

# THE JSTS PACELINE



MARCH 2024

A PUBLICATION OF THE JERSEY SHORE TOURING SOCIETY

Looking Towards Spring  
Looking Towards Spring  
Looking Towards Spring  
Looking Towards Spring



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# ***JERSEY SHORE TOURING SOCIETY***

## **Executive Board**

**President:** Pat Perrella

**Vice President:** Ward Kradjel

**Secretary:** Michael Greaney

**Treasurer:** Johnny Echevarrieta

## **Committees**

### **Bike Advocacy/Community Outreach:**

Howard Kradjel

**Branding:** Pat Perrella

**Clothing:** Jean Roy

**Budgets:** Pat Perrella

**Newsletter:** Robert Nuara

**Elections:** Steve Karger

**Webmaster:** Rob Leitner

**Membership Data:** Rob Fisch

**Ride Leaders/Safety:** Pat Perrella

**Rides:** Barb Bennett, Tom Trank

**Social Events:** David Makow

## ***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](mailto: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.

## **Follow Us:**



## **CALENDAR OF EVENTS**

### **Zwift Rides**

All Pace Rides- Tuesday and Thursday  
Indoor Saturday Training Rides at 9:15 AM  
Check JSTS Ride Calendar for details

## **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**

Advertise your business by being a Sponsor. Promote your company on our newsletter, website, social media and events. Starts at only \$75. Email [president@jsts.us](mailto:president@jsts.us) for more info.

### **Volunteer**

Many of our committees need help. Step up and support your club.

## **Join our Platinum Sponsors**





# Hello Cyclists!

## A NOTE FROM THE PRESIDENT

Dear JSTS Members,

As your current president, I am excited to share with you some of the initiatives we are working on and the progress we have made.

### A Shout Out to Our Sponsors

Firstly, I would like to extend our deepest gratitude to our sponsors. They provide unique services and time to our club. We are thrilled to announce that **B3** has renewed their commitment as a Platinum Sponsor again this year. Their continued support has been instrumental in our club's training programs and members benefiting on new bikes and all things bikes. We will have many events this year for which you can attend.

We are also delighted to welcome **Middletown Trek** as a new Platinum Sponsor. Their partnership will undoubtedly contribute to the growth and development of our club providing events like we did with B3 last year which were very popular. Ward and I visited Jeff Bisbee and toured their facility and met their team. They are as excited as we are as we embark on this new relationship. More to come.

When Barb Bennett asked fellow JSTSers to step up and help take over our summer tour, Mike Lock from **B3** was the **only one** who answered the call. He has spent many hours behind the scenes setting up this amazing trip with lots of support from Barb and Rob Leitner. This year's tour has us exploring the northern section of Virginia's Shenandoah Valley. Having a partner like Mike has been amazing and I'm sure he will be as amazing as a host for this year's event. This is an event many of you will enjoy so please sign up when you can.

### The Club Postcard

We are also excited to provide the finished design of our club postcard. We recently sent a note to all the members who appeared on the photos to ask their approval to use and no one declined. We will be printing and distributing them ahead of our cycling season. We will be providing local cycling shops this point of sale tool to help with our membership goals.

### Spring Rides and Events

A special thanks to Barb Bennett and her team for their tireless efforts under way in planning our spring rides and events. We have some exciting activities lined up that we can't wait for you to be a part of. Many are excited about the new Remote Ride Series.

### Upcoming Meetings and Calls

Please mark your calendars for our first General Membership Meeting of the year in March which focuses on ride planning for the new season. We are also continuing the very popular Ride Leader monthly calls starting in March. These platforms provide an excellent opportunity for us to discuss our plans, address concerns, and share ideas.

### New Member Page

Am working with Mike Greaney, our current Board Member and Secretary on an updated page on our website for new members. We have solicited input from many of you and are in the process of collating the great ideas and will then update the page. When a new member joins JSTS, we want to make sure we bridge the gap into our club, what we offer and how we work.

## A Note From the President (continued)

### Bike Advocacy

Lastly, we want to continually acknowledge Ward for his ongoing work with bike advocacy. His efforts continue to make a significant impact on our cycling community.

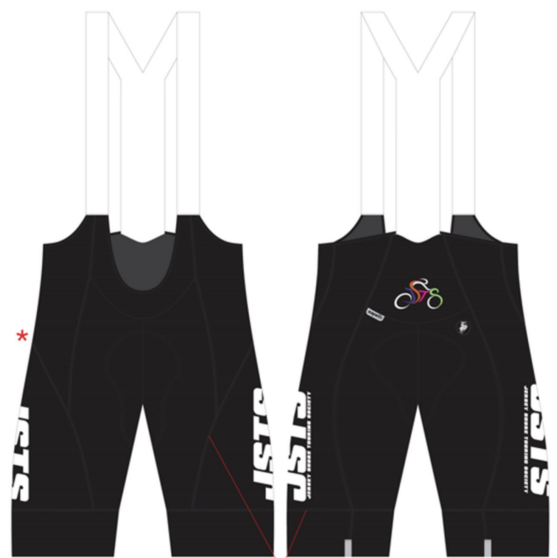
Thank you all for your continued support and involvement. Together, we are making JSTS a vibrant and inclusive community for all cycling enthusiasts.

### Gear Up with Our New Cycling Kit

Over the last 3 + Months, (and countless hours) I have had the pleasure to work closely with Rob Nuara, Ashley Sherman and Jean Roy on the kit project. We have been working diligently bringing life with our new JSTS logo and brand, reviewing and working with 6 vendors on design, quality of clothing and price. We are so pleased to announce the new JSTS kit. The new design not only represents our club's spirit but also ensures comfort and performance for our riders at a reasonable price point. We also want to express our gratitude to Jean Roy for his assistance to schedule fitting sessions for the new kits. We have a new vendor so trying the clothes on will be mandatory to order. His help has been invaluable in ensuring that our members find the perfect fit.

Thank you all for your continued support and involvement. Together, we are making JSTS a vibrant and inclusive community for all cycling enthusiasts.

Best,  
Pat Perrella - President, JSTS





# Hello Cyclists!

COME SHOP AT B3 BICYCLES

## TOP 10 REASONS TO SHOP AT B3 BIKES



### Quality

Our bikes are made with better materials and components, and assembled by the area's best mechanics.

### Selection

We have bikes for everyone, from kids to pros, in a wide selection of sizes, colors, and prices.

### Staff

B3 Bikes is proud to have the most skilled, knowledgeable and conscientious staff in the region.

### Focus

Our focus is bikes. This is what we know, this is what we do, this is what we love. We're a department store with one department: The Bike Department.

### Test Rides

We facilitate and encourage test rides, so that our customers can be sure they are getting a bike they'll love.

### Warranties

All of our bikes come with a lifetime manufacturer's warranty on the frame against manufacturing defects, and generous warranties on defective components.

### Support

If you have questions about what to ride, where to ride, how to ride, or how to maintain your ride, we're here for you.

### Parts & Accessories

We only sell good stuff, so you can rely on the stuff we sell to enhance your cycling experience, and to let you ride with peace of mind.

### Proper Fit

Most of the bikes we sell come in 3-6 different sizes, and our staff will help you find the size that you'll be most comfortable on. We also offer Master Level fits for the most demanding riders.

### Community

We go beyond the walls of our store to support our community. We contribute to causes you care about. We also run free weekly group rides, and hold free seminars on topics of interest to cyclists of all levels.



# The Paceline Newsletter

By Robert Nuara



## YOUR CYCLING CLUB NEEDS YOU

Over the past years, the JSTS Newsletter has gone from a simple monthly email with some basic information to a more professional style magazine, with a wealth of information and fun stuff. Your input will help continue to evolve the publication and keep the content fresh and relevant. Please contribute in one of the suggested ways below or surprise us. Even a few minutes a month will be appreciated and make a difference. Just drop me a note at: [thepaceline@jsts.us](mailto:thepaceline@jsts.us).

- What would you like to learn? I'll research it and feature it in Paceline
- Forward a link to a great article you have read.
- Have any new cycling equipment or gadgets caught your eye? Share it with the club through the Paceline.
- Send your ride photos with comments.
- Let us know about your cycling vacation trip. Don't like to write? I'll interview you.
- Any tips about health and nutrition is always welcome; send your source.

# How to Find Your Ideal Cycling Weight

By Jack Evans for Bike Radar

**Below are expert tips on aligning your weight, nutrition and training with your riding goals.**

Your ideal weight for cycling might not necessarily be as light as possible. It can be risky to lose weight through cycling and can be counterproductive in certain conditions and terrain. Besides weight, a host of factors, such as fueling and fitness, influence cycling performance. We asked four cycling nutritionists how to find your optimal weight for cycling and how to reach it, but also why you should be cautious about weight-loss targets.

## Why is weight important for cyclists?

Cyclists obsess over their weight, but power-to-weight ratio (W/kg) can have more influence on performance. The number of watts you can produce relative to your bodyweight determines how fast you can ride uphill. At the same power output, a lighter rider will ascend faster than a heavier rider. Therefore, raising your W/kg is the best way to improve your climbing. This will benefit you in hill climbs and mountainous sportives. You can boost your W/kg without losing weight or even gaining some by increasing your power output. This is why sport nutritionist Ellen McDermott, of McD Nutrition, puts less emphasis on the crude metric of weight. "I'm actually looking more at the watts per kilo equation and how do you fuel correctly so that you can smash out your five by five [minute intervals]," she says.



*Weight counts uphill but it's not the be-all and end-all elsewhere.*

## How to find your optimal cycling weight

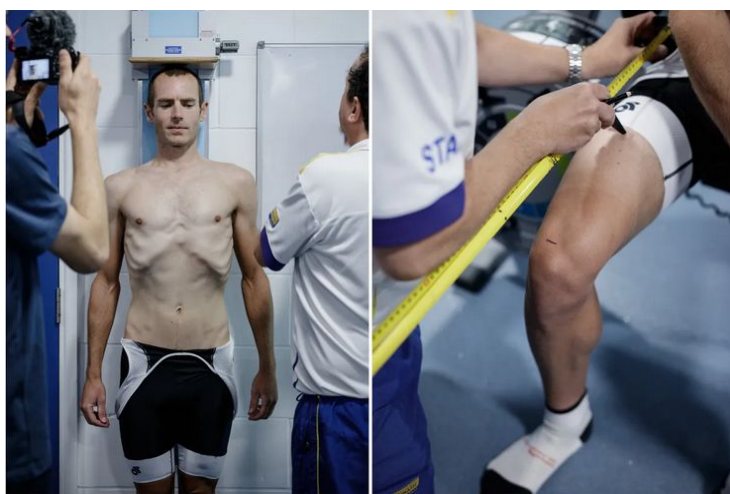
McDermott says you'll struggle to find your best cycling weight yourself. She says working with a coach and/or nutritionist one-to-one will help you look more objectively at your weight. They'll take into account its impact on your cycling performance, and physical and mental health. A lot of people don't have the budget or inclination for this though. So whether you're working with professionals or on your own, here are some factors to consider about your cycling weight.

## BMI

The limitations of Body Mass Index (BMI) for the general population and cyclists alike are well known. The index suggests a healthy weight range based solely on your height and weight. So it may class a short, muscular person as obese. Despite these flaws, McDermott says BMI can be useful to identify people at extreme ends of the spectrum. She

## How to Find Your Ideal Cycling Weight (continued)

would advise a rider with a BMI lower than 18.5 to gain weight. Nonetheless, BMI only informs a fraction of the conversation about weight in cycling.



*BMI is a rough guide to what your healthy weight range might be.*

### Body Composition

Body composition expressed as a person's body fat percentage is another way of looking at weight. Will Girling, a nutritionist at EF-Education Cannondale WorldTour, says: "The most optimal, healthy body fat percentage [for men] is around 10 per cent." He says such a percentage is obtainable and sustainable all year round for people with typical jobs. Your general health, such as hormone levels, shouldn't decline by being leaner though. And 13-15 per cent remains a healthy range for men, according to Girling. Girling says: "Women hold more fat than men, so a woman with 10 percent body fat would be crazy lean. That would be an Olympic athlete." A more typical body fat percentage range for female cyclists is 15-24 per cent.

### How to measure body fat percentage

The gold-standard way to measure body composition is a DEXA (dual-energy X-ray absorptiometry) scan. In addition to your bone density, this calculates your body fat percentage. Girling says: "This data definitively tells you what your weight is and where it should be to be optimal." Costing in the region of £125 / \$125, a DEXA scan isn't cheap. But for amateurs who are serious about optimizing their body shape for performance, Girling says a DEXA scan could be worthwhile, especially if they're not working with a nutritionist. Girling says: "Without one you are licking your finger, holding it in the wind and guessing [about your body composition]. It takes any bias you might have out of the window by being more objective." McDermott says a skinfold analysis is a cheaper, but less accurate test. Some universities in the UK offer a skinfold analysis from £50. Smart scales are not thought to be as accurate as either laboratory method. But prices range from £35 to £250 and you can use them when you want at home. Nonetheless, neither McDermott or Girling target a precise body fat percentage in their athletes. Performance on the bike comes first.





## How to Find Your Ideal Cycling Weight (continued)



*You might want to replicate a time when you enjoyed yourself on and off the bike.*

### Subjective indicators

To help them find their optimal cycling weight, McDermott asks her clients to reflect on what they've weighed in the past. They might want to try to replicate a weight at which they felt good on and off the bike. On the other hand, she says: "If they got to a weight and were getting sick all the time, not recovering well and feeling a shadow of their former selves, that's something we'd want to avoid."

### Horses for courses

Different cycling events favor different body shapes, so your optimal cycling weight will depend on the type of riding you do in which conditions. Girling says: "Losing weight is beneficial to a point, depending on what your overall goals are. If you're doing an event that involves a lot of climbing, it is something worth considering and doing. But there is an overall focus on losing weight

and more people sacrifice potential watts that could be gained." For example, a rider could lose weight and increase their W/kg but see their Functional Threshold Power drop. Time trialists and criterium racers, or non-racers who enjoy fast group rides, probably don't want this. In conversation with a good nutritionist or coach, Girling says they might decide "there is more scope to increase power. If you gain weight, both your watts per kilo and total power could increase." This way they'd avoid the potential pitfalls of losing weight. In bad weather, a high power-to-weight ratio and low body fat percentage could be detrimental. "Say, for example, you go over to Belgium and it's snowing," says McDermott. "Then you're at risk of being too cold in a race that's going to last three to four hours. And if you can't feel your fingers and your toes, then you're not really at an advantage there. So that's one of the places I would 100 per cent say that's [low body fat] not really a target for you."



*Often, power and resilience are more important than low weight.*

## How to Find Your Ideal Cycling Weight (continued)

### Cycling's weight problem

Due to the sensitivity of surrounding weight in society and cycling, McDermott says: "You have to be really careful when talking about body weight. Because of people's perception of it, they get stressed about it and that stress can lead to a reduction in body fat loss or retention of body fat." Instead, McDermott will rarely set a specific weight-loss target with an athlete. If the rider is preparing for a hilly event five weeks away, where weight loss could be beneficial, she says they'll establish a feasible calorie daily deficit for that time period. Then they'll see where that deficit leads in terms of weight loss.



*In the cold, a low body fat percentage can be a curse, not a blessing.*

### How to eat to reach your ideal cycling weight

The advice below is general, so consult a qualified medical professional before attempting to dramatically gain or lose weight.



*Lean protein will help you maintain muscle without consuming excess fat.*

### Prioritize protein

Protein becomes even more important for cyclists with a caloric deficit. You risk losing muscle, and with it power, if you don't consume 2g/kg body weight a day, says Girling. With ample protein intake, Girling says you can increase lean muscle mass in a moderate energy deficit of about 500 calories – especially while strength training. A 500-calorie deficit will result in weight loss of about 300-400g a week. Don't be frustrated by the gradual speed of this decline and cut calories further. "You have a high risk of not recovering, becoming overtrained and having all sorts of negative effects," says Dr Asker Jeukendrup, head of nutrition at Visma–Lease a Bike. McDermott says only people who have a lot of weight to lose might be able to shed closer to a kilo a week, at least initially.

### Cut Fat to a minimum

The number of calories cycling burns mean carbohydrate and protein requirements of cycling training are high. Therefore, to create

## How to Find Your Ideal Cycling Weight (continued)

a negative energy balance, you have to reduce calorie intake elsewhere. Dr Podlogar says: "Going relatively low in fat for amateurs can be more important than for professionals." While a professional might require 5,000 calories a day and an amateur 3,000, he explains that "carbohydrate demands can be pretty similar". This leaves an amateur less room in their calorie budget to fill with fat. To achieve this, McDermott advises consuming quality sources of protein that contain less than five percent fat.



*A low-fat diet could be important for amateurs and pros.*

### Which cyclist might need to gain weight?

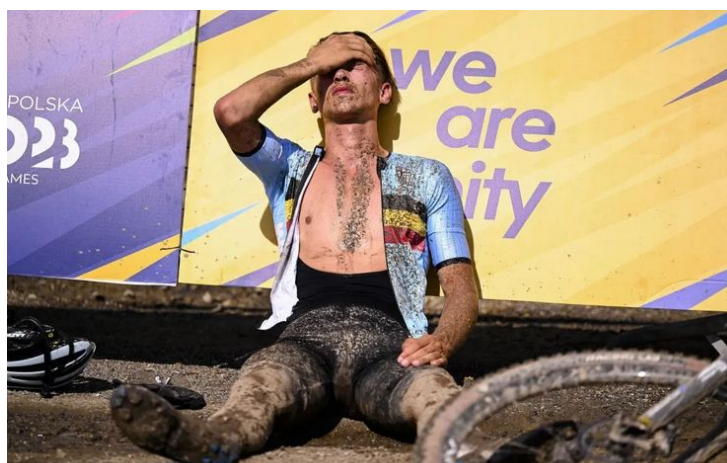
McDermott often advises lighter cyclists, especially young men, to gain weight so they can produce more power to keep up on the flat. "They often struggle to eat enough because their metabolic rate is so high. As an example, a BMI below 18.5 is a red zone for me. I'll look to increase their body mass from there," she adds. Such a low BMI may inhibit recovery and a rider's ability to push enough power on the flat and downhill, according to McDermott.

### Is it worth losing weight?

While losing weight, the quality of your important workouts could decline. As a result of low energy, you may also feel sluggish after training. In a worse-case scenario, this could escalate into a health issue, such as RED-S.

### Impact training

Being in a calorie deficit may adversely impact your interval training. Jeukendrup says: "One of the things that weight loss does is it makes it harder to exercise there [at high intensity]. "There's no question about it. It makes it harder to recover." Jeukendrup's message is not to lose sight of why you're trying to lose weight. "I think the training almost has to come first, right?" he says. "Some people have to lose weight for other reasons. But most of the athletes that I work with want to lose weight to be competitive." With this in mind, Dr Podlogar never recommends that riders lose weight during races or hard blocks of training. The same applies to an amateur cyclist training for a sportive. If desired, weight loss should come earlier in the training plan.



*If your cycling training is leaving you exhausted, you might need to eat more.*

## How to Find Your Ideal Cycling Weight (continued)

### Loss of Progress

You have to lose weight carefully so it comes from body fat, according to McDermott. "If that weight loss comes from muscle mass, then I haven't done my job." Loss of muscle will decrease power. And as Jeukendrup says: "If you lose a lot of weight, but your power drops, you haven't gained anything. If anything you've done damage." There is also a link between under-fueling and under-recovery, which can lead to regular illness and overtraining, according to Girling.

### Disordered eating

McDermott has seen cyclists develop an unhealthy relationship with food while losing weight. She says: "They start losing weight and they can't stop. There are so many negative effects of being in a calorie deficit for too long or too high a deficit for too long. It starts to have a psychological impact on their eating behaviors and I have seen people develop an eating disorder, literally because they don't understand enough beyond what the numbers on the screen are saying." As outlined above, numbers such as total weight and W/kg don't necessarily translate into better cycling performance. Side effects of weight loss, including illness and low energy, could outweigh the potential benefits.

### Red-S

Another risk associated with low body weight and under-fuelling is Relative Energy Deficiency in Sport (RED-S). Caused by

long-term, inadequate energy intake, this condition can affect endurance athletes. It can interrupt periods in women and lead to low body density in both sexes. McDermott says: "Low or elevated levels of thyroid and cortisol hormones combined with other indicators like low bone density, low BMI and low resting metabolic rate compared to their predicted rate are red flags of chronic under-fueling." If your under-fueling is less serious or prolonged, you may struggle to sleep after a hard session or feel drowsy in the afternoon following a morning ride, according to McDermott.

### Do you need to be at your ideal weight?

Unless you are what Girling calls a professional or "ambitious amateur", your weight might not matter, especially if it isn't detrimental to your enjoyment of cycling. After all, there are many benefits to cycling besides being lean.



*Cycling is enjoyable without being rake-thin.*

# CYCLING CAN REDUCE PROSTATE CANCER RISK BY 35%

By James Howell-Jones, Junior Writer for Global Cycling Network



*Cardiovascular exercise can dramatically reduce your chance of getting prostate cancer.*

Men whose fitness improved 3% in a year were significantly less likely to develop cancer than those whose fitness had declined

A [new study](#) has found that men can significantly lower their chances of developing prostate cancer by doing more cycling, jogging and swimming.

Men who increased their fitness by 3% in a year were found to be 35% less likely to develop prostate cancer than men who had let their fitness decrease.

The results have prompted the researchers to encourage men to increase their cardiorespiratory fitness. The researchers said that the results "highlight the important role of supporting the general public to increase their CRF (cardiorespiratory fitness) or aim to reach moderate fitness levels".

The study's co-author, Dr Kate Bolam, said that given the findings, men should "think about activities that you think are enjoyable that raise your heart rate that you could add to your weekly routine".

The study, published on 30 January in the [British Journal of Sports Medicine](#), was performed by the Swedish School of Sport and Health Sciences and used data from 57,652 men.

For each, the researchers analysed the results of at least two cardiorespiratory fitness tests, their physical activity levels, height, body mass index (BMI), lifestyle and perceived health. Annual cardiorespiratory fitness measurements were expressed by the amount of oxygen the body uses while exercising as hard as possible.

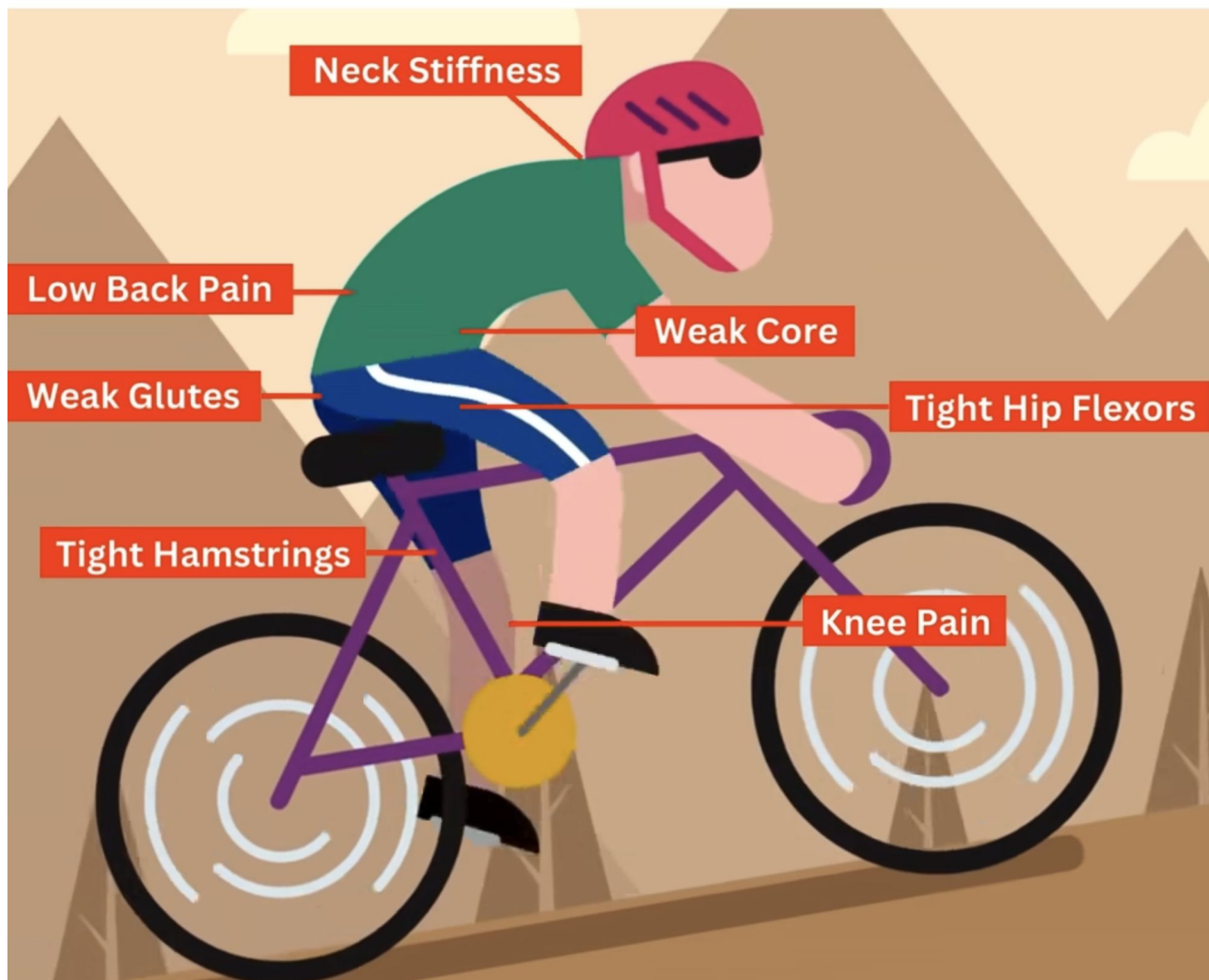
On release of the new study, Simon Grieveson, assistant director of research at [Prostate Cancer UK](#), said: "This is an interesting piece of research that adds to previous studies showing possible links between exercise and a lower likelihood of getting prostate cancer.

"Regularly keeping fit and eating a balanced diet are good for every man's general health and wellbeing – however, we don't know definitively whether physical activity can lower a man's risk of getting, or dying from, prostate cancer.

Matt Lambert, health information and promotion manager at World Cancer Research Fund, said: "It is widely known that having a higher level of cardiorespiratory fitness is important for our health and longevity, but it can also be protective against certain diseases.

"This insightful study adds to the evidence around how risk factors such as fitness may play a role in reducing men's risk of prostate cancer."

## 7 SIGNS YOU NEED TO START STRENGTH TRAINING



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**This is the perfect time of the year to do your strength training and yoga exercises. The work will prove beneficial for the outdoor season.**

# New Product News & Equipment

## Look introduces new Keo pedals

<https://www.bikeradar.com/news/look-keo-blade-pedals-2024>



## New Enve Handlebars

<https://www.bikeradar.com/news/2024-env-e-ses-ar-one-piece-handlebar>



## Best Front and Rear lights

<https://www.bikeradar.com/advice/buyers-guides/best-bike-lights-for-road-cycling>



## 2024 Women's WorldTour team bikes and equipment. Who's riding what?

<https://www.bikeradar.com/features/pro-bike/womens-worldtour-bikes>



## New Product News & Equipment

**You can buy Eddy Merckx bicycles again**

<https://www.bikeradar.com/news/2024-eddy-merckx-bikes-range>



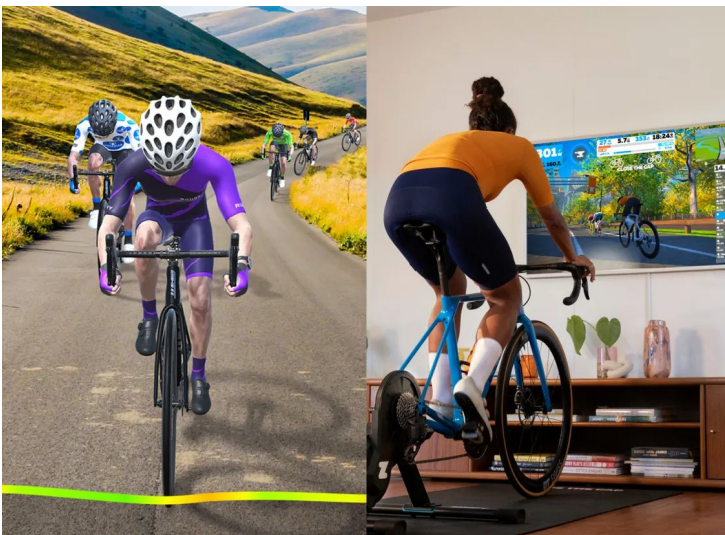
**Best Waterproof Jackets**

<https://www.bikeradar.com/advice/buyers-guides/best-waterproof-jackets-for-cyclists>



**Rouvy vs. Zwift- Which is better for you?**

<https://www.bikeradar.com/advice/buyers-guides/rouvy-vs-zwift>



## WELCOME New Members



Chris Vigliarolo

Jeff Burman

Thomas Carson

Carol Carson

Dan Rodgers





## Member Spotlight

### Victoria Cofone by David Cofone

From May 4-26, 2024 the Giro d'Italia, as part of the UCI World Tour/Grand Tour will take place in Turin Italy. As a prelude to this 107 year old race, the organization holds 'Ride Like A Pro' events in 6 Countries. 'Ride Like a Pro' race events have been held in Spain, Mexico, Ecuador, Brazil, China and this for the first time, Saint Augustine, Florida in the USA.

I sent my JSTS cap down to Saint Augustine Florida just in time to shield my sister in law's head from the sunny climate. The cap was there but the sun was not. On race day morning, the start was a balmy 48 degrees. The temps never made it past 50 for the day. Not your typical southern weather for a bike race.

Victoria rode in the 1<sup>st</sup> annual Giro d'Italia Ride Like A Pro USA Gran Fondo and Ragazzi. The Giro d'Italia (Tour of Italy) is one of the stops on the UCI Grand tour racing circuit. The folks at Giro want to bring awareness of the actual Grand Tour, Giro d'Italia to countries throughout the world by holding these regional events for cycling fans and enthusiasts. Pre-race carb loading the night before featured a pasta dinner and the course was dotted with all sorts of snacks and hydration. There are three race courses. The Piccolo (33 miles), Medio (60 miles and the Gran Fondo (86 miles). Victoria raced in the Piccolo (33 miles) placing 2<sup>nd</sup> in her age group. The Giro was held over two days, The fun ride on Jan. 13 and the race on Jan. 14.

Victoria Cofone, a past member of the JSTS when she lived here in the Garden State with her husband-Michael Cofone, moved to St. Augustine Florida 2 years ago when she and



Mike retired. She is an avid cyclist who loves to throw down with riders 20 years younger. She will often take off on 80-100 mile solo rides on the spur of the moment. She once famously donated blood the day before she rode the Twin Lights Century.

Vicky has fond memories of riding with JSTS. Even though I am her awesome brother in law, her fondest memories with the club were listening to Eric Bonnett's jokes and John Hayes leading rides with plenty of hills. She favors hills and distance. I will quote her words, 'the people in the club are very nice and supportive'. Vicky is a people person and felt extra comfortable riding with other women in the group. She does miss having a club to ride with down in St. Augustine. She often asks me to tell the folks in JSTS to come on down and ride historic Saint Augustine. She thinks it would be fun to have a special JSTS tour d'Saint Augustine.

**MEMBER SPOTLIGHT VICTORIA COFONE, CONTINUED**



**JSTS:** When did you start cycling seriously?

**Victoria:** I started riding as a child of course but started getting into serious cycling after graduating college. I bought a Dawes 10 speed. It cost \$110.00 on sale from \$475.00, remember those days? After the Dawes I purchased a Daccordi 50<sup>th</sup> edition. My career as an international flight attendant allowed me to pick it up right in Italy and bring it back to the states. When I was 25 I had a water skiing accident and tore the Ligaments in my knee. After surgery the Doctor told me no more sports that would put lateral strain on the knee. He told me I would need another surgery in about 10 years. That was 37 years ago and still no extra surgery. I believe my years of riding is the reason. I am currently riding an Orbea Aqua Dama. I average a shade over 100 miles per week. My normal, almost daily ride takes me to the Saint Augustine Lighthouse where I climb to the top, then ride home.

**JSTS:** Are your husband and son cyclists?

**Victoria:** Yes, my husband Mike was a racer with the ABC club back in the 80's. He owned a gas station and I stopped in to get air in my Daccordi tires and he helped me. We started talking about my bike and he brought me into the office where he kept his hand made

Holdsworth racing bike. He kept it at work so he could take off and ride whenever he could get away for an hour or two. He is my trainer and crew chief. We will celebrate our 34 year anniversary this June. My son Michael started riding when he was 5 and really got into it until he discovered rowing in High School. The rowing took over and he used his Riddly time trial bike as a training aid.

**JSTS:** Tell us about your current bike/kit?

**Victoria:** I ride an Orbea Aqua Dama in beautiful gray and pink, with Sram Rival group set. My dear brother in law Dave suggested the Voler brand riding kit for it's comfort and durability. My new favorite is the Giro d'Italia jersey I won for my podium finish. I have a pair of Sidi clipless shoes. I'm on Mavic tires but will be changing to Vittoria tires. Brother in law David wants me to upgrade to an all carbon fiber bike but my husband is an old school racer and thinks I should get a vintage steel frame with Campagnolo group set and tubular tires, or as David says, 'a rusty old bike on wooden wheels.

Next year's Giro d'Italia Ride Like A Pro USA Gran Fondo and Ragazzi, will be held January 18 & 19 2025 in Saint Augustine Florida. They are planning to make this an annual event and it promises to be bigger and better.



# 2024 JSTS Event Leaderboard

Member Participation in JSTS Events, Rides & Meetings

| #  | First   | Last       | Count |
|----|---------|------------|-------|
| 1  | George  | Gregorio   | 20    |
| 2  | Bryan   | Hrycyk     | 20    |
| 3  | Thomas  | Trank      | 15    |
| 4  | Barbara | Chroman    | 14    |
| 5  | Russell | Deady      | 13    |
| 6  | Joel    | Brown      | 11    |
| 7  | Tom     | Kelly      | 11    |
| 8  | Jose    | Fernandes  | 10    |
| 9  | Robert  | Schwarz    | 10    |
| 10 | John    | Facciponte | 9     |
| 11 | John    | McNamara   | 9     |
| 12 | Al      | Pardo      | 9     |
| 13 | Stacy   | Ropp       | 9     |
| 14 | Larry   | Rossi      | 9     |
| 15 | Patrick | Bisogno    | 8     |
| 16 | Frank   | Lupo       | 8     |

| #  | First   | Last      | Count |
|----|---------|-----------|-------|
| 17 | Randy   | Gumpel    | 7     |
| 18 | Mark    | Schussel  | 7     |
| 19 | Eric    | Stacer    | 7     |
| 20 | Gerry   | Brinkman  | 6     |
| 21 | Steve   | Frommer   | 6     |
| 22 | Russ    | Meseroll  | 6     |
| 23 | Alan    | Zwiebel   | 6     |
| 24 | Mikhail | Giller    | 5     |
| 25 | Jaime   | Morales   | 5     |
| 26 | Hank    | Steinberg | 5     |
| 27 | Dante   | D'Orazio  | 4     |
| 28 | Ward    | Kradjel   | 4     |
| 29 | Rich    | Pinnola   | 4     |
| 30 | Michael | Rauchwerk | 4     |
| 31 | Joanne  | Stavola   | 4     |
| 32 | Linda   | Wilson    | 4     |

## 2024 JSTS Membership Data

MEMBERSHIP represents the PAID Memberships, which translates to JSTS income. A Family Membership is typically 2 members. For financial analysis, it is important to look at MEMBERSHIP counts.

- **290**= number of renewed MEMBERSHIPS for 2024 (244 Individual; 36 Family; 10 Lifetime)
- **11**= number of new MEMBERSHIPS for 2024 (9 individuals, 2 Family)

**Total Members**

- **266**= number of Individual MEMBERS for 2024 (244 Individual; 9 New; 10 Lifetime Member; 3 Lapsed renewed\*)

### AS OF END OF FEB

| 2024                 |            |           |                |            |
|----------------------|------------|-----------|----------------|------------|
| *** MEMBERS ***      | Renewed    | New       | Lapsed Renewed | Total      |
| Individual Member    | 244        | 9         | 3              | 256        |
| Family Member        | 75         | 2         |                | 77         |
| Lifetime Member      | 10         |           |                | 10         |
| <b>TOTAL MEMBERS</b> | <b>329</b> | <b>11</b> | <b>3</b>       | <b>343</b> |

| 2024                          |            |           |                |            |
|-------------------------------|------------|-----------|----------------|------------|
| *** PAID MEMBERSHIPS ***      | Renewed    | New       | Lapsed Renewed | Total      |
| Individual Membership         | 244        | 9         | 3              | 256        |
| Family Membership             | 36         | 2         |                | 38         |
| <b>TOTAL PAID MEMBERSHIPS</b> | <b>280</b> | <b>11</b> | <b>3</b>       | <b>294</b> |

|                                    |   |
|------------------------------------|---|
| Currently Active Trial Memberships | 0 |
|------------------------------------|---|

*NOTE: "Memberships" does not include additional family members. It only includes the bundle administrators.*



# Corner

# 2024





# Corner

# 2024



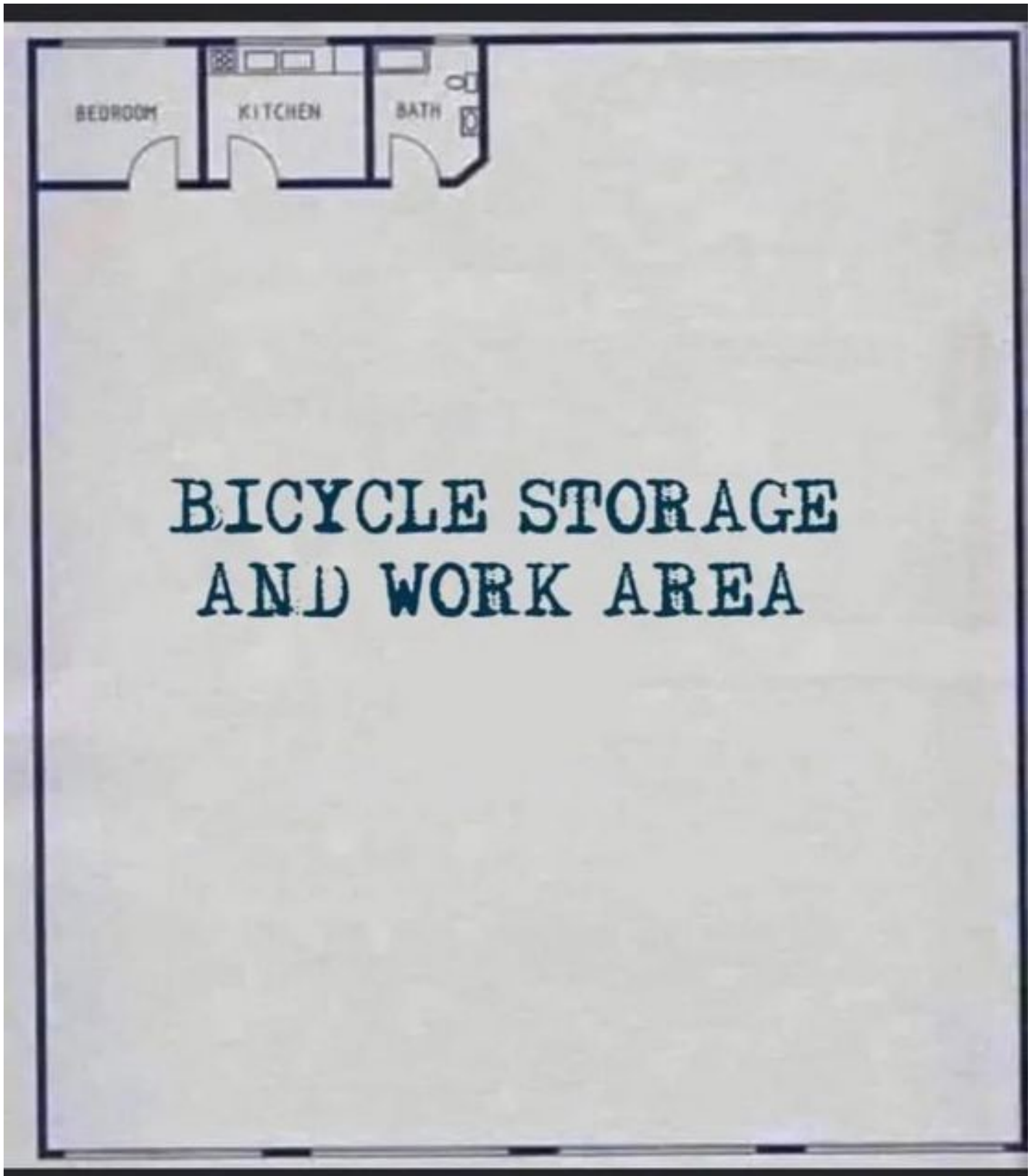


# Corner

2024



# CYCLING SHORTS





# CYCLING SHORTS

*Imagine,  
if you will...  
it's 2024, and  
the price of  
a high-end  
bicycle is  
\$15,000+*

*Welcome  
to the  
Twilight Zone*



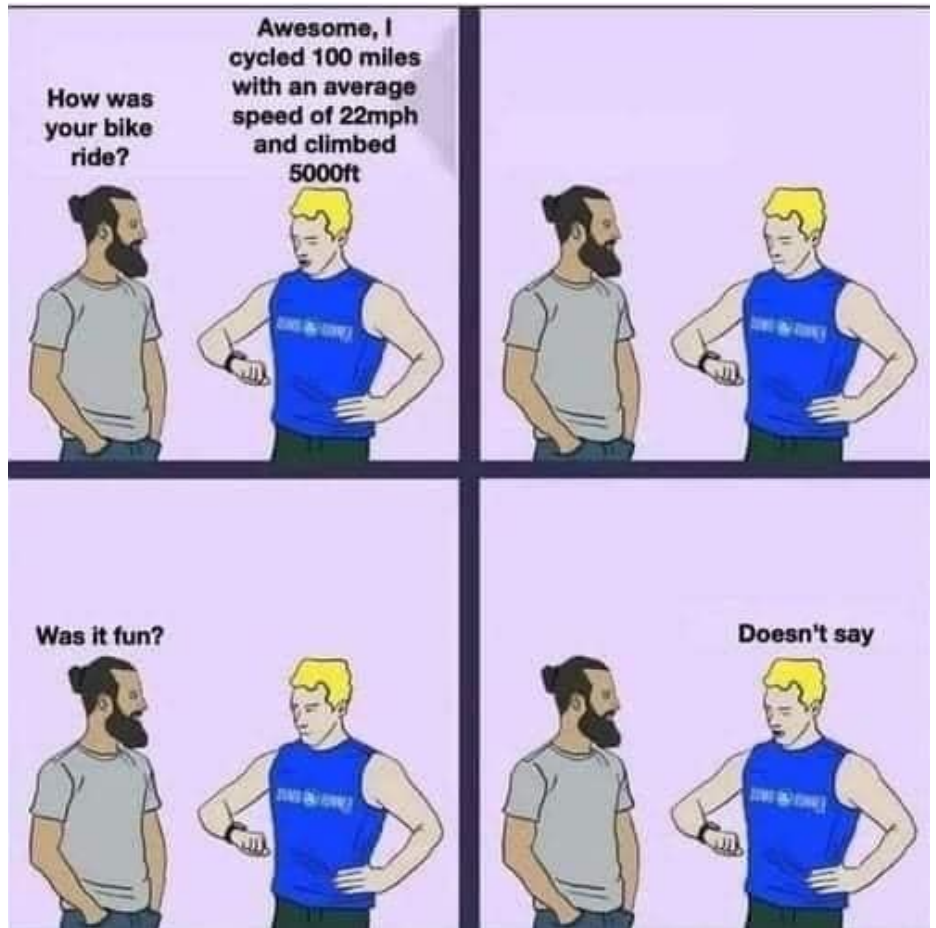
**A Beastly looking paceline**



Them-  
**IT'S TOO COLD TO RIDE**



# CYCLING SHORTS



Me: What can I do to get healthier?  
 Doctor: Use a bicycle and cut the carbs  
 Me:



**HER: LOOK ME IN THE EYES AND TELL ME YOU'RE NOT BUYING ANY BICYCLE PARTS**



# CYCLING SHORTS



Whenever I see someone biking faster than me, I assume they aren't going as far.

