

THE JSTS **PACELINE**



JULY 2023

A PUBLICATION OF THE JERSEY SHORE TOURING SOCIETY

Executive Board

President: Paul Sakson

Vice President: Pat Perrella

Secretary: Michael Greaney

Treasurer: Eric Bonett

Committees

Bike Advocacy/Community Outreach:

Howard Kradjel

Branding/Clothing: Jean Roy

Budgets: Paul Sakson

Newsletter: Robert Nuara

Elections: Volunteer Needed

Webmaster: Rob Leitner

Membership Data: Rob Fisch

Ride Leaders/Safety: Pat Perrella

Rides: Barb Bennett, John Hayes

Social Events: Sheryl Nishiura

TABLE OF CONTENTS

2	Note from the President
3	Announcements/Newsworthy
4	Calendar of Events
5	Rider Safety Part 3
7	Cycling Adventures in Alaska
9	Bouncing on the Saddle?
10	Treat Your Bike With Care
11	Seven Tips to Improve Your Climb
12	Health Tips
13	iCan Ride Volunteers Needed
14	Tour de France
15	Product News/New Members
16	Member Spotlight
18	Event Leaderboard
19	Camera Corner
25	Cycling Shorts

JSTS Paceline Submissions:

Materials for the Paceline Newsletter are due by the 15th of the month. Please email articles, photos, letters or comments to: thepaceline@jsts.us. Materials may be edited by the JSTS Paceline staff for length and clarity. Publication of materials submitted is at the discretion of the editor. Articles and photographs submitted to Paceline may be used in other JSTS media at the Club's discretion. Photos in the JSTS Paceline Newsletter may not be reused or republished without prior permission.



*JSTS: The friendliest riders in
New Jersey!*



Hello Cyclists!

A NOTE FROM THE PRESIDENT

Dear Fellow JSTS Members,

Earlier this year, the Jersey Shore Touring Society formed quite a few committees to better attract volunteers, make the club run more efficiently, and to improve the membership experience.

I'm happy to report that we've had quite a bit of success in our newly formed committees, in addition to some continued challenges. Overall, the work that committees have done to date has resulted in increased safety awareness, enhanced communication with membership, and expanded community outreach.

If you're not already familiar, all committees and their leaders are listed on the JSTS Contact webpage at [Jersey Shore Touring Society - Contact \(jsts.us\)](http://Jersey Shore Touring Society - Contact (jsts.us)). These committees are listed below along with their functions:

Bicycle Advocacy and Community Outreach, Howard Kradjel

Liaison to other bicycling organizations and governments to promote bicycle safety and advocacy.

Branding and Clothing, Jean Roy

Maintains clothing store, fitting sessions, designs Frostbite Series and Volunteer Shirts

Budget Committee, Paul Sakson

Develops Budget and presents obtains approval from membership in a meeting.

Communications, Rob Nuara

Produces and posts club happenings in The Paceline newsletter.

Election Committee, Volunteers Needed

Proposes candidates for Board positions; coordinates elections

Information Technology, Rob Leitner

Maintains website; posts new club information

Membership-Volunteers Needed

Maintains membership database; find ways to increase membership; ambassador to new and trial members; identified and proposes Lifetime Members

Ride Leaders and Safety, Pat Perrella

Oversees and develops safety guidelines and procedures; trains ride leaders year-round; coordinates cycling skills classes

Rides, Barb Bennett, John Hayes

Creates ride schedule; maintains ride calendar; develops occasional "touring" opportunities (e.g. Summer Tour, Italy tour)

Social Events, Sheryl Nishiura

Coordinates social events (e.g. Champagne ride, Century Ride, Picnic, End of Season Party); comes up with new ideas for social events

The work that our committees do is integral to making the Jersey Shore Touring Society the great club that it is.

If you are new to the club, or have been around for a while, please think about joining one or more of our many committees. By doing so, you'll meet new friends and colleagues, and help to keep the Jersey Shore Touring Society fun, vibrant and the "friendliest bike club in New Jersey."

Safe and happy cycling,
Paul Sakson, President

Hello Cyclists!

GENERAL ANNOUNCEMENTS

Join Us

Not a member yet? Join us at <https://www.jsts.us/Join-us>

Donate

If you'd like to further support your club, please consider making a donation at: <https://www.jsts.us/donate>

Sponsors Wanted

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NEWSWORTHY ITEMS

July Riding Events

Sat. July 8, 2023, Do Hard Things Ride, Community Bible Church, Marietta, PA. Ride 173 mi with 12,600-ft of climbing. Individuals can ride by themselves or in relay teams of 2 or 3 riders (splitting the distance into 2 or 3 segments). lifecyclesteam.org

Sat. July 8, 2023, New Holland Bicycle Race & Ride #2, New Holland, PA. Ride 30 or 50+ mi in scenic Lancaster County. <https://newhollandbicyclerace.com>

Sun. July 9, 2023, Dirty Jersey, V5 Cycles, Flemington, NJ. Ride 124 mi (38% unpaved) with 7500-ft of climbing or 85 mi (47% unpaved) with 4600-ft of climbing. <https://www.dirtyjerseyride.com/>

Sat. July 22, 2023, Bike4Beds Ride Alloway, Woodstown, NJ. Ride 35 or 45 mi on flat, scenic, low-traffic roads. Post-ride picnic with chicken wraps or pizza, soft drinks, and Hawk Mountain Brewery beer. Benefits an orphanage in Haiti and the building of a school in Togo, Africa. Rain date Sat. July 29, 2023. <https://bike4beds.org/ride-alloway>

Sun. July 23, 2023, Ben to the Shore Bike Tour, Philadelphia, PA, or Hammonton, NJ, to Atlantic City, NJ. Ride 30 or 65-mi one-way. Return transportation is available, but they say, "if you value your bike, we do not recommend using this service". Benefits the Families Behind the Badge Children's Foundation. Registration opens on Feb. 20, 2023. <https://www.fbcbf.org/>

Sat. July 29, 2023, Spellbound Century, Mount Holly, NJ. Ride 20, 45, 63 or 100 mi. Rest stops are at farm markets where your (optional) purchases will be transported to the start location. Register early, always sells-out months in advance! <https://www.spellboundcentury.org/>



CALENDAR OF EVENTS

July 8

Saturday Sweet Treat Ice Cream

July 9

JSTS Annual Club Picnic hosted by Steve Srolovitz. Registration required. Volunteers needed; please contact Sheryl Nishiura sheryl.nishiura@gmail.com if you can help with the event.

July 10

5 Simple Ways to Improve Athletic Performance Now. Register online at <https://jsts.us/event-5326741>

July 24

Bike Maintenance hosted by B3 Bicycles- 6257 US 9-North, Howell

August 12/13

Sat/Sun Sweet Treat Ice Cream

September 3

Club Century, info TBD

September 10

End of Season Party- Asbury Festhalle & Biergarten- 5 PM-8 PM Rooftop

September 11

Membership Meeting-Zoom 7PM
Volunteer Recognition Meeting
Please register on website

September 23

La Dolce Vita Ride- B/B+ and All Pace departing 10:00 AM from MJT

September 30

Club Century, info TBD

October 7

Al's Covered Bridge Ride. Away Ride
info TBD

October 8

Harvest Ride, MJT Park-Freehold
Refreshments will be served

JSTS RIDER SAFETY - PART 3

How to Brake on a Bike Properly

SCRUBBING SPEED, SLOWING DOWN, AND SAFELY BRINGING YOUR BIKE TO A HALT ARE ESSENTIAL SKILLS NOBODY REALLY TEACHES US.

When riding in a group, it is essential that you understand the impact of hard braking and braking in general. Always remember when riding in a group or paceline, keep your tempo smooth and avoid at all costs, sudden stops as riders behind you may not have time to react, will cross wheels and crash.

Here's how to brake on a bike the right way and braking techniques to work on.

- Push Your Weight Back
- As you pull the brakes and your bike slows down, your weight shifts forward over the front wheel, which puts all your braking power on the front brake. That makes it harder to control your bike and stop effectively. Push your weight back as you brake to keep weight on the back wheel and even out the braking forces.
- Should you have to brake hard at high speed, this will also prevent you from going end over end. The faster you have to brake, the more you should push your weight back. It makes a huge difference in your braking power and control.
- You can practice this by doing some emergency stops in a parking lot or grassy field. Get up a little speed, put your hands in the drops, straighten your arms, and push your weight back behind the saddle while you brake hard with both hands, staying low on the bike.

Get Low—and Stay Off the Brakes—in Turns

Ideally, you want to scrub enough speed *before* the turn so you don't have to hit the brakes in the turn. Approach the curve with your hands in the drops, which gives you better braking leverage and keeps your center of gravity lower, improving your bike control. Shift your weight back and apply even pressure on the brakes. Then release the brakes, and carry a manageable amount of speed through the turn.

Of course, life is not always ideal. If you come in too hot and need to scrub speed, use a *very* light touch. Braking too quickly in a turn is a recipe for hitting the ground in a hurry. For one, hitting your brakes causes your bike to sit upright, which is the last thing you want in a corner. Worse, it also causes your bike to lose traction. "Don't touch the front brake while cornering" is as close to a 100-percent rule as there is. When you're cornering you're close to the limit of traction that your tires have. So, when you add braking force, you're going to come closer to breaking that limit and sliding the tire. A rear skid is way easier to catch than a front skid. Feather your back brake for gradual deceleration, as needed.

JSTS RIDER SAFETY - PART 3

CONTINUED

Relax!

If your arms and shoulders are tense as you hit the brakes, your body can't absorb any of the stopping forces, so they go into your hands, causing your hands to close and for you to suddenly brake harder than intended, which in turn makes it very difficult to maintain control of your bike. Keep your shoulders loose, elbows bent, and relax your grip on the bars. That will allow you to modulate your speed with the suppleness you need to maneuver around obstacles and maintain control.

Go Easy in the Wet

It can take about three times as long to stop in the wet as on dry pavement, so take that into consideration. Your tires have less traction in the wet, so an even lighter touch is called for when you brake. Because it's harder to slow down and stop, many people end up pulling the brakes too hard, too late. That can lock up your wheels and send you into a skid... and likely a crash.

Scrub speed by lightly feathering your brakes. If it's very slick and you need to apply more pressure, err on the side of hitting your back brake to prevent the front from locking up. You may be able to save a rear wheel skid—or even put a foot down—but once the front locks up, you're going down.

Stay Alert and Brake Smoothly in a Paceline

The gap between riders in a paceline is nominal and any sudden movement may result in a crash. Pay particular attention to the riders in front of you and try to anticipate any changes to direction, speed, etc. If a rider suddenly and unexpectedly brakes hard, the riders behind you can easily pile up causing a crash. If you happen to be the lead rider and realize that you are about to miss a turn, do not brake suddenly and attempt to make the turn. It is in everyone's best interest to slow down and make a U-Turn when the traffic permits and return to the route.

Set Yourself Up for Success

You'll be able to brake better if you use high-quality tires with good traction. Err on the side of bigger tires and don't over-inflate them. On the road, experienced riders are often doing their general riding on 25 to 28c tires these days, at well under 100psi. Nice comfy ride on most surfaces, but still fast enough for the local group rides and training races.



Cycling Adventures in Alaska

By Michael Spony

Have you ever considered an epic destination ride in a new location. How about Alaska?

JSTS member Bob Spony's son Michael resides there and stumbled on the idea of hosting adventure cyclists traversing the frozen tundra in the winter and for those adventurous cyclists who are trying to accomplish some amazing rides when the weather in Alaska is more temperate. Michael resides in Fairbanks, Alaska and claims it is an ideal location to begin a bicycle tour. So how did this opportunity materialize?

Ten years ago, while in downtown Fairbanks, Michael struck up a conversation with a guy who was riding around the world, and this person was looking for a place to stay. So, he offered him to camp at his property and the idea was spurned. Subsequently, Michael cleared out a nice area on his property and created a campground for long distance bicycle adventurers. Some folks parked their motor home on the property for their support groups and their kids volunteered to paint some picnic tables, as a way of saying thanks.

The first person he hosted that winter was a guy from Seattle named Dravis. Michael was on his way to town when he noticed this cyclist taking a break on a guardrail and stopped to talk to him. He was surprised when he found out he was cycling from Nome to Fairbanks. The only way to get to Fairbanks from Nome is riding the 1,000 mile Iditarod sled dog trail. With only a few small villages along the trail, planning is the most important part. During this conversation Michael came to find out that upon arriving



In Alaska, Dravis "warmed up" by cycling from Nome to Wales and back again. He still thinks this guy was probably the toughest, most calm of all the adventurers he has met. Being in Alaska in the winter was just part of the non-stop trip, but that isn't the entire story. His trip started in Cape Roca, Portugal where he cycled to Russia, flew to Canada and was ending in St. John's in Newfoundland Canada. He travelled nearly around the world, mostly on his bike!!!

Since then he has hosted many individuals and groups. Some requests come in via an app called Warm Showers. Sometimes Michael still happens to meet these adventure cyclists in Fairbanks and invites them to stay at his campground. A few riders begin their journey in Fairbanks and ride to Prudhoe Bay

Cycling Adventures in Alaska

CONTINUED

and reverse their course, thus staying with him on 2 occasions. This mainly happens in the spring and summer when the weather allows for this journey. However, most of these adventure seekers catch a ride in one direction or the other.



In December of 2022, Bob's son received a request to host Adam from London. This was his first official request to host somebody in the winter and he was excited about the opportunity. Adam was tired of living in London and needed a change so he bought a used bicycle setup and a ticket to Anchorage. This was Adam's first ever bicycle tour. Not only did he make it to Prudhoe Bay, but peddled back to Fairbanks and contacted Bob's son. The campground was still snowed in, but he was happy to be able to dry out all of his stuff out in the garage. His plan was to continue his journey and his final destination was the southernmost point in Argentina.

Then, there is Hank from Rotterdam. He contacted Michael and was really excited that it was COLD; when he arrived in Fairbanks it was -20 degrees Fahrenheit! He spent three nights in the driveway even though there was a warm spot for him in the house or the garage. When Michael dropped him off it was minus -40. A friend of Michael's dropped Hank off at the Arctic Circle and he made it back

to Fairbanks. He plans on finishing the trip in three sections and ending at the Mexican border.

And just a quick honorable mention to Nick, who he just recently ran into in town. Nick left Anchorage and almost made it to Dead Horse (a mere 835 miles) before he got a little frostbite on his fingertips from picking up his fuel can without gloves. He needed to get back to Anchorage so he didn't get a chance to host him but did give him a lift to a good spot to hitchhike from and he did make it back to Anchorage. Nick is from Voorhees New Jersey and said he will come back.

Anybody can become a "Warm Shower" host. It is fun to hang out with people from around the world who are actually living their dreams. And even if hosting isn't for you don't be scared to just walk up and offer to buy them a hot meal. There's a good chance it just might be the best conversation you've had in a while.





BOUNCING in the Saddle?

If you find yourself bouncing up and down while cycling? You are probably negatively impacting your performance. As a result, here is what happens.

- Bouncing leads to a significant loss of energy. It will drain your energy and cause you to tire much quicker than you should.
- Your muscles will not like you. This action can cause fatigue, discomfort and possibly an injury.
- Bouncing will disrupt your consistent effort which will negatively alter your speed and momentum.
- This action will result in poor bike handling and overall control of your bike, putting others at risk.
- In this upright position, you will decrease your aerodynamics resulting in a slower speed.

Here are some tips to correct this inefficient cycling pattern:

- Relax your upper body. Stay loose and don't scrunch your shoulders.
- Pedal at a consistent cadence, as much as possible.
- Maintain a steady effort (no surging).
- You may need a professional bike fit to correct your position on the bike.
- Core strength training will benefit your abilities to ride smoothly and efficiently

Treat Your Bike With Care



Maintaining your bike on a daily basis can help keep it in good condition and ensure a smooth riding experience. Here are some tips for daily bike maintenance:

1. Clean your bike: Regularly clean your bike to remove dirt, dust, and debris. Use a mild soap or bike-specific cleaner and a soft brush or sponge. Remember to dry it thoroughly to prevent rust.

2. Check tire pressure: Check your tire pressure daily. Use a tire gauge and inflate tires to their recommended level. Properly inflated tires provide better grip and reduce the risk of punctures.

3. Lubricate or wax the chain: Apply lubricant or wax to the chain regularly, especially after riding in wet conditions. Use a bike-specific lubricant and wipe off any excess to prevent dirt buildup.

4. Inspect brakes: Check your brake pads or rotors for disc wheels for wear and ensure they are aligned properly. Test the brakes before every ride to ensure they are functioning well and adjust them if needed.

5. Check gears: Shift through all the gears to make sure they are shifting smoothly. If you notice any issues like skipping or chain slipping, consider adjusting the gears or taking your bike to a bike shop for a tune-up.

6. Tighten bolts: Inspect all the bolts on your bike, including those on the handlebars, saddle, and wheels. Ensure they are tightened properly but avoid over-tightening.

7. Inspect the frame: Regularly check your bike's frame for any cracks, dents, or other signs of damage. Pay attention to areas around the joints and welds.

8. Charge your lights and bike computers: Make sure your lights and computers are functioning properly. Recommend to charge all items after each ride.

Remember, regular maintenance and occasional professional tune-ups are essential to keep your bike in optimal condition.

7 Tips to Improve Your Climb

If the thought of climbing fills you with dread, it doesn't have to. Below are a few tips to help you work on your climbing, so you feel more in control on the hills.

Don't Start Climbing Too Hard Whether it's an hour-long grind up a mountain pass or a big rolling hill, going harder at the bottom is rarely the fastest way to get to the top. A more gradual start will likely allow you to maintain a steadier, more comfortable, and typically faster pace.

Don't Rely Too Heavily On Your Power Meter Power meters can be great training tools but riders can get themselves in trouble when they have a rigid mindset about power outputs over the feedback their bodies are sending them. It is a good skill to learn to ride on feel and see power as a potential guide.

Monitor your RPE Rating of Perceived Exertion, or RPE, is a subjective gauge to monitor exercise intensity. Simply put, RPE provides context to heart rate and pace information and can help you maintain a sustainable pace. You can use the Borg Scale from 6-20 or a simpler 0-10 scale to assess breathing and exertion and make adjustments to prevent bonking on a hill.

Get Your Feet Moving There isn't one specific cadence that works best for all cyclists. Pedaling too slowly puts a lot of stress on leg muscles, but pedaling too fast reduces economy and drives up heart and respiratory rates. As with breathing rate and RPE, check in on your cadence. If your legs are getting tired, shift down a gear to get your feet moving a little faster.

Get the Right Equipment For long events with a lot of climbing try cassettes with closer ratios at the low end (smaller jumps between the number of teeth) and bigger ratios at the high end. It's more important to be able to fine-tune your cadence and effort level than it is to have more high-speed gear options for the downhill.

Get Out of the Saddle You're going to spend most of your time seated during long climbs, but it is good to get out of the saddle sometimes and take advantage of your body weight. Switching between the two positions is likely the best option, for example, standing for about 30 seconds every few minutes.

Get the Right Mindset The big climbs are going to be challenging and there's going to be some pain. Embrace and accept the discomfort. Look around instead of staring down at the road. Adopting positive affirmation like "I love my bike" can help you get back to the right mindset when you're struggling. Be nice to yourself and try not to compare yourself to others.

Try not to get discouraged, it's just a hill (or mountain). You can train to get faster, but don't underestimate your current abilities. Getting to the top is more about *how you ride* and *how you think* than how much power you have.

Source articles from CTS: "7 Cycling Tips to Climb Any Hill Faster", "RPE: How to use Rating of Perceived Exertion in Training and Racing".

HEALTH TIPS

Keep Hydrated



Staying properly hydrated is vital to your performance and overall health.

Drinking during a ride is necessary, but you should begin your fluid intake **BEFORE** you go out for a ride. It is recommended to drink 12-16oz. of water approximately one hour before a ride. So if you are driving to the start of a ride, bring an extra water bottle and hydrate.

Once you start a ride, it is recommended to drink a few ounces every 15 minutes. You should finish one bottle, per hour of riding. Maybe more if it is very hot. Keeping your body hydrated will help moderate your body temperature. And on those cooler days, when you don't get as thirsty, don't forget to hydrate regardless of the temperature.

You know those white stains on your clothing and helmet straps after a hot ride. That is from the salt that your body has sweated out and you need to replace it. Sports drinks with sodium are an excellent way to replenish your salt loss. A sports drink should contain at least 100 mg of sodium per 8 ounces (check the label). In addition, sports drink with electrolytes are recommended by many nutritionists.

Hydrate After the Ride. No matter how much fluid you drink while riding, in hot weather you'll finish the ride depleted.

ATTENTION CLUB MEMBERS!

The Paceline Newsletter is a collaborative effort which all members are encouraged to participate in. This is **YOUR NEWSLETTER**. Let's make it great!!! We are looking for cycling articles you found interesting or a pertinent cycling topic you think our members would enjoy. Each month we would like to have two short articles from our members. Here are just a few suggestions:

- How did you first get involved in cycling?
- Tell us about a memorable cycling trip or club ride
- Why did you join JSTS and what do you like about the club?
- How does being a member make you a better cyclist?
- Anything you think may be of interest to our cycling community

Please submit a few paragraphs along with a picture of yourself by the 15th of the month for inclusion in upcoming issues.

We would also like to call out a **NEW CLUB MEMBER** every month. If you are new to JSTS let us know if you would like to answer 6 short questions. This is a great way to introduce you to all our members!!!

C'mon, we know you have stories you can share. Drop us a note and send in your stories at: thepaceline@jsts.us.



iCan Bike Volunteers Wanted

By Robert Nuara



iCan Bike is an organization which provides quality learning opportunities in recreational activities for individuals with disabilities. By creating an environment where each person is empowered to maximize their individual abilities, everyone can shine!

They are looking for volunteers to help children with disabilities learn how to ride a bicycle.

During the course of one week, the kids usually progress from little or no cycling skills to riding a two wheel bike, independently. Watching the children progress and gain confidence is a remarkable experience. At the end of the week, their parents are amazed how their kids have mastered the skills necessary to ride a bicycle.

This year's program will once again be held at Brookdale Community College from Monday, August 7th to Friday, August 11th. The camp is almost full for riders and they need at least three volunteers on a team for each rider. If you would like to volunteer or pass along this information to your family, friends, fellow students, and colleagues that might be interested in volunteering, they would truly appreciate your help spreading the word! For any questions and to receive the registration and waiver form please email your question to Babette Zschiegner-Director for the iCan Shine Lincroft Bike Camp at:

babette2u@gmail.com

JSTS has supported iCan Bike with these training camps for several years. Three of our members (George Gregorio, Rob Nuara and Rob Leitner) have volunteered their time, some are multiple year volunteers. It is a very rewarding experience helping these kids with disabilities. Here are some pictures from past camps at BCC.



Day 1



Day 5



Did you ever think how you compare to a Tour de France cyclist? Watching it from the comfort of your home you may say, "I think I can keep up with these guys today." Maybe, maybe not. How do you compare? Here are a few data points to take into account:

- Three weeks of racing, with only two "days off" totaling over 2,000 miles or the equivalent of 105 miles EVERYDAY.
- They climb over 130,000 feet during the tour. That is nearly the equivalent of climbing Mount Everest 5X.
- And you thought descending was fun and easy. The fastest descending speed was clocked at 62.7 mph in 2022. That includes all those hairpin turns!!!
- Combining every edition of the Tour since 2007, the average pace of the winner has been 40.07km/h (24.89mph). Tired yet?
- In 2020 Tour Winner, Tadej Pogacar had a record-breaking ascent of the Col de Peyresourde and calculated *his* FTP to be 410 watts, or 6.2w/kg.
- Using a Whoop wrist monitor, the maximum measurement for "Strain" is 21. These cyclists averaged a Strain Score of 18.2!!!!
- The average cyclist is performing just 10% of the training hours of a Tour de France cyclist.
- A TDF cyclist will burn more than 60,000 calories during the three weeks. That's the equivalent of about 232 McDonald's Big Macs.

Although these are highly trained professional athletes, every year dozens of the riders miss the time cut on a given stage and are DQ'd from the Tour. In order to finish these Tours the cyclists are at their upper limits of their capabilities

New Product News & Equipment

Have you asked yourself the question, "What is the correct disk brake rotors for my bike?" Well, then this link will be beneficial:

https://www.bikeradar.com/advice/buyers-guides/disc-brake-rotors/?utm_content=BRR&utm_campaign=Newsletter%2026%2F5%2F23_2650442_BikeRadar_Newsletters_13481206&utm_medium=Email&utm_source=Adestra

For you Mountain Bikers, DT Swiss just introduced their strongest ever spokes https://www.bikeradar.com/news/dt-swiss-revolution-lite-spokes/?utm_content=BRR&utm_campaign=Newsletter%2026%2F5%2F23_2650442_BikeRadar_Newsletters_13481206&utm_medium=Email&utm_source=Adestra

Tubeless Tire Repair Kit-Saved a ride for one of our members: <https://www.genuineinnovations.com/collections/bicycle-tubeless-tools-accessories/products/bicycle-tubeless-tackle-kit>



Garmin's new Varia eRTL615 is its first rearview radar and tail light made specifically for e-bike riders. It features a battery-free design, that can be wired into an eBike battery via a compatible Garmin cable. It offers multiple mounting options with a universal seat rail mount or a rack/pannier mount. Available now, it has a suggested retail price of \$299.99

<https://www.garmin.com/en-US/p/874099>

WELCOME New JSTS Members

Ronald Arzt

Dorothy Carey

Brian Clark

Clara Faley

Liz Giordano

Susan Grant

Michael Lock

Jim McGrath

Hannah Percely

Generoso Scaperrotta

Peter Sundack

Thomas Valline



Member Spotlight

Rob Leitner AKA Biker Dude

When did you join JSTS? And explain your decision to join the club.

I had been casually cycling with a friend of mine for a couple of years and we wanted to do a century. We saw a flier in a local bicycle shop about a club that had a "supported century ride" on Labor Day Weekend, so we thought it might be a good idea to join that ride. This was Sept 2000, so I showed up with my completed paper application and a check for \$20. My experience on that ride is a story for another day, but 20+ years later I am still a very active member within JSTS.

Tell us something about your experiences being a club member?

When I joined the club I started with the "B" group. I learned about "group riding" and "riding in a paceline", and my passion for cycling grew along with my involvement in the club. I worked my way up to "B+" (referred to as the "Killer B's" back in the day), then to "A-", and finally to "A/A+". No matter what group I ride with, it is always a pleasure spending time with others that share that same passion.

Prior to riding with the club, my friend would take out his Hagstrom and plan our route. He would write down the turns on an index card and ride with it tucked under the leg of his shorts, referring to it as needed. As a member of JSTS, the club would send out printed route sheets and a ride schedule via snail mail once a month. I remember standing around in the parking lot before rides comparing "route sheet clips" to see who had the best solution for keeping the paper securely attached to your handlebars.

I was one of the first ones in my cycling group

that got a GPS with maps (Garmin Edge 800) back in 2010, and the term "route sheet" slowly faded from my vocabulary. Eventually all the other cyclists in my group would start riding with a GPS, and the popularity of online apps to track our rides has given us the ability to track our own progress, along with those that we ride with. Some of my cycling friends say that "it's not about the numbers", but we joke around that you only say that when the numbers aren't good. That's because it's always about the numbers (except, like I said, when the numbers aren't good). Personally, I usually don't compete against everyone else. I am simply competing against myself and trying to continually improve.

While technological advances enable us to analyze every aspect of our rides (should you so desire), it has also made us better cyclists. I started riding with a power meter a couple of years ago, and while this might seem like just another number, members have taught me that it's a great way to monitor the goal of riding at a "steady effort" as opposed to a "steady pace" regardless of the incline. Maintaining a steady effort will make for a better experience for everyone in the group and avoid dropping anyone. As several of my mentors have said, "slower is faster"!

What bikes and equipment do you ride?

After spending several years riding on the road year-round, a fellow member (Tom Kelly) convinced me to join him on a club mountain bike ride. I was instantly hooked! It was like being a kid again. Ever since then, I spend the warmer months riding on the road, and the cooler months hitting the trails. I've upgraded bikes 2-3 times over the years, and I currently ride a 2016 Trek Emonda SLR 6 on the road, and 2017 Trek Stache 7 on the trails.

Member Spotlight

CONTINUED

What type of rides do you like to do?

That's easy! When I am on my road bike, I like to ride behind a steady wheel on freshly paved smooth roads with a tailwind for the entire route. When I am on the trails, I like doing moderately technical climbs. While riding fast downhill on a trail can be quite exhilarating, you need to be careful about the stationary objects whizzing by along the sides of the trails (you know... trees).

What are your favorite JSTS rides?

I consider myself a "social rider", and my favorite rides are those with the friends that I have made within the club. I like the rides where I have to push myself to do the best that I can. I have a favorite wheel to ride behind, and anytime we are both on a ride together everyone knows that's my spot in the paceline. Of course, with a collection of great wheels on every ride, I do have lots of alternatives to choose from.

My favorite JSTS ride is probably the Tuesday night ride from MJT. Our goal was to work our way up to doing the ride at 20 mph by the end of the season. Nowadays, it is rare for us to ever complete the 25 miles at less than 20 mph, even at the very beginning of the season. Is it because the bikes have gotten better or because the engines are stronger? I suspect it is a combination of both.

In what capacity have you served the club?

Over the years I have been the president, webmaster, photographer, ride coordinator, and frostbite series administrator, completing the series 23 years straight. At one point I was all of these at the same time! I lead rides, organize the summer tour, and hosted the summer picnic. I've been webmaster on-and-off for nearly 20 years now. I've passed the baton to others that

have done a great job managing everything, but the baton returned to me back in 2019. There are so many important roles within the club that keep things running smoothly, and I like being part of that well oiled machine.

Most rewarding thing about being part of the club?

I have learned so much from my fellow members over the years, and I enjoy passing along that wisdom to others coming up through the ranks. It's great to see a casual cyclist turn into a passionate cyclist. I [almost] never ride alone, and being a member of JSTS means I don't have to. There are so many club rides on the calendar, and with the strong friendships I've made through the club, I have a network of riders that I can always call upon to do an impromptu ride.

Tell us about your most memorable cycling event. JSTS or other event.

My most memorable JSTS cycling event is probably my very first ride with the club (that is a "story for another day"). But my other most memorable cycling events have been some of the away rides I have done with the friends that I have made within the club. We have done rides all over the country, and even a couple abroad.

Any other comments?

Cycling is such a great activity, and I feel so lucky to have so many friends to do it with. I have JSTS to thank for that! Other than the up-front cost of buying a bicycle, there is almost no cost to participate. No greens fees or court fees. No challenges trying to reserve a specific time to participate. Pick one of the many rides on the calendar, or just call a friend, then get on the bike and ride!



JSTS Event Leaderboard YTD

Member Participation in JSTS Events, Rides & Meetings

#	First	Last	Count
1	Ward	Kradjel	76
2	John	Hayes	75
3	Charles	Kirlew	72
4	Pat	Perrella	67
5	Eric	Stacer	66
6	Raymond	Simonian	62
7	George	Gregorio	61
8	Thomas	Trank	55
9	Bryan	Hrycyk	53
10	Mikhail	Giller	50
11	Bruce	Naidoff	48
12	Caroline	Donahue	48
13	David	Cofone	46

#	First	Last	Count
14	Hank	Steinberg	46
15	Joel	Brown	46
16	Al	Pardo	45
17	Paul	Sakson	43
18	Russ	Meseroll	43
19	John	McNamara	42
20	Mike	Streett	42
21	Patrick	Bisogno	42
22	Robert	Nuara	42
23	Barbara	Chroman	38
24	Frank	Lupo	38
25	Kaitlyn	Poretti	38
26	Russell	Deady	38



Corner

MJT Tuesday Night Rides



All Photographs compliments of Meseroll Photography



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C+ Group Rides



All Photographs compliments of Meseroll Photography



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JSTS Longest Day Rides



All Photographs compliments of Meseroll Photography



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JSTS Longest Day Rides



All Photographs compliments of Meseroll Photography



Corner

Various JSTS Rides

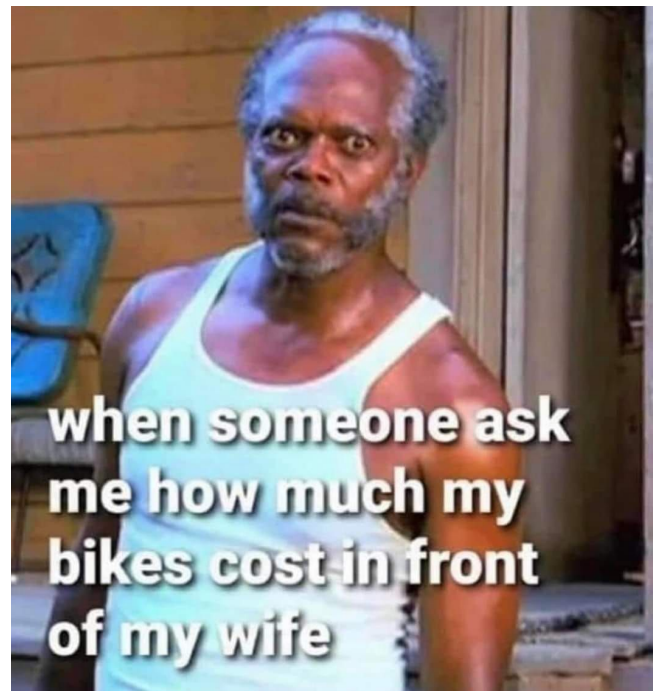


All Photographs compliments of Meseroll Photography

CYCLING SHORTS



If your boss's pants look like this, you're not getting out of work early to ride. You're going to work Saturday too.



CYCLING SHORTS

THAT FEELING



WHEN EVERYONE SHOWS UP AT THE SATURDAY MORNIG RIDE WEARING THE CLUB KIT

Interviewer: What is the goal of chasing cyclists?

Dog: The goal is to push their limit and improve their speed.



TAKE HER SOMEWHERE SPECIAL



MY FRIENDS NAMING THE RIDE ON STRAVA "EASY SPIN"
ME:



CYCLING SHORTS

HOW I LOOK ON MY BIKE



HOW I LOOK OFF THE BIKE



EVERY TIME YOU SKIP A RIDE



A LITTLE BIKE DIES

When my wife makes plans on the weekend I plan to ride

