



Riding At The Speed Of
Fun Since 1977

The Cue Sheet July 2019

Elmhurst Bike Club's Monthly Newsletter

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See your words in print! Submit
your photos and articles, in Word,
by the 20th of the month to:

Newsletter@elmhurstbicycling.org

Next Meeting:

Thursday, July 11th

Board Meeting: 6:00PM

Club Meeting: 7:00PM

Save the Date:

Annual Club Picnic, August 17th,
11:00AM, lunch around 12:00PM.
Salt Creek Forest Preserve, Route
83 & North Avenue
Please contact Joanne DeZur if
you can help.

President's Message

Happy July Greetings EBC members!

The Summer heat is suddenly upon us, so please be careful out there while your body adjusts to the warmer temperatures, keep yourself well hydrated and take the right amount of electrolytes. Don't be afraid to reduce your speed and distance until you determine how your body will react to the higher temperature and humidity.

There are two big summer opportunities to give back to the cycling community that you should turn your attention too. The Superior Ambulance Elmhurst Classic is a great event and you can volunteer here: [Elmhurst Classic Signup](#) The DuPage Cycling Foundation that runs the race is a 501(c)(3) and they raise funds for Community non-profits primarily in Greater DuPage County, through the hosting and promotion of cycling-related events. [Where the Money Goes](#).

The Palos Meltdown is Cambr's primary Fundraiser and provides most of the money they need to build and maintain the trails we love. I could not run The EBC Mountain Bike Program without Cambr's work. The event is Aug. 4th and you can register here: [Meltdown Volunteer](#)

The July club meeting will be Thursday the 18th at 7:15PM at The Elmhurst Community Bank, 330 W. Butterfield Road, Elmhurst, Illinois. The Board Meeting precedes the regular meeting at 6:15pm and all are welcome to attend. All members and guests are encouraged to come and keep up with club happenings and socialize with your fellow members.

That's all I have for now, I look forward to seeing you on the road or trail...riding at the speed if fun.

George Pastorino
President

Editor's Note

July sees Dawn's close to the finish of her first attempt at the fabled Paris-Brest-Paris randonnée. Ginny Preston has taken the reins of writing up the "Sponsor Of The Month" profile. We will learn about Rudy's in Chicago, owned by fellow EBC member Rudy Kubica.

The American Lung Association's weekend was a successful one for EBC's team! They earned top spot in team fundraising!

You will also find information from pages from our club's website. This month, learn about becoming a Ride Leader, and how you can join the ranks. The most recent update to the club page was June 14th, 2019, so the information is fresh. You will find links to Ride Leader Responsibilities, as well as Rider Responsibilities, and Illinois Bicycle Rules of the Road.

Check out [DuPage County's Trails App](#), which is a nice link to find hiking and biking trails throughout DuPage County. Features include bike shops, police and fire stations, public restrooms, and destinations of interest.

Practice, practice, practice. Bike handling skills. Cycling isn't just about fitness, cool gear, and speed, you need to know how to handle your bike. Here's a [video](#) from the city of Fort Collins, Colorado, produced by the League of American Bicyclists. It's a good review of riding in traffic too.

Being a steady, predictable rider will make you safer to be around, and other riders will want to ride with you. Isaac has a great "outside voice" – he calls out turns and slowing and stopping. It's not for show, it's information for those farther down the line.

Safety reminder: Don't overlap wheels. When riding in a group, it is okay to leave space between you and rider in front of you! Overlapping wheels (your front wheel coming up behind their back wheel) is unsafe. Should the person you are following need to move to avoid a hazard, they may take out your wheel, causing a crash. Soft pedal, flutter the brakes, change gears.

Becoming A Ride Leader

The Elmhurst Bicycle Club takes great pride in the both the amount of experienced ride leaders it has, and in the way in which the club can bring a rider up from novice to Ride Leader over time, if the rider puts in the effort to do so. It is a draw to our club in both knowing that you, as a rider, will have many riders to mentor you, and in the fact that you may progress if desired to a point of honored responsibility and creativity within our club.

Do the following required steps:

1. Study and understand: [Rider Responsibilities](#), including the [Illinois Bicycle Rules of the Road](#).
2. Study and understand: [EBC's Ride Leader Responsibilities](#).
3. Only after you have done so, then contact our club's Ride Captain, letting him/her know that you want to become a Ride Leader. Here is the email link: RideCaptain@ElmhurstBicycling.org
4. The Ride Captain will then contact you back to set up a Ride Leader training session. After you have successfully completed the training, he/she will create an entry for you on the [Ride Leader List](#) page. Check for it. You will not be enabled until that entry is present.
5. After completing all of the steps above, you are free to enter a ride or event on our [Ride & Event Calendar](#), and to lead that event as an EBC Ride Leader. Congratulations! :-)

Final installment of Dawn's 2015 Paris-Brest-Paris Journey



EAT. SLEEP. RIDE. REPEAT.

I arrived into Loudeac at 12:45 am on the 2nd leg of Paris-Brest-Paris 2015 (PBP) after completing another 207 miles or 333km with 11,604 feet of climbing in this section of PBP. The cumulative distance and elevation gain at this point was 478 miles (781km) with 24,905 feet of climbing.

I checked into the Hotel de France.

EAT. SLEEP. RIDE. REPEAT.

I woke up after 1 hour of sleep and prepared for the final leg of Paris-Brest-Paris. On this last leg, the distance I would be riding equaled 279.5 miles (450 km) to the finish of Paris-Brest-Paris in the Saint-Quentin-en-Yvelines velodrome. This was a hard

morning. Rick Cosario, one of the members of our group was having some physical challenges and was not confident that he could continue on. We all agreed to leave at 4:00 am to proceed from Loudeac to Tinteniach. It was 4:15 am and we still had not left Loudeac. We were delayed a bit in our scheduled departure time partially due to the challenges that Rick was facing and Eric was helping Rob fix his rear seat bag. I recognized that I needed to leave as Rob and Eric would climb much quicker than I would and would end up passing me anyway. I took some time to attempt to provide some comfort to Rick and gave him some Advil. Then I said goodbye to Eric, Rick and Rob.



Eric and I looked at each other and our eyes teared up a bit. He said, "Be safe out there Dawn, follow the lights and work your way through each control..." I felt sadness for Rick not knowing if he would be able to continue to ride and I also knew the challenge that lay ahead of me. I felt confident and strong as I rode away alone for the last leg of Paris-Brest-Paris at 4:20 am with 279.5 miles to the finish. I followed the red lights as I worked my way out of Loudeac towards the Tinteniach control amidst the constant climbing that is Paris-Brest-Paris.

No naps. 4 hours of sleep up total up to this point. The next control was at mile 536.8 in Tinteniach, 52.9 miles.

Pedal. Smile. Repeat.

Pedal. Smile. Repeat.

Pedal...Pedal...Pedal...

I moved through both controls at Tinteniach and Fougères briskly, utilizing my Infinitt nutrition to minimize my time off of the bike, passing mile 536.8 and 570 controls. Another memorable moment came in between this stage when we were stopped because of an unusual road delay. A woman and her family were crossing their cows and horses across the road from their stables on each side of the road. The woman that opened the gate looked to be in her late 80's and her family was there with her to assist her in this daily task. Another priceless moment in the countryside of France. Gosh, there were just so many of these gems. I also ran into Chris Slocum again from New Jersey on this portion of the ride and met fellow randonneur Keith Beato from the San Francisco Randonneurs at the





control in Mortagne-au-Perche. Additionally, Ivo Miesen and I rode together and met up at additional stops along this leg.

It was in between Fougères and Villaines-la-Juhel, at around mile 600, that I began having shifting problems with my rapid rise shifter and derailleur. I stopped on the route here to send a group message to Eric, Rick and Rob that I was having mechanical problems with my shifting and would need to have it looked at Villaines-la-Juhel. When I got into the control in Villaines, I immediately went to the mechanic and explained my problem to them. I then went inside to eat, trying to be as efficient as possible

off the bike. The mechanic made some adjustments and said that my bike was fixed and the shifting should be no problem.

As I was leaving Villaines control at mile 625.5, I ran into Eric. He asked me how I was doing and I told him that I felt ok. Physically I felt tired but was not having any physical symptoms or problems other than this new shifting issue that seemed to be resolved now. I do recall being very thirsty around this time, like I could not get enough fluid in my system. I felt like I was probably getting a bit dehydrated. I left on route to the Mortagne control, Stage 13 of 15.

At about mile 640, about 30 miles from the control, I felt some general soreness in my upper cervical spine initially. I began to stretch as I was pedaling and it subsided at first. About 10 more miles passed and then I felt a warm-dull feeling along my sub-occipital neck musculature (higher neck muscles). It was not sharp and there was no radiating pain, but this concerned me. At that time, I distinctly remember thinking to myself, "Well Dawn, this is what 640 miles on your bike looks like with only 4 hours of sleep". I continued to push towards Mortagne-au-Perche, Stage 14 of 15.

In addition to this new physical symptom I was experiencing, the road began to look very interesting. There were riders sleeping in ditches every few feet while others stopped and stood, leaning on the bike to get some sleep. As I passed through towns, I saw others sleeping in telephone booths in the towns, on the benches and doorways of local businesses. When you need sleep, you will take it anywhere you could get it.



Photos courtesy of Ivo Miesen.

Pedal. Smile. Repeat.
Pedal. Smile. Repeat.
Pedal....Pedal...Pedal...

The dice had been rolled.

So I bet you are wondering what happens to your body when you ride 675 miles on your bike with only 4 hours of sleep and no naps, in about 68 hours, right? I had no idea what to expect.

Well, let's just say that, certain funny things begin to happen. Oh boy...

Pedal. Smile. Repeat.
Pedal. Smile. Repeat.
Pedal....Pedal...Pedal...

IRREPRESSIBLE



It is amazing how our bodies work and how far we can push ourselves to the point of extreme exhaustion. I was existing on 4 hours of sleep with no naps, had ridden 675.5 miles, and climbed over 30,000 feet during Paris-Brest-Paris. I perceived that up to that point, Eric and Rob had taken several naps during this stage of the ride. I had not done so. Why? To be quite honest, I think it was a combination of adrenaline and my focus on achieving my goal. I never felt like I was going to fall asleep on the bike. As a result, I just kept on going. I thought if I needed to sleep, I would sleep. I felt more comfortable sleeping at one of the controls where I could have someone wake me. My concern about sleeping along the side of the road was that I would not get up in

enough time to finish the last leg of the ride. I thought that I would fall asleep for many hours and miss my cut off to finish. Being a novice at brevets and this being my first time doing a 1200K, I did not know what to expect. My body was ready to tell me between Mortagne-au-Perche to Saint-Quentin-en-Yvelines.

675 miles down. 87.5 miles to the finish of Paris-Brest-Paris.

Things were about to get very, very interesting...

Pedal. Smile. Repeat.
Pedal. Smile. Repeat.
Pedal....Pedal...Pedal...

THE SHADOW PEOPLE



I left Mortagne-au-Perche on August 20th at 12:47 am feeling very tired. My neck was still sore. I had 48.1 miles to go from Mortagne-au-Perche to the final control in Dreux. After that, it would be 39.4 miles from Dreux to Saint-Quentin-en-Yvelines to the finish of Paris-Brest-Paris. I envisioned the finish line ahead of me. My goal was in sight. And then, at about 695 miles, I started to see other things. It was very dark. It was the countryside of France and the only street lights were located in the small towns as you came upon them. All I could see was as far as my light would carry unless I

was in the company of others.

As I continued along the route, I started to see shadows in my peripheral vision that looked like bats. I recall saying out loud to no one in particular, "Bats! There are bats flying right next to me as I bike!" Previously, I had seen several real bats along the route. However, these were different. In my sleep-deprived, zombie state, I started to notice when I turned my handlebars that the bats would disappear based on my

position. When I came into a town and there were street lights, the bats disappeared. I rationalized it as sleep deprivation. I knew that they were not really bats but only shadows from my handlebars and lights in the dark albeit this continued for several hours — all the way to Dreux. And although I tried to rationalize this phenomenon while it was occurring, part of me was in awe of the fact that I had bats flying with me on my Paris-Brest-Paris journey.

Another hallucination I experienced was from the white lines painted on the road. I would look in the distance and follow the trail of red lights ahead of me along the route. It was a continuous trail of red lights amidst complete darkness and my mind began to play tricks on me. In addition to the bats flying along side of me, I saw buildings and skyscrapers popping up from the white center line in the middle of the road. As I saw them pop up I would remark on their appearance. Sleep deprivation has an interesting effect on the mind.



Photos courtesy of Ivo Miesen

I recall saying, “Wow, you can’t make this stuff up...” I tried to rationalize and recognize that it was because I had pushed my body past the point of exhaustion. Yet, I had some fun with it at the same time so I would not completely freak out. I began to share my observations with other riders as I passed them along the route. “Hey! I am hallucinating! Are you?!” I think most of the people I spoke to at that point were in their own state of confusion as several people didn’t reply or, even speak English. One group of riders came up beside me and were speaking Chinese and a very bright light came on. Thankful for the light, I did not care they were behind me and they rode with me for several miles as I continued to talk to myself about the things I was seeing. An hour later, as they passed me, I noticed a video camera taping me. So, somewhere out there in the world exists a video of a crazy American rando gal in a Vanderkitten kit seeing bats and skyscrapers on the route to Dreux.

Halfway to Dreux, I stopped for a moment because I was having shifting issues and a guy stopped to help me. He walked towards me with a very perplexed stare. Then he asked, “Are you really there?” I assured him I was a real person and told him he would be fine and that we were getting close to the next control in Dreux. I also told him to talk to himself to keep awake, keep taking deep breaths and just take one pedal at a time. I guess I was just saying out loud what I needed to hear myself as it was working for me during this very difficult time. He rode away and I saw him swerve a bit on the road.



I continued to talk to myself to stay awake and tried to focus as much as possible. I was singing songs and wished I had some music but my iPod and earplugs never showed up as they were in the same luggage as my bike lights that never arrived. I started to talk shop to keep my mind off of the hallucinations and the difficulty I was having. My mind ran through all types of wound care case scenarios, types of dressings, the make up of the wound care team, case reports I had done, etc...

Photos courtesy of Ivo Miesen



My neck soreness continued to worsen as time went by. So, along with hallucinations, my neck was becoming more of an issue. At one point, I actually wondered if I was hallucinating about my neck pain and weakness. It was getting more and more difficult for me to hold my head up, as if the muscles in my neck did not want to work and were basically saying, "We are done!" I started to use compensatory muscles in my lower neck, upper back and shoulders to get the neck extension I needed to continue to ride on. This seemed to work fairly well up until the last control at Dreux. I was at a level of fatigue I'd never felt before. My true self was being stripped bare. I was in a state of deterioration. My body could not keep up with my calorie expenditure or recover from the exhaustion. I was cannibalizing my body to survive. My armor was breaking down and the moment of truth was in front of me.

I arrived safely in Dreux at the last control of Paris-Brest-Paris at mile 724.6 miles with 4 total hours of sleep.

I was thankful with my deteriorating mental and physical state that the previous stage had minimal climbing and descending.

The dice had been rolled.

42 miles to get to the finish of Paris-Brest-Paris...

OH BOY....

DREUX, FRANCE

From the previous control in Mortagne-au-Perche to Dreux, I had covered 48 miles in the final stretch of Paris-Brest-Paris 2015. These miles were interesting, very slow and extremely challenging. Hallucinations were common as I accepted the bats traveling along side me at this juncture. Moreover, I was seeing buildings and skyscrapers popping up in the middle of the road every half mile or so.



Eric napping at Dreux

Sleep deprivation, extreme exhaustion, dehydration and caloric depletion had broken down my battered body. I was right in the middle of the final battle zone. I had ridden 724.6 miles (1,165K) with over 36,000 feet of elevation gain on 4 hours of sleep with no naps. Pedal....smile...repeat...

On Wednesday, August 19th at 11:00 pm, I reached the last control in Dreux at mile 724 of Paris-Brest-Paris 2015. Using the Whatz-Up app, I texted the group that I had arrived at the last control. I slowly moved

through the cafeteria and grabbed some food and tried to eat, and drink carbonated drinks. I needed to get more glucose in my system. Truthfully, I needed to get anything I could in my system. I found it difficult to eat or take in real food as I had no appetite. I purchased a sandwich and ate half of it by literally shoving it down. I then texted Eric, our group leader, the following at 11:18 pm” *“I am in cafeteria, last control. I have ½ sandwiche for you. I am delirious, hallucinating. Eating.”* I waited for Eric and Rob to arrive, needing to see my friends desperately at that point to ensure I wasn’t losing my mind and to talk about the hallucinations I had been having for the past several hours.

THE SHADOW PEOPLE

I sat near the door so I could keep an eye out for Eric and Rob. About 30 minutes passed when I walked Greg Silver, a fellow randonneur from the Great Lakes Randonneurs. I was so happy to see someone I knew and called him over. I knew I was in an altered state and needed some assurance. I was scared. He came over to sit by me and I exclaimed, “Greg, I am hallucinating and seeing bats and buildings come up from the road.” He smiled and said to me, “Oh, it’s just the shadow people. Don’t worry about that! I see them too when I don’t sleep enough on these rides.” He explained that it is normal to experience hallucinations when you are completely sleep deprived. He asked me how many naps I had taken up to that point and I remarked, “None.” He said, “Oh Dawn! You need to take short naps and rest throughout the entire event!” He then recommended that I take a nap before finishing the last 39.4 miles.

Would I nap and fall asleep for hours?

What if I did not wake up to finish the ride in under 90 hours?

SLEEP slēp/ noun

1. a condition of body and mind such as that which typically recurs for several hours every night, in which the nervous system is relatively inactive, the eyes closed, the postural muscles relaxed, and consciousness practically suspended.

The thought of sleep was so alluring to me. The cots at the control looked so inviting and were calling out to me as I am sure they were to everyone else at the Dreux control. I truly felt like I was existing in a fog at this point, like a character in Sleeping Beauty. ***“A mist. A great mist. It covered the entire kingdom. And everyone in it – the good people and the not so good, the young people and the not-so-young, and even Briar Rose’s mother and father fell asleep. Everyone slept: lords and ladies, teacher and tumblers, dogs and doves, rabbits and rabbitzen and all kinds of citizens. So fast asleep they were, they were not able to wake up for a hundred years.” – Sleeping Beauty***

I looked around to see if other people looked like they were in altered states and saw a man getting carried out in an ambulance. He did not look good. I was beyond a level of exhaustion I had ever experienced before. I was completely stripped down to my bare vulnerable self. I literally felt like I was caught in a vortex of time. All of the mental and physical fatigue along with the hallucinations and pure exhaustion converged. Everything appeared fuzzy around the edges and I felt like I was drunk or on some crazy hallucinogenic drug. Oh boy!

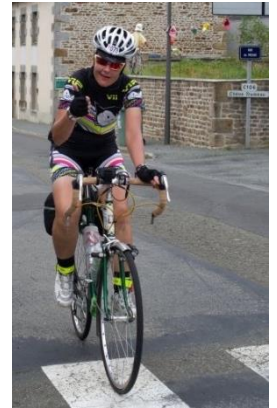
I realized that I had had some time to kill before Eric and Rob would arrive at the control. In addition to desperately needing sleep, I could hardly hold up my head. I started looking for a medic to help me as it was obvious that I had developed Shermer’s Neck. Ouch. Ouch. OUCH! I felt like one of those bobblehead doll with my head bouncing and falling forward without any support.

I put my head on the table and exhaled the largest breath I could muster and started to cry.

SHERMER AND ME

The occurrence of Shermer’s Neck is one of the ultra-endurance cyclist’s most feared problems, particularly common in events like Paris-Brest-Paris and RAAM (Race Across America). The onset can be very quick. Common warning symptoms include tightness and discomfort in the upper trapezius and erector spinae muscles of the cervical spine. This leads, after a variable period of time, to rapidly progressive loss of

the ability to extend the neck. There are no statistically valid scientific studies of the causation or treatment of Shermer's neck. However, there are a number of theories of the causation of Shermer's neck including spinal misalignment, to sternocleidomastoid muscle spasm to weakness of the neck muscles in general to prior neck injuries. In retrospect, I started experiencing the neck discomfort at around mile 640 on route to Mortagne-au-Perche. In fact, you can see the effects of the Shermer's neck starting in this picture taken in the town of Le Tanniere, France. If you look closely at my head and cervical posture, you can see how my head is tilted to the left and slightly flexed and rotated to the right.



La Tanniere, France. Photo courtesy of Ivo Miesen.

I had never experienced neck injuries previously or, had problems during any of the qualifying rides for Paris-Brest-Paris albeit I had never pushed myself beyond a 600K (372 mile) ride prior to attempting to complete this 1,230K race. It was the perfect storm that allowed Shermer to pay me an unwelcome visit.

SHERMER'S NECK



From the Ultra Marathon Cycling Association: *"Michael Shermer grudgingly gave his name to this malady during the 1983 RAAM on his approach to Harrier, IL, nearly 2,000 miles into the race. His head felt heavy and the back of his neck was increasingly sore. He described it as, "a quick melt down." His head dropped, making it impossible for him to look up. Cradling his chin in the palm of one hand with his elbow on the padding of his aerobars, he supported his head well enough to finish the race. Despite excruciating pain during the event, his neck was back to normal within two days. In the 21 years since Shermer experienced the first reported case of Shermer's Neck, countless other ultra-cyclists have had the same problem. Shermer's Neck typically starts between 300 and 1,000 miles into the race. In all cases the onset is sudden. From the time of first pain and weakness, the neck usually gives out within two to three hours. Symptoms always start in the back of the neck. The head feels heavy and the cyclist can't look up without assistance from a mechanical device. Once a cyclist gets Shermer's Neck, it is unlikely to leave for the remainder of the race."*

Shermer had paid me a visit and I guess he was going to be my stoker on my imaginary tandem on the ride into Paris. I found the medics at the control and tried to see if I could obtain a cervical collar to help with my neck pain and lack of strength in my neck muscles to finish the remaining 40 miles of the ride. Unfortunately, the medics were referring me to the "Phamacia". At 2:30 am, this was not going to help me. I asked if they had any cervical collars or braces I could use. They didn't have any. I then asked for towels or masking tape so I could make my own makeshift cervical collar. They had nothing which surprised me since they were the paramedics. At that point I was wishing for anything; a cervical collar, a towel rolled up and placed under my neck, masking tape or a bungee cord to secure my helmet into extension...ANYTHING!

There was nothing available to me. I realized I was going to have to improvise. I refused to allow Shermer to stop me from finishing Paris-Brest-Paris. Not a chance! Was I scared? Yes. My fear would not stop me. I would face it head on and keep moving forward. It is what I did with that fear that kept me moving forward. I tried to sleep as I waited for Eric and Rob. I thought that if I rested a bit, perhaps my neck would feel better when I began the last leg into Paris. I had banked enough time to finish before my cut off and had a few hours at Dreux before I would have to leave. I knew I had to try to sleep before getting back on the bike. It took me some time to relax amidst the noise, chaos and varying degrees of pain and suffering my fellow riders were experiencing. The control at Dreux looked like a war zone. People were sprawled out everywhere. And I mean everywhere! Rob and Eric arrived after about an hour or so and we all sat and rested for some time before continuing the final leg to the finish. We were all exhausted.

I felt like I was stripped to my bare self.

I was tired.

I was hungry.

I was scared. Sleep deprivation felt like a form of hell for me like I had never experienced. In the truest sense, it felt like I had literally turned myself inside out and had degutted myself.

The last 39.4 miles from Dreux to the finish line of Paris-Brest-Paris in Saint-Quentin-en-Yvelines would be the most difficult test of my physical, emotional, spiritual and mental being on a bike I had ever experienced.

The dice had been rolled....

Pedal. Smile. Repeat.

Pedal. Smile. Repeat.

Pedal....Pedal...Pedal...

I BELIEVED... but OH BOY...

THE FINISH

"Far better is it to dare mighty things, to win glorious triumphs, even though checkered by failure... than to rank with those poor spirits who neither enjoy nor suffer much, because they live in a gray twilight that knows not victory nor defeat." – Theodore Roosevelt

By the time I had reached the Dreux control during Paris-Brest-Paris 2015, I had traveled 724 miles (1,165km) and climbed over 35,000 feet of elevation gain on 4 hours of sleep. The 39 miles to the finish at Saint-Quentin-en-Yvelines would prove to be the most difficult physical, emotional and mental test of my life.

I was also plagued by Shermer's Neck at around mile 640 en route to Mortagne-au-Perche. What started as a general neck discomfort developed into a rapid progressive loss of the ability to extend my neck for about 90 miles. Shermer had paid me a visit and was going to be my stoker on the imaginary tandem bike on my ride into Paris. With no cervical collars, braces, towels, masking tape or a bungee cord available, I had to improvise my way to the finish.

Pedal. Smile. Repeat.

Pedal. Smile. Repeat.

Pedal...Pedal...Pedal...

At the Dreux control, several of us happened to meet up to rest before our finish. The group included Eric Peterson, Rob Schaller, Michael Billing, Jon Batek and me. We rested for awhile and wished each other a safe ride to the finish.



Shermer's Neck

As we began to leave, I expressed my concern to Eric about my neck and my inability to effectively hold my head up.

I headed out from the Dreux control towards Saint-Quentin en-Yvelines with Eric and Rob and it started to rain. Up to that point, we were very lucky with the weather and had no rain during the entire ride. Eric rode up along side me and said, "So, what do you think of PBP?" I exclaimed most confidently that it was one of the best adventures I had ever been

on. And this was true. This experience connected me to the country and people of France as well as randonneurs in and worldwide. Paris-Brest-Paris was magical. It was an adventure of transformation.



to the
the US
truly

Photo courtesy of Ivo Miesen

Pedal. Smile. Repeat.

Pedal. Smile. Repeat.

Pedal....Pedal...Pedal...

My neck was in bad shape. I longed for anything to help support my head and envisioned using masking tape to secure my ponytail to my seat post. Or, using a bungee cord to attach my helmet to hold my head up. Unfortunately, nothing was available at the time.

AUGUSTE RODIN LE PENSEUR



My last 39 miles. OUCH!

Without the use of any type of bracing device, I knew that in order to finish I would have to improvise. As I started to ride, one thought immediately came to mind. I was going to employ the famous Auguste Rodin "Thinking Man" Le Penseur pose for the last leg of the ride! For the final 39 miles, I continued to pedal and worked through the challenge by switching in between my left and right arm to support my head. I switched arms every mile for the next 39 miles. I rode one handed and supported my head with my other arm. Every mile, I would switch my arm. 39 miles and switch arms...38 miles and switch arms...37 miles and switch arms and so on and so on. The Thinker was conceived in 1880 as the crowning element of *The Gates of Hell*, *The Thinker* was entitled *The Poet*. He represented Dante, author of the *Divine Comedy* which had inspired *The Gates*, leaning

forward to observe the circles of Hell, while meditating on his work. *The Thinker* was therefore initially both a being with a tortured body, almost a damned soul, and a free-thinking man, determined to transcend his suffering through poetry. How ironic, the theme was in parallel with me for this position of a tortured body, determined to transcend my suffering through perseverance.

There was still some climbing left through the Rambouliette Forest. I stood on my pedals and employed the entire strength of my core to keep me upright and accentuate the extension of my entire spine and hips so I could see where I was going. I pushed through the excruciating pain in my neck. It was unbearable. The last hill I had to climb was so painful, I cried the entire climb up that last hill.

IT WAS THE MOST DIFFICULT 39 MILES I HAD EVER RIDDEN IN MY LIFE.

The pain of pushing forward was unbearable at times, yet I was committed to finish. I tapped into my mental reserves to take over where my physical body could not. My body was telling me to stop moving. My mind kept saying to me 4 simple things. I used this phrase to override my body and pushed through the pain...

Pedal. Smile. Repeat. Switch arm.

Pedal. Smile. Repeat. Switch arm.

Pedal. Smile. Repeat. Switch arm.

Despite the extremely difficult miles towards the finish, I never lost sight of my goal. Nothing was going to stop me from finishing the 18th edition of Paris-Brest-Paris. Henry Ford once said, "Whether you think you can or think you can't, you're right." I knew this to be so true.

Pedal. Smile. Repeat. Switch arm.

Pedal...Pedal...Pedal...

I believed and so I could.

Pedal...Pedal...Pedal...

I COULD DO IT!

I BELIEVED.... AND SO I WOULD...



Pedal....

Pedal...

Pedal...

I WOULD DO IT!

I BELIEVED... AND SO I DID!

At 88:46:36, 3 ½ days after leaving 764 miles and 39, 723 feet of Brest-Paris 2015. I became an



Saint-Quentin-en-Yvelines and completing climbing, I finished the 18th edition of Paris-ANCIENNE of Paris-Brest-Paris.



After crossing the finish line of Paris-Brest-Paris, I literally stopped and exhaled one of the deepest breaths I had ever taken. I was quickly greeted by Eric, Rick, Rob, Kathie, Bob Booth, Jose de Arteaga and Melissa Hardin. It was so good to see them. But my favorite final moment of Paris-Brest-Paris, was when I saw my Alison. I had completed an epic adventure. She was waiting for me at the finish and I literally collapsed into her arms. I was done. I was safe. I was home. And home never felt so good.



Being interviewed by Marion Dupuis of Tandem Image for Le Film of Paris-Brest-Paris.

National Saint-Quentin-En-Yvelines.

I AM now an ANCIENNE in the Le Great Book of Paris-Brest-Paris.

And so, like with every great adventure time to reflect...



Validating my Brevet Card inside the Velodrome

Grand Livre, the

in life, I took



Sponsor Profile: Rudy's Cycle and Fitness: Ginny Preston

Rudy's Cycle and Fitness
5711 West Irving Park Road
Chicago, IL. 60634
773.736.4395

Club Sponsor since 2013, Rudy Kubica, owner of Rudy's Cycle and Fitness in Chicago, is also a long time Elmhurst Bicycle Club member. Rudy has the unique distinction of being the only one of our seven sponsors who is both a member as well as a sponsor.

Rudy has a longtime family history of being in the bicycle business. His dad bought the shop back in 1961, while raising his family. His dad and Rudy's uncle had been working in the Schwinn Factory in Chicago when his dad heard a bike shop was for sale. The shop was reconfigured so the Kubica family could live in the back quarters of the building. Rudy can point to the area of his shop and tell you where their kitchen was and the back door to their yard. Rudy took over the shop in 1984. Over the years, the shop grew. They have a full basement and second floor with yet more bikes ready to assemble and sell. It is just amazing!

Through the years, Rudy has learned which bikes sell well; so he can buy ahead and have the right inventory to have a bike on hand, ready for a customer. His wife, Debbie, is the shop's bookkeeper as well as holding a full time job as a bookkeeper for a nearby bank. They are the parents of daughter Becky and sons Dan and Dave. Rudy and Debbie are a very happy couple; successful in every way!



The shop mainly sells Giant Bikes. Rudy sells more hybrid bikes than any other style. Pure Cycles' Pure Fix line is their single speed bicycle which is the second top seller. Rudy now has aluminum single speed bicycles too. Montague Bikes have the neat feature of "folding up" (which is a great help if you want to take it on trips). A relatively new bike on Rudy's sales floor is the electric bike, a battery assisted bike. It is becoming a bike purchased by people wanting to stay fit and active and have fun.

Visit Rudy's shop for not only wonderful bikes but all kinds of accessories for your bike. He also has a great line of fitness equipment. Just remember: it is worth the trip to go to 5711 Irving Park Road where Rudy always says, *"It is all about the customer."*

Our Club Sponsors: Right Click On The Image To Open The Link
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"Your Hometown Bank"

American Lung Association Weekend – June 7-9, 2019

By Lynn Korff and Linnea Myers



This year's ALA 3-Day ride was a huge success and the EBC team was a big part of that success. The team had 16 members of which 12 belonged to EBC (Michele Beck, Betty Bond, Martin Falsey, Olive Falsey, Gan Gantumur, Sam Gunda, Lynn Korff, Dale Madsen, Linnea Myers, Kris Nicoletto, Scott Pronger (who could not ride but fundraised), and Donnie Seals), 3 non-members (Amanda Lishamer, Del Thornton, and Anna Wanderer), and 1 virtual rider (Kathy Henderlong, Ken Hickey's daughter).

On Friday, Day 1, the team started in Crystal Lake, IL, and ended at The Abbey Resort in Lake Geneva, WI., then on Saturday, Day 2, the team rode the wonderful hills and countryside of Lake Geneva, WI. Finally, on Sunday, Day 3, the team headed back to Crystal Lake. The weather was perfect and the winds were kind. On Saturday night at the Mission Dinner the Lung Association honored Ken Hickey for all he did for the Lung Association in the 6 years he rode. Sue and family were there to receive a plaque in Ken's honor. Some statistics that the club should be proud of are as follows:

- Ken helped raise \$80,000 in the 6 years he participated in ride
- Kathy Henderlong was the #2

individual fundraiser raising \$5,703.00

- Gan Gantumur was the #6 individual fundraiser with \$2,576.00
- Lynn Korff was the #7 individual fundraiser with \$2,390.00
- Linnea Myers was the #8 individual fundraiser with \$2,027.00
- Your EBC Team is the #1 fundraising team with \$19,883.00



There were a total of 110 riders that have raised a total of 129,316.00, 80% of the Lung Association's goal, with donations still coming in. Donations are being accepted until June 30th so there is still time to help the team stay #1 and give to a great cause. Our team donation page is here:

[Team Donation Page](#)

The team would like to thank everyone for your support through donations and prayers as we would not have accomplished what we did without your support. We would love to have you join us on the 2020 American Lung Association Fight For Air Ride so mark your calendar for June 12-14, 2020.



ELMHURST BICYCLE CLUB

General Meeting Minutes

May 9, 2019

Present: Ron Richards, Judy Mikesell, Kim Messina

The General Meeting was called to order at 7:15 p.m. at Community Bank of Elmhurst.

President: George was absent at this meeting.

Vice-president/Ride Captain: Ron suggested rides that are posted weekly at the same time, have a group of Ride Leaders who would lead the ride on a rotating basis. (Example: Early Fast Busse; Hump Day Hustle; Blue Skies; etc....). This would allow for a different ride captain to lead that ride, should the usual Ride Leader not be able to lead the ride. This Sponsor a Ride would be a slight change in policy will ensure one can expect to ride when posted but may have a different Ride Leader to lead the ride. This is only a suggestion at this time.

Secretary Report: no report

Membership Coordinator:

- Total members: 439
Meeting attendance: 23 members
Remember to update your ICE (In case of Emergency) number in your EBC membership profile:
Phone number, name of your contact, and their phone number.

• **Door prize winners:**

Parker W Hand, Terri Carrabello, Isaac Samayo

Tonight's refreshments: Tom and Ginny Preston

Newsletter Editor: Denise Kolden welcomes your articles, pictures, and riding experiences you wish to share

Refreshment Coordinator: Terri Caraballo

Treasurer: Monthly Banking Summary (dated 1/1/2019 – 5/8/2019): Total income: \$1,013.45; Total Expenses \$2109.32; Total balance: \$9,928.38

Awards and Club Attire: no news

Sponsorship: Ginny Preston reminded us that our sponsors have links on our websites, and that many are having sales at this time. Please stop and visit any one of our sponsors and let them know that you appreciate their sponsorship to our club

Advocacy Chair: Elmhurst Park District voted to support and contribute to the phase 1 study concerning the Bicycle/Pedestrian Bridge over Route 83 on the north side of Elmhurst. This would allow safe crossing to the Salt Creek Greenway Trail, to Cricket Creek Park, and to many other trails.

Sargent at Arms: Sue Hickey.

Programs: Should members have any ideas for guest speakers or bike related topics to be presented at our meetings, please contact Vince Gatto.

Safety Chairman: Tonight's presentation will be by George Hardwidge on Bicycle Safety while riding.

Mountain Bike Coordinator: no report

Website/Database Team: no report

Announcements: Publicity: Club members are encouraged to sign up for the CPR and First Aid training geared towards possible cycling accidents. You can register and pay for this course from our EBC website. The training will be held at 6:00 p.m. at the Community Bank of Elmhurst in lieu of our next club meeting.

Tonight's Program: – George Hardwidge will give a presentation on bicycle safety while riding

The next meeting will be Thursday July 11, at 7:00pm at 330 West Butterfield Road, Elmhurst IL 60126

Respectfully submitted,
Kim Messina, Club Secretary

BOARD: President George Pastorino	President@elmhurstbicycling.org
BOARD: Ride Captain/Vice President: Ron Richards	RideCaptain@elmhurstbicycling.org
BOARD: Secretary Kim Messina	Secretary@elmhurstbicycling.org
BOARD: Treasurer Judy Mikesell	Treasurer@elmhurstbicycling.org
BOARD: Membership & E-mail Coordinator Shelly Hicks	Membership@elmhurstbicycling.org
BOARD: Newsletter Editor Denise Kolden	Newsletter@elmhurstbicycling.org
BOARD: email whole EBC board: George Pastorino	Board@elmhurstbicycling.org
Mountain Bike(MTB) Coordinator: George Pastorino	MTB@elmhurstbicycling.org
Member Miles Coordinator: David Vogt	MemberMiles@Elmhurstbicycling.org
Assistant Ride Captain: John O Riordan	RideCaptain@Elmhurstbicycling.org
Program Chairman: Vincent Gatto	ProgramChairman@Elmhurstbicycling.org
Advocacy Co-Chairs: Armaline Mirretti & Kim Messina	Advocacy@elmhurstbicycling.org
Publicity Chair: Kelli W Morgan	Publicity@Elmhurstbicycling.org
Sponsorship: Ginny Preston	Sponsorship@elmhurstbicycling.org
Safety: George Hardwidge	Safety@elmhurstbicycling.org
Awards & Club Attire Co-Chairs: Susan D. Sperl & Armaline Mirretti	Awards@elmhurstbicycling.org
Refreshments: Terri Caraballo	Refreshments@elmhurstbicycling.org
Sergeant at Arms: Sue Hickey	ElsiesAntiques@gmail.com
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Webmaster: John O Riordan	Webmaster@elmhurstbicycling.org
Web Admin: Lynn Korff	Webmaster@elmhurstbicycling.org

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