



# *Joliet Bicycle Club* *Newsletter* *November 2020*



Joliet Bicycle Club

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## **Inside this issue:**

<i>Message from the President</i>	2
<i>Meet the Member Phil Furmanski</i>	3
<i>Define Gravel Riding</i>	4-6
<i>New Member, Membership</i>	7
<i>Russ Nielsen Memorial</i>	8
<i>Thanksgiving Word Find</i>	9
<i>Woody Bowser</i>	10,11
<i>Joliet Army Ammunition Plant</i>	12 - 17
<i>Steve Santolin Pumpkin Pie Ride</i>	18
<i>Steve Santolin Prairie Path Ride</i>	19
<i>JBC Ride Definitions / Rules / Etiquette</i>	20
<i>General Club Info</i>	21



***From the Newsletter Editor: Don't forget to look for the Easter Egg! HINT: mouseover.***

## Message from the President—Unedited

October 28, 2020

Hello fellow JBC members,

Well I've already seen a few snowflakes falling and it won't be long before we have some accumulation. Not looking forward to that, but so is winter in our area of the world.

Never fear though JBC is here. I'm sure we will be putting together some winter hikes. That is when the snow gets fun. Hiking in the snow seems very peaceful and serene. Last year we had some exceptional hikes and I expect the same this year. Check your email for ad hoc hikes.

Earlier in October Steve Geary and Mike Henry put together 2 very nice combination gravel and road rides. I have not done much gravel riding in the past, but now since having a gravel bike I have really learned to enjoy this type of riding. Look forward to ad hocs for these rides.

In our newsletter look for our new feature called "Meet the Member". Every month we will ask some questions of a member and we will all get to know each other a little better.

This month's member is a longtime member, he's male and he rides a bike. That narrows it down a little. Any guesses? OK this member did RAGBRAI for the first time in 2019. He's single, kind of. Any guesses?

Still not, well check this newsletter to meet one of our members. I would like to take this opportunity to thank this member for being gracious enough to be the first "Meet the Member". His answers were well thought out and we truly appreciate his insightfulness

We are looking for volunteers for our 2021 July 4<sup>th</sup> ride. Hopefully the pandemic will be in our rearview mirror and we will be able to carry on as usual. If you would like to head up a committee or volunteer for a committee please contact our July 4<sup>th</sup> coordinator Gary Zaur at [garyzaur@yahoo.com](mailto:garyzaur@yahoo.com).

I hope you all have a wonderful Thanksgiving and look forward to seeing many of you soon.

I know I see many emails thanking Shirl Boatman for our newsletters and I do not get a chance to thank her enough for her diligent hard work. Thank you Shirl for everything you do to make this club and newsletter the best ever.

Rolling Forward,

*Rob Weiss*

Rob Weiss, President, JBC

## “MEET THE MEMBER PHIL FURMANSKI”

*Submitted by Rob Weiss*



When did you join JBC and why did you join the club?

2012

What brought you into cycling?

I have always had a bike in my life and like many I have always enjoyed riding my bike for exercise and riding with my family. In the early days we would pull the kids in trailers to the Botanic Gardens for a picnic, But in 2012 I decided to step up my bike riding to cycling and joined JBC.

What do you enjoy most about cycling with JBC?

I enjoy the friendships I have made cycling. The friends I have made and the people I have met have enhanced my life beyond measure.

Tell us about your favorite cycling adventure.

Ragbrai has to be the single most rewarding cycling experience I have had to date. How can you top a seven day cycling adventure across Iowa with 20,000 friends!

Where do you cycle mostly with JBC and why?

I mostly ride the Plainfield area as it is most convenient, but I do try to visit all the JBC rides to keep in touch with all my friends.

What is your favorite JBC route?

The route to Sheridan, it has some of the best views around.

What is your favorite JBC event

I love them all, from the Chili Bowl to start the year off to the last of the winter rides. Just thinking about them all makes me smile!

If you could cycle anywhere in the world, where would it be?



The Netherlands! Bike riding capital of the world

## How would you define Gravel riding?

There has been much discussion about what constitutes Gravel Riding. The term Gravel has different meanings to different riders, and sometimes this difference is based on where they live.

For instance, here in the Midwest we have many country roads that could be surfaced with several kinds of crushed rock of varying sizes. On the other hand, the riding surface could be made of crushed limestone, which is still considered Gravel, but is much easier to navigate.



In the mountainous parts of the country the Gravel could be in its natural state, allowing nature to crush the rock as opposed to a man-made rock crushing machine where the aggregate size is controlled. This type of surface is usually much rougher and requires the appropriately equipped bike. Sometimes it's not even a road, but rather a trail carved out by repeatedly riding over the same path.



Just like we have different “Levels” to describe the speed at which we ride, we could also have a system for describing the type of surface we will be traversing. Sticking with the same theme of 1-5, with 1 being the smoothest grade and 5 being an extremely rough grade, the “**Surface Gradient**” attempts to categorize the difference in surfaces.

The tire sizes below are listed as 700c, but the Surface Gradient scale applies to all diameter tires. This scale is focused on the width of the tire and not the diameter. All tire widths are listed in millimeters.

**Grade 1**

***Suggested tire size: 700×23 – 700×28***

Perfectly smooth paved roads, chip sealed roads, cobbles and roughly paved surfaces.

You're fine using a Road bike or a Gravel/Adventure bike equipped with the smaller tires. However the 28mm tires will give you a smoother ride on the roughly paved surfaces.

**Grade 2**

***Suggested tire size: 700×28 – 700×34***

Crushed Limestone trails, dirt roads and well packed country gravel roads.

A road bike can still be used here, but some rutting and looseness will mean that it's getting a little out of its element. This is where the Gravel/Adventure bike starts to come into play with wider tires and usually disc brakes. The Gravel bikes have a slightly different frame geometry that helps make the bike easier to handle in the loose stuff.

**Grade 3**

***Suggested tire size: 700×32 – 700×38***

Your typical Midwest Gravel road with varying size aggregate.

This category may contain reasonably smooth gravel or loose gravel that has been recently laid. The size of stone used can be from 1/4 to 1 inch.

You may struggle to pick a line on narrower tires, whereas a wider tire allows you to keep your speed up. The wider tires allow you to run lower air pressure, thus smoothing out the ride and helping to navigating the loose stone. In wet conditions, there's a fair bit of debris kicked up, so disc brakes are highly recommended here.

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## Grade 4

***Suggested tire size: 700×38 – 700×44+***



Rough Gravel. Mostly large aggregate size and not well packed.

Even if you could get a large tire on your road bike, you would truly be out of your element here. We are getting to the point where tubeless tires, disc brakes and big clearance frames are essential and the safest choice.

With surface conditions this rough that may include shale, larger gravel and rocks, you would be best served to have a bike that is specifically designed for gravel riding. Choose a bike that has the capacity for oversize tires, and has the proper gearing to power through the loose stuff.

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## Grade 5

***Suggested tire size: 700×48 or 650×52***



The category borderlines into MTB territory.

It's at the rougher end of the spectrum for most gravel bike capabilities. We're starting to get into the category's higher tech features borrowed from the MTB industry, such as dropper posts, 650×2.1" knobby tires, and suspension systems. Essentially a drop-bar MTB.

In this category it may be time to consider running a 650b tire and wheel on your Gravel/Adventure bike. They interchange on a frame normally equipped with 700c, but allow you to accommodate a wider tire between the chain stays.

On the other hand, you may be better off using that Mountain Bike that's already hanging in your garage!

## Membership Corner

### New Member:

Please welcome new member Justin Rose



JBC is now accepting membership applications for 2021. All 2020 memberships expire on December 31, 2020.

Go to the JBC website under membership and complete the online application.



## Russ Nielsen memorial plaque on the bike repair station at Rock Run-Paul V. Nichols Preserve





# Thanksgiving Word Find

R K W H S J B E I L M X F H R L T  
E P F A W R G C E A B J O P W E B  
W P Z R N S Q M I N E N L J N A S  
O Q B V R S O P K P T P G G D V C  
L D N E L O O V M N C B H W K E I  
F M D S W C P C X P W G A C M S M  
Y L H T U R K E Y L S N B E X V E  
A D P N L C M I R G L I P F Z N T  
M V R P G C W M D I V F P I F H S  
B O D N C E G U K B E F W M A P E  
C L G I B V R N M L S U L N L Q I  
Z R K K G J A Q X E T T K B L F P  
E E M R E I D V C T Z S N N U X N  
Z B P W D L Q I P S G E A D B G I  
E M E N V R S B F I W C P C P K K  
N E I J P X V B V E T U M W X V P  
Y V V D J H M I V E U W R G C W M  
T O L D Y C N S Q T I K N C E G U  
O N K C P G R S O M X O P W I F P

- Cornucopia
- Fall
- Giblets
- Harvest
- Indian
- Leaves
- Mayflower
- November
- Pilgrim
- Pumpkin Pie
- Stuffing
- Thanksgiving
- Turkey



## Longtime JBC member “Woody” Willis E. Bowser



Willis E. Bowser, age 90, of Momence and Monee passed away Wednesday, September 23, 2020 at AMITA St. Mary's Hospital in Kankakee. He was born May 8, 1930 in Bloomington, the son of Alva E. & Lucille (Hindenburg) Bowser.

Willis was the former owner of Kankakee Enterprises Alarm Company, which was acquired by ADT after his retirement in 1987. He was a veteran of the United States Army serving in Japan during the Korean Conflict; and afterward, he became an expert on sound systems, alarms, and electronics, also teaching classes in electrical theory at Kankakee Community College.

Willis's lifelong passion was amateur radio; at the time of his passing, he was the longest continuously-licensed Ham operator in the United States. Known by his call name K9FO and on-air nickname Will, he was active beginning in the 1940's with the Kankakee Area Radio Society (KARS), spoke on-air with thousands of other Hams from over 100 countries, and participated in many Hamfest events and international radio contests through the decades.

Willis was an amateur bicyclist and rode all over Illinois and the U.S. with the Joliet Bicycle Club. An avid chef, he loved cooking and especially enjoyed chili cookoffs and grilling. He was interested in space and planetary exploration, and was a member of the Kankakee Astronomy Club. In the 1970's, Willis served as Scoutmaster of Boy Scout Troop 308 of the Rainbow Council, welcoming diversity and a forward-looking program to the troop. He was also a lifelong music aficionado, particularly interested in New Orleans jazz; and dearly enjoyed many wonderful evenings of family and friends' live music led by his partner Barbara at their home.

Surviving are one son, Jonathan Bowser of New York, New York; one daughter, Nancy (John) Szymkowski of Bartlett; two grandchildren, Nicholas Szymkowski and Joan Szymkowski; his life partner for over 20 years, Barbara Milosevich of Monee; and her children, Annie (Kevin) Kincaid of Momence, Tom (Grace) Curtis of Des Plaines, Carol Brozo & Jim Kanas of Rolling Meadows, and Paul Curtis of Momence. Willis is preceded in death by his parents.

Cremation rites have been accorded.  
A private family memorial service will be held at a later date.

Memorials may be made to American Diabetes Association.



Barb  
Moore  
and  
Woody

Dot Curry  
and Woody



## The Joliet Army Ammunitions Plant (JAAP)

The Joliet Army Arsenal, on the far southern outskirts of Chicago, was built in 1941 in anticipation of America's entrance into the Second World War. The arsenal was the birthplace of many of the bombs that were dropped on Dresden, Tokyo and other cities, and later on Korea and Vietnam. In a very concrete way, this quiet corner of the "heartland" became the genesis of Kurt Vonnegut's *Slaughterhouse Five*.



Between the early 1940s and the mid-1970s, more than 4 billion pounds of explosives were manufactured and assembled at the Joliet Army Ammunition Plant.

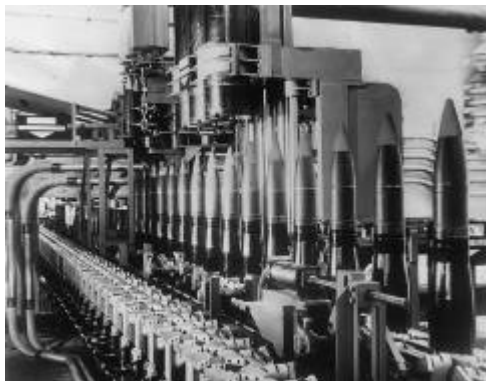


At peak production in the 1940s, over ten thousand people were employed at the Elwood Ordnance Plant, as the arsenal was called at first. Its sister operation, the Kankakee Ordnance Works, was run by the DuPont Chemical Company. A military railroad linked the two plants. TNT was produced at Kankakee and bombs and artillery shells were loaded at Elwood. At the height of World War II, the combined weapons facilities employed about 18,000 workers.



On June 5, 1942, a night-time explosion did occur on the site, killing forty-eight workers, many of them women and immigrants from Jamaica and Barbados, who made up much of the wartime work force here. In 1942, twenty-eight percent of the personnel at Elwood were women. By the summer of 1944, over 700 women were packing TNT, “performing all other tasks typically performed by men, including work in the acid department.”

The plant was the biggest, most sophisticated ammunition facility in the world. During the Second World War alone, the arsenal produced 926 million bombs, shells, detonators, and land mines. Arsenal workers also turned out artillery rounds and cluster bombs for use during the Korean and Vietnam wars.



The Arsenal took its toll on the environment during the many years of TNT production. The amount of TNT produced over the years is measured in the Billions of Pounds. Many creeks, like Grant Creek, which runs just south of the Abraham Lincoln National Cemetery and the CenterPoint Intermodal Center, ran red with TNT and other toxic waste until just recently.





One of the biggest ironies in the history of the Joliet Army Arsenal is that, in spite of its industrial and agricultural history, most of the thirty-thousand or so acres of semi-intact prairie and ex-farmland that buffered it were left relatively undeveloped. The rest of this former army property has a unique prospect ahead of it. Much of what used to surround the arsenal is now being converted into the Midewin National Tallgrass Prairie.

In 2013, the land comprising the Midewin National Tallgrass Prairie is the biggest surviving piece of prairie land east of the Mississippi, and the most ambitious restoration in the U.S.

Volunteers cultivate and store prairie seeds in some of the 392 surviving World War II and Cold War-era ammunition bunkers or “igloos” – in appearance, like Indian mounds with ventilation shafts, or earthen sepulchers. These bunkers were connected to the facility by railroad, which has been almost completely demolished. The steel rails were recycled to help support the Midewin restoration. Many of the un-used bunkers are currently in the process of being demolished, along with other many buildings.

Some of the old roads and rail lines have been converted to bike trails, while other roads are being demolished and converted back to its natural state. There are acres of land that have been deemed accessible to the public, while some areas remain off limits.



Bison were introduced into Midewin in October 2015 as a 20-year experiment in restoring the landscape to a native tallgrass prairie. Prior to European settlement, Bison ranged over much of North America. Bison are a key component of many prairie ecosystems and Midewin's management plan, which was developed with much public involvement, included introducing bison as a way to restore native tallgrass ecosystem and grassland bird habitat.

A 6 foot tall exterior fence and a 5 foot tall interior fence was erected to keep the bison in their pasture, keeping in mind that a bison can do a 6 foot vertical jump and the average bull weighs at least 2,000 lbs.



I've always enjoyed riding and hiking in Midewin. The place is huge and there's much to explore. If you know the history, you can still see evidence of its former life, and better yet, you can see evidence of its continued renewal.





*Steve Geary*

# Steve Santolin Pumpkin Pie Ride



Finnie Road near Milling-



Sheridan hill over the Fox River



Reservation Road



S  
H  
E  
R  
I  
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A  
N



# Steve Santolin Prairie Path Ride



## JBC Ride Definitions / Rules / Etiquette

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

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

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

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

## AD HOC RIDES

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

Please send AD Hoc and regular miles to Bill Cihon at:

[miles@jolietbicycleclub.com](mailto:miles@jolietbicycleclub.com)

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

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

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



## JBC Board and Committee Contacts

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**Ride Mileage Recorder, &  
Invitational Rides**—Bill

Cihon

[miles@jolietbicycleclub.com](mailto:miles@jolietbicycleclub.com)

**For invitational rides:**

**Place Invitational Mileage  
Report in the subject line  
to:**

[miles@jolietbicycleclub.com](mailto:miles@jolietbicycleclub.com)

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## Reporting Miles, Ride List, Membership

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

[miles@jolietbicycleclub.com](mailto:miles@jolietbicycleclub.com)

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

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

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

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

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

***JBC annual dues are \$15.00***

## JBC Meeting Information

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

### Joliet Bicycle Club

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