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The Shore Thing

THE *JERSEY SHORE TOURING SOCIETY*
KEEPING BIKE RIDING FUN SINCE 1981

Our retiring JSTS President reflects on the past two years

Seven Questions for Harold Brenner

The Shore Thing caught up with Harold Brenner just as he was completing his two terms as JSTS President. We asked him to reflect on his tenure.

Why did you decide to run?

It is quite simple, I like to give and I like to volunteer. Being president of JSTS is not the first time I served in this capacity. I was president of the New York Chapter of EASA (Electrical Apparatus Service Association.) This is an international organization that my company is a member of. I served on membership committees for a co-op of a large apartment complex in Brooklyn, NY as well as my local synagogue here in New Jersey.

From my first pedal stroke (on a two wheeler) at the age of seven, if I wasn't riding, I was thinking or planning on riding. So, being part of the process is how I was able to bring my ideas and goals to JSTS. Running for this position was a natural for me and the time was right.

What did you hope to accomplish?

Fitness awareness was a big part of my agenda. Presenting interesting and informative meetings was a top priority as well as encouraging others to take a more active role in club affairs. Returning to what I believe is a more personal approach to our rides, by having individual ride leaders listed on the ride schedule, instead of "volunteer needed".

What were your biggest surprises in the job, good and bad?

My biggest surprise is how dedicated a ride coordinator the

club has. I had no idea who Barb Bennett was prior to becoming a board member. I got off to a rocky start with our ride coordinator, primarily due to not following protocol. As time passed Barb has become one of my staunchest allies and a great advisor.

I really don't like to focus on the "bad", however, since you asked the question, here it is. Actually, it is not a surprise when I say "no matter how hard you try, you can't satisfy every member." However, the diversity of JSTS makes it possible for every member to have their cycling needs met.

A very challenging part of the job—which was a surprise for me—is the amount of email required to perform these duties. I now have email folders and sub-folders that include JSTS, elections, blood drive, buy/sell, meetings, frostbite, holiday party, clothing, newsletter, picnic, volunteers, ride leaders and all our special rides have their own folders too.

What do you see as your most satisfying accomplishments?

Seeing the club grow by more than 25% in my two years would have to be up there. Leading a spin class for our members at Centra State Health and Wellness Center was a thrill. Achieving most of my goals for the club, by having interesting speakers on nutrition, multi-sport training, meetings which included a spin class and winter meetings in the morning to allow members that can't make evening meetings would certainly round up my satisfying accomplishments.

I am also pleased that I was instrumental in getting the Saturday

rides at MJT off the ground. It is no surprise this ride is a success with such a large percentage of our membership living in close proximity to this park.

What did you hope to get done but have not yet achieved?

Even though I see some new faces taking an active role, I was hoping to see a greater participation by our members in this area.

If I had more time, I would have personally visited our local area bike shops.

Establishing guidelines with a structure guiding when and where rides should be added to our schedule.



What are your wishes for the future of the club?

JSTS is and has always been a club that focuses on the social rather than the competitive aspect of riding. Keeping on this path would certainly be the prudent approach to take. With

that being said, we have attracted many local tri-athletes who enjoy riding and training with our various pace groups. We should acknowledge their presence and accomplishments.

What is your vision of and for the club? How did that change over the past 2 years?

I see JSTS as a club with a solid foundation of caring and dedicated members. Our involvement in community is unparalleled by any other bike club. I see members opening their homes for social events, large and small. I see seasoned riders taking newcomers under their wings, sharing their wealth

of knowledge and experience. My vision is for JSTS to keep on riding and keep on caring.

Handy Hints for repairing a delinquent derailleur

Hang In there!

Sooner or later, gear shifting will become erratic. Sometimes, a cable adjustment will make things right again but other times, those bad shifts will be a result of your rear derailleur coming out of alignment. Sometimes, the alignment issue is a result of the bike falling over on its right side (hopefully, without you on it). When this happens, the derailleur hanger might be bent, even so slightly that you can't see it.

Recently, my bike fell on its right side and luckily, I was able to gradually and gently nudge the hanger back to true. What I didn't realize is that it caused the hanger screws to weaken and ultimately break. Yesterday, when I had the rear wheel off to replace my tire, the derailleur fell off the frame. Luckily, I was able to get it back together temporarily but the tech at Beacon Cyclery confirmed that my hanger needed to be replaced.

Unfortunately, my KUOTA frame is so unique that his normal suppliers didn't have a replacement hanger that would fit the frame. Instead, he recommended that I visit Derailleurhanger.com

Sure enough, this Colorado-based supplier had what I needed and the part is on its way. So my message is two fold:

1. Be careful with that rear derailleur. If it takes a direct hit as a result of a fall, the hanger might be bent.

2. Make this web site a Favorite. You never know when you'll need to replace your rear derailleur hanger

~ Jeff Mines

Wally Tunison, Bicycle Hub of Marlboro, responds:

Thank you for your thoughts on the derailleur (der) problems you experienced. Most of the time your local bike shop can get the part for you, although in this case, maybe not.

While a simple breakaway der hanger replacement may solve your problems, the damage often goes a bit deeper than that.

"The damage often goes a bit deeper than that".

Before any der hanger is used and after it is installed, we suggest you align the dropouts with a pair of Dropout Alignment tools. These tools effectively allow the mechanic to "face" or make the two dropouts parallel. If after

that you install the wheel into the dropouts, you will see the improvement.

Tighten the hub in the dropout to hold it parallel. Using a Der Hanger Alignment Tool, the hanger then needs to be "faced" (or aligned) to align the hanger to the wheel. Once this is done the der is attached and visually inspected. If the der is at all out of alignment to the wheel, a small tweak may fix it. If not, then toss the der and put a new one on. Check the new

one for alignment. When the der is adjusted after the alignment described above, riders should make it their habit to glance at the der of their bike as they go to mount up. If you get a good normal visual on any part of your bike as you go to ride it and it appears odd, always stop and figure out what looks odd and address it. If not, one will be back at the beginning of this email. Bypassing these steps can often take out your wheel set

too, so please consider this task for a pro.

The tech at Beacon gave one other very helpful piece of advice:

When you finish your bike ride, always put your derailleurs in the smallest gear positions. This takes the load off the derailleur springs and will extend the life of these expensive parts.

JSTS Members plan to ride 208 miles through New Jersey on June 9.

The Longest Day

Although astronomers believe the longest day is the summer solstice, intrepid JSTS members look forward to the annual double century. CJBC presents the 32nd annual Longest Day Ride on June 9, 2012.

On June 20, 1980 a dozen or so adventurous riders from the Central Jersey Bike Club left the High Point Monument at 4 am, rode about 200 miles south through the rain and arrived in Cape May around 10 pm that night. Having learned from that



Are any of these JSTS Members looking forward to the Longest Day?

SMARTER RIDING

The Jersey Shore Touring Society



The Jersey Shore Touring Society Inc. is a 501(c)(7) tax exempt organization. We are a club whose primary focus is on social, rather than competitive bicycling. We have "leader led" as well as "route sheet" rides. On a leader-led ride, the group stays together, going only as fast as its slowest member unless there is an advertised minimum pace. On a route-sheet ride, riders can proceed at their own pace, or ride along with others of the same ability. The route sheet prevents getting lost in case of riders separating.

JSTS welcomes newcomers to our club rides and requires that each rider wear a helmet and complete a waiver available at the pre-ride sign-in. We have monthly meetings planned for the second Monday of each month, and we publish a monthly newsletter viewable at our web site (www.jsts.us). If you like the club, please join by paying the annual dues.

ordeal, the next year they made hotel reservations at both ends, left at 5 am and finished about 6 pm. Since then many JSTS members have joined in and completed this arduous yet gratifying event.

CJBC's Longest Day ride is now an annual self supported, double century, double metric or century route (your choice). The majority of the riders prefer to do the double century. It starts in Port Jervis, NY, near the NJ High Point Monument, traverses the north-western part of NJ closely following Route 206, then moves east in the plains of Central Jersey and then through the

Pine Barrens down to Cape May. The first third is hilly but not too steep. In the central and southern part of the state the traffic drops off and so do the hills. The route rolls through the acres of farm lands and the NJ Pine Barrens finally reaching the Cape May Lighthouse. Fortunately the route completely avoids the industrial regions of our garden state.

JSTS club member Jeff Mines is organizing a group to train and ride again this year. If you are serious about testing your mettle, contact him for more information, or visit the Longest Day website.

Club Member William Cruz Completes the Florida Ironman Triathlon

My Ironman Florida: I did it! Top 34%



“Rachel what time are you going to get up?” I asked on race morning, Saturday November 5, 2011 in a condominium in Panama City Beach, Florida. I got up early to get ready for the biggest racing event in my life, a full Ironman that I was aiming to complete in twelve hours.

Rachel, my girlfriend, who was sleeping, groggily turned to look at the clock on the bedside dresser which read 3:45 AM. “Ugh!” She groaned. “I am not getting up at friggin 3:45AM” and rolled over and went back to sleep.

I had to get up this early to eat a big, over 1,000 calorie breakfast. But I had an anxious stomach and was only able to eat one English Muffin, a cup of coffee and two bottles of Ensure (250 calories each).”

Prerace

There were 15 MPH winds the two days before the race which made me anxious. These types of winds would wreak havoc on all three legs of the race.

Race Morning Swim.

It was 50 degrees while waiting on the beach at 6:10 AM in the dark for the sun to rise. I went for a warm-up swim and found the water to be 70 degrees and felt better in the water than out.

“Ka-boom!” Went the cannon and just like that 2,439 triathletes, in wetsuits, rushed into the water. I tried to get near the front because I know I tend to finish in the top 20% of the swimmers so I wanted to distance myself from the 2,000 swimmers that I would beat. There was no use. I got hit on the head, kicked on my goggles, my feet were pulled by people swimming behind me. “Just keep swimming. Will” Just keep swimming.



Exiting the water a guy in front of me and turned around and said “Hey William.” It was Doug Rice, the founder of the Sandy Hookers Triathlon Club, and owner of Race Forum magazine, NJ’s premiere race information magazine. “Hey Doug!” I smiled and we hugged each other. Doug said “Have fun out there” and we both ran to the finishing mat. I crossed the mat in 1 hour and 8 minutes which was the 506th out of the 2,439 racers (top 20.7%) (1:37/100 yard pace). I expected a 66 minute swim but it was close enough.

Strippers on the Beach

There were wetsuit strippers on the beach. I pulled down the top of the wetsuit, laid on my back on the sand and two people pulled off my wetsuit. Afterward they handed me my wetsuit and stuffed a \$1 bill in my triathlon shorts.

I got hungry during the end of the swim so in transition I ate a Kellogg’s breakfast bar. My transition time was very long at 13:32 because of the crowding around the bag with my bike



gear. There was a long run in Transition 1 from the dressing tent to the bike, and you had to run in bike shoes. It’s like running in high heels and sounds like it too. I put on a fluorescent green sleeveless jacket and arm warmers because I knew I would get cold on the bike at 50 degrees and with the wind I expected.

Bike

My strategy was to ride using my Power meter to guide my exertion. I wanted to average 170 Watts on the bike. But my heart rate was too high at 150 beats per minute (bpm) . I needed it closer to 142 bpm. So I reduced the Watts to 150 Watts but the heart rate stayed high at 148 bpm.

There was a headwind the first half so I was not able to ride my desired pace of 18 MPH, I just watched the Garmin power



meter and kept my power at 150-160 Watts.

I was becoming disillusioned between mile 40 and 56 at my slow pace on the bike, 15 MPH, and I was working hard to maintain this pace. I felt the race was slipping away from me. This was a low point for me.

I stopped at mile 56 to get my “special needs” bag. I drank two bottles of Ensure (500 cal) which were delicious. “Heavenly.” I swapped my bottles for new bottles of my energy drink “Accelerade and Carbo-Pro,” removed my sleeveless jacket, and arm warmers and put them in the special need bag and handed it to the volunteer.

We had a tailwind on the way back and I felt like a new man after taking in the Ensure. I was going much faster now 19-21 MPH and my power was in the 140 Watt range.

The hardest part on the way back was the last 6 miles on bike which was fighting the wind coming from the east again. I slowed to 14-15 MPH. “Ride it in easy Will” I coached myself out loud. “Get the legs ready for the run...keep the cadence high.” My cadence was around 90-100 RPM.

I finished the 112 mile bike ride in 6:11:45 which was 18.08 MPH. I just met my goal of 18 MPH. “Yes!!!” Check out my ride on Garmin’s website at <http://connect.garmin.com/activity/127193237>.

Transition 2 (T2)

I gulped down two more bottles of ensure (500 calories) which I kept in an insulated bag. They were nice and cold and it tasted good. I put on my Garmin ForeRunner GPS and changed into my running compression shorts.

Run

I saw Rachel coming out of T2 and she flashed her beautiful smile that I love and cheered me on. It was so motivating to see her.

I felt good on the run and wanted to average 10 min/mile. But I was running too fast in the beginning at 9 min/mile pace.

At mile 1.5 there were people dressed up in costumes. Elvis was there. And a bunch of people were dressed in S&M costumes. One lady dressed in a black bustier, black high heeled boots and with a whip in her hand said to me "you look great" and whipped me gently as I ran by." I laughed... it felt good. "Thanks" I yelled looking back over my shoulder and cracking up.

The legs felt strong. "Slow down William, save it for the last 6 miles." It took me about five miles to settle into my pace. My strategy was to keep my heart rate at 142 bpm and pace between 9:30-10:00 min/mile. It was sunny and cool at 70 degrees.

I felt good at the midpoint, mile 13.1, and was averaging around 9:35/mile.

I looked at my Garmin and saw that I was on target to come in just under twelve hours. I had only a five minute cushion to meet that goal, so I knew I could not walk, not even one mile.

It was a two-loop course so I ran by the spot where the S&M cheerers were again and got whipped for the second time. (it felt good again). LOL. I love the volunteers at Ironman Florida.

The fatigue was settling in at mile 15. I saw people walking and started my mantra "William you did not come to an Ironman to walk. You can walk all you want in two hours when it's over." I kept saying to myself:

- I did not come here to walk.
- I did not come to an Ironman to walk.
- I trained well...don't walk
- I tapered well...don't walk
- I did three 22 mile runs in three weeks in training...don't walk.
- I am not going to walk.

- I did not fly all the way to Panama City Beach to walk.
- I have been training for this moment for four years...I did not train to walk.

At mile 20 I could not eat another gel nor drink any more of my energy drink - Accelerade with Carbo Pro mixed in. My stomach could not take it anymore. I started to slow and did a 10:30 mile. "Oh no I can't lose this now." I need nutrition. I remembered Doug Rice suggested taking Coca Cola for the caffeine and sugar but once I start, to keep on drinking cola to avoid the sugar crash. I grabbed two small cups of coke and downed them. After about five minutes it kicked in and my pace went back to 9:45/mile. "OK I feel better now."

Psychologically it was difficult maintaining the pace at this point, mile 21, because of the fatigue, the sun had set we were now running at night. This was the hardest hour of the hardest day of the year for me. I needed some inspiration. It came in the form of a 30 year old female triathlete who was running next to me. We ran side by side and I was feeding off her good strong pace. In training I learned that running/training with someone is easier than running alone and you are able to do better. She was doing a 9:24-9:45/mile pace. There was a slight wind so I went behind her and drafted off of her. We were both doing Coke (Coca cola) at the water stops and kept up the 9:40/mile-ish pace.

People were cheering us on the last two miles:
"Running Strong!!!"
"Looking Strong!!!"
"Great pace!!!"



These cheers were all helping me.

“Stay with her Will...Stay with her” I repeated to myself.

Girlfriend picked up the pace the last ½ mile and I couldn't hang with her and let her go. She was going strong. I ran alone the last ½ mile. I could see the finish coming. As I was running the last tenth mile I could hear the announcer. “Here comes William Cruz from Eatontown NJ.” It was exhilarating. I approached the finishing line and stopped a few feet short to do a victory dance before crossing. “William Cruz you are an Ironman” blasted over the speakers and I crossed in 11:55:02 with a big smile on my face. It was the top 34% of the field.

My friend Ted Rooy watched the finish over the internet stream of the event and he took the picture shown here.

I completed the marathon in 4:12:50 (9:39/mile) which was better than my expected 10:00/mile pace. What's surprising is that this time is faster than the average 2011 NYC marathon finishing time of approximately 4:30, that was held the day after Ironman Florida. Go figure.

This was one of the most wonderful moments and experiences in my life. I still can't believe that I did it.

I would like to thank JSTS members for allowing me to do my Ironman training by riding with the group this season. Thanks to JSTS I completed five centuries in the seven weeks leading up my taper. I rode the two JSTS centuries in September and I sandwiched three of the JSTS Saturday or Sunday rides with a pre-ride to the start and post-ride home to complete the century. JSTS members were encouraging and made the long arduous centuries pleasant and fun.

Thank you for your well wishes, interest, support and for sharing in this experience with me.

Cheers,
William “Ironman” Cruz

PS.
Would you believe that this Ironman is already sold out for 2012. It sold out in sixteen minutes on Sunday and it costs \$525 to enter. Insane!!!

PPS. See my official split times below.

Swim	Bike	Run	Overall	Rank	Div.Pos.
1:08:03	6:11:45	4:12:50	11:55:02	825	106

