



*Joliet Bicycle Club
Newsletter
April 2022*



Joliet Bicycle Club

Volume 36, Issue 4, April 2022

Inside this issue:

Message from the President	2
2022 Invationals	3
Tech Corner	4-5
Rider Down	6-10
Membership	11
Hiking	12-13
JBC Loss	13
JBC South	14-15
Ride Definitions / Rules / Etiquette	16
Club Information	17



Be sure and check out
the [Ride Illinois Website](#)



Message from the President

Waiting for Spring's warmer weather....

April is here but, as past president, Phil and current VP, Michelle know; we still can get snow! If you **haven't heard their, "How we met story."** ask them sometime! **...Oh and be sure to congratulate them on their up and coming nuptials, April 14th!**

Also on the 14th; the JBC Board is excited to regain a semblance of normalcy, as we host our first club meeting of 2022. Be sure to join us, 7:00 PM, Thursday, April 14, 2022 at Pizza For U, 116 S Larkin Ave, Joliet, IL 60436. The board along with Bob and Carolyn Jacobs are also working on re-instating some club so-

cial activities. Stay turned!

Volunteers are needed for the 4th of July Ride. Please be thinking about how you will contribute to our annual invitational success. Jim Lambert has agreed to mark our routes and adjust them as needed for road construction. Thanks Jim!!! He has taken on this task for several years now. I helped mark the route 5 or 6 years ago; back when we used temporary spray paint cans **and made "Dan Henry's" o- ... The current method of adhesive paper route arrows is a much better option.**

As the weather warms up, plants leaf out and flowers bloom; get out

and enjoy the cycling season. **April's calendar has been posted, thanks Bob! Don't forget to clean that bike and check your chain for stretch. I just put a new cassette and chain on my bike and it rides really smooth again, like brand new.**

Happy Trails....

Janae

2022 Invitationals

If you don't see the ride(s) on this list that you want to do and want them added, please email: editor@jolietbicycleclub.com

Ride	Location	Date
Horsey Hundred— click here	Georgetown, KY	May 27-29, 2022
Spring Fling 2022 Folks on Spokes— click here	Monee Reservoir	June 5, 2022
GRABAAWR— click here GReat Annual Bicycling Adventure Along the Wisconsin River	Eagle River, WI to Prairie du Chien, WI	June 11-18, 2022
GIBT (Great Illinois Bike Tour— click here	Comlara County Park north of Bloomington-Normal and overnight in East Peoria, Normal (two nights) and Pontiac (two nights)	June 12-17, 2022
Z-Tour — click here	Princeton, IL	June 18, 2022
RAIL — click here Ride Across Illinois North	Moline, IL to Chicago, IL	June 19, 2022
RAIL — click here Ride Across Illinois South	St. Louis, MO to Vincennes, IN	June 26, 2022
JBC 4th of July Ride —	Plainfield, IL	July 4, 2022
RAIN — click here Ride Across Indiana	West Terre Haute, IN to Richmond, IN	July 16, 2022
RAGBRAI — click here Register's Annual Great Bicycle Ride Across Iowa	Begin in Sergeant Bluff , Iowa and end in Lansing. In between, riders will overnight in, Ida Grove, Poca- hontas, Emmetsburg, Mason City, Charles City, and West Union.	July 23-30, 2022
Palos Meltdown	Pulaski Woods, Willow Springs, IL	August 7, 2022
Hammerfest 2022 Catch me if you can — click here	Plainfield, IL	August 20, 2022
Bike the Drive— click here	Lake Shore Drive, Chicago	September 4, 2022
Apple Cider Century — click here	Three Oaks, MI	September 25, 2022
Pumpkin Pie Ride — click here	Ottawa, IL	October 3, 2022
Hilly Hundred — click here	Ellettsville, IN	October 21-23, 2022

Road Bike Myth Busting

By Steve Geary & TPC



There have been a lot of subtle changes with road bikes over the years, even though at a glance to the untrained eye bikes look the same. There are many myths or beliefs that many cyclists still cling to, even though **scientific testing has proved otherwise. In this article we'll talk about the top 5 myths.**

Myth #1: Tire Pressure

High tire pressures and skinny tires are faster! This has been a long standing myth for decades that does have some validity. A long time ago, when tires and wheels were very thin, having your tire pressure too low was a detriment. Having said that, more is better, right? Even back then it was possible to have too much pressure, but it was thought that hard thin tires had less rolling resistance, therefore faster. We now know that a tire that is too hard will bounce down the road and these micro-bounces will accumulate over time to slow you down, not to mention that hard tires will fatigue your body.

Modern day tires, even when mounted on an old bike, are specifically designed to be used at lower pressures. This statement becomes very important if your using tubeless (2bliss) tires. Based on the riders weight, there is a sweet spot of tire pressure that will give you good rolling resistance, comfort and optimal tire wear characteristics.

"High tire pressure makes you faster", Busted.

Myth #2: Low Stem Height

Lowering your stem will give you better aerodynamics, but at what cost? I guess if you're racing and the distance is shorter, then aerodynamics can be beneficial, but over a long distance a lower stem causes a lot of body fatigue. This fatigue will have a detrimental and systemic effect on your body that will slow you down even more so than increased aerodynamic drag.

Many pro racers will run a lower stem than what is recommended for us mere mortals. For us social riders, it is better to be comfortable. We will not be setting any speed records anytime soon.

Of course having a stem too high will greatly increase aerodynamic drag, while decreasing body fatigue. There is a point of diminishing return between being too high and too low. Just like everything else, **it's a compromise and you need to find that sweet spot.**

There are adjustable stems on the market. If you're on a slower social ride, you can quickly and easily raise the stem. If riding faster is your goal for the day, then lower the stem!

"Lower stems make you faster", Busted.

Myth #3: Aero is Everything

As stated in the previous paragraph, aerodynamics can play a roll in your time trial. The question is: **How many TT's have you done or plan to do in the near future?**

Many bike manufacturers have tried to make their bikes more aerodynamic by narrowing components and hiding the cables inside the frame. For most of us non-racers, these aerodynamic changes do not benefit us social riders. Hiding cables adds a considerable amount of complexity **to the bike that just isn't necessary. If you're not doing your own mechanical work, be prepared** for a much higher labor bill from your local bike shop.

The majority of the aerodynamic drag is in fact YOU, the rider. Yes there are aero suits out there, and those long aero helmets that cleanup the air flow around you. Many of the tricks of the trade that increase your aerodynamics are increasing expensive and offer little benefit to the average social rider. The best way to decrease your aerodynamic drag is to first ask permission to ride behind another rider, then suck that wheel!

"Excessive Aerodynamic Technology make you faster", Busted.

Myth #4: Lighter Bikes are Better

It is true that reducing weight will help you go faster and farther, but at what cost? If you're a pro racer, your sponsor is paying for the bike! They will spend more money to shave off a few grams then you or I will spend on an entire bike. The fact is, it's the rider who needs to shed the weight. If the bike weighs in at 20lbs and the rider is 200lbs, then the bike is only 10% of the total package.

Yes, it is important to have light weigh wheels due to the rotating mass and angular momentum that accumulates with increased speed. However, your wheels need to be strong enough to handle rough roads over the lifetime of the bike. Supper light expensive wheels will give you diminishing returns.

It is not necessary to have everything on your bike made from carbon fiber, titanium or unobtainium. It is to your benefit to have components made from durable materials that will give you years of reliable service. An unreliable bike is not a faster bike!

"Light Weight Bikes make you faster", Busted.

Myth #5: Latest & Greatest Technology

Do you really need the latest & greatest technology on your bike? Not in my opinion!

There have been some really good advances made in bike tech over the years, but that doesn't mean that your 5 year old bike is obsolete. With most of the social riding that we do, the people riding with disc brakes have no speed advantage over those with caliper brakes. There is no speed advantage to having thru-axles. Having a 12 speed cassette as opposed to a 10 or 11 **doesn't really make you faster overall.**

You can spend a lot of money on the latest technology and never take advantage of that tech on your social ride. Instead, analyze what you need and compare that with what you want, then consider your budget, then determine if your current bike meets the criteria.

Remember, there is absolutely nothing wrong with your old bike. If you have maintained it well **and if your not struggling out on the road, then you're good.**

"The Latest & Greatest Technology make you faster", Busted.

Steve Geary

**Some inspiration and opinions taken from The Pro's Closet.*

Rider Down: What To Do When You Witness a Bicycle Accident

Submitted by: Dominick Chellino

Authored by: [Selle Anatomica](#)

Every cyclist wonders what they would do if they happened to have a wreck while out on a ride. But what about if someone riding with you has a bicycle crash? Would you know what to do when another rider goes down?

It may not even be someone in your group. You might come across another rider on the side of the road. And, at that moment, your ability to think clearly and act decisively could save their life.

Our friend and longtime cycling coach, Darryl MacKenzie, has seen and been through enough bicycle accidents over the years. Here, he shares what to do in the heat of the moment.

Who Will Take Charge When There's an Accident?

When an accident involving another cyclist occurs, there's one critical factor that can have a major effect on the outcome. That factor? Whether there is someone who can take charge with quick action.

“This is one of those things that people dread having to even think about,” says Coach Darryl. “But, quite often, when bicycle crashes happen, everybody stands around and looks because they don't know what to do. And it's a life-threatening situation.”

If the rider has sustained critical cycling injuries, time is of the essence. Even if **their life isn't on the line, the right actions could prevent long-term or secondary injuries.** Someone needs to step up and take control so the cyclist can get the care they need. After you read this article, that someone could be you.

10 Steps To Take When There's a Rider Down

To help any cyclist prepare for this situation, Darryl created a step-by-step checklist that anyone can learn. However, since you don't encounter this situation frequently, you'll need to review this regularly to be ready when the moment comes.

When he created this checklist, Darryl had his good friend, a national ER nurse of the year, review everything to ensure it was medically sound. Keep in mind that the order of these steps is crucial.

“You don’t want to start putting a splint on a person’s leg if they can’t breathe,” says Darryl. Instead, follow this order of operations.

Step 1: Secure the Location

Before you start assessing the other cyclist, you need to ensure they, along with you and anyone else on the scene, are safe from any further injuries. In some cases, they might be down in the middle of the road and unable to move.

To make sure no one else gets hurt, someone in the group needs to stand watch and direct traffic around the area of the bicycle accident. Find someone who can be assertive to ensure drivers see them and follow their directions.

Step 2: Find the Group Doctor

In the best-case scenario, you’ll have a doctor, or at least someone with medical or CPR training, in the group. If so, they should attend to the injured cyclist. In the event that there is more than one injured person, have the person with medical experience tend to the rider who looks most seriously injured. Then, you can tend to the other cyclist.

If there is no one in the group with medical training, then you’re the next best option to provide medical care for bicycle-related injuries (since you’ve read this article, that is).

Step 3: Check Their Vitals

Once you start assessing the person’s injuries, there are two things you need to know right away: First, are they breathing? Second, is their heart beating?

If they’re not breathing but still have a pulse, they’ll need to be ventilated every five to six seconds. This involves opening the airways and ensuring you’re getting air into their lungs. If the heart has also stopped, you will need to administer CPR right away. Darryl suggests maintaining training and certification to ensure you’re ready to do this at any time.

Step 4: Find Out if They Can Move Safely

Once you have their vitals stabilized and the cyclist is conscious, you need to **determine whether it's safe to move them** — and how careful you need to be when applying any further treatment.

If they are alert, the easiest way to do this is simply to ask: what hurts? If they **indicate anything related to their neck or back, then it's critical they don't move**. This will help prevent any potential injuries to the spine. Darryl has even restrained injured riders before to prevent them from moving until emergency personnel arrived to handle the situation.

If you do need to prevent the injured rider from moving, the best way to do it is to sit on the ground above their head and secure their head between your thighs **while holding down their shoulders with your lower legs. They won't love being** in this position, so make sure they are as comfortable as possible. Others in the **group should block the sun, for instance, so the person isn't lying on hot pavement** in direct sunlight while they wait.

Step 5: Stop the Bleeding

The next step is to address any bleeding that might be occurring. Stopping any excessive bleeding is just as important as stabilizing and checking vitals. **Minor cuts aren't an issue.**

If there is a serious wound, apply direct pressure to slow down or stop the bleeding. Only [use a tourniquet](#) if the wound appears extremely serious. Otherwise, you could easily over-tighten and cause further problems. If you do need to use one, a spare bike tube is perfect for the job.

Step 6: Check Their Head

Once you've taken those first five steps, you've addressed the most critical issues. Now, you can turn to the head. And with bicycle head injuries, the situation can get tricky.

“A person can tell you ‘My leg just doesn't feel right,’ but they're not really good at saying, ‘My brain is just not thinking well at the moment,’” says Coach Darryl.

Hopefully they were wearing protective gear, as bicycle helmets can reduce head injuries. You can then look at their helmet to see if any signs of damage are present. **But the best way to assess this is to ask the rider simple questions: What's**

your name? What happened? What day is it? Where did you park? What color is your car? These are all questions that should be easy to answer if they're not cognitively impaired from the accident.

“If the person doesn't know the answer to those questions, then they should not be left alone — and their day on the bike is over,” Darryl emphasizes.

Step 7: Assess the Arms and Legs

If they do pass the head test, you can take a look at their arms and legs to see **whether they're able to get up. If they have any broken limbs, they're obviously** not going to ride and may not be able to walk. However, you can use a hand pump as a temporary splint. This will stabilize any breaks until they can get to an ER.

Step 8: See if They Can Ride

Assuming there are no broken bones, the cyclist can get up to walk around and **determine whether they can ride. Remember, though, that you're still in charge.**

“The first thing they're going to want to do is check out the bike,” says Darryl. **“Don't allow them to do that immediately after a bicycle crash.”**

Preferably, you'll have someone in your group with a good grasp of bike mechanics who can give the bike a thorough assessment. It needs to be clear that everything **is working properly and there's no frame damage.**

If the bike is in good shape, you can talk with the cyclist and observe whether **they're genuinely OK to ride. It's important to err on the side of caution here, as** this can be subjective.

Step 9: Get Them Home if They Can't Ride

Should you determine that they can't ride, you need to make arrangements to get them home or to an ER. Someone in the group can take them, or you can reach out to an emergency contact.

After you've decided that they can't ride, they may try to pressure you to let them. But don't take “no” for an answer. Again, they could be at risk of further injury if they're not in the right physical or mental condition to get back on the bike.

Step 10: Keep an Eye on Them if They Can Ride

In the event that they *can* ride, be sure to stay close to them and observe how **they're doing on the bike. Are they able to get on the bike well? Does their balance look right?** Do they seem to have their wits about them on the bike? Stay close behind (not in front of) them and watch carefully. Start slowly to make sure you have time to observe

What About Calling for Help?

At this point, you may be wondering why we didn't say anything about calling for help. That's because it's a judgment call you need to make repeatedly at every step in the process. You don't want to call 911 too quickly, but you *really* don't want to call too late, either.

If there is a problem with any serious vitals — the lungs, the heart, the spine, or excessive bleeding — have someone call 911 immediately. You need to get critical care on the scene as fast as possible. But you might also decide to call if they seem mentally out of it or have a broken bone. Again, consider this as you go through each step.

When you do make that call, have someone check the injured rider's handlebar and cycling bag to ensure they have all their important items, such as their wallet and phone, with them when they go in the ambulance. You might even have them check the [medical ID](#) on the person's phone to call an emergency contact and let them know what's going on.

There's No Time To Waste

Seeing another rider crash — or finding someone on the side of the road — can be frightening. **Don't be paralyzed with fear, though. Acting quickly in order to assess the situation can potentially save someone's life after a bicycle accident. Review these steps regularly so that you're ready to take charge when you need to.**



Membership Corner

By Steve Geary

Please welcome new members:

Dave Hensle
Laura Cradeur



Please note any items that are underscored in this newsletter are clickable links. You may have to use CTRL and Click the Link depending on your computer.

SSHA 2021-2022 Series

Steve and Shirl's Hiking Adventures

SSHA (Steve & Shirl's Hiking Adventures)

Date & Time: Saturday 3/12 @
10:00:00 am

Start Location: [Little Red Schoolhouse Nature Center](#)
[9800 Willow Springs Rd, Willow Springs, IL 60480](#)

Distance: 3.1 or 4.3 or 6.7 miles @ 3 mph

Map: [The Stonehouse Trail](#)

Weather: [Willow Springs](#)



Meet at the Hickory Creek Preserve

Hickory Creek Junction

[11916 E Lincoln Hwy, Mokena, IL 60448](#)

[41.508934, -87.905682](#)

Hike starts at 10am sharp.

3-4 miles total

Date & Time: Saturday
3/26 @ 10:00:00 am
Start Location: [Little Red Schoolhouse Nature Center](#)
[9800 Willow Springs Rd, Willow Springs, IL 60480](#)
Distance: 3.2, 4.0, 5.8
Map: [Hike - Little Red Schoolhouse](#)
Weather: [Willow Springs](#)



JBC lost two more friends during the month of March and we mourn their loss, with condolences to the families of:

Faye Phillips (wife of Bob Phillips)

Former member Linda Hollingsed's husband David

JBC South





JBC Ride Definitions / Rules / Etiquette

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

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

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

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 in-state 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, Janae Hunziker
Phone: 708.638.5262

president@jolietbicycleclub.com

Vice-President, Michelle Winters
Phone: 708.305.7565

vice-president@jolietbicycleclub.com

Treasurer, Conrad Brouwer
Phone: 630.918.1552

treasurer@jolietbicycleclub.com

Secretary, Al Rooker
Phone: 815.272.3595

secretary@jolietbicycleclub.com

Ride Calendar, Bob Kehoe
Phone: 815.436.7701
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

Membership Chair & JBC Google
Groups Manager,
Steve Geary

Phone: 815.474.3713

jbcggmc@gmail.com

Newsletter Editor, Shirl Boatman

Phone: 816.674.3556

editor@jolietbicycleclub.com

Webmaster, Paul Tomasik

webmaster@jolietbicycleclub.com

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. JBC holds meetings in Feb, March, April, May, June, Aug, Sept, Oct, Nov. Meeting locations and dates may change. April meeting will be held at Pizza for U, 116 S Larkin Ave, Joliet, IL on Thursday, April 14 at 7:00 PM.



Joliet Bicycle Club

PO Box 2758

Joliet, IL 60434

Email: President@jolietbicycleclub.com

Website: jolietbicycleclub.com