



Riding At The Speed Of
Fun Since 1977

Elmhurst
Bicycle Club

The Cue Sheet

February-March 2020

Elmhurst Bike Club's Monthly Newsletter

Inside This Issue:

- President's Message:
George Pastorino
- Editors' Note
- Do You Have The Right
Chainrings? Greg Pelican
- Bike Tour Finder -Vincent
Gatto
- Bike The Drive: Support
Active Transportation
Alliance
- Our Sponsors
- Contact Us

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

Newsletter@elmhurstbicycling.org

President's Message

Greetings EBC members,

This is a message that I never thought I would have to write. Because of the Covid-19 virus, The Elmhurst Bike Club is essentially shut down and all rides and events have been removed from Ride Calendar through Dec. 31st. This was a sad but completely justified decision made by Ride Captain Ron Richards in consultation with me.

These are crazy and dangerous times. Right now, all over the world, events are cancelled and this includes all EBC events including meetings, the club picnic and The Christmas Party. We will refill the calendar quickly with in-person events should the national situation change for the better, and our Government gives the go ahead to stop social distancing and our world opens up.

Until that time comes, there will be no in-person EBC events and we ask members not to use the list serve to set up private events of any kind. Your cooperation is appreciated. We have set up the calendar to host VIRTUAL events!

Please take care of yourself and your families in the meantime. Like all plagues throughout history this too shall pass and EBC will return to being the most active club in the State.

Sincerely,

George Pastorino
President

Editor's Note

Denise Kolden

Staying at home during the Covid-19 has been interesting. I am able to keep busy. Andy and I are still riding and working out, and we're also tending our house. We've been raking and weeding the garden, Spring cleaning. I've been mending the items in the sewing pile, and learning to sew face masks. We're keeping up our tech skills by hosting a virtual cocktail hour. It's been enjoyable to be still in the quiet, interrupted only by birds, when the cars are so few.

It's been wonderful to see so many people walking or riding their bikes past our house, and in our neighborhood. I hope that this habit will continue, and we'll see more people riding, and walking, when they have errands to do.

I have included a link to Ride Illinois' Bike Safety Quiz. They have quizzes for adults, children, motorists, and truck drivers. Take the quiz and test your knowledge. Share the quiz on your social media pages!

Also from Ride Illinois, details about their partnership with the [OurStreets App](#)! Ride Illinois was the first statewide organization to partner with [OurStreets](#), a free app to document problems.

Many of the Spring and Summer centuries and multi-day rides we so enjoy have been canceled due to disease outbreak. My cousin, Juneve, sent me an essay written in 1991 by her husband David. David rode a Bridgestone CB Zip. This is about a training ride for the MS-150 in Minnesota.

Enjoy Spring,
Denise

Park Tools Blog: Helpful Articles & Videos

Our club sponsors are open, and now is an even more important time to support your Local Bike Shop. That said, knowing some basics about your bike, and components, as well as how to keep it clean, is useful. When was the last time you cleaned, inspected, and lubed your bike's (or bikes', most of us live by the equation $n + 1$, for the ideal number. I digress.) drive train?

There are tons of videos and blogs out there. I chose to link [Park Tools](#) because we can buy them from our sponsors, and they have a good video series, Tech Tuesday.

Report It With OurStreets App

Courtesy of RideIllinois.org

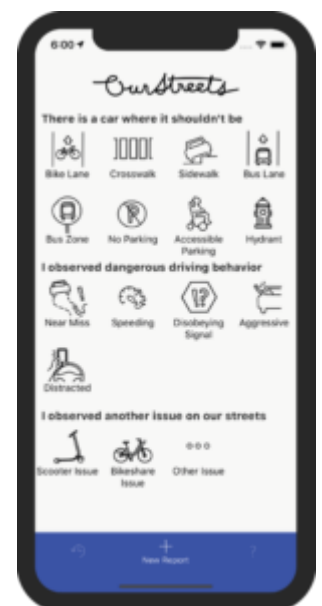
Do you ever see cars where they shouldn't be? How about dangerous driving behavior or other issues on Illinois roads? We know you do. Now, through a partnership with [OurStreets](#) – we're asking you to report it! **OurStreets is an exciting new app that makes it fast and easy to document problems you see anytime, anywhere.** The app is available at no cost in the [App Store](#) for Apple devices, and [Google Play](#) for Android.

Reporting an issue with **OurStreets** is as easy as 1-2-3:

1. See an issue while you're out and about, such as a car in a bike lane, a car parked near a fire hydrant, or an aggressive driver
2. Snap a photo, add some info, and submit a report
3. OurStreets will take care of the rest!

OurStreets is a reporting tool, and the more people that use it – the better it gets.

Ride Illinois will be able to see the reported problem areas and share them with local authorities and organizations to highlight enforcement needs and infrastructure changes. When you document dangerous behavior, it doesn't remedy the problem in real time. But – it gives us critical and detailed information that we can use to make the case for infrastructure improvements leading to safer streets for all users.



OurStreets is partnering with cities and organizations all over the country and Ride Illinois is thrilled to announce this partnership. **We're particularly excited because OurStreets can be used all over the state – from Rockford, to Quincy, to Springfield, to Carbondale!** It was very important to Ride Illinois that the app could be used by and benefit Illinois residents in cities and towns of all sizes. After all, we are a state-wide bike advocacy organization!

A bonus with **OurStreets** is if you aren't able or don't feel comfortable reporting on the spot, you can still take a photo so the time and location gets recorded via your phone. You can then report it later when you have the time, or when the offender isn't there to take issue with your report.

Download the [OurStreets](#) app today and start reporting those issues!

Note: In situations where city services need to be deployed, such as bike lane glass/debris or snow/ice removal – you should still report the issue to city services. There may come a time where OurStreets will encompass this function, but for now your local city service is the best way to report those types of hazards. OurStreets also has OurStreets Supplies. You can find food and hygiene items using the app.

BOB = Bridgestone Owners Bunch — People who own and ride Bridgestone Bicycles. The group is still in existence at the time of this email 3-31-2020 Juneve

Reflections During A Ride

David R. Givers

BOB = [Bridgestone Owners Bunch](#). People who own and ride Bridgestone Bicycles. The group is still in existence at the time of this newsletter, April 2020.

Background: *David got into [cycling] when my brother, Bob, was diagnosed with Multiple Sclerosis. Steve, Bob's middle son, 16 years old or so, was really bummed out by the diagnosis, so David made a deal with Steve to ride in the MS 150. This is an account of part of David's training. He was 54 at the time, pretty much starting from scratch with life in the bike saddle. The bike he was using on occasion was a little 24" one picked up at the curb for free, so in order to finish the ride successfully, he researched what type of bicycle would be most suited to him. Kudos to local bike shop staff for all of their input. People who know stuff well like to share what they know. – Juneve Givers, David's wife.*

The killdeer may wing along at speeds up to 55 mph. It has been observed at 45 mph alongside the wing window of a Jeep Cherokee. I imagine one individual Killdeer was just putting me on.

I do not have one of those cycle-o-meters so I never really know exactly how far or the time-in-motion traveled on my Saturday morning route. When I first got my bike (a1991 CB-0, the progenitor of the XO series according to my bike shop Kahuna), I thought I would like to have a cyclometer. They seemed to be fairly popular and rather nifty. But money was a constraint. And besides, I do not wear a wrist watch or carry a pocket time keeper and have not done so more than two dozen or so times in the last 10 years. So why would I change my attitude regarding time keeping, simply because I now like to travel by bike?

I was about six miles into my 22 plus miles weekend morning pleasure ride when I noticed a killdeer flying parallel to me out about 50 yards into the wheat field and just ahead. So I decided to try and catch up just for a lark (sorry, simply could not resist the humor attempt). A quick burst from reserve power and I was soon catching up. It felt good to change the constant pace and find some diversion from the flatness of the Red River Valley of the North. The river drops only about one foot per mile. One local joke is that it is so flat that a person can stand on a beer can and see Canada some 140 crow miles away. The Red River is young by the geological clock. We are sitting in a dry lake bed formed by a receding glacier which recessed around 9000 years ago. The Red River Valley is almost unimaginably rich in agricultural production which stem in large part from the vegetative remains of the North American Tall Grass Prairie that formed the soils.



Ideally, every BOB should learn more about the underlying structure and function of his or her home-base ecosystem. It will make you love your Mother more for all the things she does for all of us. When you are out on the road, you will add another aspect to your cycling if you know something about the geology of your home territory. A number of state geologists have produced a public information brochure which should be available via library or direct request. With your expanded knowledge base, you may not be preoccupied with those *#! broken bottles alongside the road provided by modern technology and unthinking, uncaring individuals.

My destination, after out-running/flying/

pedaling the friendly Killdeer, is to do a turn around at the bridge over the Red on Clay County 26 and head back in. I will turn west and head for the bridge about two miles further down the road from the place where the bird pooped out and let me win the race. Score: man won ;--[) and bird doesn't give a hoot. At two miles out I can see the intersection. At four miles out I can see it, but it is smaller. I would need hawk eyes, anyway, to see details. At around 3 miles, if my eyeball is six feet above the ground, there is enough curvature of the earth, according to math theory, that I would NOT see the intersection even with a telescope. Looming of the horizon, due to the refraction of light, increases the visible horizon by a large amount. Reality does not always follow theory. The theory of the free market would state that environmental goods will be priced to protect future generations. But the land cried back, "Fat Chance." Theory is important but experience is invaluable. There has been something of a head wind from the northeast, so when I turn I will gain back some velocity. I have been seeing some darkening clouds to the northwest, but they are not moving fast. I will be able to do my turn around and get home before I get too wet. I think about lightning out here in the open and it reminds me of the time my sweetie and I were backpacking in the Colorado high country and nearly got caught in a lightning snowstorm. We could hear the thunderboomers and made a quick dash to get back up across the saddle ridge and down below timberline. Hey, adrenaline rush. The real thing, not this urban-generated, stress-building adrenaline. You are off the ridge and you win. Body knows it and cleans out the residue. Endorphin Rocky Mountain High! Love you, Mother.

Re-living that experience while pumping, time and distance are one because I find myself inexplicably at the turn. I can clear the intersection well ahead of the tractor a half mile up the road to the east and going the same direction I now take. It is the Big Green, or John Deere, which is the brand of choice in our region. Young farm kids can rattle off the model numbers, horsepower, and drawbar pull the way some BOBs know all the gears and component mixes for RBs, MBs, and XOs back to the time of Mr. Grant BOB opening his shop. The wind change lets me easily kick it up a bit with no increase in energy. I think the tractor may turn at the intersection I just left behind, but it doesn't and it is gaining on me. What the heck, the killdeer ate my dust why not this big green machine?

There is a subtle incline. The Valley is not perfectly flat so I climb my rpms and the tractor seems to gain a little less. This has been a race of about a half mile so far. The top of the incline is a break that creates a swale or natural drainage way, which means I now have an almost perceptible down slope by which I can increase my lead. Shifting to the top ring on the front derailleur, I am smoking along now. There is another farmstead and a southbound intersection

where the tractor may turn, so maybe the race is won as I will keep going west to the river another mile and a half or so ahead. The race is still on as I now see my unwitting race partner has another destination and it keeps on rolling after me.

I find reserve power and kick it up. Then looking down, I discover two more available notches on the rear ring and that feels just as good but makes me a little bit chagrined. What the heck, this kid is no tour-de-professional and so I miss a cog count now and then, but still turn it to advantage. The tractor is way back down the road by the time I am stopped on the bridge. Man: two, fossil-fueled machine: no score.

I have time to change sweat bands, drink water, and watch the flow for awhile before the tractor arrives. I always stop on the bridge and look at the water go by. The bridge is new, a couple of years old, the same as the highway which is a first class biking road with 14 foot paved shoulders.

One of the benefits of the bike is it gets you closer to nature. If you are in a car, you never get so much as a glance at the rivers any more ,at least in this part of the country. Nearly all the bridges have solid concrete guard rails. It is impossible to see a river at any speed from the seat of the steel cocoon. It is one more example of how we are losing contact with Mother. Even if a car person wanted to look at the river, that is not possible here. There is a pullout for access. However, the county sheriff has erected signs in the pullout stating that all access is prohibited. I suppose this is due to the under-age drinking and drugging parties that tend to occur in this setting. So the solution is to ban every one from hanging around the river.

Most people are not interested in watching the Red because it is too new, geologically speaking, as previously mentioned. New rivers tend to carry a high silt load and may look dirty. The Red is brown. But there was a time about 40 years ago, according to an old timer, that the Red had real aquatic vegetation in it like cattails, perhaps in the backwaters. My informant claims that the 1950s saw the big change in water quality. The big changes in agriculture began about that time.

But I have to stop thinking about this because I cannot be on the bridge when the tractor arrives. It is pulling a cultivator which takes up all of the lane, part of the shoulder, and a third or more of the opposite lane. The implement is around 30 feet wide. I did not want the driver to have to pass me and pull around to clear when I was racing it. They do wobble a bit at road speed and I will not trust the driver's judgment on how much clearance I need on the road or the bridge.

Moving off the bridge and looking back as the tractor crosses, I can see there is not much room to spare up there. The driver is a younger male probably in his mid twenties. He does not wave as he goes by. That culture has changed over the years. Most farmers used to wave, even to strangers. There are standards for waves depending on familiarity, while style of wave may be a reflection of the waver's character or mood. This cultural tradition seems to be passing with time. I think it may be a simple case of too many people to wave at and too many means less familiarity or connection. Bikers supposedly used to wave at each other more often, too, in a spirit of shared experience. So I suspect the changes are widespread.

All this thinking has diverted my attention from the cloud bank to the Northwest. It has darkened and drawn closer. It is only around 9 am and the darkness is not from the low angle light of the sun. There is rain in those clouds. I am moving back into the wind to the top of the ever-so-slight grade of the same swale where the tractor chased me down slope. My cadence seems strong as before.

What the heck! Beast and machine challenged, so why not the elemental forces of Earth? My goal changes to getting home without getting wet. Not that getting wet is all that bad. But I wear glasses which makes it hard to see when it is raining.

Concentrating on power strokes takes me past the site of my earlier winged encounter and to the windbreak of cottonwood trees. The size of these beauties may take them back to the dirty thirties when government programs were used to plant millions of trees to reduce wind erosion from farming. These trees were planted for the benefit of future generations and the future is here and now. Many windbreaks were removed over the 30 or so years following the end of the planting program. Government incentive programs changed, and tractors got bigger so many of the trees had to go. Lately, newer methods of soil protection have been developed. I sometimes think about this aspect of our national history when I cycle by this spot.

I almost always hear the rustling of the trees even when the wind is hardly stirring. Cottonwood leaves can rustle in the slightest of wind. They have an almost liquid sound to them, but why not? There are tons of water being held 60 feet above the ground alongside this quarter mile stretch of road by turgor pressure and cohesive forces in the xylem tubules.

The windbreak ends and suburban housing begins on the west side of the road. There is a sunflower crop on the east side. Around the curve to the south I can see a tractor -- John Deere, of course. As I get a little closer I realize it is pulling a spray rig. It is applying a pesticide, probably an insecticide or fungicide. We have been having a rather wet crop year and it tends to bring on the pests.

Farmers make decisions within a production system not totally of their making or to their liking. I too have a decision to make to avoid being caught in the downwind drift. I could turn around and get upwind, but that does not enter my choice matrix. Retreat is not in my vocabulary today with the storm looming closer and with my self-imposed goal of beating the rain home. There is a cut off where I can go straight south to the next intersecting road and turn back east instead of staying on the hypotenuse. That is the decision.

There is a slight petroleum odor as I complete my short detour and make the turn to go south again. Those who pay attention know the odor is a sign of spray drift. Drift is a serious problem and there are continual technological improvements to try to control it. One of the procedural recommendations is not to spray with winds above 10-12 mph. The average wind speed is around 13 mph I think. With the rain coming on that farmer should not be out here. Rain will dilute the concentration. But the window of time available for application is limited. Given the average farm size of 1700 acres and the ground speed of the tractor... here I am trying to figure another time and distance problem of how long to complete one average farm. Lordie, with all this going on, no wonder I do not hear songs inside my head when I am riding. When I get back, I will have to check some data banks to see if I am close on these numbers.

A quick check on the storm makes it look like a draw at this point to get home dry, especially now that I am back in town where there are controlled intersections and cross traffic to navigate.

Well, as should be expected, Mother is ultimately in charge and I will soon be wet. But there is one last act. A train is approaching and cuts me off. I must make a decision to either wait in the rain at the crossing gate or take the bike path, which adds some distance but allows me to keep moving. It is a paved, multiple-use trail. The path follows the Red and is known to be muddy. I tend to stay off the paths for many of the same reasons discussed in *Bike Paths v Streets*.

A quick decision takes me down the hill to the Red. I ride Specialized Fat Boys for the lower rolling resistance. On the hill under rainy conditions, I cannot turn without skidding out of control. So I quickly discover to run straight, brake, and then turn.

By describing a series of tangents to the circle I can do the 180 degree traverse down the hill without spilling. At the bottom of the hill I see a runner approaching, followed by a bike rider with dog on leash. The runner and I pass safely but I am eying the next multiple user. I am just past them when the mud appears without warning and "ahhh! SHITT." Kiss Mother and make a sacrificial offering of skin from the arm, hip, thigh, and calf. Thank you for reminding me of my mortality.

The runner and cyclist ask if I am okay. Fooled that I am from numbness of trauma, I get up knowing there is blood under that mudpack. Not too far from home and a shower, I might as well leave the silt-clay-loam in place.

Now I have time to think about the flesh eating bacteria the media splashed around the air waves. Some time back I got curious and tuned in to a Usegroup called sci.medicine. One doctor stated that the number of cases in England, where the media hysteria originated, was at the same level of a year ago. There simply is no epidemic.

Small comfort when it is my flesh crawling with stinking Red River mud and who knows what family of bacteria. Do not take me yet. I have plenty of sweet decades of BOB-ness to experience. To hell with rationality. Let modern drugs do their wonders. After a shower and a four mile pedal to the treatment center, the doctor orders a tetanus shot after I try, incorrectly, to pronounce the scientific name of the nefarious flesh

eater. He says tetanus is more typical or prevalent. He suggests using topical ointment with bacitracin to control bacteria, ice pack, and to stay off the bike for a few days. Did not tell him I biked over.

We have a discussion about oral antibiotics, which are becoming a serious problem for the human species. I suspect Mother Earth is indifferent to our problems of survival as a species or as individuals. Weeds and plant diseases have become resistant to the pesticides we use to grow our foods. The same evolutionary response is taking place in a number of the bugs that invade our own bodies.

Post Script: I have not replaced my Fat Boys since the skid out. I still like them. I just have to become more cognizant of their limitations.

I learned about the Cherokee Jeep-45 mph Killdeer speed from the Usegroup called rec.birds. The reason I know the approximate mileage of my route is that I took my car and marked the route once.

I wanted to know the distance for my training rides for the Multiple Sclerosis 150. I simply stack a number of rides together on the same route to get to a training distance. So far I have not been bored. There is plenty to see and do out in the middle of flat earth or in mile high country.

I bet every BOB feels the same.

Bike Safety Quiz: Test Your Knowledge!

Courtesy of RideIllinois.org

BikeSafetyQuiz.com is a first-of-its-kind resource developed by Ride Illinois that teaches adults, children, motorists, and truck drivers how to share the road safely. The interactive quizzes cover safety techniques and relevant state laws using images and short explanations for each answer. The “test” is the teaching tool!

There are thought-provoking quizzes for four different audiences, and three distinct levels: Bronze, Silver, and Gold:

- [Adult Bicyclists](#)
- [Child Bicyclists](#)
- [Motorists/Drivers Ed Students](#)
- [Truck Drivers](#)



“I have been a driver for a long time; I have been a biker even longer. Even with all of that experience, taking the quiz was a good reminder and a good challenge to some things I thought I knew!”

Sheila Simon

Former Lt. Governor of Illinois

Bike Safety Quiz Details

[Purpose](#)

[Uses](#)

[Request a Custom Copy](#)

[Beyond Illinois](#)

Ride Illinois works to increase safe interactions – and reduce resentment – between motorists and cyclists. There are serious public education gaps on bicycling safely and on driving in the presence of cyclists. In-depth courses about cycling are limited in reach given the time and resources needed to participate.

By taking a “*Some (info) to Lots (of people)*” approach, the quiz is helping to share bike safety information with more people. **Since June of 2013, more than 100,000 people in Illinois have completed BikeSafetyQuiz!**

Bike Safety Quiz is Proudly Supported by:

FKLAW ILLINOIS



Freeman Kavenides Law Firm - Chicago, IL

Club Events Go Virtual

John Riordan

We are reacting to a need within our wonderful club with mechanisms that we already pay for and have available...

We are going to open up the EBC website calendar in this time of global pandemic to **VIRTUAL Events ONLY.** At this time, you still need to be a Ride Leader, and show the good judgement that our Ride Leaders have always shown, and shoulder the responsibility for any virtual event that you are the leader/moderator of. With all EBC events, you should be ready to welcome all club members and guide members through the event that you wish to conduct.

As the leader, you are responsible. If you are not a registered Ride Leader, you can get an existing Ride Leader to post the event for you.

We are getting going on this, and there will be glitches, so patience is required.

If you have ideas to send to us, please make them constructive.

The basics:

- Ride Leaders can post **virtual** events on the EBC Event Calendar starting immediately.
- You will choose the appropriate Event Category. The ones available are: **Virtual Meeting** or **Virtual Bike Ride**
- In the Event Title, you must use the following format until further notice:
 - **<Event Description> / <technology platform or app> / <Event Leader>**
- You must fill in the other applicable fields, such as Start Time, Ending Time, Event Description. Please give clear instructions on how to sign onto whatever platform you plan to use. You should be available to answer questions from members unfamiliar with the platform.
- Ride/Event Leaders will conduct these meetings using the good taste and sense of a classic EBC event. Here are some examples of Calendar Event titles:
 - Thurs. Night Hill-Fest/Zwift/John Riordan
 - A discussion on local trails of Westmont/Skype/Roger Bannister
 - Monday Morning Coffee/Facebook Live/Petra
 - Fireside Chat and regarding medical visits/Facebook Facetime (any device)/Rick VanWinkel

Our Club Sponsors: Right Click The Image To Open The Link
Now, more than ever, is the time to support your local bike shop, your town, and your small business owners and their employees!

SURLY BIANCHI GUNNAR SOMA WATERFORD VELO ORANGE FIXATION FOUNDRY



Professional Bicycle Services

www.bikefixinc.com • 708.445.8760 • 310 Lake St. Oak Park, IL 60302




240 W. ST. CHARLES RD. VILLA PARK, IL 60181
630.620.1606 JANDRCYCLEANDSKI.COM

BOB PECORA
OWNER

HOURS
MON & THURS 10-8
TUES, WED & FRI 10-6
SATURDAY 10-5
SUNDAY CLOSED

TREK ~ ELECTRA ~ HARO ~
THULE ~ HOLLYWOOD

WE REPAIR ALL MAKES AND MODELS



Prairie Path Cycles
Expert Sales & Service

Mary Lee Geraghty
owner/manager

27W181 Geneva Road
Winfield, Illinois 60190
(630) 690-9749

www.prairiepathcycles.com

160 W. Wilson Street
Batavia, Illinois 60510
(630) 406-9749



7MILE
cycles

CYCLING IS OUR PASSION



RUDY'S

CYCLE & FITNESS
5711 W. IRVING PARK
(773) 736-4395
RUDYSBIKES.COM



LANCE HONEYMAN

The Bike Rack
www.thebikerack.com

2930 Compton Hills Rd. • St. Charles, IL 60175 • 630-584-6588
Fax 630-584-1295 • e-mail: lance@thebikerack.com



Trek Bicycle Store
Downers Grove • Naperville



Member
FDIC

**Community Bank
of Elmhurst**
"Your Hometown Bank"

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 Kelli Martin	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: Armaline Mirretti	Awards@elmhurstbicycling.org
Refreshments: Terri Caraballo	Refreshments@elmhurstbicycling.org
Sergeant at Arms: Sue Hickey	ElsiesAntiques@gmail.com
Social Services: Chair Betty Bond	SocialServices@Elmhurstbicycling.org
Facebook Public Group Admin: Kelli W Morgan	5Morganpk@gmail.com
Facebook Private Group Admin: John O Riordan	john_r@RiordanArtistry.com
Ride-with-GPS Admin: Petra L Hofmann	PetraHof@gmail.com
Webmaster: John O Riordan	Webmaster@elmhurstbicycling.org
Web Admin: Lynn Korff	Webmaster@elmhurstbicycling.org