

CBTC Newsletter

April 2026

Word from the President

We've had a busy month, with 101 riders participating across four rides—and amazing weather throughout. We're continuing to enhance the experience for our members, and for the most part, members have told us they like the changes we've made. A few members are still unsure about some of the updates, and we're adjusting where we can.

RSVP'ing to rides and events on RWGPS is very important. It allows the Ride Leader or Event Planner to plan appropriately, including making sure we have enough group leaders for all groups and that riders are supported and accounted for from start to finish. For events, RSVP counts also help event leaders know how much food and drink to bring. Speaking of events, **the Club picnic is coming up on May 30th** (all the info is on RWGPS calendar).

The new club jersey is approaching the final stages. We have 5–6 designs (some are similar with small tweaks) that we'll send to all club members for a vote as part of a special mid May newsletter. Please vote for your top three designs, awarding points that will be tabulated to determine the winning look. Thank you to everyone who has been involved in getting us this far.

Ride Recaps: April

Spring weather delivered four excellent Saturdays in a row. The April 4th Hardeeville ride drew 32 riders across two groups, with the long route running a successful double paceline through South Carolina lowcountry. Despite the rough pavement on Purrysburg Road, riders enjoyed perfect 60s-70s temps and spotted wildlife including a swallow-tailed kite and a flock of Great Egrets at the second rest stop. A small group hit Tacos & Tequila afterward for the post-ride social.

The following week's April 11th Ellabell ride brought out 20 riders split into three groups (A1, A2, and B/C). Highway 46 provided a brief headwind into the rest stop, then paid dividends with a 14-mile tailwind on the way back — both A groups averaged 20+ mph. Key observations: the double paceline continues improving, the Highway 67 crossing at the rest stop is becoming increasingly dangerous and may need route adjustment, and riders should download routes to their computers rather than relying on navigation help. Post-ride crew gathered at Taco Stache for brunch burritos and beer.

April 18th marked the inaugural ride under our new four-group structure, and the Riceboro route delivered perfect conditions to test it out. Twenty-one riders tackled the 35-mile long route, split into three groups: 4 in A+ (20–22 mph), 6 in B (16–18 mph), and 11 in A (18–20 mph). Three riders opted for the shorter route. Feedback was overwhelmingly positive — riders found their groups matched their desired pace, and the new structure received many positive remarks. Weather was ideal, starting in the low 70s and warming to the low 80s, with manageable headwinds on the return. The club made an impressive showing at the Smokin Pig afterward, occupying three tables and representing more than half the patrons. Notable in their absence: Geoff and Bev, our ride historian and videographer — you were missed!

April 25th's Kilkenny/Fancy Hall ride closed out the month with 25 riders, including four guests and a handful of familiar faces who hadn't made a Saturday appearance in a while. One guest liked what he saw enough to join on the spot — welcome to the club, Chandler. Two groups headed out under perfect weather with remarkably few bugs at the Kilkenny Marina rest stop, a small mercy as the season turns. A flat was dispatched quickly by an efficient club pit crew, and everyone made it home in one piece. The day served as a good reminder that as new and paceline-unfamiliar riders join the group, pre-ride briefings and in-ride coaching become increasingly important — something to build on as summer approaches and the roster keeps evolving.

All told, April was a strong month on the bike. Four rides, four great days of weather, and a club that continues to grow — in numbers, in structure, and in the kind of camaraderie that makes Saturday mornings worth getting up for. May the miles ahead be just as good.

Your Voice Matters: Member Survey Results & Actions Taken

Thank you to the 26 members who shared their feedback in our recent survey! Your input is shaping the future of CBTC, and we wanted to share what we heard and what we're doing about it.

What You Told Us

Overall satisfaction is strong. The average happiness rating was 4.8/5, with members praising the website improvements, communication efforts, and route variety. Multiple responses specifically called out the work that's gone into modernizing club operations — we're grateful for the recognition.

Route rotation is working well. Most members (avg 4.5/5) are satisfied with the current schedule, though some requested more frequent appearances of Richmond Hill and Kilkenny routes, and less frequent "Right Turn Clyde." Several members noted that drive times from outlying areas (Statesboro, Richmond Hill, Hardeeville) can feel long during certain months, but recognized this is inherent to serving a geographically spread membership.

Pace group structure needs refinement. While many said the current A1/A2/B/C structure "works well as-is," multiple responses revealed tension points:

- B/C riders feeling caught between "too slow" (12 mph) and "too fast" (A2 at 18–20 mph)
- Request for a dedicated B group at 16–18 mph

Group riding skills matter. Several members highlighted the need for better paceline discipline — calling out hazards clearly, using hand signals, proper rotation technique, waiting at turns for the group to reform, and avoiding half-wheeling. The desire for smoother, safer group rides came through loud and clear.

What We're Doing About It

Double paceline rollout: Based on feedback requesting better group cohesion and paceline skills, we've refined rotation mechanics and will continue to reinforce proper technique through ride leader announcements.

Pace group restructuring: We're introduced a revised structure to address the gaps members identified:

- **A+:** 20–22 mph (full distance)
- **A:** 18–20 mph (full distance)
- **B:** 16–18 mph (full distance)
- **C:** 14–16 mph (shorter distance)

A note on pace groups: These ranges help you find the right fit on any given day. Your ideal group can shift week to week based on fitness, fatigue, weather, or how you're feeling that morning — that's completely normal. If B feels right one week and A the next, go with it. And if you're struggling mid-ride, let a ride leader know — the group will work it out together. That's what makes CBTC a club, not a pickup ride

Continued emphasis on safety and skills: Ride leaders will continue reinforcing proper calls, hand signals, and rotation etiquette. The paceline animation resources currently in development will serve as evergreen training tools for new and returning members.

Social events: With most members requesting 1–4 events per year, we'll be exploring options for picnics, bike maintenance clinics, and group dinners. Stay tuned for announcements.

Route exploration: While our current 10-route rotation avoids overlap and offers solid variety, we heard requests for new destinations (Guyton, Springfield area, Jekyll Island/Sunbury). We'll explore these options within the constraints of drive time, road safety, and route logistics.

Keep the Feedback Coming

if you haven't filled it out yet, we'd love to hear from you: [Click here to take the survey](#)

The Nerd Corner: Gearing, Cadence, & Finding Your Sweet Spot

Ever wonder what's actually happening between your legs and the road? Your speed on a bike comes down to three things: what gear you're in, how fast you're pedaling (cadence), and your wheel size. The table below — generated from bikecalc.com using a standard 50t chainring, 700c wheels, and 32mm tires — shows exactly how those variables connect.

How fast will I be going at 70–100 RPM in these gears?

Gear	70 RPM	75 RPM	80 RPM	85 RPM	90 RPM	95 RPM	100 RPM
50×13	21.6	23.2	24.7	26.3	27.8	29.4	30.9
50×14	20.1	21.5	23.0	24.4	25.8	27.3	28.7
50×15	18.7	20.1	21.4	22.8	24.1	25.4	26.8
50×17	16.5	17.7	18.9	20.1	21.3	22.5	23.6
50×19	14.8	15.9	16.9	18.0	19.0	20.1	21.1
50×21	13.4	14.3	15.3	16.3	17.2	18.2	19.1
50×24	11.7	12.6	13.4	14.2	15.1	15.9	16.7
50×28	10.0	10.8	11.5	12.2	12.9	13.6	14.3
50×32	8.8	9.4	10.0	10.7	11.3	11.9	12.6
50×36	7.8	8.4	8.9	9.5	10.0	10.6	11.2

Speeds in mph. Colors: green = 20+ mph, blue = 10–20 mph, red = below 10 mph.

Based on 50t chainring, 700c (622mm) rim, 32mm tire.

Note: These numbers are specific to this particular gearing and wheel setup. Your bike likely has different chainrings, cassette range, or tire size — so your speeds at each cadence will differ. Run the calculations for your own bike [here](#) to find your numbers.

What's the right cadence for a group ride?

For sustained group riding, most cyclists find their best endurance in the 85–95 RPM range. This isn't arbitrary — at that cadence you're relying more on your cardiovascular system and less on raw muscle force, which means your legs fatigue slower over a 30+ mile ride. Push too heavy a gear at 70 RPM and your quads will let you know about it by mile 20. Spin too light at 100+ and your heart rate climbs unnecessarily.

Matching your group's speed

Look at the table and find your group's target pace. A+ riders holding 20–22 mph might run 50×17 at 90 RPM for 21.3 mph or 50×17 at 85 RPM for 20.1 mph. For A at 18–20 mph, 50×17 at 80 RPM gives you 18.9 mph or 50×19 at 85 RPM puts you at 18.0 mph. C riders cruising 14–16 mph can sit in 50×21 at 80 RPM for 15.3 mph or 50×24 at 85 RPM for 14.2 mph.

The key insight: if you find yourself grinding a big gear at low cadence to hold the group's pace, you're burning matches you'll need later. Shift to an easier gear, spin faster, and let your heart and lungs do the work instead of your muscles. Your legs at mile 35 will thank you.

How do I know my cadence?

You can estimate cadence by counting pedal strokes for 15 seconds and multiplying by four, but that gets old fast and isn't something you want to be doing in a paceline. The better option is to measure it automatically with a sensor on your bike.

Most bike computers — Garmin, Wahoo, others — support cadence sensors that pair over Bluetooth or ANT+. These are small, lightweight pods that attach to your crank arm with a rubber band or adhesive mount.

If you have a power meter, cadence is already built in. Power meters measure cadence as part of how they calculate power, so there's nothing extra to buy or install. Just make sure cadence is added as a data field on your bike computer screen.

Even if you don't obsess over the number mid-ride, glancing at your cadence a few times during a group ride helps you build awareness of when you're grinding vs. spinning — and over time, staying in that 85–95 RPM sweet spot becomes second nature.

Help Improve Cycling Infrastructure in Our Region

The Coastal Region Metropolitan Planning Organization (CORE MPO) is conducting a **Bicycle and Pedestrian Study** to improve safety, connectivity, and accessibility for cyclists and pedestrians across the Savannah metro area, including Chatham, Effingham, and Bryan counties.

Your input matters. The survey helps identify where improvements are needed, which projects should be prioritized, and positions our region for future funding opportunities. As cyclists who ride these roads every week, CBTC members have valuable firsthand knowledge of dangerous intersections, poor road conditions, and connectivity gaps.

Take the survey and make your voice heard:

- **Project Website:** corempobikeped.org
- **Online Survey (English):** tinyurl.com/COREBikePedSurvey
- **Interactive Map Survey:** tinyurl.com/COREBikePedMap

The interactive map is particularly useful — you can pinpoint specific locations where you've experienced safety issues or where infrastructure improvements would make a difference. Consider flagging areas we ride regularly, like dangerous Highway 67 crossings or sections with poor pavement conditions.

What Do You Want to Read?

This newsletter is for you, and we want to make sure it covers topics you actually care about. We're planning to make this a regular monthly publication and we'd love your input on what to include.

Some ideas we're considering for future issues:

- **Member spotlights** — get to know the people you ride with
- **Route deep dives** — history, tips, and what makes each ride unique
- **Gear & maintenance tips** — seasonal bike prep, product recommendations
- **More Nerd Corner articles** — tire pressure, clothing materials
- **Club stats** — monthly rider counts, RSVP trends, new members
- **Safety & skills refreshers** — paceline etiquette, hand signals, group riding tips
- **Area events & rides** — upcoming charity rides, BRAG, and events outside CBTC

Have an idea? Reply to this email or let someone from the Board know at the next ride. We're all ears.

See you on the road!

— The CBTC Board