

ROLLING WHEELS

SUFFOLK BIKE RIDERS ASSOCIATION

DECEMBER 2020

The Cyclist's Night before Christmas

Twas the night before Christmas and down in my shop
Not a cycle was spinning; they'd come to a stop
The trainer stood sentinel, awaiting a ride
With visions of a Zwift course up Stelvio's mountainside

The kiddies were playing their video games,
As 3D sights and sounds filled their Oculus frames
While Momma in her Jersey and I in my cap
Sat plotting a route on our Ride With GPS app

When out on the lawn there arose such a clatter,
I unclipped myself to see what was the matter.
Away to the window, I clicked, and I clopped,
Running in bike shoes is a good way to flop!

The moon shining bright on the glistening snow
Made me think that a trail ride might not be "A-Go."
When what to my wondering eyes should appear,
But a paceline of Fat Bikes like a herd of reindeer.
With such colorful riders all pedaling away, I
knew in a Moment; It's the S-B-R-A!

More rapid than eagles the peloton did come,
And they whistled, and shouted, and called out as one...
CAR BACK! WALKER UP! And DEBRIS!
CAR PASSING! ROUGH ROAD! And of course,
SLIPPERREEE!

And then, in a twinkling, I heard on the lawn,
Bells that were jingling like a sleigh that's horse-drawn
As I drew in my head and was turning around,
The front doorbell rang with resound.

They were dressed all in Lycra, from their head to their feet,

And their kits were all tarnished with spray from the street.
Their eyes -- how they twinkled as they stood there together
Their cheeks were like roses, no doubt from the weather.
Their mouths were all covered with masks or with gaiters.
Their helmets ensured they were safe cycle operators.

They spoke but few words, getting straight to the point,

They were all just returning from a gourmet
Coffee joint

Then sliding the mask aside of his nose,
the ride leader spoke up for many of those
We've many miles to ride in the snow and the gloom

Would it be too much to ask if we use
your bathroom?

A wink of his eye and a tilt of his head,
Let it be known there was nothing to dread.

They each entered alone, 'till all had their turn.

Then we passed the hand sanitizer;
there was plenty to burn.

We said our goodbyes and bid holiday wishes.
Toasting a new year filled with cycling ambitions
The Ride leader called-out. It's time for us to leave.
We'd all better get home. It's Christmas eve!

They sprang to their bikes. Bill Wenk gave that whistle.

And away they all rode like a school day dismissal.
But I heard them exclaim, as they rode out of sight,
"HAPPY CHRISTMAS TO ALL,
AND TO ALL A GOOD-NIGHT."

A Happy and Safe Holiday Season to all!

John Accardo



Message from the President



As we start our new ride season, I cannot help but wonder what we will accomplish this year. With so much uncertainty, it is hard for us to make plans for the events we normally run, so in our new Covid world, we must adapt and perhaps do new things that are different than how we did things in the past. In a few months, we managed to salvage the ride calendar while a new crop of Ride Leaders emerged to fill voids where we needed them filled, and our more seasoned Ride Leaders who did not disappoint made sure there were rides for most levels. Thanks to our riders who trusted us enough to come out and be safe on our rides. The safety protocols we put in place must continue to be our focus in the next few months as Covid is expected to rise. Please think about the safety, not for yourself but for others you might ride with this Holiday Season!

Stay Safe, Stay Healthy and Happy Holidays to you and your families.

Joanna

Editor's Note:

Sorry, this issue is a bit late. A word of thanks to all those who contributed. Unfortunately, I could not include all of your articles due to my inability to sit by my computer for long periods. Rest assured that they will appear in our next issue. Happy Holidays all.

Bernie Scherer

2020 Executive Committee

PRESIDENT	Joanna Pascucci	631-747-3464
VP ADMINISTRATION	Jeff Meyer	631-471-2129
VP OPERATIONS	Paul Miklean	631-689-7186
TREASURER	Joe Matzelle	631-949-4458
RECORDING SECRETARY	Bruce Redlien	631-567-7551
ADVOCACY DIRECTOR	Joe DePalma	631-235-9467
EDUCATION & SAFETY DIR.	Manny Rosenkrantz	
MEMBERSHIP DIRECTOR	Ronnie Levy	631-696-0832
RIDE DIRECTOR	Tom Miceli	
SOCIAL DIRECTOR	Darlene Merola	631-708-5396
WEBMASTER DIRECTOR	Brenda Meyer	631-245-2833

Christine's Favorite 2020 Bike Gifts



Garmin Varia RTL515 Radar Tail light, it's eyes for the back of your head !

Zwift membership, join the virtual world of cycling and stay in shape this winter !

Bike Shop Gift Cards, perfect for the rider who has everything...

HOLIDAY MEETING VIA ZOOM DECEMBER 3

APPROPRIATE ATTIRE SUGGESTED:
THE UGLIEST SWEATER YOU OWN!



2020 Chairpersons

AWARDS	Joanna Pascucci	631-747-3464
BIKE BOAT BIKE	Joanna Pascucci	631-747-3464
GRAPHIC DESIGNER	Brenda Meyer	631-245-2833
MONTAUK CENTURY	Joanna Pascucci	631-747-3464
NEWSLETTER	Bernie Scherer	631-804-0751
PHOTO GALLERY EDITOR	Norman Samuels	631-928-3913
QUARTERMASTER	Chuck Ackerman	631-979-9644
REFRESHMENTS	Tom Pfisterer	631-585-6417
REFRESHMENTS ASST.	Hava Forziano	
STATISTICIAN TEAM	John DeRicco	631-874-3669
STATISTICIAN TEAM	Tricia Brandt	631-874-2686
STATISTICIAN TEAM	Valerie DeRicco	631-874-3669
SUNSHINE	Bruce Presner	516-702-5639



WINTER CYCLING

TIPS FOR WARMER HANDS



BY NORM SAMUELS

I mountain bike mostly in the winter, and as I've gotten older, the cold and the nerve damage to my hands and wrist have taken a toll. Last year there were times when I found my hands unintentionally feathering my brakes and not being able to feel the brake levers. The normal workout

of mountain biking is enough for me, and I really don't have to add resistance training, especially when riding uphill.

Last year I found out the hard way that depressing the brake lever unintentionally (re: at the wrong time) turns out to also be a safety issue when trying to negotiate a technical section of the trail.

If you look in my biking bin, there are scads of winter gloves that I've tried over the years, with the best being the 20+ year-old performance skiing type. They're so worn out that I've got taped fingers, but the fluffy inner surface is matted down enough to hold the typical chemical heater bags, which have become popular.

I've been using the chemical iron filing heaters for years. Even though I pre-heat the gloves' finger area by loading the gloves with heaters before arriving at the start and having stood the gloves with the finger area facing up, this turns out to be insufficient after twenty minutes of sub 30F riding.

On a late Fall road ride last year with the wind whipping down Dune Road, I noticed that Dr. John had on heated gloves, which he found sufficient to remain comfortable. Once I rationalized the safety issue along with the comfort of my fingertips for spending

the \$\$ for heated gloves, I started investigating the many gloves available on the internet. These types of gloves are not new. My brother-in-law considered using them 20 years ago when he was gung-ho enough to motorcycle in the winter.

Knowing someone, like Dr. John, who could recommend a brand was a big help. You can read lots of reviews online and not know what to buy. The GOBI gloves have a metal thread running up to the tip and along both sides of each finger, which is the area where I need the heat. I initially looked at buying the GOBI Epic gloves, whose leather exterior would be highly wind and water-resistant. Instead, I've purchased the Stealth model gloves, which have a Polyester/spandex exterior material.

Being wind resistant was not as important since when riding in the woods one does not suffer from wind as much as when riding on the road. I don't typically ride in wet weather, but since I plan to use these gloves while X-Cty skiing, I purchased X-Large thin leather gloves to wear over the eGloves (my term ;-)) when playing in the snow. I also feel that the Epic gloves' leather exterior would be stiff and would reduce my tactile flexibility too much for the moun-



tain bike shifting, which typically relies on one finger to activate the shifter.

So I've worn the gloves twice so far without the extra thin leather over gloves. When the temperature was

WINTER CYCLING

TIPS FOR WARMER HANDS

BY NORM SAMUELS
CONTINUED

in the upper 30's, I ran the gloves at the middle heat setting, and the battery lasted well over four hours. I rode for about two hours and left the gloves powered on after two additional hours. I charged the battery immediately after the four hours only because the battery level display showed it at the lowest reserve.

Two weeks later, I was not sure how the batteries would hold the charge, so I figured to top them off just in case. I was surprised that the charging time needed was over one hour. Typically it's not good to have too many charge cycles for Lithium batteries, but I think I will skip the post-ride charging (unless the battery is extremely low) and always do a top off before going out in the cold next time.

I wore the gloves again today when the temperature was in the low 30's. I initially ran the heat setting on the middle of the three settings and set it to high after my fingers began to get cold. My fingers never really warmed up, BUT I could feel everything, and there was no cold pain or tingling in my fingertips.

There are two negatives about the gloves and one weird workaround. The internet pictures of the gloves show that the thumb and forefinger of each hand have leather (or leather-like) tips. One would think that being for wear in cold weather that these areas were of

the type of material that would work on touch-sensitive screens. It does not indicate that anywhere on the internet ad, and guess what! Screens (my iPhone or Garmin) do NOT react to touching with the gloves. When I contacted the manufacturer, they did not acknowledge or address the problem and just offered to return my money. Since I bought the gloves for heat and for the following reasons, I've kept the gloves.

The batteries' size would be an issue for me if I wore the gloves with the batteries on the back of the wrist as shown by the manufacturer. The batteries are 2 3/4" long (across my small wrist) and 2 1/4" wide. When I first got them, I inadvertently put the left glove on my right hand as the thumb is sewn in such a manner that there is virtually no bias toward the palm of the soft, pliable material. Rather than having the weight of the battery on the top of my wrist, I've found that having the battery hanging down in the material of the glove and to the inside of my wrist more comfortable while riding. So the fact that the forefinger and thumb are not capable of screen manipulation is no longer an issue. You can be sure that the thin outer gloves I bought have the eTip type of material.

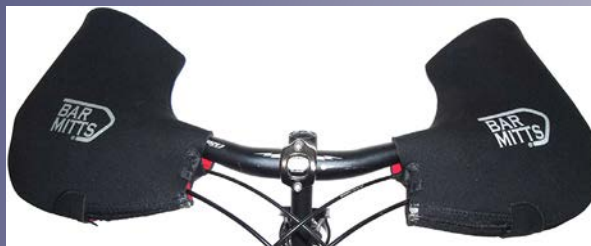
I'm looking forward to wearing them in the 20's and suspect that I'll be wearing the leather over-liners just in case.

IN FUTURE ISSUES WE WILL LOOK AT OTHER HAND WARMING ALTERNATIVES

LOBSTER MITTS



BAR MITTS

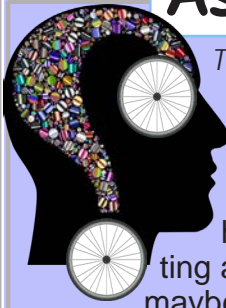


INSULATED GLOVES



Ask The Cyclogist

The Cyclogist - a monthly column with "advice" for riders



DEAR CYCOLOGIST,

It's me again, The Big Kahuna. I'm contemplating on getting an e-bike this spring and thought maybe you could help. I can't seem to find any that have more than a 100-foot cord, which means I can only ride to and from the front of my property. Do you know of any bikes that have longer cords? (I have so many problems).

Signed
The Big Kahuna

Dear Big Kahuna,

I was so delighted to hear from you again, especially since my answer to your problem involves the information I gave you last month.

Technology moves faster than we can keep up with. There are now carbon-based plastic polymers containing organic compounds that can store, transfer, and use electrons instantly or for later use.

Electric outlets will soon be a thing of the past. Within the past few years, chemists have isolated nicotinamideadenine dinucleotide-phosphate (NADP). This compound is found in plants to capture the energy from sunlight, transferring it to high-energy electrons in Non-Cyclic Electron Flow during photosynthesis, commonly called the light reaction.

I'm sorry if I got too technical. Perhaps a better example would be the past two years of iPhones. None of them have to be plugged in anymore. You simply place it on top of a square

pad made of these polymers, and your phone quickly charges. You pick it up and walk away when finished.

You can now purchase five-foot telescoping sections of this polymer. Attach them to your bike and raise the height to 20 feet. That is close enough to the electrons flowing through the overhead wires on every street. These electrons will be captured and transferred to your e-bike generator, and "Presto" you have the power you need. When you come to an intersection or a place where there are no wires, you simply use the information I gave you last month, pressing the flux capacitor button under your left brake hood for power from the coil in your bottom bracket.

One word of caution. You must never, ever ride under high-intensity power lines. The voltage is over ten thousand times more than your telescoping polymer poles can handle. This will melt your seat, bike shorts, padding, handlebars, and probably all of your bike before you hit the ground.

A safety device is available but not convenient for bike riding. It's a ten-foot long one-inch-thick copper cable attached to your rear wheel hub and dragged behind you, acting as a ground. It surely would stop people from riding too close, but it's loud and swings out to the side and front on fast turns and steep downhills.

I am waiting to hear any other questions you may have about biking.

Sincerely,
The Cyclogist

New Members:

Sebastiano Balestrieri
jill Haimson
Nicholas Kerr-Smith
William Kinn
Chris McCloe

Erin Nathan
Sherri Pfisterer
Brian Pfisterer



ROLLING WHEELS

CONTRIBUTE TO
YOUR
NEWSLETTER

Submission
Due Date
DECEMBER 18

Send submissions to
bys1@optonline.net



“Tomorrow may rain, but I’ll follow the sun.”

BY TRICIA BRANDT

We’ve all passed beautiful sunflower fields in the late summer/early fall while riding on Long Island. It seems more and more nurseries are planting them and luring people in with “pick your own” and “take photos here!” I had been waiting to ride past one of them on a bike ride (not in my car), and it just had not happened. I thought I was too late for this year, but then on November 6th I was on a ride to Briermere with Jeff and a few others, and we passed this still bloom-

ing field on Doctor’s Path in Riverhead. Of course, I pulled over to take a few pictures! Such a nice sight! And I couldn’t help but think about the Beatles song, “I’ll Follow the Sun.” And think about how great it is when we are riding on a sunny day (preferably with little wind!). We often remark to each other, “wow, the sun feels so good!” or “isn’t it a beautiful day!” Our spirits are certainly uplifted when we ride on a beautiful, sunny day on Long Island!

Happy Riding! And Be Safe!



Where Am I?

Can you identify where this picture was taken?



ANSWER: Westhampton

Rolling Wheels

NEEDS

Pictures

Snap a few & send them to

Norm Samuels

or

Bernie Scherer

bys1@optonline.net



World War II Tragedy Hits Close to Home

Remembering the Sacrifice of Local Aviators

BY DICK REED

Twenty-odd years ago, wife, Claire, and I, on a group ride, were pedaling around the parameters of Mattituck when we, on a nondescript road, came upon an official NY State roadside marker. The marker described a WW2 fatal air crash that occurred on this site in December of 1944.

The plane was a B-24 Liberator, known to some during the war as a "Flying Coffin." The names of the crew of eleven, all fatalities, were listed thereon: Pilot, Co-Pilot, etc., and when it came to Bombardier, I gasped; it was Lou Pinella, a friend from Bombardier School, where both Lou and I had graduated several months before. It was shocking! And sad!

Leaving the area, I kept thinking of Lou and the way he used to brag about his hometown of Duluth, Minn.

Next year is the 75th Anniversary of the end of WW2. Last summer, for some reason, perhaps due to the upcoming Anniversary, I thought of Lou and decided to bike out to Mattituck and search for the road sign again. Apparently, the sign had been removed.

I pedaled over to the Mattituck Library for any further information of the crash. The Librarian came up with a few old newspaper articles of the time.

According to the articles, the crash occurred on December 27, 1944, and due to a blinding snowstorm and impossible visibility trying to locate the assigned military airfield close by at the Town of West Hamp-

ton Beach, they flew too low, could not recover, and smashed into a farm scattering debris over a couple of hundred yards.

All eleven bodies were recovered and sent home to their respective families. No service was held, the case was closed, and that was the end of it, except for those few newspaper articles and the road marker put up at a later date.

No one realizes the extent of the damage wrought by the war on the US Air forces: 65,169 planes were lost during the whole course of the war, resulting in 52,173 combat deaths, 25,842 deaths overseas due to accidents: and approximately more than half that lost in accidents in the US;

and finally approximately 15,000 US training deaths.

Regarding the trainees and regular crew accidents, their sacrifices were as real as those shot down in combat – they were there to do a job, and they did not die in vain!

After my Mattituck Library visit and since it was still 2018, I thought it appropriate that some sort of commemoration or recognition should be given in Mattituck to the victims of that terrible crash.

I contacted the local American Legion, and VFW, and the local newspaper, and they were in agreement that something should be done in 2020 in this regard to be later discussed.

But now, with this virus upon us, I surmise the whole thing will be forgotten.

B-24 LIBERATOR - SPECIFICATIONS (B-24J)



Length: 67 ft. 8 in.
Wingspan: 110 ft.
Height: 18 ft.
Wing Area: 1,048 sq. ft.

December Birthdays:



Jamey Blatt
Dina Bolger
Ed Bracht
Larry Branca
David Camhi

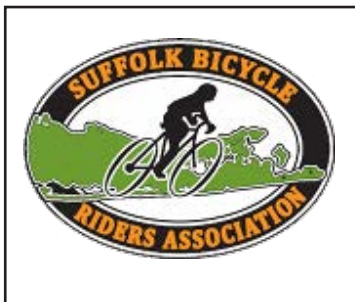
Patti Cantamessa
Cathy Cava-
liere-Ardle
Judi Cestaro
Michael Cole

Elizabeth Coleman
Rick Delgado
David Diamond
David Dircks
Paula Fries

Thomas Geskie
Heather Giambalvo
Martin Goldstein
Alice Greene
JoAnn Grisolia
Douglas Herschell
David Holbrook
Robert Horan
Michael Kellerman
Linda Kirk
Jerry Licht
David Lippner
Margaret
Matthews-Ziel
Monica McDermott
Jeff Meyer

Robert Miller
Aaron Miller
Dennis Moylan
Pat Mullen
Martha Munar
Patrick Nett
Paul Nylund
Lars Olander
Katherine Persky
Kqwen Plasencia
Colleen Price
Daniel Reinhart
Shari Roessler
Luciano Sabatini
Edward Sanabria
Wendy Schmittzeh

Michael Scottaline
Trevor Sears
John Shea
Marie Sidden
Tom Silhan
Brenda Silva
Frank Strobel
Elaine Sullivan
Marty Thomassen
Nick Attisano
Michael O. Warner
Gregory Wirth
John Young
Matthew Zullo



General Meeting Minutes

November 5, 2020

Call to order – President Joanna Pascucci called the meeting to order at 7:00 pm. Zoom General Meeting, Brenda Meyer was Zoom Host. Approximately 35 members and guests were in attendance.

Acceptance of Minutes – The October 2020 General Meeting minutes were accepted, seconded and approved by Tom and Jeff.

COMMITTEE REPORTS

Treasurer (Joe Matzelle) A full report including the current balance in the SBRA bank account is available to any member by contacting Joe.

Statistician (Tricia Brandt) –

End of Ride Year Report (Nov 2019-Oct 2020)

Total mileage for the month of October was 23,256 ridden by 159 different riders. There was only one day where no rides were posted (Oct 30 due to weather).

Final Year to Date mileage (Nov-Oct) 177,264 miles by 353 riders; 5,897 rides

Rides were led by 25 different ride leaders in the month; 59 leaders for the year.

Mileage leaders for October

Dennis Desmond	636
Tom Pfisterer	560
Brenda Meyer	493

End of Year Mileage (Nov-Oct)

Dennis Desmond	3972
Bill Gravitz	3347
Robin Shea	3053

Ride Leader Credits for October

Jeff Meyer	19
Gordon Howard	15
Tom Pfisterer	15

End of Year RL Credits (Nov-Oct)

Jeff Meyer	125
Bill Gravitz	102
Susan Sears	65

Sweep Credits for October

Dennis Desmond	19
John Bambach	16
Ann Mitromaras	12

End of Year Sweep Credit (Nov-Oct)

Dennis Desmond	128
John Bambach	79
Ann Mitromaras	48

Membership – (Ronnie Levy) – As of October 31 there are 671 members and 10 Bike Shops. There were 3 new members in October and 4 new members already in November. There are 8 new honorary members to make 48 total honorary members. Honorary members are members of Age 75 and over who have been members of SBRA continuously for 5 or more years. Contact Ronnie if you think you should be an honorary member.

Vice President of Administration – (Jeff Meyer) – The Town of Brookhaven will not open the meeting room until February or March.

Webmaster – (Brenda Meyer) –

If you see something that is not right or have any suggestions please contact Brenda.

Safety Director – (Manny Rosenkranz) – we are accident free so far this riding year, let's hope we have a good 2020/2021 riding year.

Operations Vice President (Paul Miklean) – Dan Flanzig is our speaker, he is a personal injury attorney, he will talk about new rules regarding bicycling.

CONTINUED ON NEXT PAGE



OLD BUSINESS

Elections: Secretary Bruce Redlien asked for nominations for the open positions. There were no nominations in the chat or audible in the zoom. Bruce cast a vote for each position on the slate, they will assume office January 1, 2021

President	Joanna Pascucci
Vice President of Administration	Jeff Meyer
Vice President of Operations	Paul Miklean
Treasurer	Joe Matzelle
Secretary	Bruce Redlien
Advocacy Director	Joe DePalma
Education/Safety Director	Manny Rosenkrantz
Membership Director	Norm Samuels
Ride Director	Chris Joinnides
Social Director	Darlene Merola
Web Master Director	Brenda Meyer

NEW BUSINESS

Food Drive (Tricia Brandt) There will be a food drive in memory of Dick Cunningham November 14, 2020 . There will be 4 dropoff sites. They will be manned by Joanna Pascucci 12:30 – 2 Sunshine Mall, Tricia Brandt 12:30-2 at Wendys in Moriches, John Bombach 12:30 - 2 at the Sayville RR overflow lot. and Ronnie Levy 2 - 4 at New Village Recreation Site.

GUEST SPEAKER

Dan Flanzig from New York Bicycling Coalition and Flanzig and Flanzig, LLP

Dan thanked the club for NYBC support.

E-bikes are now legal in New York. Defined categories: Class 1,2 and 3. Class 1 is pedal assist only with a max assist speed of 20 mph. Class 2 is a throttle bike with max speed of 20 mph. Class 3 is a throttle bike with a max speed of 30mph. CLIMB doesn't like E-Bikes on the trails. The E-Bikes may tear up the trails.

The Suffolk County Legislature is considering proposed statute 1330-2020. This is a law to improve bicycling safety. This statute will require that cars maintain at least a 3 foot distance when passing a bicycle. This is important because children may not ride straight. Also adults may have to swerve while riding because of a pothole or debris on the shoulder. 26 states have a version of the 3 foot law. Dan asked that SBRA members contact their legislator and ask them to support this law.

The Suffolk county Legislature votes on the 3 foot rule on December 1. You may join the meeting by registering for it. You can join the meeting electronically and get a few minutes to speak.

Dan went over the steps to take in case of a crash. Be sure to call the police and get a police report. Make sure you get the license plate number of the car. No fault insurance is tied to the car. Dan has an app on the iTunes store with the steps to take when involved in a crash.

Adjournment – The meeting was adjourned at 8:20 PM.

Respectfully Submitted,
Bruce Redlien, Secretary



Support Our Sponsors



270 Larkfield Road
East Northport, NY 11731
Phone: 631-261-2881



1966 Wantagh Avenue
Wantagh, NY 11793
Phone: 800-649-3739



1077 Route 25A
Stony Brook, NY 11790
Phone: 631-689-1200



10 Bell Street
Bellport, NY 11713
Phone: 631-286-1829



620 Middle Country Road
Middle Island, YN 11953
Phone: 631-924-5850



664 Route 25A
Rocky Point, NY 11778
Phone: 631-74-45372



218 East Main Street
Babylon, NY 11793
Phone: 631-587-6709



4828 Sunrise Hwy.
Massapequa Park,
NY 11762
Phone: 516-798-5715



LONG ISLAND, NY
1024 Portion Road
Ronkonkoma, NY 11779
Phone: 631-866-5029



32 Windmill Lane
Southampton, NY 11968
631.283.2890