



Joliet Bicycle Club Newsletter May 2021



Joliet Bicycle Club

Volume 35, Issue 5 May, 2021

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CELEBRATE MAY!



Message from the President—Unedited

May, 1 2021

Hello fellow JBC members,

Well, finally the season is upon us and I'm sure many of us have been out on the open road enjoying the warm weather and the sunshine, not to mention the wind.

I am so looking forward to a great spring and summer of riding. It's time to make plans for all the upcoming rides. The end of this month is the Horsey Hundred and we have 30 JBC members ready to roll, literally in Kentucky. If you've ridden KY before, you know what I mean, lots of rolling hills.

After the Horsey is the Door County Ride in mid-July. Again, we have many JBC members who will be riding in this great JBC tradition. Contact Jim Lambert (jlambert50@outlook.com) for more information on the Door County ride.

Keep an eye on the ride calendar and Google Groups to keep up to date on all the great JBC rides.

My usual Meet the Member this month is a very special person to all of us in the club. I usually make you take a guess after few clues, however this month I'm going to tell you who it is because there is a funny story about who this member is. When I first joined the club I went on a ride and was introduced to Barb Lewandowski. The next ride I was introduced to Barb Westphal. I was sure these were two different people. I asked someone why don't I ever see the 2 Barb's together? If I could only describe the look I got after asking. I think someone said, Rob, you should really get to know the members a little better. They are the same person!!

Well Barb, nobody would mind if you were 2 people because then we would have 2 special people in the club for the price of one. Please take a moment to meet our Meet the Member this month Barb Lewanphal, sorry, Lewandowski or is it Westphal. I'll just stick to Barb.

Speaking of special members, we have some new members that have joined JBC. I am always excited to see new members, as it means that our club is growing and the word is getting out how great JBC is.

It gives me great pleasure to introduce our 3 latest members Elaine Bottomley, Alex Erchinger and Elaine Szot. Please give them a special hello if you see them on a ride soon, welcome all 3 to JBC.

I have included a safety article written by my good friend George Harwidge from the Elmhurst Bike Club. It's never too early or late to talk about bike safety. To me and I'm sure the rest of our members it is the most important thing.

I could go on and on with great news about JBC, just look in the newsletter and you'll see what I mean.

Have a great May, ride safe and enjoy the upcoming wonderful weather. See you on a ride soon.

Rob Weiss

Rob Weiss, President, JBC

Membership Corner

By Steve Geary



Welcome our new members:

Eric Larsen

Joanie Kowalkowski

Kate Dudley

Can you pick out the JBC member and identify by name?



Can you identify this JBC member by name?



Any Guesses

“MEET THE MEMBER - Barb Westphal

When did you join JBC and why did you join the club? *I joined the club in 2009, the year after I retired, after hearing about it from my fellow skiing buddies in the Joliet Ski Club - folks like Ron Dewey, Bill Kennedy, Anita Huston, Bill Briese, Bob & Pat Kehoe, Rich & Deb Nona, and Bill Kibler. Gee, I thought, if I joined JBC, I could hang out and have fun with cool folks like this all year long!*

What brought you into cycling? *One of my first JBC rides in May of 2009 was out of the DesPlaines Conservation Area, a 36-miler, yikes! Afterwards, I needed a nap, as I was babysitting grandkids that night. I really wasn't sure this JBC thing was for me. But then, after trying out a few more rides (Don Trejo's Monday Breakfast ride, Ron Dewey's Wednesday a.m. ride, Russ and Ingrid's Wednesday p.m. ride), I started to get into the joy of biking with great groups of folks and with wonderful routes. It ac- tually became quite a pas- sion for me, with getting 1,000 or more miles for elev- en years in a row. A few of those were even for 5,000 miles...say what?!*

What do you enjoy most about cycling with JBC? *The exercise, the camaraderie with the wonderful folks of this great club, different routes to ride, and being able afterwards without gaining as much weight!*

Tell us about your favorite cycling adventure. *My favor- ite cycling adventure was a ten-year stint (2010-2019) of riding GITAP, now called GIBT (Grand Illinois Trails & Parks Ride and Grand Il- linois Bike Tour, respective- ly). These six-day rides are sponsored by Ride Illinois parts of our beautiful state. On this ride, you bike from one city to the next and your luggage is transported for you. We've experienced all types of weather imaginable – high winds, storms, lightning, tornadoes, hot weather, cold weather, and many, many hills (Blackjack Road in Galena, anyone?!) Early on, there were about 20 JBC folks who participated, most of whom told me I needed to get the full experience of doing this ride by camping instead of staying in a motel. Both were options to all riders. Well, after not much thought, I decided to take the motel option and have enjoyed being a “Motel Princess” ever since. J GIBT was cancelled for 2020 due to the Covid, but it will happen again this year, yeah!!*

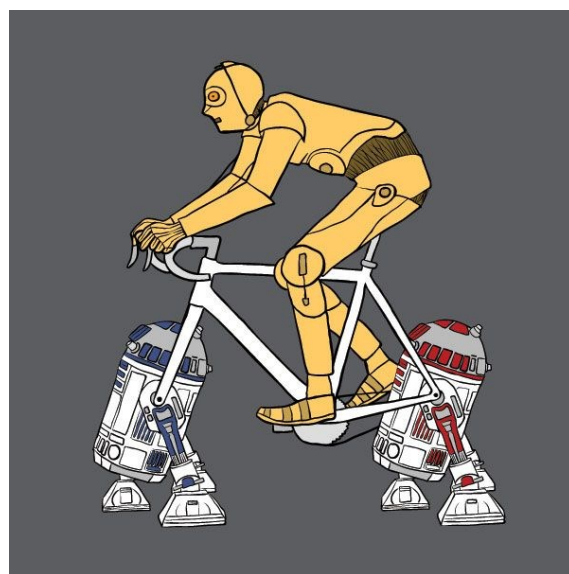


Where do you cycle mostly with JBC and why? *The with the wonderful folks of routes to ride, and being able afterwards without gaining cycling adventure. My favor- ite cycling adventure. My favor- ten-year stint (2010-2019) of GIBT (Grand Illinois Trails linois Bike Tour, respective- ly). These six-day rides are sponsored by Ride Illinois parts of our beautiful state. one city to the next and your luggage is transported for you. We've experienced all types of weather imaginable – high winds, storms, lightning, tornadoes, hot weather, cold weather, and many, many hills (Blackjack Road in Galena, anyone?!) Early on, there were about 20 JBC folks who participated, most of whom told me I needed to get the full experience of doing this ride by camping instead of staying in a motel. Both were options to all riders. Well, after not much thought, I decided to take the motel option and have enjoyed being a “Motel Princess” ever since. J GIBT was cancelled for 2020 due to the Covid, but it will happen again this year, yeah!!*

Where do you cycle mostly with JBC and why? *Up until 2020 (the Covid year), I rode out of Plainfield, Shorewood, Channahon, Morris, Frankfort, and Romeoville (Centennial Trail). I love riding country roads without a whole lot of traffic. Last year, my husband Barry and I pretty much just biked by ourselves out of Plainfield, wanting to stay as safe as possible, but we sure missed our JBC buddies. Hopefully, this year will be different!*

What is your favorite JBC event? Our JBC 4th of July Ride is tops on my list, as it brings all of us club members together to work a wonderful ride that is enjoyed by sometimes 1,000 or more riders! We get tons of compliments from the riders who are most appreciative of our great food and service. I also enjoy the annual JBC Banquet, as it allows us to carry on in a fun environment and see each other without helmets and biking shorts!

If you could cycle anywhere in the world, where would it be? You're going to find this boring, but I have no desire to bike anywhere else, other than on our beautiful country roads here in northern Illinois and also those up in Door County, WI. Those work just fine for me, plus it's easier hauling golf clubs and ski's instead of a bike to out-of-the-way places.



**SOMETHING TO THINK ABOUT &
PLAN FOR! "JBC WILL BE 50
YEARS YOUNG IN 2022"**

Special Celebration Ideas???????



Submitted by Rob Weiss

As the spring riding season swings into high gear please take a few moments to consider the importance of riding safely and doing everything possible to avoid accidents. When leading a ride, I have frequently said during my ride brief that the only thing that really matters is that we all get back without anyone hurt or any bikes damaged. Please consider that for a moment. Isn't it true that any ride is successful and a good time if everyone and all the bikes get back in one piece? Conversely, if anyone is injured or bikes are damaged it was not a good ride. Distance, pace, miles, route; when the ride is over none of these things are all that important, unless you are racing. And we are not a racing club. We ride at the speed of fun.

I hope to hold your interest by keeping their message short so I will stay general and leave specific details for later. The most important factor in riding safely is simply keeping your head in the game and out of your saddle. I say this because every time you put your feet on the pedals you are entering a high-risk environment. That's right, cycling is a risky business. You are on two thin wheels with only a helmet for protection and just about anything out there can take you down; bad pavement, mechanical failures, walkers, dogs, debris, other bikes, and worst of all cars and trucks. And cycling is very situational, There are very few rules of the road that apply all the time with the possible exception of wearing your helmet and being as conspicuously visible as possible. The best place in the lane to ride, the best way to make a left turn, a right turn, where to ride in relation to the other riders, when to ride on a path or even a sidewalk instead of the road are all determined by a continuously evolving set of variables and the only way to manage these variables is to be singularly focused on your ride.

Just a few general rules to keep in mind before and during your ride.

Keep your bike in good working order. It only takes a minute to do a basic pre ride check. Brakes, tires, chains, cranks, all need to be properly inspected, maintained and replaced when necessary. This can get expensive but you can do the basic checks yourself. There are plenty of club members who will be happy to show you how.

Maintain a safe distance from other bikes. Most accidents on club rides involve cyclists hitting other cyclists on the same ride. Riding in a single file line is by far the safest way to ride.

The social component of club riding is very important. However, it is best to keep the lively conversation limited to the pre ride, breaks, and after ride. Keep your head in the game. And NEVER use your phone while riding.

Okay, that's it for now. I'm late for Isaac's ride...and I haven't cleaned my bike or checked my tires in weeks.

George H.
EBC Safety

Cancelled!
Joliet Bicycle Club
47th Annual 4th of July Century

May 2, 2021

Dear JBC member

For many years we hosted a July 4th ride that has become a staple in our local cycling community. Last year 2020 we were forced to cancel our ride due to the pandemic.

Well, here we are again in 2021 and we are going to have to cancel the ride once again. This decision doesn't come easy, however for the club, the risks of planning the event and then having to cancel due to the states mandates is something that as a club we could not endure.

The board discussed this at length. I have to admit as President I wanted to hold the ride, however as we got deeper into the discussion, I realized the financial risk we would be putting JBC in could be detrimental.

We all imagined planning our July 4th ride, securing all of our food, locations, sag support and a few days before the ride the state pulling the rug out from under us, so to speak.

We are all confident there are better days ahead.

We look forward to July 4th 2022 where I remain confident most ride schedules and ride protocols will be back to normal.

Here's the good news. We are planning a member July 4th ride. Jim Lambert has volunteered to mark the course for us and this will be like the workers ride in the years past.

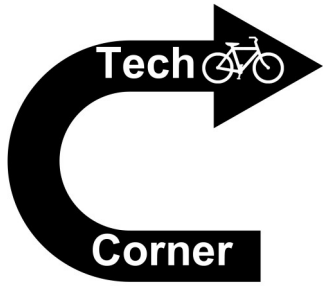
We will form a Sign-up sheet for the ride, along with the routes, mileage and levels so everyone will know the who, what, where & when of the ride. I know for now we will start at Pilcher Park in Platteville and the routes will be loops from there.

Bring your own food and drink. We will have a grill there to cook anything you bring. I know it will be great fun and I look forward to seeing many of you there.

Sincerely,

Rob Weiss

President, Joliet Bicycle Club



The “Truth” About Wheels

by *Steve Geary*

Keeping the wheels on your bike “True” is the best thing you can do to ensure a smooth ride.

So what do we mean when we say a wheel is “True”? If your wheel wobbles from side to side or hops up and down, it is “out of true”. Chances are your wheels were very True when the bike was new, but over many miles of bumpy roads, potholes, rocks, and just normal wear & tear, your wheels may lose their trueness. The more miles you ride, the more often you should be checking and Truing your wheels.

Important Wheel Truing Terms:

Wobble: when the wheel moves from side to side as it spins.

Hop: when the rim diameter moves up and down in relationship to the axle centerline. This is also known as Radial Truing.

Dish: when the rim is not laterally centered in relationship to the axle centerline.

Spoke Tension: Each spoke should be properly tensioned, and the spoke tension average should be within 20%.

Balance: when the wheel weight is as close to perfect all the way around.

Wobbly wheels are especially frustrating when your bike has rim brakes. Every time you use the brakes you can feel a shutter, or an on/off pulsing effect. Fortunately this wobble has no effect on disc brake wheels! Wobble is the most noticeable and most common problem with wheels.

Wheel hop only becomes noticeable when traveling at higher speeds, such as when going downhill at 25+ mph. However, even at lower speeds, this hopping effect can be very detrimental to your wheel bearings and spokes and you’ll experience uneven tire wear. At speeds of 40+ mph, wheel hop can cause you to lose control.

Dish is less important than wobble & hop. Your wheel can be dished to one side or the other and you’d never know unless you check it closely. In fact, some wheels’ builders have purposely favored the left side for tire/frame clearance. Having a wheel with no dish will help your wheel stay True and last longer. A wheel with neutral dish helps greatly with an even distribution of spoke tension.

Spoke Tension and the spoke tension average should be 20% or less. The wheel rim can sometimes have a lot of stress built up in the material. The process of extruding and rolling a rim into shape adds stress into the material, especially aluminum rims. To counteract these stresses, you may need to tension some spokes more than others. However, if each spoke is within 20% of the other spokes, then you’re OK. A wheel with an improper dish can greatly raise the spoke tension average. Having a properly dished wheel helps with balancing the spoke tension average. If you have carbon fiber rims, it is increasingly important to keep the spoke tensions as equal as possible. Typically a well-made carbon rim has much lower internal stress built into it,

but having a few spokes over tensioned will introduce unwanted stress into the wheel. Carbon fiber is sensitive to high load stressors.

Balance: Many people, and even some shop mechanics, don't balance the wheel after it has been Trued. Again, you may never know your wheel is out of balance until your speed is above 25 mph. Going downhill at a fast rate of speed is not the time to discover your wheels are out of balance! The best way to balance a wheel is to perform all the above steps, then mount the tire to the wheel, then spin the wheel and check for balance. Often times you can bring a wheel into balance by moving the tire radially around the rim until you find the sweat spot.

Truing a wheel really isn't that difficult compared to building a wheel from scratch. In fact, you can actually True a wheel without a Truing Stand! More on this technique later. For now we'll focus on the correct way to keep things running True.

The best way to True a wheel is with a Truing Stand. Most people won't have one of these tools at home, but your local bike shop should. If they're not Truing your wheels on a Truing Stand, then it's time to find a new bike shop. In my opinion Truing your wheels should be included in your annual tune up. If you're taking your bike into a shop for a tune up, ask a lot of questions about what services are included in the price.

Park Tool TSB-4.2 Truing Stand with Tilting Base



A Truing Stand is simply a fixture that firmly holds the wheel by its axle, centered within the fixture. At the front of the fixture is the "Caliper" that can be adjusted to many different wheel widths and diameters. As the wheel freely spins on its axle, the caliper will show you if the wheel wobbles, hops or if it's dished.



Park Tool SW-1 Nipple Wrench



Park Tool SW-13 Nipple Wrench

If you find that your wheel is not True, then you'll need to make an adjustment. This is commonly done by either tightening or loosening spoke tension. By turning the spoke nipples with the appropriate wrench, you can effectively bring your wheel back into True.

Here's a short video on basic wheel Truing, <https://www.youtube.com/watch?v=rpa4js3hogE>
"Righty-Tighty, Lefty-Loosey.

Here's a 5 part in-depth video series about wheel truing.

<https://www.youtube.com/watch?v=MF0ng1UXn-g>

<https://www.youtube.com/watch?v=xz6nM6SY-aY>

<https://www.youtube.com/watch?v=7R8dncAbhoM>

<https://www.youtube.com/watch?v=FqeEBih8kx0>

<https://www.youtube.com/watch?v=aYfL2wzkV4M>

After watching these videos, you'll have a better understanding of all the terms being used to describe the basic parts of a wheel and how they work together. When Truing a wheel, it's important to follow the procedure of correcting for wobble, then hop, dish, tensioning and lastly balance. Also note some good tech tips, like lubricating the nipples before truing, pulling the spokes to determine which spokes need adjusting, and most of all knowing when to stop Truing.

One note I'd like to add about the recommendation from Park Tool. If you have a high quality set of wheels and you have patience, you can True a wheel with great accuracy. They recommend a wobble of 0.50mm (.020") is good enough, but I have consistently been able to True a wheel within half that tolerance or 0.25mm (.010"). They recommend a radial Trueness of 1.00mm (.040"), but again I have had results of 0.25mm (.010").



Park Tool WAG-4

In video #4 you'll see them using a special Dish Tool to measure any offset between the rim and axle. Even though this may be the most professional method, it isn't the only way to achieve good results. In fact you can check for dish when the wheel is still on the bike. If your Truing Stand is in good working order, you can measure and adjust for dish while you're correcting for wobble and hop.



Park Tool TM-1

Video #5 is the most technical of them all. Spoke tensioning and spoke balancing takes some real patience. You must be meticulous and methodical to get the spoke tension average to a balanced state. Using the [Park Tool Wheel Tension App](#) can be very helpful, but only if you're using a spoke tension gauge. This procedure is usually reserved for the very expensive wheels. If you have taken most of the wobble, hop and dish out of your wheels, chances are the spoke tension average is within 20%.

Even if you don't have a spoke tension gauge, you should still check spoke tension from time to time. It's very similar to playing a harp! Just start at the spoke next to the air valve and pluck it the same way you would pluck the string on a musical instrument. The spoke should vibrate at a very specific frequency. As you pluck each spoke around the wheel you should hear the difference in sound from one spoke to another. If you find a loose spoke, you'll know it immediately! You won't be able to balance the spoke tensions this way, but you will be able to ride with confidence knowing you're not riding on a broken wheel.

Lastly, Wheel & Tire Balance. Here's a video explaining the concept of wheel balancing, although I find the technicians not as humorous as they think they are. I do not recommend drinking beer during the wheel truing process. <https://www.youtube.com/watch?v=CZMhdmtYDtw> Don't even bother to balance a wheel without the tire, tube, rim tape, and cyclometer magnet attached. Don't even bother using a Truing Stand to balance your wheel assembly. Mount the wheel assembly into the bike where it lives and give it a spin. If it's out of balance you can move the tire around on the rim to help solve the issue. If you find the magnet always gravitating towards the bottom, then move the magnet to a different spoke. In many cases the tire has more weight distribution inconsistencies than the wheel. If you're trying to balance a road wheel, avoid using counter weights at all costs. If you must, add the weight as close to the axle as possible. Mountain bike wheels are much less sensitive to balance issues due to the low tire pressures, lower speeds and rough terrain.

If you've made it this far, I promised you a way to True a wheel without a Truing Stand. Your bike can be used as a Truing Stand, although it won't be as accurate. How accurate does it have to be? (you might ask) Well if you paid \$250 for your bike at Walmart, then don't worry about it. However, if you have made a good investment into cycling, and you often ride for more than 10 miles/ride, then you might consider paying more attention to your wheels.

With the wheels mounted in your bike, first visually check for any damage to the tires, rim and spokes. Pluck the spokes like playing a harp to find any broken spokes or over tensioned spokes. Next give the wheel a slow spin to see if you notice any wobbling. If you think the wheel needs attention then proceed to True the wheel.



Remove the tire from the wheel. Place the wheel back onto the bike. Attach a ruler to the frame with a rubber band or painters tape. Give the wheel a slow spin and proceed to True the wheel as described earlier in the document. Tighten or loosen each spoke to remove unwanted wobble, hop and dish.

This method can take out much of the wobble. You can also measure for wheel hop and you can measure and correct for dish. Once satisfied with the wheels condition, you can re-install the tire, place the wheel back onto the bike and check for balance. Move the tire around the wheel radially until you're satisfied with the balance. Make a note of where the tire is placed on the wheel in the event you need to remove and replace the tire at a later date.

For many of us, we show up to a ride and just before leaving, we lift the bike and give the wheel a spin. If it looks good, then we ride. Most of us are Roadies, so having True wheels is important. The faster you ride the more important this becomes. If you're riding long distances and carrying your most precious belongings, then you should absolutely keep your wheels in top condition.

Well that's everything you need to know about keeping your wheels running True for many years to come. Take good care of your wheels and they will in turn take care of you. Keep in mind, that even with good maintenance you're still susceptible to broken spokes. As the wheel goes around it undergoes millions of fatigue cycles. I have a bike that I purchased back in 1990, and I have put over 100,000 miles on those wheels. If you've never had a wheel issue, then you're not riding enough!

Skinny Wheels - Skinny Tires - Skinny Arms

Steve Geary



Photo Fun

Where was this photo taken?



Brent is taking his cycling talents to the circus!

2021 Cycling Invitationals and Pro Races

1. [Horsey Hundred](#)—May 28-30, 2021—Registration is closed; Wait-list is open; Georgetown, Kentucky
2. [Giro d-Italia](#) — May 8-30, 2021 — Palmero, Cicily, Italy
3. [2021 Grand Illinois Bike Tour](#) — June 13-18, 2021 — Litchfield, Illinois
4. [2021 Tour de France](#)—June 26—July 18, 2021
5. [4th of July Century Ride](#)—Cancelled — July 4, 2021 — Plainfield, Illinois
6. [Z-Tour](#) — July 17, 2021 — Princeton, Illinois
7. [Dust Bowl 100](#) — July 24, 2021 — Eminence, Indiana
8. [2021 Busse Woods Night Ride](#) — August 28, 2021 — Elk Grove Village, Illinois
9. [Horribly Hilly Hundreds](#) — August 28, 2021 — Blue Mounds, Wisconsin
10. [Annual Blackhawk Country Roads Invitational Ride](#)—The 44nd Annual ride - DATE: Saturday, Sept. 4 & Sunday, Sept. 5, 2021; Rockton, Illinois



JBC Door County Trip July 2021

Hi Everyone, It's that time of the year to think about next year's Door County Trip. The trip will run from Saturday July 17th through Saturday July 24th .

Now is the time to start making plans/reservations for this year's trip. We will all be staying in or near Fish Creek. Each individual is responsible for their own lodging arrangements during the JBC Door County Trip.

We will be riding Sunday the 18th through Friday the 23rd. Saturday July 17th and Saturday July 24th will be travel days.

This event is open to members and guests. Guests will be charged \$20 for the event. Each day there are two or three ride options ranging in miles from 30 to 60.



We will be sharing more information about the trip once the date gets closer.

We do hope that everyone that plans on attending makes their reservations really soon. July is a very busy time of the year in Door County. So book as soon as you can. I

f you have any questions please give Jim Lambert a call at 331 330 6119 or send Jim email at jalambert1950@gmail.com.

Happy Biking everyone! Jim Lambert

JBC Ride Definitions / Rules / Etiquette

SG - Show & Go - ride leaders, and distances can be decided at the ride

Ride contacts are to be called for information about the ride.

S - Social - Group stays together, rides at posted level, has ride leader.

All riders should plan to arrive at any scheduled ride at least 10 minutes before the scheduled departure time.

AD HOC RIDES

1. A non-calendar ride, via google groups email invite
2. 12 hour advance notice, e.g. Friday 8am ride invite sent by 8pm Thursday
3. Invite must include starting time, location and ride level (I-V)
4. Additional details about the ride can be shared too.
5. Miles are recorded as: AH/date/leader initials/miles/riders (in alpha form).
6. Use AD Hoc number assigned to the day of the ride
7. 2 riders minimum for instate and out of state rides

Please send AD Hoc and regular miles to Bill Cihon at:
miles@jolietbicycleclub.com

Send invitational miles with Invitational Mileage Report in the subject line to Bill Cihon at: miles@jolietbicycleclub.com

LEVEL	MPH
I	10-12.4
II	12.5-15
III	15.1-18
IV	18.1-20
V	20.1+

Click this [link](#) to view the JBC Member Guide:



JBC Board and Committee Contacts

President, Rob Weiss

Phone: 630.910.5200

president@jolietbicycleclub.com

Vice-President, Janae

Hunziker

Phone: 708.638.5262

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Ride Calendar, Bob Kehoe

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kehoerj162@yahoo.com

Ride Mileage Recorder, & Invitational Rides—Bill

Cihon

miles@jolietbicycleclub.com

**For invitational rides:
Place Invitational Mileage
Report in the subject line
to:**

miles@jolietbicycleclub.com

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Steve Geary

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Reporting Miles, Ride List, Membership

Ride leaders or whomever is in charge for the ride should report miles for daily JBC rides listed on the calendar and for Ad Hoc Rides. Please send the Ride #, date, and list of riders in alphabetical order, and their miles to:

miles@jolietbicycleclub.com

Mileage reports should be sent within 3 days of the ride.

The JBC Ride List is published monthly on the JBC website.

<http://www.jolietbicycleclub.com/ride-calendar/>

All JBC Ad Hoc Rides are announced through JBC Google Groups emails.

Make sure you are signed up on JBC Google Groups to get all club announcements.

JBC annual dues are \$15.00

JBC Meeting Information

Regular JBC club meetings are at 7 pm on the 2nd Monday of the month at PizzaForU 116 S. Larkin Ave, Joliet, IL. JBC holds meetings in Feb, March, April, May, June, Aug, Sept, Oct, Nov. Meeting locations and dates may change. No meeting for May.

Joliet Bicycle Club

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