeting
(In Person and Zoom Virtual)

Wednesday, March 9th, 2022

Join us IN PERSON or on Zoom:

Stop by at 6:00 pm for sandwiches, snacks, and socializing
Meeting Time 6:30 PM – 8:00 PM

Location: Cumberland Area Economic Development Corporation
Address: 53 W. South Street, Carlisle, PA 17013
Ground Floor Front Entrance
Parking on street or behind building parking lot

Please register so we know who is attending in person for food purchases!

To register for the event, click [HERE](#)

Join us virtually
Join Zoom Meeting

<https://us06web.zoom.us/j/84788141648?pwd=NHVhQ3ZWNW9hVEM1ME9TNFN1b1RTQT09>

Meeting ID: 847 8814 1648
Passcode: 730538

Speaker for March Meeting

Med Gym Exercise Specialist, David Drinks, will be joining the Harrisburg Bicycle Club's March membership meeting to speak about strength and flexibility for the cyclist. He will speak to the how and why of supporting cycling activity with smart strength and mobility exercises. You'll learn some of the best exercises to focus on...and some to avoid if you want to stay pain-free and active. You'll also get insight into the proper way to design an exercise routine to support your body.

If you're interested in learning how strength and flexibility training can help you avoid pain and maximize your performance, then you won't want to miss this!

For a preview of what David will be covering, check out these top exercises from The Med Gym to get you started:



- Leg Lock Bridge: [Leg Lock Bridge | Hip Mobility & Glute Activation - YouTube](#)
- Half-Kneeling Adductor Dip: [Hip Mobility | The Half-Kneeling Adductor Dip - YouTube](#)
- Thoracic Spine Extension over Foam Roller: <https://vimeo.com/413774664>
- Dead Bug with Full Exhale: <https://vimeo.com/437860326>
- Side-Lying Clam: <https://vimeo.com/404068652>
- Squat Technique: [Technique Tuesday | Don't Squat Like This! - YouTube](#)

About David: David Drinks has worked as an Exercise Specialist at The Med Gym since its inception in 2014. Since then, he has helped people of all ages move better, feel better, live better, and perform better.

David earned his bachelor's degree in Sport & Exercise Science from DeSales University in 2013. Since college, he has spent time working in the Physical Therapy setting prior to his time as one of the Exercise Specialists at The Med Gym. He has also hosted the Harrisburg Bicycle Club's group Strength & Flexibility class at The Med Gym since 2019.

David is a Certified Strength and Conditioning Specialist through the National Strength and Conditioning Association. He is also Level 2 Certified in the Functional Movement Screen, as well as certified in the Fundamental Capacity Screen through Functional Movement Systems.

About The Med Gym: The Med Gym is a unique exercise training facility that offers custom assessments and exercise programs for individuals of all ages, needs, and abilities. We specialize in designing exercise programs that fit the individual. Whether you have multiple medical complications, previous injury considerations, athletic performance goals, or just want a custom exercise program to keep you moving and healthy, The Med Gym is the place for you.

We are dedicated to using our expertise in exercise and nutrition coaching to help you Move Better, Feel Better, and Live Better no matter where you're coming from or where you're going!

HBC Events in Carlisle – Updates

“Save the Dates” Harrisburg Bicycle Club – Carlisle Events 2022

- **March 9th, 2022 – HBC Membership Meeting in Carlisle** – In Person and Zoom
 - Time: 6:00 pm for sandwiches, snacks, and socializing
 - Meeting Time - 6:30 pm – 8:00 pm
 - See details under the March Meeting Announcement
- **April 2nd** – Northside Ride Carlisle
 - 8:30 am – 1:00 pm
 - More info: www.dickinson.edu/NorthsideRide
- **April 2022** – Training Session “Learn how to ride in a group”
- Watch for event updates monthly

Northside Ride Carlisle

April 2, 2022 (Rain Date: April 9)

8:30 am – 1:00 pm

More info: www.dickinson.edu/NorthsideRide

[Facebook Event to RSVP](#)

Bicyclists of all ages are invited to join a community ride around Carlisle’s Northside neighborhood. “The Northside Ride” will take place on Saturday April 2 with registration, free minor bike repairs and free pancake breakfast opening at 8:30 a.m. and a bike ride departing at 10:15 a.m. Participants will meet at New Life Community Church, 64 E. North St., Carlisle. The ride and its associated events are free and open to the public.

The Northside Ride seeks to connect residents to each other and community organizations while encouraging bicycle safety and bicycle use as an effective form of transportation within and beyond Carlisle. The event will provide free helmets, bike lights and bike locks to neighborhood riders who participate. All participants are required to sign a waiver, and participants under age 14 must be accompanied and supervised by an adult on the ride.

Cyclists are encouraged to gather at New Life Community/Lifecycle for free breakfast, bike tune-ups and safety checks courtesy of The Handlebar, LifeCycle Carlisle, and Harrisburg Bicycle Club. The ride starts at 10:15 am and travels 3.8 miles to waypoints including Project SHARE, YWCA Carlisle & Cumberland County and ending at Hope Station, 149 W. Penn St., Carlisle. Each of these partners will also offer a bike-related activity or demonstration.

Representatives of Hope Station, YWCA Carlisle and Cumberland County, Project SHARE, Dickinson, New Life Community Church, Harrisburg Bicycle Club, Carlisle Victory Circle and Westside Neighbors Association have come together to launch this initiative, which aims to make bicycling more available as an affordable and safe form of transportation.

The event is sponsored by Dickinson's Center for Sustainability Education and Center for Civic Learning and Action.



SATURDAY, APRIL 2, 2022
3.8-MILE GUIDED COMMUNITY BIKE RIDE

8:30 A.M. REGISTRATION, FREE BREAKFAST & BIKE REPAIRS • 10:15 A.M. BIKE RIDE DEPARTS
MEET AT NEW LIFE COMMUNITY CHURCH, 64 E. NORTH ST., CARLISLE, PA
ENDS AT HOPE STATION, 149 W. PENN ST., CARLISLE, PA

Visit YWCA, Project SHARE, Hope Station and other local landmarks	Learn safe biking skills through fun activities at each site	FREE bike helmet, light, and lock for all participants
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- **AGES 18+** need to sign waiver
- **AGES 14-17** need waiver signed by parent/guardian BUT can ride alone
- **AGES UNDER 14** need waiver signed by parent/guardian AND an adult to ride with them
- **RAIN DATE:** APRIL 9, cancellation announced via Facebook event

Bringing together community members of all ages to explore our neighborhood safely, on bikes.

FOR MORE INFORMATION PLEASE VISIT: www.dickinson.edu/northsideride

Carlisle Tool Library Carlisle Victory Circle Carlisle West Side Neighbors	Harrisburg Bicycle Club Hope Station Lifecycle Carlisle	New Life Community Church Project Share YWCA Carlisle & Cumberland County	FUNDING SUPPORT PROVIDED BY: UPMC Pinnacle Dickinson
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Dickinson



Press / Newsletter / Bulletin Release for Friends
of Project SHARE

Food is Foundational in the Match Madness Campaign with Project SHARE

Project SHARE is asking for your support during March's Match Madness community-wide campaign for non-profits serving those in need. Since food is foundational we ask for your consideration.

Here are some highlights about what Project SHARE has been and will continue to do with your support:

- More than 7,000 adults and children received had access to healthy food and nutritional education opportunities such as *Kids in the Kitchen* and *Slice of the Month*.
- An average of 375 children/week for 11 weeks were nourished during the Summer Feeding and the Summer Weekend *Nutrition Power-Pack* program through the provision of 54,346 meals.
- More than 325 families/week benefited from 146,000 pounds of food at the Farmstand location that was rescued through our summer and fall Gleaning program.
- Clients are now able to take advantage of a new distribution model, *Your Choice*, where they are able to "shop" and choose items that better meet the personal preferences of their families.
- *SHARE Boxes* with ingredients, recipes, and both live and video instruction serves various collaborative organizations in our region including Community Aid, the Employment Skills Center, Safe Harbour, and the Sadler Health Center.

Between March 1st and the 31st, you can lend your support by going to projectSHAREpa.org and connecting to Match Madness.

For further information or questions:

Joseph Kloza
Communications
Project SHARE
JKloza@projectSHAREpa.org
717-249-7773 ext. 236

COLES BICYCLE, INC
327 N. HANOVER STREET
CARLISLE, PA



SPECIAL PRE-SEASON SAVINGS
for HBC MEMBERS
THROUGH MARCH 31ST, 2022



BONTRAGER WAVECEL HELMETS TAKE \$25 OFF

Circuit, Spectra and Rally WAVECEL Helmets

[What is WaveCel?](#)

WaveCel is a collapsible cellular structure that lines the inside of your Bontrager helmet. It's designed to be more effective than traditional foam helmets in protecting your head from injuries caused by certain cycling accidents.

Several colors available in each style – Special orders for color accepted.

(No additional discounts apply)

CIRCUIT WAVECEL Helmet – Reg. \$159.99 / SALE \$134.99

SPRECTRA WAVECEL Helmet - Reg. \$149.99 / SALE \$124.99

RALLY WAVECEL Mountain Bike Helmet
Reg. \$149.99 / SALE \$124.99

An off the road helmet with WAVECEL technology that balances comfort and performance for riders that value safety!



POPULAR “STARVOS” WAVECEL HELMET
Special Promotion for HBC Members
Through March 31, 2022
Reg. \$99.99 / SALE \$79.99



HBC Annual Picnic Set

Save the Date: Sunday, July 24, 2022
Time: 8:00 a.m. – 3:00 p.m.
Place: Fort Hunter Park, 5300 N. Front Street, Harrisburg



HBC Bike Maintenance Workshop Carlisle

Saturday, February 12th, 2022

The Bike Workshop was a wonderful success with 33 participants and 15 HBC Member Volunteers in attendance. The event was held at the Project SHARE location at 5 North Orange Street, Carlisle.



Thanks to the Hospitality and Registration team led by Barb Sears. Your team did an excellent job in checking in attendees, assisting with bike registrations, and keeping the food and drinks stocked up in the kitchen!



Dave Young's "How to change your flat tire training session" was awesome! People could not stop complimenting Dave's work today - telling us how they appreciated his knowledge and patience. Thank you, Dave!

Thank you, Mechanics! All of the mechanics worked non-stop to assist the participants in cleaning their bikes, chains, brakes, and general bike maintenance.

Thanks to Cinda from Coles Bicycles for bringing her store to our event! It was great for people to see new products and be able to shop while they were there. We appreciate your partnership with HBC.

Thanks to Project SHARE for the use of your facility! It was PERFECT! We are proud to be new partners with your organization and look forward to future events.

Let's do it again in 2023!

Ride with GPS

CREATE & CUSTOMIZE A MAP

CUSTOMIZING THE MAP

Select your route that you want created as a PDF.

In the left panel, click MORE than PRINT MAP & CUE PDF.

This will take you to the print options page where you can customize the look of your map and cue sheet PDF.



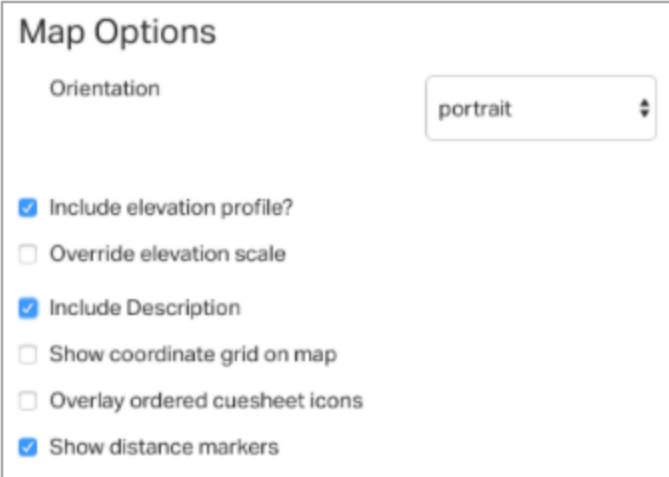
GENERAL OPTIONS

- Page Size: Select from US Letter, Legal, A4, and A3.
- Units: Choose from Feet/Miles or Meters/Kilometers.
- Include Map: Yes/No. Including the map is optional if you only want a cue sheet for the turns.
- Include Cuesheet: Yes/No. Including the cue sheet is optional if you only want to include the map.
- PDF Title: By default, it is filled in with the route name, but you can change it here for the PDF creation. It will not affect the actual original route name.
- Footer: Additional text of your choice that will appear at the very bottom of the PDF. Great for contact info.

MAP OPTIONS

- Orientation: Landscape or Portrait. Change this option to match the overall orientation of your map.

- Include list of POI? Yes/No. The POIs will be listed in the order in which they are created while planning your route. If you don't have any POIs, then nothing will be added to the PDF. Click (REARRANGE) to change the order of the POIs in the list.
- Include Elevation Profile. Useful info to help a rider visualize which hill they are on over the course of the ride.
- Override elevation scale. Sometimes the elevation profile can flatten out hills or make small hills look large. Changing the minimum and max allows you the ability to customize the elevation to your liking.
- Include Description. If you added a description of the route when you saved it, that text will be included.
- Show coordinate grid on map. Latitude and Longitude grid lines will be included to assist in navigation.
- Overlay ordered cue sheet icons. Each line in the cue sheet is giving a number to correspond with the cue on the map.
- Show distance markers Shows the mile/kilometer markers along the route.



Map Options

Orientation: portrait

☒ Include elevation profile?

☐ Override elevation scale

☒ Include Description

☐ Show coordinate grid on map

☐ Overlay ordered cuesheet icons

☒ Show distance markers

REARRANGE POIS

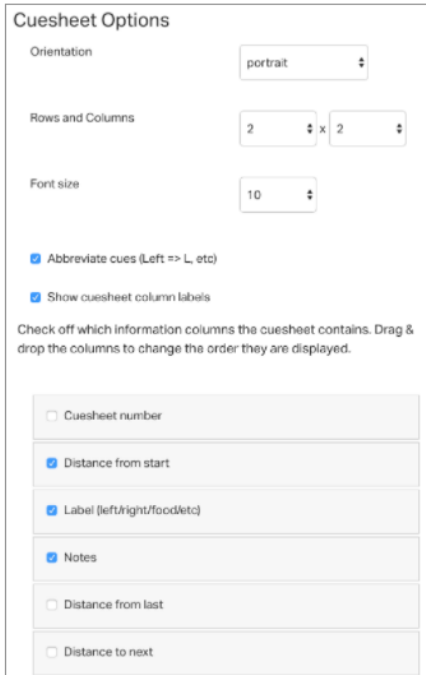
When including POIs in the PDF, you can change the order on the PDF by clicking the REARRANGE link then drag the POIs then drag and drop into the desired order.

CUSTOMIZE THE CUE SHEET

Now let's go through the options to customize the look of your cue sheet.

CUE SHEET OPTIONS

- Orientation: Portrait or Landscape. Choose the orientation that best works with the route.
- Rows and Columns Defaults to 2 x 2. This is so you can fold the printed cue sheet into fourths and fit it into a sandwich baggy. You can also change it to 1 column, 2 rows or 2 columns, 1 row.
- Font Size Defaults to 10 but can range from 10 to 16 points.



Cuesheet Options

Orientation: portrait

Rows and Columns: 2 x 2

Font size: 10

☒ Abbreviate cues (Left => L, etc)

☒ Show cuesheet column labels

Check off which information columns the cuesheet contains. Drag & drop the columns to change the order they are displayed.

- ☐ Cuesheet number
- ☒ Distance from start
- ☒ Label (left/right/food/etc)
- ☒ Notes
- ☐ Distance from last
- ☐ Distance to next

- Cue sheet Number: Each turn is giving a sequential number automatically and can be matched to the printed map.
- Distance from Start: Total distance from the start to this cue.
- Distance from Last: How many miles/km from the last cue.
- Label (left/right/food/etc.)
- Notes: Any notes you have added to the cue. “Bad dog near this turn” or “Gravel Starts Here”
- Distance to Next: How many miles/km to the next turn.

Click and drag the cue sheet column names to change the order they appear on the cue sheet PDF.drop-drop-cue-columns

READY TO PRINT?

- Click GENERATE PDF to have the PDF created and read for download.
- Depending on your web browser’s configuration, it may either open directly in your web browser, downloaded into your default DOWNLOADS folder, or prompt you for a download location.
- Open the PDF with Adobe Acrobat, Apple Preview, or one of many other available PDF readers.
- Download a sample PDF map and cue sheet for this ride.

Creating a cue sheet [Create & Customize a Cue Sheet | Ride With GPS Help](#)

Club Member Benefits Video Click [HERE](#)

Technical Corner

Technical FAQ: More options for adjusting bike fit dimensions
Swapping stems, handlebars, and spacers for more comfort on your bike.
FEBRUARY 1, 2022 LENNARD ZINN

Dear Lennard,

With regard to your most recent article about bike fit and age and the challenge of maintaining a “pro-looking” bike, there is one option that I think a lot of people overlook. Handlebars have a lot of variances in their reach measurement which has the same fit effect as stem length. In the last few years, a lot of bars with really short reach have been introduced. So, if someone has an older handlebar that may very well have a reach of 90mm or more, changing to a bar with 70mm of reach might solve their issue while being in line with their appearance (or vanity) goals.

— Scott

Dear Lennard,

Regarding bike fitting aging cyclists, one adjustment available that may be available but would only help for when the hands are on the hoods or drops, is to swap handlebars for a short reach bend handlebar. They may only shorten things by 1cm and would not help at all when you are on the tops of the bars.

— Tim

Dear Scott and Tim,

Thanks for pointing that out. Changing the bar can be a useful way to bring the levers back toward the saddle.

— Lennard

Dear Lennard,

Eight years ago, I purchased my first drop-bar adventure touring bike — a Salsa Fargo Ti. The high head tube of the Fargo enabled me to stay with a drop bar until now. I'm 66 now and descending with that bike produces a lot of neck pain whether on gravel, or tarmac. I am considering converting it to an upright handlebar. I know there will be some trade-offs, but I want to keep this bike if I can. I always felt very much in control on technical single track with this bike and expect I might give some of that up. Actually, it is used mostly for bikepacking trips and touring. I'm not too concerned if I give up some climbing efficiency. I would like to make the right choice when I make changes to this bike.

— Michael

Dear Michael,

Guessing that you're asking for my advice on switching bars on your Fargo Ti, I think that putting a riser bar on it sounds like a good idea. It of course involves replacing at least your brake levers and shifters with MTB-style ones. The bar will get you higher than your drop bar, which sounds like is

warranted. Since the bar has no forward reach, you effectively shorten your reach relative to the hoods and drops positions with your drop bar.



You can try a low-rise bar at first, and as time passes and you want more rise, you can switch to bars with more rise; the shifters, brake levers, and grips will transfer over, as long as you left the cables, cable housings, and/or hoses long enough with the first bar. Rotating a riser bar allows fore-aft reach adjustment as well.

— Lennard

Dear Lennard,

I read with interest your recent article answering questions about how you reduced the reach and increased the stack of your road frame in order to compensate for reduced flexibility and height as a result of normal degenerative changes to the spine.

This is the one reason I have put off buying a lightweight carbon frame that has a relatively short chainstay, and I have stuck with my custom steel endurance build. Most endurance geometries and gravel bikes come with chainstays that are 420mm or longer. If I want something closer to 405, so that it will climb more aggressively, I'm limited to race geometries with low stack and long reach. However, I noted that some women's specific geometry bikes have a shorter reach and slightly higher stack. Can these be a good alternative for even older male riders? Or is the frame adjusted in other ways to account for the lower body weight of a female rider.

— Marc

Dear Marc,

There is no reason for you not to get a women's-specific bike. I'd say that's a great solution to what you're looking for. Shorter chainstays, shorter reach, and higher stack work just as well for males as for females.

— Lennard

Dear Lennard,

Recently I am considering building a gravel frame with a similar reach and stack as I did on my current endurance bike. I'm having toe clearance issues when mudguards are installed, and it seemed a trend for a few years now, I would like to try quite progressive geometry (~60mm stem, instead of 110mm now) on the new build. So, my question is, do these handling changes (slack steer tube angle, long reach paired with a short stem, etc.) alter my preferred reach/stack dimensions? Or should I just keep my original reach stack dimensions? My other question is: What is the effect of seat tube angle on a bike? In addition to changing the "real" distance from saddle to handlebar, is there any noticeable handling difference between different seat tube angles?

— David

Dear David,

To do what I think you're trying to do, you certainly need to increase the reach of your frame at the same time you shorten your stem. If you like the position on your existing bike, then increase your frame reach by 50mm when you shorten your stem by 50mm. There is no reason to change your frame stack measurement since you like your bike position on your old bike.

Changing your seat angle by just moving the seat tube/top tube junction back doesn't change your frame stack and reach, since the bottom bracket is the origin of the x-y coordinate system that is frame stack and reach. The actual top tube length increases, but, as you seem to suggest, you don't change the "real" distance from saddle to handlebar if the saddle maintains its own stack and reach (its x-y coordinates relative to the bottom bracket). In other words, leaving the down tube and head tube the same as they were and decreasing the seat angle

just ends up with the same position on the bike even though the top tube is longer. The saddle gets pushed further forward on the seatpost and maintains the same seat height and fore-aft position. If the bike has short chainstays and minimal clearance between the rear tire and the seat tube, then decreasing the seat angle mandates longer chainstays so the tire won't hit the seat tube. This increases the wheelbase and hence the bike's turning radius as well as adds a bit more lateral flex in the rear end. The shallower seat angle does slightly increase the flex of the seatpost and seat tube as you roll over bumps with your weight on the saddle. The differences will be subtle, and you may not notice them.

— Lennard

Lennard Zinn, our longtime technical writer, joined VeloNews in 1987. He is also a custom frame builder (www.zinncycles.com) and purveyor of non-custom huge bikes (bikeclydesdale.com), a former U.S. national team rider, co-author of "The Haywire Heart," and author of many bicycle books including "Zinn and the Art of Road Bike Maintenance," "DVD, as well as "Zinn and the Art of Triathlon Bikes" and "Zinn's Cycling Primer: Maintenance Tips and Skill Building for Cyclists." He holds a bachelor's in physics from Colorado College.

Follow @lennardzinn on Twitter.

Health Corner

Important strength training concepts for cycling

What to train off the bike to see success on two wheels.

FEBRUARY 1, 2022 HANNAH OTTO (FINCHAMP)

Strength training can be a vital part of any cyclist's training routine. With busy schedules and limited training time, you want to make the most of every minute. It can be challenging to know what things to target and what exercises to do to get the most bang for your buck in the gym.

Here are some basic guiding principles to help you make your gym workout cycling-specific.

Single-leg exercises

On the bike, while your legs form a coordinated effort, they are actually working separately to push and pull on their respective pedals. For that reason, it can be really advantageous for cyclists to do single-leg exercises in the gym.

Single-leg exercises also help to highlight and engage smaller muscle groups and identify imbalances. With double-leg exercises often time we're able to over-compensate for imbalances, but with single-leg exercises, it's harder to hide those differences. If you have a double-sided power meter and are able to see power discrepancies when you ride, the gym is a great place to work on that and help to have those right and left-sided powers match more over time.

Some single-legged exercises to try could include single-leg Romanian deadlifts, single-leg step-ups, single-leg squats, and single-leg Bulgarian split squats.



Balance exercises

Every time you ride on two wheels there is some element of balance involved. Think back to when you first learned to ride a bike and you'll remember just how challenging it was to stay upright. To really take your gym workouts to the next level, add some level of balance or instability to your exercises. This way you will work on your balance and core strength with every exercise you do.

Some exercises that require an extra element of balance or instability include lunging onto the round side of a Bosu ball, completing a push-up with a TRX, squats on the flat side of a Bosu ball, and other single-leg exercises.

Lateral exercises

As cyclists, we spend most of our time moving in the sagittal plane (going forward) so the muscles that help us go from side to side (in the lateral plane) are often weak. Improving these

muscle groups will not only make you stronger on the bike, but they can help you avoid injury as well. If you notice that your knees cave in toward your frame with each pedal stroke, these exercises are especially targeted at you, but most all cyclists can benefit from them.

Try exercises such as monster walks with a band, glute bridges, fire hydrants, hip abductor machines, and side step-ups.

Power exercises

Power exercises are exercises in which you aim to produce the most force possible in the shortest amount of time. Please note that when performing power exercises, you should always use caution and good form.

Power exercises can help to improve neuromuscular connections and muscle fiber synchronization which will be very beneficial to cyclists. In the simplest terms, this means that when your brain tells your muscles to sprint more of the muscle fibers will respond in an effort to perform that action, which will ultimately create a stronger sprint. Power can be beneficial for sprinting, peak power outputs, and any time you are producing maximum force to try to get up and over a hill or obstacles if you're riding off-road.

Some power exercises that you can try include jump squats, box jumps, split squat jumps, lateral cone hops, or even just squatting where you go down slowly then emphasize the concentric phase of the movement by pushing up as quickly and as powerfully as possible.

Multi-joint exercises

Whenever we're on the bike, we are always using more than one muscle group at a time. Our quads and glutes are often firing together to give you the strongest pedal stroke possible. This means that multi-joint exercises in the gym are going to be the most sport-specific type of exercise for the bike. Multi-joint exercises are exercises that are using more than one muscle group, through the bending and straightening of more than one joint.

Some simple multi-joint exercises include squats, lunges, step-ups, leg pushes, and push-ups.

Functional exercises

Functional exercises are exercises that most closely mimic daily activities. I like to view these exercises as exercises that require coordination. These exercises transfer nicely to skills on the bike that require both coordination and strength such as pulling up on the bars and pushing down on the pedals in sprinting or powering through a difficult rock garden climb on the mountain bike.

Some great functional exercises include Turkish Get-Ups, Woman Makers, and Kettlebell Swings.

Core exercises

You probably already know that core exercises are important because everyone talks about them – but are you actually doing core exercises? Core workouts can be challenging and uncomfortable and they are all too easy to skip. Don't fall into the trap of taking the easy way

out. Core strength may be the most important element of all in your strength training. A strong core will allow you to actually use the strength that you have and allow that strength to transfer into the pedals. With a weak core, much of the power you have may dissipate into wiggles on the bike, lack of balance or coordination, or simply having to use more energy to stay upright.

Core is everything other than your extremities, so make sure to work your hips, back, and shoulders in your core routine as well. Try exercises such as planks, Russian twists, leg lifts, hollow holds, supermans, and glute bridges.

Make a plan

If you want to use your time in the gym as efficiently as possible, make a plan and write it down. Try to include a couple of exercises that satisfy each of the principles outlined in this article and you're sure to know that you're making progress toward being a faster, stronger, more well-rounded cyclist.

Safety Corner

In the most comprehensive look at bicycle and road safety to date, researchers at the University of Colorado Denver and the University of New Mexico discovered that it's not the cyclists, but the infrastructure built for them, that is making roads safer for everyone. "Bicycling seems inherently dangerous on its own," said study co-author Wesley Marshall, PhD, PE, assistant professor in the College of Engineering, Design and Computing at CU Denver. "So, it would seem that a city with a lot of bicycling is more dangerous, but the opposite is true. Building safe facilities for cyclists turned out to be one of the biggest factors in road safety for everyone."

The study published in the *Journal of Transport & Health* found that bike facilities act as "calming" mechanisms on traffic, slowing cars and reducing fatalities. The effect is similar to the effect of grid blocks found in cities with higher intersection density

Researchers looked through 13 years of data from 12 large U.S. cities with high-bicycling mode shares, including Denver, Dallas, Portland, Ore., and Kansas City, Mo. During those years, the United States saw a 51% increase in bicycling to work and the number of protected bike lanes double each year starting in 2009. In a



longitudinal study, the researchers investigated over 17,000 fatalities and 77,000 severe injuries.

Originally, researchers believed that more bike lanes and the increase in cyclists would lead to a "safety-in-numbers" effect: the more cyclists on the road, the more likely drivers would slow down and be aware of their surroundings. Instead, they found that safer cities aren't due to the increase in cyclists, but the infrastructure built for them -- specifically, separated and protected bike lanes. They found that bicycling infrastructure is significantly associated with fewer fatalities and better road-safety outcomes. Portland, Ore., saw the biggest increase. Between 1990 and 2010, city's bicycle mode share increased from 1.2% to 6%; over the same period, the road fatality rate dropped by 75%. With added bike lanes, fatal crash rates dropped in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others.

"The U.S. is killing 40,000 people a year on roads, and we treat it as the cost of doing business," Marshall said. "A lot of the existing research focuses on bicycle safety; with this study, we're interested in everyone's safety."

Eliminating fatalities is the goal of Vision Zero cities like Denver. To reduce deaths, cities need more evidence-based research to help them make better policy decisions.

"Focusing on fatalities -- not crashes -- is important," said Marshall. "Over the years, my research has found that safer cities have fewer fatalities but more fender benders."

The study co-author is Nicholas Ferenchak, PhD, assistant professor in the department of Civil, Construction and Environmental Engineering at the University of New Mexico. Ferenchak studied under Marshall and received his doctoral degree from CU Denver.

Overall, Ferenchak hopes this study simplifies the ways in which cities move forward.

"When we believed it was the old safety-in-numbers concept, which meant we had to figure out how to get more people on bicycles to make a city safer," Ferenchak said. "That's not easy. But this research has boiled it down for city planners: create cycling facilities, and you'll see the impact."

The 12 cities included in this research are Oklahoma City, Memphis, Kansas City, Mo., Dallas, Houston, Austin, Chicago, Denver, Seattle, San Francisco, Minneapolis and Portland. As this study focuses on larger cities, the results are not generalizable to smaller cities.

Blast from the Past Newsletter

March 1982



BANQUET BRIEFS



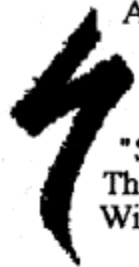
What does the Annual Awards Banquet mean to those attending? CHALLENGE, CUISINE and FRIENDSHIP. And this year's extravaganza was no exception.

Last January 24th over 90 members met the challenge and trekked through a fresh 12"+ snowfall (now also becoming a tradition) to get to the annual festivities at Christ Presbyterian Church. While it didn't deter Dave Coover and his family, who slid up from Maryland for the evening, only a last minute rescue by Dale Blumen and his V.W. Bus enabled Chris Doran- the banquet's emcee- to complete the journey from the unplowed drifts in Harrisburg and insure "the show would go on".

The evening's sumptuous cuisine was provided by the members themselves as each brought a generous serving of their favorite cooking. D'Arcy Charney, Kaight Dexter, Chris Terry and their "team" did an outstanding job of managing the covered dish dinner. More than one member was seen making numerous trips back to the buffet tables, muttering to anyone within earshot, "that double century really builds your appetite" or "I've got to ski home and need the reserves".

But most of all it was the chance to see old friends, make new ones and share bicycling experiences which brought everyone together. Long-time members Dick Terry, Ginny Harder and Owen and Fran Moore were recognized for their many contributions, over the years, to Club activities. Bill Bostic relived some of Team Harrisburg's finer moments of the past season and previewed what's to come. And many people were given their due for some noble (more or less) deeds and actions of the past year. Topping off the program and leaving all on a high note was a slide and music show bringing back memories of rides past- their joy, pain, satisfaction and friendship- and leaving us with a longing to be 'on the road again'. It was an evening to remember.

Woof.



A steel mountain bike under 23 pounds? It could only come out of Specialized's new "S-Works" division. They're in stock at Wildware.

Keep your feet right where you want them with the Shimano SHPDM737 Clipless Pedal/Specialized Ground Control Shoe Combo...just \$209!

Ride a bike without a helmet? You've got to be nuts. That's why Wildware is kicking off this year's cycling season with this special offer: buy a bike from Wildware, and get a helmet for 1/2 price!



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Mountain Biking and Hunting Don't Mix?

By Jana Lingo



Well at least according to the Pennsylvania Game Commission they don't. Effective January 1, 2003 the following Rules go into effect: 1) Bicycling can only be done on marked trails. The PGC is taking this to mean to access roads only. 2) Bicycling and equestrian activities are forbidden during all hunting seasons. This means that we cannot access game lands 7 months out of the year. The planned method of enforcement is confiscation of bicycles and horses. I already checked and purchasing a hunting license will not get you out; you have to show intent to hunt. (I wonder if Yakima and Blackburn make gun racks for bikes?)

What can we do? There is a new group with a familiar name forming: The Susquehanna Area Mountain Bicycling Association (SAMBA). Their website is www.geocities.com/sambarider/homepage.html. This group is planning on partnering with the DCNR in developing Swatara State Park in Lickdale for Mountain Biking. SAMBA has just started and needs help to achieve its vision. The next SAMBA meeting is **March 28** at In Gear Cycling and Fitness on Bridge Street in Hummelstown at 7 PM. If you cannot make it, I hope to see you on the trail, just as long as it is not on game lands.

March 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](#)

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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.

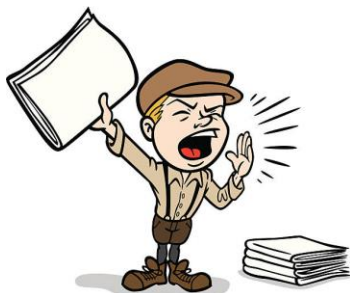
Suburban Cyclist Unlimited creates and updates a regional calendar. Check it out [HERE](#)

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 February Spokesman should be sent to editor@harrisburgbicycleclub.org by **March 19th**

VISIT the website **REGULARLY!** For announcements, registration forms, ride reports, ride leader sign up, email lists, current monthly calendar, regular and special rides, non-hbc rides, etc.

The mailing address for the club is:
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P.O. Box 182
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