

## NYCC Archives – February 2011

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### February “President's Message”



By Ellen Jaffe

Fellow Members of NYCC,

If our January 11th Club meeting at Annie Moore’s was an indicator of things to come, 2011 is turning out to be mighty interesting. The door-busting, democratic crowd of faces, beyond our own NYCC tribe, easily forgave Commissioner Sadik-Khan’s emergency call to City Hall and focused on her stand-in, Jon Orcutt, Senior Policy Director at DOT.

Jon held our attention, expressing strong concern for the vulnerability of DOT bicycling initiatives to political backlash and asked us to raise our voices in support. A long line of questioners energized the evening and at 9:30pm, Teresa was still shoveling people out the door.

Jon must have struck a chord in his remarks. Not two days later the alert that came in about Queens Councilman Eric Ulrich and his proposal to have bikes licensed citywide generated quick and numerous replies of concern and protest from our members.

Of more recent concern is the citywide ticketing blitz aimed at us, most particularly the ticketing in Central Park regardless of time of day or density of traffic, pedestrian and otherwise. We’ve got our work cut out for us, not only in pressing for un-ticketed laps of the drive when use is light. To put a halt to the scapegoating of cyclists, we ourselves, as a club and a significant presence on the city’s radar, must show we are all about safety and goodwill.

As for our next Club meeting on February 8, there’s no reason to think we won’t get a high-voltage crowd again at Annie Moore’s. Devoted to the SIG and STS programs, there will be leaders on hand to

introduce all offerings and answer questions from all comers – new and otherwise. That our SIG and STS are among the city’s best values can’t stay secret for much longer ... at which point, bar the door!

Other near- term excitement includes our jersey competition where interest has been electric. Board selection and Club vote should be complete by mid-February and the winning entry revealed.

Looking out further ahead, March 28 is a definite Save-the-Date for an evening of great food, signature cocktails and a terrific cycling movie at a très chic downtown hotel – all to benefit the Kid’s Ride Club!

Remember, that’s March 28. Hold that date for this very special NYCC benefit – one of our great 75th anniversary year happenings!

So much more ahead, but that’s it for now.

Happy February all!

Ellen

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## **NYCC Member in Focus**

An [Ironman Triathlon](#) is one of a series of long-distance triathlon races organized by the World Triathlon Corporation (WTC) consisting of a 2.4-mile (3.86 km) swim, a 112-mile (180.25 km) bike and a marathon (26.2 miles 42.195 km) run, raced in that order and without a break. Most Ironman events have a strict time limit of 17 hours to complete the race, where the Ironman race starts at 7 AM, the mandatory swim cut off for the 2.4 mile swim is 2 hours 20 minutes, the bike cut off time is 5:30 PM, and all finishers must complete their marathon by midnight.



## **2010 Ford Ironman Triathlon at Cozumel, Mexico**

By Erika Blank, NYCC Member since 2010



Last March, I joined the A-19 SIG. I struggled on the first few rides and almost quit on a particularly cold ride to Nanuet one Saturday. I improved slowly, and eventually could keep up, and came to enjoy and value the whole experience. I had always been planning to do a Half- Ironman Triathlon that August but it was the A-19 SIG that gave me confidence I could do a full Ironman.

We did so many long, hard rides together in the A-19 that the 112-mile bike ride did not scare me at all. I had read somewhere that the key to a strong run was to be a strong biker – that’s two out of three right there. All I had to do was make sure I didn’t drown in the swim.

In my life, I had done many half-marathons, Half Ironmen, and had even climbed half way up Kilimanjaro before getting sick. I wanted to prove to myself that I could do something whole – in its entirety – and complete it. I signed up for Ironman Cozumel on November 28th.

After many months of training – and repeatedly being passed on 9W by my former SIG classmates speeding by in a paceline while I road alone in my aerobars – race day finally came. I felt physically and mentally prepared for the race. I had been consistent with my training, except for a few short breaks from running due to injury. I had also received advice that it was better to be undertrained than over-trained so I considered myself “pleasantly undertrained.”

I had practiced my pacing and my nutrition and visualized each portion of the race. The best advice I received was something called “this is this” – that is, focus on what you are doing at the moment and not think ahead too much. I would invoke “this is this” many times throughout the Ironman.

The two days leading up to the race were hot and humid. I felt so sluggish in the heat I couldn’t imagine doing any sort of physical activity. Just walking around to register and rack the bikes the day before was exhausting. On race morning it was sunny, hot and humid again but now I didn’t even notice. I jumped off the dock and waited in the water for the race to start.

I usually get very nervous right before a race starts – that’s when I realize I’m all alone. I train with people and am part of a team, but on race morning I realize it’s just me out there. For some reason, maybe because it was Mexico and the water was clear and gorgeous, I wasn’t nervous at all.

The gun goes off. I start swimming and get lucky! I find the holy grail of a triathlon swim – a guy in a black and yellow tri-suit who is a little faster than me. I can draft behind him the entire swim! Unlike the cycling portion where drafting is illegal, it's completely legal during the swim and a great way to conserve energy. I get out of the water and am thrilled to see my time is much faster than I had predicted. It's indeed going to be a good day!



The bike course is three laps, covering about half of the island. From the swim-to-bike transition area, we ride south to Punta Sur, then head north for about nine miles along the ocean to a place called Mezcalitos, and then cut across the island back to town. The exposed part by the ocean has strong crosswinds but it's absolutely beautiful. As I come around a corner, my breath is taken away by the rich, jewel-colored turquoise water rising up behind the sand and palm trees.

My plan for the first lap is to hold back and get settled. I'm feeling good and enjoy the course, and the wind isn't as bad as I thought it would be. I start the second lap, prepared to pick up the pace a little, but I develop a weird burning sensation across the bottom of both feet. I've felt this before in my right foot at mile 85 of Escape New York but now it's in both feet and its only mile 40!



This isn't good. I wiggle my toes and try to take the pressure off my feet but nothing helps. I had expected to suffer on the run and was prepared for that but to be this uncomfortable, this early, and on my strongest leg was not expected. Then I remember: "this is this."

I'm uncomfortable and it's early in the bike but it's a long day and I've felt uncomfortable on training rides and know I can get through it. I just need to focus and do what I can to get through this portion. I start looking forward to the Special Needs Station, which should be at about the halfway point, where I will stop and pick up two bottles of nutrition.

I pass the pretty section along the ocean again but couldn't care less about the view: now I have to pee and all I can think about is the Special Needs Station. I pass mile 56 and it's still not there – it's not until mile 60! I get off the bike, use the restroom, and have one volunteer spread sun block all over me while another volunteer puts Vaseline on the areas that are chafing. I get my bottles and get back on the bike feeling like a new person. Now I only have 52 miles to go – it's like starting out on a morning ride to Nyack.

I feel pretty good for the rest of the second lap but on the third lap the foot pain comes back. At least now I know this is the last time I have to ride around this island and the suffering is closer to being over. By mile 90, I'm thinking, "All I have left to do is one morning workout," a little less than four laps of Central Park. That's when I realize I feel really good. I do a survey and, aside from my feet, nothing hurts, not even my back. I pick up my speed and finally feel like I'm working the way I should have been working all along. At mile 100, I only have two laps of Central Park left – 12 miles is nothing! I'm finishing this!

I get back to town to the bike-to-run transition area and change into my sneakers, compression socks and visor. The run course is also three laps. We run out for about 4.3 miles through the main street of town past where the cruise ships come in, turn around, and come back, three times. I've been training by running the five-mile loop of the park two or three times so I'm not bothered by the monotony. Plus, the streets are lined with locals cheering us on and yelling "¡Animal!" and "¡Tu Puedes!"



I'm the most nervous about this section since I've never run a marathon and my longest "long run" in training was 16 miles. I have no idea what to expect or how my body will feel. I check my heart rate and pace and make sure I don't go out too fast.

I start my plan of walking a few steps at each aid station, drinking a Gatorade and then starting to run again. I see friends I know on the course. One of them is finishing already. I still have a long way to go and I'm OK with that. I finish one lap and now it's dark out. It's not as hot and the sun isn't beating down on me anymore.

On the second lap I feel great! In fact, I'm feeling even better than I did on the first lap and my pace is a little faster. As I'm coming in to finish my second lap, those finishing the race head to the finisher's shoot. As I start on my third lap I think, "That's my next stop!" All I have to do is run 8.7 miles one more time. I pass mile 20. I've heard of people hitting "The Wall" during a marathon so I'm expecting something to happen, but I feel the same.

I reach the turnaround for the last time and I'm feeling a little stiff but all I have to do now is run 4.3 miles and I will have finished my first marathon and my first Ironman. I pick up the pace a little and start counting down the miles. People are still out cheering, and since many athletes are walking at this point, they are excited to see me running and yell out my name.

With a little over a mile to go, I hear some of my friends cheering for me and look over to see they are at a restaurant across the street. They've finished the race and showered and are now having dinner and I'm still running!

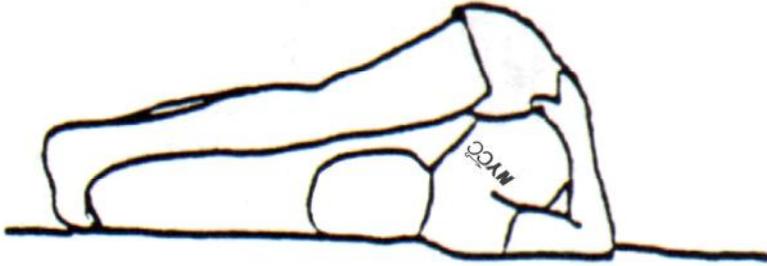
I smile and wave. I'm about to finish an Ironman! When I get to the finisher's shoot, I'm shocked at the time: 13:07.



I had no idea how long I had been out there but didn't expect to be so fast. I'm thrilled! I just had the run of my life! All of my hard work and sacrifice over the last few months paid off. Maybe I'll try it again one day and see if I can do better but for now I couldn't be happier with my first Ironman experience. That was that!

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## NYCC Member in Focus



## Stretching for Cyclists



By James Cavin, MSPT, CSCS, NYCC Member since 2009

Chris is a 42-year-old cyclist who came in to my office complaining of pain in the back of his neck and head, and in his lower back. "I don't know when it started, but before it would only hurt during and right after my rides, but recently it's started to bother me when I'm at work and at home as well."

This is a common complaint among cyclists so I asked him if he did any stretching. He said that he did and demonstrated some of the exercises. Unfortunately, many of them were inappropriate for a cyclist or were performed incorrectly. Fortunately, through our discussion and his demonstration, I could tell that he didn't do them very frequently.

Being on a road bike places the body in a position that is somewhat foreign to the body's normal function. This in itself is not a problem, but by doing it for an extended period of time excessive stresses are placed on some areas of the body and insufficient stresses on other parts, leading to muscle tightness.

Cycling requires maintenance of a certain position longer than almost any other sport, placing participants at greater risk of imbalances between the muscles. The cycling position involves a

significant amount of flexion at the hips, lower and middle back, and arms, along with extension of the upper neck. Our goal with a stretching program for cycling should be to reverse this positioning. The exercises outlined below are designed with that in mind.

- **Supine Chin Tuck:** Lie on your back, without a pillow if possible, and imagine the back of your neck elongating while you pull your chin towards your Adam's apple. Leave the back of your head on the floor. You should feel a slight tension in the back of your upper neck. Some people will feel the stretch travel down between their shoulder blades. To advance this stretch, once your chin is tucked, you can bring your ear towards your shoulder or rotate your head to the side while keeping your chin in its tucked position. Once you have the hang of it, you can perform this stretch sitting or standing, first with your head against a wall and later without any support.
- **Upper Chest/Internal Rotator Stretch:** Stand with your arms out to the side, then bend the elbows so that they form a 90-degree angle. Now rotate your arms so that the palms are facing forward and the fingers pointing upward. From here, bring your arms backwards, pinching your shoulder blades together while keeping the shoulders down. To increase the stretch, rotate your arms so that the forearms are facing slightly backwards and up.

This stretch can also be done with a foam roll running vertically along your spine. If performed lying on your back, this will allow you to relax into this position without engaging the muscles in your upper back and shoulders.

- **Prone on elbows/Pressup/Upward Facing Dog:** Lie prone on the floor. Stretch your legs back with the tops of your feet on the floor. Come up into a "Sphinx" position with your chest up off of the ground and your hips resting on the ground. Rest on your elbows and forearms. To advance, press your hands firmly into the floor, then straighten your arms and simultaneously lift your torso up.
- **Hip flexors:** Stand with feet slightly narrower than hip width. Step back with your right leg while keeping hips and shoulders pointing squarely forward. Push your pelvis forward and reach your right hand overhead and diagonally backwards and across the midline of your body.
- **Doorway Hamstring:** My favorite stretch! This is a significant improvement over the traditional stretch of bending over to touch your toes, which places significant stresses on the intervertebral discs, plus, you get to do it lying down. Lie down in a doorway or at a corner with one leg extended straight up onto the wall or doorframe, placing the other leg lying down through the doorway. Keeping your other leg straight helps place your lower back in an extended position, which enhances the stretch and is easier on your spine.

These stretches should be held for between 10 and 60 seconds and are best performed during or immediately following a ride. The total time spent with each stretch should be between 1 and 3

minutes. If you feel any pain with these exercises stop immediately. If pain continues the next time you attempt these stretches, seek out a consultation from a physician or a physical therapist to ensure that there are no underlying problems.

See you on the bike!

James Cavin, MSPT, CSCS, is a Physical Therapist specializing in Orthopedics at [Yorkville Physical Therapy and Sports Medicine](#).

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## NYCC Member in Focus

### Which Tribe Do You Belong To?



**By Harry Woods**, NYCC Board Member, A-Rides Coordinator, NYCC Member since 2008

The Central Park ticketing controversy highlights something I've been thinking about a lot lately – namely, the distinct differences in bike subcultures.

The DOT loves the orange-reflector-wearing basket and bell bike commuter culture, builds bike lanes for them, and is trying to reconstruct the way NYC travels around them. But DOT doesn't seem to like the recreational spandex-wearing / racing bike culture, tells us to "stop riding like jerks" at our Club meeting, and seems to have colluded with the police to ticket the crap out of us. The spandex-wearing crowd seems to barely tolerate the socks-and-sandals-wearing crowd who ride bikes that fold up or roll along in a reclined position. The loaded touring crowd seems to straddle both those worlds, occasionally wearing both spandex pants AND socks and sandals. No one likes the working delivery cyclists who never found a one-way street they couldn't ride the wrong way up or down while wearing baggy pants and Chirpin' Chick'n t-shirts.

On our message board, we almost had an all-out war between the under 40-year-old crowd vs. the over 40 crowd. They don't seem to like each other's jerseys. Everyone used to think hipsters on fixies were really cool and normal people started wearing their signature shoulder bags, skinny pants and ironic facial hair until the fashion trend ate itself and/or those outside of the subculture found it too damn hard to ride a fixie. You don't see too many mountain bikers in NYC, for obvious reasons, but I'm sure we'll hear them chime in on the MB sometime about something. Passionately. And the other subcultures will violently disagree with them, most likely.

It all points to the fact that bikes are so much more than bikes. The style you choose to ride says so much more about you than just "I get from here to there on 2 wheels." I wish I could at this point do a Rodney King and say, "Can't we all just get along?" But I can't. It's just too much fun to disagree and gang up on each other and enjoy our little tightly knit tribes. And maybe in the end that's what it comes down to: humans really need to belong to tribes so they know who the sam hell they are.

As for me, I belong to the cool-vintage-steel-racing-bike-and-jersey tribe, the loaded touring adventure tribe, and most recently I joined the carbon-fiber-modern-racing-bike tribe. I don't own a folder or a recumbent, so

guess what? Even though I have friends who do, it's imperative to my sense of self and loyalty to tribe that I decline any interest at all in including them in my paceline. Just wouldn't be right.

But then again, my Wednesday A.M. Central Park laps ride starts in March. Why don't you folding bike types come out one morning and paceline with us in some kind of freaky, extra-tribal experiment? All you have to do is ride at an A-20 pace and BE A GOOD WHEEL.

That is, of course, if the NYPD (who hates the spandex-racing-bike crowd) hasn't ticketed us out of existence by then. In which case, you folder / recumbent types will pretty much have the park to yourselves.

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## NYCC's Jersey Design Competition

And the winner is...



Congratulations to [Rolando Felix](#) (NYCC member since 2010) for his great NYCC jersey design! His jersey is going to rule the roads!

NYCC thanks everyone who submitted a design. Jersey availability and ordering details to follow soon.

### A Word From Rolando Felix, NYCC Jersey Designer



I would like to congratulate the other finalists, thank the Club and thank those that voted.

It was a great opportunity for members to express their creativity and I enjoyed learning what others like from the online polling.

My name is Rolando Felix. I am a 39-year-old designer originally from Seattle. I moved to New York in 1990 to attend Parsons School of Design and have lived and worked in the New York area ever since.

I joined NYCC in Feb/March 2010. Thanks to the C-SIG rides last spring, I was able to complete my second "STP" (the Seattle to Portland Classic - a 204-mile bike ride) in one day. In addition to Club rides, I have had the opportunity to participate in rides in Seattle, Portland, Chicago and Philadelphia last year. This year I am looking forward to either qualifying for the B-SIG or helping co-lead the C-SIG.

The inspiration behind the jersey: I wanted a theme universal to most New Yorkers without being a New York cliché. The stripes and chest graphic have detailing inspired by New York's subway mosaics while the back logo faithfully reinterprets a NYC subway token with an NYCC twist.

I used the World Champion rainbow stripes because New York City is occasionally referred to as "the Capital of the World." The black sleeves and side panels were added so: 1) it is distinctly NOT the World Champion jersey, 2) most riders wear black shorts and 3) New Yorkers are known for wearing black. I also thought the rainbow jersey would allow many riders to coordinate the jersey to their other gear more easily.



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## **NYCC Alert: Where You Can Help**

**Central Park Alert:** We are working to persuade City Hall and the NYPD into a reasonable policy of enforcement in Central Park. You can help by emailing both [Mayor Bloomberg](#) and your [City Councilperson](#). Let them know that the ticketing blitz, even in hours of light use, is punishing safe cyclists irrationally and that a better solution must be found.

### **New York Cycle Club Position on Central Park**

- NYCC promotes safe, responsible cycling. Many people use Central Park and we must work cooperatively to ensure that cyclists can continue to ride in the Park unencumbered while maintaining a high standard of safety for all.
- The Club position is that, in general, when the Park is closed to motor vehicles, all lights should be flashing yellow for both cyclists and pedestrians. When sections of the Park Drive are open

to motor vehicles, the lights on those sections (and those sections only) should function normally in their green/yellow/red pattern.

- It is possible that some exceptions to this may have to be made, such as having the light at the crosswalk to the Delacorte Theatre functioning normally during pre- and post-show times when audiences are crossing to the theatre.
- The Board recognizes that some Club members will not be happy with this solution; however, we believe it is the responsible position to take at this time.
- We appreciate all the suggestions that have been posted on the Message Board and we encourage each of you to contact your City Council Member with the message that cycling is good for the City and the NYPD should be encouraged to spend its time on other pursuits than targeting bicyclists.

## **The NYCC Board**

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# NEW YORK CYCLE CLUB



P.O. BOX 4474, GRAND CENTRAL STATION  
NEW YORK, NY 10163  
[WWW.NYCC.ORG](http://WWW.NYCC.ORG)

Raymond W. Kelly  
Police Commissioner  
One Police Plaza  
New York, NY 10007

February 22, 2011

Dear Commissioner Kelly,

We, the undersigned, are New York City's largest cycling organizations. Our combined memberships represent many thousands of recreational cyclists, bike commuters, and bike advocates who are working toward a sustainable and healthy future for our city.

We write today to express our serious concerns regarding the current NYPD enforcement policy of traffic laws in Central Park as they apply to cyclists. We request a meeting with you to discuss adopting a more rational and effective strategy for encouraging safe recreation on the loop drive.

For cyclists in New York City, Central Park is a vital recreational resource.

NYPD's current approach to the enforcement of traffic laws in Central Park, with tickets given to cyclists no matter the hour or density of traffic, effectively eliminates the park as a destination for recreational cycling and undermines the goal of encouraging safe recreation on the loop drive.

If the goal of NYPD's efforts in Central Park is to positively impact park user behavior, then it is logical to target the most dangerous offenses by all park users. To that end, we agree that outreach and targeted education at the most dangerous and crowded locations in the loop makes sense. Our organizations have long-standing educational programs for members that strongly reinforce the kind of intense focus we place on cycling safety. However, massively ticketing Central Park cyclists during car-free hours does little to increase park safety. What it will do is make cyclists feel unjustly harassed, unfairly singled out and, ultimately, discourage safe recreational riding in the park.

Raymond W. Kelly  
February 22, 2011  
Re: Central Park Cycling  
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If encouraging safety is the objective, let us work together to educate every park user to embrace civility and the rules as they apply to everyone – walkers, runners, and cyclists alike.

We urge you to amend the current approach being taken in implementing this crackdown. We hope that you will agree to meet with us to find a solution that encourages the safe recreational use of the park for everyone.

Sincerely,

Ellen Jaffe  
President  
New York Cycle Club

Caroline Samponaro  
Director of Bicycle Advocacy  
Transportation Alternatives

David Jordan  
President  
Century Road Club Association

Sharon Behnke  
President  
Five Borough Bicycle Club

Trudy Hutter  
Coordinator  
The Weekday Cyclists

Cc: The Honorable Christine Quinn

## February 1, 2011 – NYCC BOARD MEETING

**Present:** Ellen Jaffe, Morene Bangel, Jennell Francis, Eunice Martinez, Adrienne Browning, Bill Laffey, Beth Bryson, Brigitte Padewski, Jim Reaven, Grace Lichtenstein (via speakerphone for part of the meeting).

**Time Noted:** 6:30pm

- I. The meeting convened with Christy Guzetta giving a synopsis of the NYCC 75th Anniversary Party. There is a committee formed to coordinate a ride (all levels) on Sat., July 16th, as well as the evening gala at reBar. Christy outlined a program for the day, as well as the evening, and requested Board approval for funds totaling \$5,000. (He pointed out that the raise in Club dues last year was earmarked partially for this event.)

Christy left and the Board discussed the proposal and the promotion of this event. A motion was made, seconded, and passed unanimously to advance \$5,000 to the committee ... an amount which does not need to be repaid, but can if there is a large turnout of guests and they are able to do so. Also, as part of the motion, the committee needs to come back to the Board before committing to further expenditures beyond those quoted from reBar. Also, the Board is to be copied/sent all minutes of the Gala Committee meetings.

### II. General Topics (Ellen)

- A. **Jersey competition.** The Board chose five jerseys to put out to general Club membership for vote. Members will have two weeks to choose.
- B. **Central Park update.** Carol Waaser will report.
- C. Felicia Ennis is drafting a nondiscrimination policy for the Club (gratis).
- D. **Bike summit.** We are looking for someone to attend.
- E. **Riverfest.** We are allowing use of NYCC logo on website as sponsor (no cost is involved).
- F. **Facebook ad.** We are experimenting with an ad on FB to drive membership (\$8.00/day) for two weeks.
- G. Bicycle Habitat offered repair at SIG gatherings in Central Park for a fee. We declined.

### III. Treasurer's Report. (Arden)

Arden was not present, but sent financials. We currently have \$8,356.19 in our checking account and \$28,321.33 in our money market. Bank total ex-ENY is \$34,940.07.

#### **IV. Secretary (Morene)**

Eunice asked if possible to create minutes in Word format.

#### **V. ENY (Beth)**

**Funding request.** Board agreed to approve the move of the ENY locker to Riverside and 135th St, with fees to be paid by ENY. We will hold off on maintaining a smaller locker for non-ENY needs until we see if there is anything to warrant it. The Board also approved the cost of disposal for the NYCC locker (up to \$70).

Motion was made, seconded, and unanimously approved to advance \$13,000 for the ENY budget.

#### **VI. Special Events (Brigitte)**

1. Volunteer party at Ichi Umi (cost: \$36/person).
2. Fundraiser at the Crosby Hotel for the Kids Ride Club will take place on March 28th. First, there will be a reception, followed by "Chasing Legends" in the theater. Crosby Hotel is donating cost of theater, drinks, and space; NYCC pays for the movie and the food. Bike Habitat is donating a \$10 gift card to each ticket purchaser. Cost of the movie reel is \$700; food is \$2,255.31. Motion was made and unanimously passed to advance \$1,700 towards deposits/fees.

#### **VII. Membership Report (Jennell)**

Working to update renewals; coming along nicely.

#### **VIII. Content (Eunice)**

Updated content; made first digital bulletin as a PDF to be archived on our website. It is an aggregation of key January web content.

#### **IX. Webmaster (Jim)**

SIG signup and renewal is working. However, there is no waiver to sign when doing so. Also, paid events need to come through. Working on it.

**X. VP Rides (Adrienne)**

Agenda for SIGs re: safety, leader guidelines, accidents/insurance issues to be brought to B-SIG leader meetings.

**XI. Rides Coordinators**

**Bill:** Not much info yet.

Harry/Lauren not present.

**XII. Public Relations. (Grace)**

No report.

Ellen mentioned West Point – Lucia is having an issue with Thayer Hotel not wanting to release double rooms (being held for wedding guests). Will look further into the matter.

Hattie did a fly-by and we all had birthday cake.

**Meeting was adjourned.**