

the SPOKEN WORD

June 2010

Volume 38 • Number 2

President's Column –

Our Club and the Community

I would like to highlight some of the community service and interaction we as a club have with the community. Those members who participate generate a lot of goodwill and good publicity for the club as a valued community organization as opposed to being just another bike club somewhere in the Midwest.

Our widest reach has to be through the annual Bike Swap where hundreds of people line up early to sell or purchase bikes and components. And these customers come from far and near, even a van of jerseys, bottles – the blue ones, and bike lights brought in from McHenry. Barb H., Majid, and myself teamed up to get these items “in the flow”. Comments from those attending are always complementary and the service is appreciated. Thanks again to Dave Martin for initiating and coordinating the Phase I of our Bike Swap upgrade (ver 2.0).

Within the cycling community we are reaching more cyclists than ever before with breaking attendance at our Arlington 500. Everyone loves a bike ride in the country and we provide one of the best through the efforts of our members. As most of you know, we even get compliments from those who have had a bad day i.e. an accident. And thanks again to Don Ami for heading this event up for the third year running and it keeps getting better each year. If this was hockey, they'd call it a dynasty.

Our club, now a “Club”, was once an Association linked with the park district and we are still affiliated with the Arlington Heights Park District. The District provides us with a meeting room and free table and chair setup each month. When Jim Shoemaker told the board of a need for an exercise cycle at the Park District's Senior Center, we donated the one shown in last month's newsletter. And a plaque on the wall reminds people where it came from. (Continued on Page 6)

President, Al Gibbs
 Vice-Presidents, Christine & Dave VanDornick
 Treasurer, Ron McPheron
 Secretary, Ford Sakata

Top 25 Mileage Riders
 as of
June 17, 2010

Arlington 500	Don Ami	847) 358-8814
Bakery Rides	Mitch Polonsky	847) 255-1873
Banquet	Paula Matzek	847) 394-4920
Bike Swap	Dave Martin	847) 991-6795
Intermediate Rides	Tom Drabant	847-290-1763
Membership	Paula Matzek	847)394-4920
Newsletter	Dianne Ghertner	708-524-1963
Picnic	Karin Hribar	847)577-4275
Meeting Programs	<OPEN>	
Refreshments	Jim McClure	847)705-7846
Ride Chair(s)	Chris/Dave VanDornick	847)259-7917
Tuesday Night rides	Laurie Larson	847)776-8813
Trail Rides	Contact: Al Gibbs	847)398-1376
Webmaster	Scott Schaedel	847)823-6421
Zero Mile "Rides"	Gary Gilbert	847)577-4275
Progressive Dinner	Vince & Jackie Kelley	847)259-6899
Website	www.cyclearlington.com	
Yahoo Groups email	ahbccyclists@yahoogroups.com	

1	Jim	Shoemaker	2572
2	John	Thiel	2357
3	Mitch	Polonsky	2245
4	Al	Gibbs	2198
5	David	Van Dornick	1922
6	Jim	McClure	1528
7	Paula	Matzek	1165
8	Frank	Bing	1099
9	Jack	Thomas	1052
10	Christine	Van Dornick	931
11	Richard	Carr	893
12	Ford	Sakata	868
13	Terry	Donoghue	863
14	Earle	Horwitz	833
15	Len	Geis	822
16	Reinhilde	Geis	809
17	Tom	Drabant	795
18	Barb	Pontrelli	739
19	Ron	Silverman	732
20	Vince	Kelley	620
21	Carol	Ranachowski	615
22	Karin	Hribar	583
23	AL	Berman	578
24	Sandy	Hayden	558
25	Laurie	Larson	493

Intermediate Pace Rides

<p>Saturday, June 19 to Saturday, June 26</p> <p>GOBA Logan, Ohio</p>	<p>The GOBA Approximately 240 to 400 Miles</p>	<p>Leader: On your own or with your bike buddies</p>	<p>The 22nd Great Ohio Bicycle Adventure will take place this week with a large contingent of members from the AHBC. To get information on this wonderful invitational, weeklong ride, go to GOBA.com and learn more about it. I will pass along a sign up sheet before the ride (in the next few weeks) and riders can let me know at week's end how many of the hilly GOBA's miles they rode. My address is tdrabant@comcast.net Tom</p>
<p>Saturday, June 19</p> <p>9:00 AM</p> <p>Frontier Park</p>	<p>Donoghue's Detour to Deerfield Approximately 40 Miles</p>	<p>Leader: Terry Donoghue</p>	<p>Terry's ride will take us to the village of Deerfield and include a lunch stop at Kevin's Restaurant. His address is as follows: terrydonoghue@netscape.com</p>
<p>Saturday, June 26</p> <p>9:00 AAAM Frontier Park</p>	<p>Shoe's "Soft Pedal Ride" Approximately 35 Miles</p>	<p>Leader: Jim Shoemaker</p>	<p>Jim will lead our riders "Up North" upon an adventure-filled ride with a Mystery Lunch Stop. Shoe's address and phone number are imjims@wowway.com and 847-910-8640.</p>
<p>Saturday, 3 9:00 AM</p> <p>Frontier Park The Pavilion, Elk Grove Village, 10:00 AM</p>	<p>Paula's Roots Ride 30 or 55 Miles</p>	<p>Leader: Paula Matzek</p>	<p>Paula will take us on a trip down memory lane as we ride to Lombard, the town where she grew up. Note there are two starting locations, one at Frontier Park and the other at the Pavilion, in Elk Grove Village; It is located at the corner of Beisterfield and Wellington. Paula's address is PLMatzek@aol.com</p>
<p>Saturday, July 10</p> <p>9:00 AM</p> <p>Recreation Park</p>	<p>Mitch's "Bike and Swim" Ride Approximately 50 Miles</p>	<p>Leader: Mitch Polonsky</p>	<p>Mitch will take us to Lake Michigan where those who are interested may wade or swim in the lake. Bring along your swimsuit and a towel, if you wish. Mitch has planned a Mystery Lunch stop, as well. Please note that the starting point of the Ride is Recreation Park. His address is as follows: Oranges50@aol.com</p>
<p>Saturday, July 17</p>	<p>Al's Mettawa Ride</p>	<p>Leader:</p>	<p>Al will lead us to Mettawa on a fun filled ride with a lunch stop along the way. His address is</p>

Frontier Park	Approximately 45 Miles		
Sunday, July 18 Club Picnic	TBD	TBD	Karen Hribar's home, 906 E. Crabtree Dr., Arlington Heights. 848-818-0206
Saturday, July 24 9:00 AM Frontier Park	Jim's Magical Mystery Tour Approximately 35-40 Miles	Leader: Jim Shoemaker	Shoe will take us through the Magical Land of the "River and the Woods" with a Surprise Lunch stop along the way. His address and phone number are as follows: imjims@wowway.com and 847-910-8640.
Saturday, July 31 9:00 AM Frontier Park	Terry's Glorious Glenview Ride Approximately 40 Miles	Leader: Terry Donoghue	Terry will lead an Intermediate Ride to Glenview with a Lunch Stop in "The Glen." His address is as follows: terrydonoghue@netscape.com
Friday, August 6, Saturday, August 7 and Sunday, August 8 Howe, Indiana	Amishland & Lakes Ride Howe, Indiana Rider's choice 25-100 Miles	Leaders: Various AHBA Members	Come out and ride through Amish Farmland over relatively flat terrain. Experience warm, friendly people and taste wonderful Amish Cuisine. Stay at the Howe Military Academy Dorms, in local motels or B&Bs. Friday Rides leave after 4:00 PM for early arrivals. For information and registration, go to the web site at www.mbabike.com A number of club members will be doing this fun- filled ride, so come along and join us.

Advanced Pace Rides

Call the Van Dornick's at 847-259-7917 to add rides or for ride schedule details.

Bakery Rides start at 9:00 AM Tuesday and Thursday from [Willow Stream Park](#) on Old Checker Road ½ mile west of the Deerfield Bakery.

Saturday June 19 8:30 AM	Poplar Creek Trail ride Frontier Park 57 miles	Leader Van Dornicks	Paved trails and breakfast at IHOP
Saturday June 26 8:30 AM	Crystal Lake Ride Frontier Park 68 miles	Leader Van Dornicks	Some hills but a nice ride

Trail Rides

(coordinated by Al Gibbs)

June 23	9:00	32 mi	North Branch/Botanic Garden	Blue Star Memorial Woods	East on Euclid/Lake, past I294 and Waukegan Rd. Parking on the right just past bike path overpass in Glenview.	Paved path
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Trail rides for July, 2010

Date / Time	Ride Name	Starting point	Miles	Description
7/7 9:00	Fox River / McHenry Prairie Trails to Ringwood	East Dundee Depot Go west on Dundee to Higgins, then rt. to River Rd by DQ, turn right (north) 2 blks. Park by depot bldg on left.	46 miles	Paved trails. Eat in Crystal Lake or McHenry
7/21 9:00	Elgin / Geneva Prairie Path Loop	East Dundee Depot Go west on Dundee	45 miles	Paved trails. Going south this time along the Fox

		to Higgins, then rt. to River Rd by DQ, turn right (north) 2 blks. Park by depot bldg on left.		River
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Leisure Ride Schedule

(Coordinated by Jim Shoemaker)

Leisure rides are announced on an *ad hoc* basis on ahabcyclists list service. Anyone may join, pending moderator approval, via cyclearlington.com website.

President's column continued –

On June 3, nine of us attended the Patton Elementary School's Bike Safety Day. After Officer Jeff Aiello spoke to the kids on helmets and bike safety, and they were dismissed from their classes, we conducted bike safety checks and fittings for new helmets some had received earlier at the safety talk. Kelly Martin from the PTA contacted me about doing this as we had the previous year for a different coordinator. (photo below)

And of course our annual donations from our events are a big contribution locally (ATA), state-wide (LIB), and nationally (Rails to Trails, Adventure cycling, and LAB). They contribute to our goals as stated in the By-Laws: "to foster goodwill and friendship between cyclists and residents" and "to advance and strive for the improvement and betterment of all public facilities and ecological improvement." Also see our brick donation to the "Strive to Revive" effort for the Arlington Heights Veterans Memorial on page 7.

As we approach our 40th year next year, I feel our contributions in dollars and effort only serve to make us a stronger club and better connected with the communities around us.

Spoken by – Al Gibbs



AHBC at the Hilly Hundred in KY

- Barb Barr was already on the road--
-- We were happier than we looked--



l-r Barb Barr, Al Gibbs, Lynn Sakata, Liz Berry, Roger Hitchings, Marilyn Wilkerson, Paula Matzek, Kelly Martin (PTA) and 2 satisfied customers. Ron Crawford and John Amling also helped out.

Veterans Memorial AHBC brick and new members



Bruce Van Kessel: My friend Joe Cralli suggested the club (AHBC). I was complaining that the McHenry club did not have a lot of rides. Also Al answered my emails, McHenry did not. I like the idea of 3 different levels of ride. I prefer the leisure, intermediate, and bakery rides. I have a Motobecane Mirage as my main road bike. A Schwinn Voyager is my commuter bike. I also have a Gary Fisher Hybrid. I like to ride 25 – 75 miles and would like to get up to 100. A favorite ride was riding with a friend on the Horsey Hundred in 2009. To me, riding is like sailing. It's you that makes the bike move. For me I feel a lot of freedom and serenity when I ride.



Carl Pirog: I found out about the club from a membership form in a bike shop. I like the leisure rides because Jim rides on the good weather days. At least I can go on these rides in case others are rained out. The trail rides also interest me as that has been my experience in the past. Bakery rides are good for me as I work weekends. Any distance between 30 – 50 miles is good for me. I have a Raleigh Supercross road bike. My most memorable ride was the Elroy-Sparta trail where we carried our camping gear to the campgrounds. I hope to have many enjoyable rides with AHBC as they have more interesting rides than just the trail rides I've been doing.



Janine Reinholtz: My friend, Lauren Williams told me about the club. I joined even before I bought a bike. I'm glad I went to a meeting and joined. Initially I started riding with the leisure group. The group was really helpful showing me how to signal, communicate with other riders, and use clipless pedals. All the members were so generous to share their knowledge with a newbie. I'm now riding with the intermediate riders on Saturday mornings and teetering between intermediate and advanced. I have a women's Fuji Finest bought in March. 10 miles is never enough but 60 requires a nap. I found the Ride of Silence to be very moving.

Minutes from the June 9 Board Meeting ...

2104 Wren Lane
Rolling Meadows, IL 60008

June 17, 2010

Arlington Heights Bicycle Club
Regular May 2010 Board Meeting
Meeting Date May 26, 2010

President Al Gibbs called the meeting to order at 6:37 PM at Recreation Park. Those in attendance were President Al Gibbs; Co-Ride Chair Christine Van Dornick; Club Treasurer Ron McPheron; Board member Vince Kelley; Website Manager Scott Schaedel; and Publicity Chair Gary Gilbert. The following items were discussed:

1. Membership report: as of May 20, 2010, there are 126 households and 164 individuals total.
2. Treasurer's Report: Ron reported the balance of the checking and money market accounts as follows: \$24,689 in checking and approximately \$16,000 in the money market accounts. Overall, because of one time computer and software purchases in order to transform the inventory process to a bar code from the previous paper ticket, the swap financial outcome was a loss of \$200. This was offset by the success of the Arlington 500 in which 763 riders participated. The overall financial outcome of the 500 was not yet available since some invoices were outstanding yet.
3. AHBC Picnic site and date. The date of the picnic was switched to July 18 from the 11 to avoid a conflict with the Wheeling Wheelman picnic since many are dual members. Potential hosts for the picnic are Roger Hitchings or Barbara Pontrelli.
4. Al Gibbs announced that he would not be willing to serve as president for a fourth consecutive term. A slate of officers will be presented at the September meeting and the voted on by the General Membership at the October meeting. A committee was formed to begin to solicit interest for a new president. The Committee consists of Christine Van Dornick, Vince Kelley, and Gary Gilbert.
5. A June newsletter will be posted to the website. Diane Ghertner is coordinating the newsletter.
6. The commemorative brick purchased by the AHBC has been installed at Veterans Memorial Park in Arlington Heights. The triangular park is located between Chestnut and Walnut Streets south of Euclid in Arlington Heights.
7. There will be a Bike Safety Day on June 3, 2010, at Patton School in Arlington Heights. The safety event will involve helmet fitting and bike safety checks for students at the school. Club members are asked to volunteer to assist with this event. Contact Al Gibbs for more information.
8. The subject of how to make the membership stronger will be discussed at a future meeting. It will be the AHBC 40th anniversary in 2011.

The Board meeting adjourned at 7:21 PM. The general meeting followed with a presentation by Gary Gilbert on his 2006 bike trip in Idaho.

Respectfully submitted,

Christine Van Dornick,
Acting Secretary

Summary:

- **Did you crash it? Replace!**
 - **Did you drop it hard enough to crack the foam? Replace.**
 - **Is it from the 1970's? Replace.**
 - **Is the outside just foam or cloth instead of plastic? Replace.**
 - **Does it lack a CPSC, ASTM or Snell sticker? Replace.**
 - **Can you not adjust it to fit correctly? Replace!!**
 - **Do you hate it? Replace.**
-

Did you crash in it?

For starters, most people are aware that you must replace a helmet after any crash where your head hit. The foam part of a helmet is made for one-time use, and after crushing once it is no longer as protective as it was, even if it still looks intact. Bear in mind that if the helmet did its job most people would tell you that they did not even hit their head, or did not hit their head that hard. And the thin shells on most helmets now tend to hide any dents in the foam. But if you can see marks on the shell or measure any foam crush at all, replace the helmet. (Helmets made of EPP foam do recover, but there are few EPP helmets on the market. Yours is EPS or EPU unless otherwise labeled.)

You can also crack the helmet foam or damage it by dropping the helmet on a hard surface. The cracks may be small and hard to see, so you need to look carefully. Cracks in the foam always require replacement of the helmet.

You may be reluctant to replace a helmet that looks almost as good as new, but if you did hit, you don't want to take chances on where you will hit next time. If the foam is cracked under the thin shell, it will be more likely to fly apart in your next crash. Many manufacturers will replace crashed helmets for a nominal fee, and most will also inspect crashed helmets to see if they need replacement. Call them if you are in doubt. For contact info check our [list of manufacturers](#). (You can also ask them if they think the advice on this page is valid!)

Is it from the 70's?

If you still have a helmet from the 70's without a styrofoam liner, replace it immediately. That would include the Skidlid (with spongy foam), 1970's Pro-tec (spongy foam), Brancale (no foam) and all leather "hairnets." They just did not have the protection of helmets made after 1984 when the ANSI standard swept the junk off the market.

The better 1970's helmets were reasonably good ones, but were not quite up to current standards. It is probably time to replace that old Bell Biker, Bailen, MSR, Supergo or similar model from the 70's or early 80's. (We have a page up on [replacing the Bell Biker](#).) The hard shells were great, but the

foam liners were not thick enough to meet today's ASTM or Snell standard. The Bell V-1 Pro was designed to today's standards, but the foam is very stiff, and if you are over 65 you probably should replace that too. If you have one of the 1980's all-foam helmets with perhaps a cloth cover, we would recommend replacing that one. Lab tests showed some years ago that bare foam doesn't skid well on pavement, and could jerk your neck in a crash. The cloth doesn't help much. In addition, some of them had no internal reinforcing, and they tend to break up in a crash. That's not serious if you just fall, but if you are hit by a car the helmet can fly apart in the initial contact and leave you bare-headed for the crack on the pavement.

Is it newer? With what standards sticker inside?

Newer helmets from the late 1980's and the 90's may or may not need replacement. First look to see what standards sticker is inside. If it's ASTM or Snell, the helmet was designed to meet today's standards for impact protection, and you may even find that Consumer Reports tested it in [one of their articles](#). Most manufacturers now recommend that helmets be replaced after five years, but some of that may be just marketing. (Bell now recommends every three years, which seems to us too short. They base it partially on updating your helmet technology, but they have not been improving their helmets that much over three year periods, and we consider some of their helmets since the late 1990's to be a [step backwards](#), so we would take that with a grain of salt.) Deterioration depends on usage, care, and abuse. But if you ride thousands of miles every year, five years may be a realistic estimate of helmet life. And helmets have actually been improving enough over time to make it a reasonable bet that you can find a better one than you did five years ago. It may fit better, look better, and in some cases may even be more protective. For an alternate view that agrees with the manufacturers, check out the [helmet FAQ of the Snell Foundation](#). Snell knows a lot about helmets and their views on this subject should not be dismissed lightly, even though we disagree with them.

Occasionally somebody spreads rumors that sweat and ultraviolet (UV) exposure will cause your helmet to degrade. Sweat will not do that. The standards do not permit manufacturers to make a helmet that degrades from sweat, and the EPS, EPP or EPU foam is remarkably unaffected by salt water. Your helmet will get a terminal case of grunge before it dies of sweat. Sunlight can affect the strength of the shell material, though. Since helmets spend a lot of time in the sun, manufacturers usually put UV inhibitors in the plastic for their shells that control UV degradation. If your helmet is fading or showing small cracks around the vents, the UV inhibitors may be failing, so you probably should replace it. Chances are it has seen an awful lot of sun to have that happen. Otherwise, try another brand next time and let us know what brand faded on you.

At least one shop told a customer that the EPS in his three year old helmet was now "dried out." Other sales people refer to "outgassing" and say that the foam loses gas and impact performance is affected. Still others claim that helmets lose a percentage of their effectiveness each year, with the percentage growing with age. All of that is nothing but marketing hype to sell a replacement helmet before you need it. There is some loss of aromatics in the first hours and days after molding, and helmet designers take account of that for standards testing. But after that the foam stabilizes and does not change for many years, unless the EPS is placed in an oven for some period of time and baked. The interior of your car, for example, will not do that, based on helmets we have seen and at least one lab crash test of a helmet always kept in a car in Virginia over many summers. Helmet shells can be affected by car heat, but not the foam. The Snell Memorial Foundation has tested motorcycle helmets held in storage for more than 20 years and found that they still meet the original standard. EPS is a long-lived material little affected by normal environmental factors. Unless you mistreat it we would not expect it to "dry out" enough to alter its performance for many years.

An honest manufacturer: MET

The Italian company MET says in [their 2010 catalog](#):

"We are often asked 'For how long is a helmet safe?', or 'how often should I replace my helmet?'" Until now it has been difficult to find any reliable figures to help answer these queries. MET have now developed a series of tests which are conducted on aged helmets to determine a 'best before' date (unless the helmet is involved in an accident. In that case it should be replaced immediately.). The results indicate that, if used properly accordingly to our owner manual, our helmets will still do their job up to eight years after they have been made. Not only is that good news for the customer, it's great news for the environment!"

We applaud MET for undertaking an actual testing program on helmet life and for making that statement. We regard it as a triumph of integrity over marketing. MET's helmets are made with industry standard shells and liners, so there is no reason we can see that their recommendation should not be good for many other helmet brands as well. If another manufacturer comes up with a testing program that shows earlier deterioration in the protection from their products we will review this page.

In sum, we don't find the case for replacing a helmet that meets the ASTM or Snell standards that compelling if the helmet is still in good shape and fits you well.

Are you using it for non-bicycle activities?

Since 2003 helmets have been available that are actually certified to skateboard or ski standards as well as the CPSC bicycle helmet standard. If you are using a bicycle helmet for skateboarding or any other sport where you crash regularly, see our writeup on [helmets for the current season](#) for more info on that. Otherwise, we would recommend buying another helmet designed for the activity you are pursuing, whether or not you replace your bike helmet. We have more on that subject on our page on [other helmets](#). Note that most "skate-style" helmets currently on the market are actually bicycle helmets certified only to the CPSC bicycle helmet standard. They have CPSC stickers inside, but no ASTM Skateboard standard sticker.

Do you still like wearing it?

Your helmet is of course a piece of wearing apparel as well as a safety appliance. If you consider yourself a stylish rider and your helmet is not as spiffy as the new ones, go for it. There is nothing wrong with wanting to look good, and if you do, fashion is a valid reason to replace a helmet.

Is it a better helmet than the ones available today?

As new styles have become more "squared-off" and designers have begun adding unnecessary ridges and projections that may increase the sliding resistance of a helmet shell, there is good reason to stay with one of the more rounded designs of the early to mid 90's. Those round, smooth shells like the original Bell Image that Consumer Reports rated highly in 1993 are more optimal for crashing than some of the newer designs. So think twice about "moving up," and look for a rounded, smooth-shelled design when you do. We have a lot of info on the new ones up on our page on [helmets for the current season](#).

Membership Application --- Arlington Heights Bicycle Association

Name (s)

Birthday (optional – may exclude year)

Address:

City/State/Zip Code:

Telephone: _____

E-mail Address: _____

In signing the release for myself and/or all named participants under the age of 18, I understand that Arlington Heights Bicycle Association officers and members are not insurers of any participant's personal safety during any activity of the Arlington Heights Bicycle Association. For myself, and/or said minor, my (and minor's) heirs and assignees, I hereby waive all claims for, forever discharge and release, and agree to hold harmless, the Arlington Heights Bicycle Association, its officers and members, from any and all liability from personal injuries or property damage I/we may sustain during any event, outing, or activity planned, arranged, sponsored or otherwise participated in by the Arlington Heights Bicycle Association.

Signature: _____

Date: _____

Signature: _____

Date: _____

Family Members under the age of 18 years,

Name: _____

Age: _____

Name: _____

Age: _____

Membership Fee for individuals and families or residents of the same household is \$15 per year

Make checks payable to: Arlington Heights Bicycle Club

Mail check to: AHBC, 500 E Miner Ave, Arlington Heights, IL 60004

Ride schedules, events, news, and information are available in electronic form on the AHBA website:

www.cyclearlington.com

The club offers an email based discussion group. This is frequently used for cycling tips or for late breaking news such as change in the ride schedule. See the website home page to join the group.