



Rochester Bicycling Club

Flower City Cyclist

Volume 51, Issue 6 August 2018

Fresh from the “Way Back” Machine!



This month's Teaser...

***Name just 3 of the 14 participants in the July 23, 1967
Genesee Valley Ride -(Picture above)***

Find the answer upside down on page 3

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Upcoming Events

Board Meeting

13 August 2018 at 6:30 pm
Legacy, 40 Willow Pond Way, Penfield, NY 14526

Board Meeting

10 September 2018 at 6:30 pm
Legacy, 40 Willow Pond Way, Penfield, NY 14526



Leading Adventure Cycling Association's inaugural self-contained Route 66 Tour - Los Angeles to Chicago

The Flower City Cyclist

Our Mission

- 1) *Teach and promote bicycling for transportation, recreation and health.*
- 2) *Preserve and proclaim the rights of bicyclists as operators of vehicles.*
- 3) *Schedule and organize bicycle rides, tours and other activities on a regular basis.*
- 4) *Cooperate with other groups in promoting bicycling.*
- 5) *Advocate the use of approved helmets.*
- 6) *Advocate the safe and responsible use of appropriate lands for off-road cycling.*

This Newsletter is published by the Rochester Bicycling Club in 10 issues, as scheduled below.

Month	Submission Deadline	Issue #
March	Feb 15th	Issue 1
April	March 15th	Issue 2
May	April 15th	Issue 3
June	May 15th	Issue 4
July	June 15th	Issue 5
August	July 15th	Issue 6
September	August 15th	Issue 7
October	September 15th	Issue 8
Nov-Dec	October 15th	Issue 9
Jan-Feb	December 15th	Issue 10

Newsletter Advertising:

The Flower City Cyclist accepts Paid Ads and Preprinted Inserts for this newsletter through this web mail link below. These ads will run for one issue. Copy and payment are due by the deadlines listed above..

Rates are:

1/4 Page	\$10.00
1/2 Page	\$15.00
Full Page	\$25.00

Note: Members may place bicycle related classified ads at no charge. See the RBC Website for complete details.

Contributing?

The editor accepts all bicycling related, member submitted articles, photos and artwork for the newsletter. Special consideration is given to RBC related activities, rides, special events and your personal experiences, cycling tips and adventures! Share your stories!

Submit articles to:

rbcnewz@yahoo.com

Carry Your ID!

Important: Always Carry ID When Cycling

Cycling definitely has risks. Most of us have the scars to prove this. It is often overlooked, but ID/contact (and special medical) info are **very** important to have on your person (and on your bike), even on club rides. Face it, you may not be conscious (or even with someone) when that info is most needed. Laminate a card containing such info and carry it with you around your neck or similar. Put another copy in your seat bag. Better yet get a Road ID (or equivalent). Just do it, and **use** it on **every** ride!



Road ID

commercially available item

Seen On Rides - Karen Managan



Teaser Answer: ATTENDANCE - Genesee Valley Ride - July 23, 1967 - 14 Riders
James H. McLann, John Yost, Herb Dey, Bob Entress, Sue Perry, Wayne Ricker, Mary Melatney,
George Rennie, Eugene Duggan, Carlton Becks, Joe Russo, John Kemp, Tom Scheg, Robert Behnaer,
Monthly teaser by Dale Vanocker, Idea for monthly teaser suggested by Clifford Milner

Announcements

2018 Andrew Spiller Memorial Challenge Ride and Picnic

On July 21st more than 50 RBC-ers gathered at the East Lodge at Mendon Ponds Park where they enjoyed the Rides, Wonderful Food, and Comradery at RBC's annual **Andrew Spiller Memorial Challenge Ride and Picnic!!** 51 riders "signed in" who rode a total of 2043 miles for the day!! Four Rides took place in the morning: a 50 miler, 31 miler and two rides of 16 miles each. All appreciated the cooler than predicted temperatures. While a brisk southerly wind impeded our southbound travel we enjoyed a great PUSH returning to our picnic site. Several participants stayed on after the picnic to enjoy additional riding.



Congrats to Greg Turner who rode 100 miles -- racking up High Challenge Ride Mileage Honors for the third consecutive year!!!

Special Thanks and Recognition to those members who Volunteered:

- **Ride Leaders:** Kevin McFarland, John Corman and Dave Ennis. Also thanks to Bob Kirby who "swept" our 50 miler.
- **Grillers:** Todd Calvin and Jim Fitch
- **Set up/Take Down:** Brad Jensen, Todd Calvin, Jim Fitch and Paul Knerr
- **Feast Providers:** Thanks to **All Participants** for their Tasty Culinary Contributions!!!
- **Promotion/Coordination:** Brad Jensen, Kathy Riegel, and Bob Kirby.

Additional Photos can be seen on the next page and on RBC's Meetup site:

<https://www.meetup.com/RBC-NY/photos/29089692/473084895/?#473084895>

Pictures are shown on the next page >>>

Announcements

2018 Andrew Spiller Memorial Challenge Ride and Picnic Memorable Moments



Genesee Double Cross - Karen Managan

After several days of extremely hot weather that was very uncomfortable to ride in, the temperature finally broke, the humidity dropped and with virtually no wind, we had a perfect day for one of the clubs favorite rides. Map #49, an oldie but goodie. The map was drawn back in 1974 by Dave Hurd who still lives in Castile with his wife Vera back, and we were fortunate to have him join us at the age of 77!

As Andy said, "I always forget how "lumpy" the first part of this ride is." Once over Basswood hill, it is mostly downhill into Angelica. The second part of the ride following the river back is much mellower except for that nasty little bump immediately as you leave the store in Hume.

The fast group took off while 5 of us leapfrogged Dave on his recumbent on the hills. He would go screaming downhill past us only to be passed on the uphills. Dave wants to know how many other folks his age are still doing rides like this. Other than bonking halfway back (we told him he didn't eat enough at lunch) he did great and we thoroughly enjoyed his company! A perfect day for a perfect ride.

Thanks Dave!



Dave and Karen Managan



**Andy Stewart, Christina Bater,
Dave Hurd and Karen Managan**

The Real Door Zone Tragedy - John Schubert



I've written an article. . . not about "don't ride your bike in the door zone," but about "why do people still promote riding in the door zone?"

The April 17 death of Lenny Trinh in Burbank, CA inspired me to write this article. The city of Burbank encouraged — no, REQUIRED — him to ride in this unsafe position by painting a door zone bike lane.

These injuries and deaths are 100 percent preventable. That requires a clear-headed message: ride where it's safe

Editor: The full article can be read by going to the following web page. I have reprinted the article in it's entirety, as best as I was able.

<https://cyclingsavvy.org/2018/05/the-real-door-zone-tragedy/>

The Real Door Zone Tragedy

The [April 17 fatal dooring crash of Lenny Trinh](#) in Burbank, CA, has ignited the blogosphere — and the blogosphere is getting it all wrong.

Before you read further, please stop.

Observe a moment of silence for Trinh's memory, and for the agony of his family and loved ones. I feel a heavy sadness that this post even needs to be written. But we must address the sober task of learning from this tragedy.

Believe it or not, dooring **never** has to happen. The real tragedy is that door zone riding is so heavily promoted, even after decades of observing the carnage it causes. And the blogosphere is not addressing this tragedy.

Trinh was riding in a door zone bike lane. You can see it here:



continued on the nesxt page >>>

Most dooring crashes aren't fatal, but some are.

Cycling Savvy Instructor [John Brooking](#) has compiled [a list of 36 fatalities, with names, dates and a narrative describing each crash](#). As happened last month with Lenny Trinh, most fatalities involve the “doored” bicyclist being run over by an overtaking motorist in the adjoining lane.

Why does this happen? The typical scenario is that the bicyclist almost avoids the open door, and her handlebar end catches on the door. The handlebars swing to the right, which dumps the bicyclist onto the pavement to her left. The nearby overtaking motorist can't stop in time, and runs over the bicyclist.

An overtaking vehicle is not necessary for serious personal injury or death. Instead, the victim hits the ground hard enough to sustain a fatal injury. In at least one case that Brooking recorded, a helmet did not prevent a fatal head injury. This isn't surprising. If you've ever tripped and fallen in the bathtub, you know you can fall fast and hit hard. Add in the bicyclist's speed, and that's a faster, harder hit.

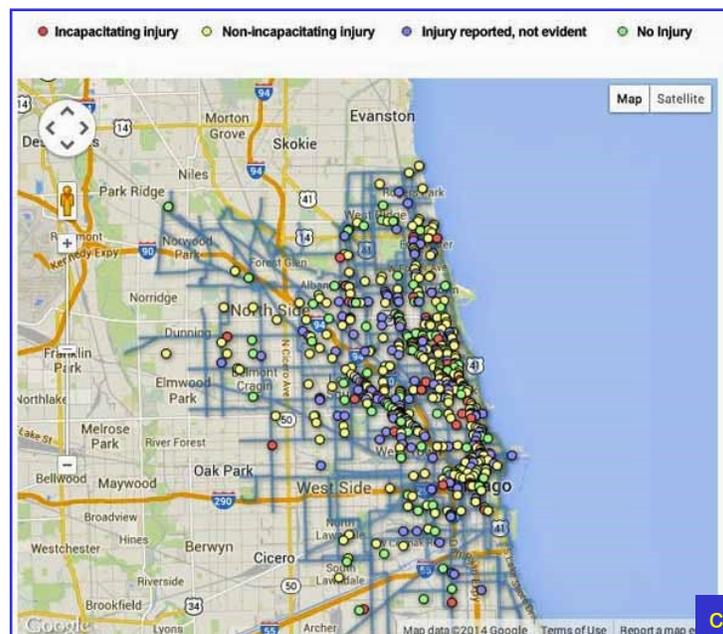
Non-fatal door collisions are a dime a dozen.

From brain injury to broken collarbones, the injuries can be tragic. And there are so many of them! I recall an article about a door collision in Portland, Oregon, in which a sympathetic bystander said to the victim: “Is this your first time?”

Door collisions usually aren't counted and totaled. Here's why: For a bicyclist's crash to make it into “the system” for purposes of counting and statistical analysis, it has to involve a serious collision with a moving motor vehicle. The swinging door doesn't count as “moving.”

Because these collisions aren't counted, some people prefer to believe they aren't a frequent problem. To that I respond: “Count the personal injury lawyers whose practices are primarily focused on dooring crashes.”

One exception to “not counted” occurred in Chicago some years ago. The city was required to count door collisions, and it produced a map with a dot for every collision. The map has lots of dots:



continued on the next page >>>

Dooring collisions have occurred for decades.

They cost millions. And when society believes cyclists should ride in the door zone, dooring collisions create the perception that bicycling has huge inherent dangers that can't be avoided.

So we take a deep breath and ask:

What is it with dooring crashes?

Why do we have so many?

Why do we make so little headway in preventing them?

Why do engineers continue to stripe door zone bike lanes, when they know that crashes like Trinh's are an inevitable consequence of door zone riding?

There's only one way to avoid dooring crashes.

Here's my premise: Safety results from safe behaviors. Traffic control devices should direct all road users to behave safely. A door zone bike lane fails this premise.

There is one, and only one, way for a bicyclist to absolutely avoid dooring crashes: Don't ride in the door zone. So from my point of view, proponents of door zone bike lanes must dispute the premise that traffic control devices should direct all road users to behave safely.

Why?

Let's start with the "respect" some people believe bicyclists "deserve" from the rest of society. This "respect" insists that motorists consider bicyclists they haven't seen, don't know exist, but may be sneaking up in their door zone. I've often heard people say that painting bike lanes green will increase respect and awareness — i.e., that motorists will see the green paint and be aware that a bicyclist might be there.

A bicyclist can prevent almost all traffic crashes by changing his/her own behavior.

Awareness didn't work very well for Ayden Seguritan, a Yale-educated physician's assistant. She was cycling in the door zone on Harvard Street in Cambridge, MA, and got doored. Then the motorist stepped out of the car. . . wearing her bicycle helmet. The motorist had just finished riding a bike herself.

How can you be more aware of bicycling than this motorist? Nope, "awareness" isn't going to prevent these collisions.

Why do some bicycling advocates continue to beat the "awareness" drum — and actually ask for door-zone bike lanes — instead of going for the silver bullet of staying out of the door zone?

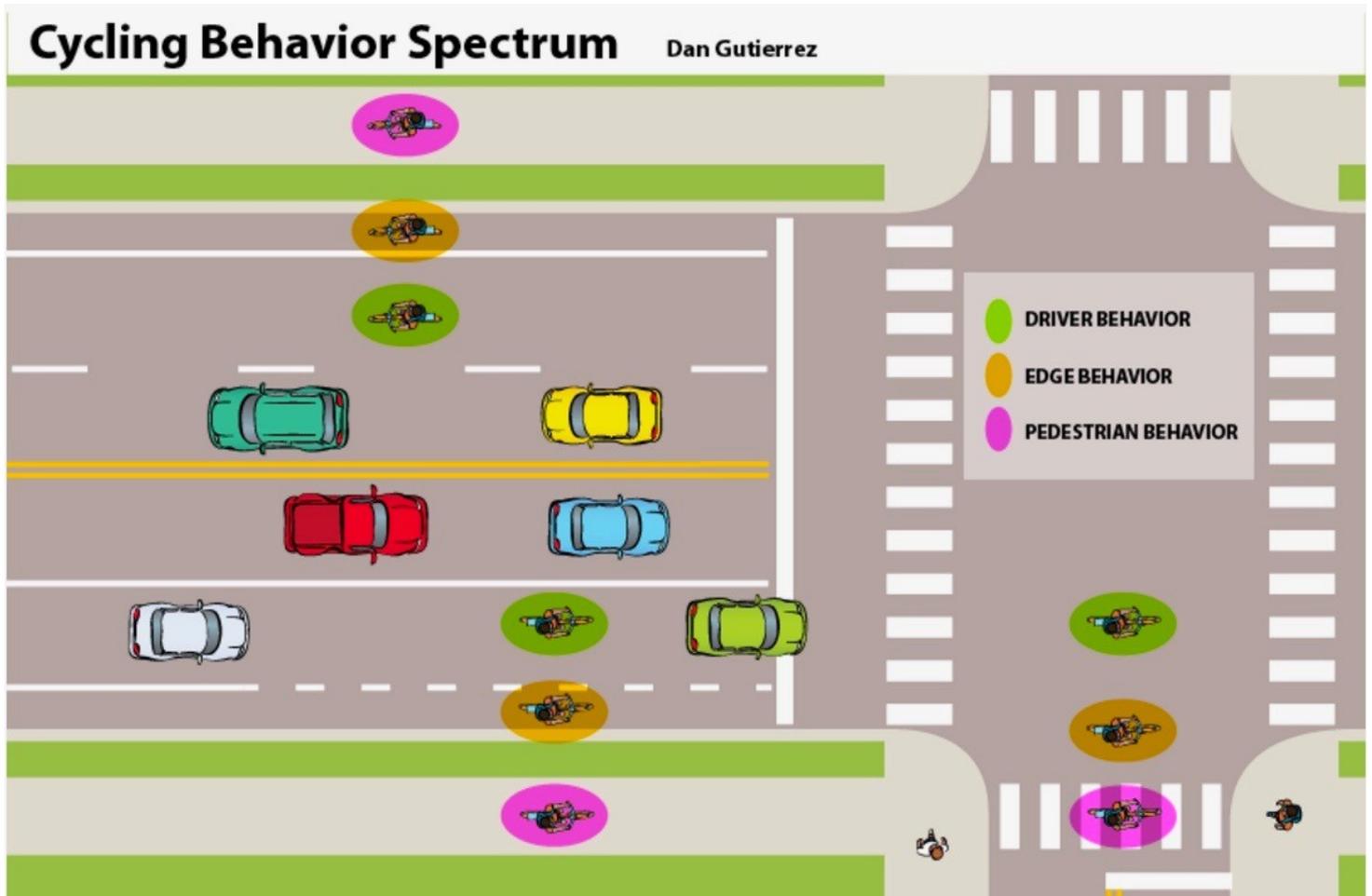
There are numerous reasons.

The biggest is an unwillingness to let go of an assumption: that edge riding is inevitable.

What's edge riding? We think of bicyclist behavior as falling into three categories: Pedestrian behavior, edge behavior and driver behavior. A pedestrian-behaving cyclist rides on the sidewalk, and is very susceptible to many crash types. An edge rider, on the right edge of the road, is doing what most people think is safe, but which has its own long list of crash hazards.

continued on the nesxt page >>>

The Real Door Zone Tragedy - John Schubert



We all started cycling by being edge riders. And even though edge riding is at the root of most bicycle crashes, many can't fathom the idea of not riding on the edge of the road.

This belief has many roots. One is that many people really still believe that overtaking motorists shouldn't be inconvenienced in the slightest. (Changing lanes to pass! How difficult! What a first world problem!) It's distressing how many bicyclists cling to this notion.

Another root, found among the jock set, is subliminal: edge riding is difficult and stressful. Jocks like to think that what they do is difficult, and that they are brave for doing it, and they are vaguely threatened by the notion of old grey-haired people blissfully riding in the heavy traffic they fear.

A third root is the concept that traffic control devices are promotional tools for bicyclists, not necessarily safety tools. Some bicyclists feel validated when they see a bike lane. It can be horrid — in the door zone, with a gutter seam and sewer grate, a pothole and mountain of broken glass. But by gum, it's a bike lane, and that says the government loves bicyclists.

Andrew Boone, a Silicon Valley activist, described the love of bad bike lanes this way:

The whole San Francisco Bay Area features a very extensive network of bike lanes of all kinds — the good, bad, and the ugly. Door Zone Bike Lanes are probably the most common type and all the big local bicycle coalitions support them as 'better than nothing.' New ones are still being installed and very few are ever removed.

continued on the next page >>>

The Real Door Zone Tragedy - John Schubert

I have tried hard without success to convince the San Jose Department of Transportation to stop installing them but everyone in the department agrees they are 'better than nothing' so they keep installing them. This is pretty much true everywhere in the Bay Area — door zone bike lanes are viewed as an improvement even by most bicyclists and somehow most city staff members remain ignorant on the hazards of dooring.

Some engineers simply don't understand the dangers, or think the dangers can be fixed with rabbit's-foot countermeasures. That doesn't work. Last month, the city of Key West, FL painted some door zone bike lanes green. A local cyclist sardonically announced that green was the new "hazard alert" color.

But this highlights another problem. You can't make an unsafe behavior safe with paint. And it doesn't work to change the color of the paint.

The city of Key West would do well to remember what happened when Portland, Oregon tried to make an unsafe bike lane safe. On May 16, 2012, shortly after the city put green paint in the bike lane on SW Madison Avenue, Kathryn Rickson was killed in that bike lane. Rickson's death was the result of a bad bike lane design.



This door zone bike lane in Key West just got green paint

continued on the nesxt page >>>

The Real Door Zone Tragedy - John Schubert

The [CyclingSavvy](#) approach doesn't tell the cyclist to look for validation or personal safety in a politically motivated, poorly designed bike lane. Instead we tell you that your own behavior is what validates you and maximizes your safety.

A bicyclist can prevent almost all traffic crashes by changing her own behavior.

That very thought is alien to many. To some, it's downright offensive.

You heard me right. Some people get offended when you try to tell bicyclists how to ride safer.

A surprising number of people prefer to view bicycle crashes as either (a) completely random, or (b) the fault of someone else. These beliefs fuel the society-wide opinion that bicycling has huge risks that can't be managed. They've contributed to an overall decline nationwide in cycling.

Shouldn't there be a law?

Well, there usually is. State laws typically find a motorist at fault for opening a car door and causing a crash. But the abysmal compliance with that law should convince you to neither rely on it nor tell other cyclists to rely on it.

Well, doesn't the law at least give you the right of recovery after a crash? Big maybe. In one case, Washington DC Superior Court Judge Robert Skuker acknowledged that there was a law against opening one's door in traffic, but also noted that the bicyclist had the right to use the right travel lane. The judge wrote:

[A] person exiting an automobile would not reasonably expect that a cyclist would be traveling at a rapid speed within a foot of her car. Accordingly, one could not conclude that a reasonable person should believe that cracking the car's door no more than six inches would cause a cyclist to veer into a lane of moving traffic.

The judge ruled against the bicyclist (Wing v. Schmidt, September 1980).

Now it's time to return to Mr. Trinh's tragic case and the blogosphere. The countermeasure that bloggers have most often suggested is something called the [Dutch Reach](#). This is a campaign to get motorists to reach across the steering wheel with their right hand to open the car door. The belief is that this will naturally cause motorists to look out for overtaking door zone bicyclists.

But the belief is bogus. There are numerous problems with this so-called solution that I'll expand on another time. In the words of one knowledgeable Southern California activist, Nevram Norman, "I've tried the 'Dutch reach.' It doesn't force me to look backwards, it just crosses my arms."

I eagerly await the day when it becomes common knowledge that bicyclists are better served by simply riding outside of the door zone.

A few months ago I led a CyclingSavvy group on a tour of Philadelphia. We were controlling the right travel lane on Spring Garden Street, staying outside of the door zone bike lane. An overtaking motorist — who was not inconvenienced, even for a second, in changing lanes to pass — told us to get in the bike lane. And just like that, a Toyota Prius door flung open in the bike lane.

We weren't in danger. We didn't care. We were riding safely.

Friends don't let friends ride in — or promote — door zone bike lanes.

>>>>>>> This article has been updated with a correction. An earlier version said the city of Key West was using green paint to highlight the known hazard of a door zone bike lane. That is incorrect. The city does not believe that design is a hazard. <<<<<<<<<<<

More on Rides

Adding Rides

Many of us are retired and most of us can take days off now and then. Last summer, at least one ride was posted almost daily. Let's get that going again!

If you are a member of RBC Meetup, you can be notified of added rides via email or push notification. Otherwise, keep your eyes on the RBC Meetup schedule.

Rides are added through our [Schedule a Ride](#) page. It is simple to use (and mobile-friendly!) You must be an RBC member to post. See [Adding Rides](#) for more details.

There is no list of rules ...only common courtesy and understanding of ride leader responsibilities and our club. Most folks like weekday rides in the 20-40 mile range, and not too far to drive. In addition to the local ones, there will be some remote challenging rides. Can there be two rides at once? Of course! However, if someone has already posted a ride similar to what you are considering, it is better not to post another. If you think your ride may be a better choice, contact the other ride leader to see if they are willing to change. It is always nice to gather club members to ride together. We may have different speeds and styles, but for many of us, we can change based on who shows up.

Post a ride, and they will come!

Icing on the Cake



We've got a diverse ride schedule ... one of the best in the country! Take a look for yourself at other club web sites.

As rides approach, please consider putting some "icing on the cake" to make them more interesting & fun. (**icing on the cake** means something that makes a good situation even better)

We encourage leaders *and* attendees to do this. All you need to do is put a note on the Meetup entry for the ride!

Examples:

- special stops or sites on the route -e.g. cider mill, bakery, ice cream
- tailgates - encourage all to bring a drink and snack for after the ride
- meal stop during or after
- swimming at a lake after
- calling all tandems

A Picture is Worth a Thousand Words

People love to see people pics. Cyclists love to see cyclist pics!



Almost all of us have smart phones. *Please* take a photo or two on the rides you attend and post them to the Meetup entry. It's real easy and one of the greatest advertisements for our club. Someone from our RBC Facebook team will see them and post fun ones to our Facebook page. We're creating a great club-wide album that we can look back on!

Bob- O Strong



Story

Bob was the epitome of good health; the avid bicyclist, the man who biked across the United States a few years ago, and, most recently, the one who biked through Mallorca with friends in April. Bob lived for the outdoors, his family, and most importantly, his Linda-Lou! On Friday, May 25th, everything changed. Bob was involved in a tragic bicycle accident that left him paralyzed from the chest down and dealing with many other complicating factors that came along with it.

We all know Bob is a fighter. He can do this, but he's going to need extensive rehabilitative therapy. The doctors want to get him to a new facility as soon as possible. Unfortunately Rochester does not have the spinal cord injury facility he needs, so he has moved to a rehab hospital near Albany, NY. With the reality of everything that is going to be involved in his care, we are going to need help.

It's going to be a long, difficult road, but Bob is tough and ready to fight!!! We appreciate your support. Please continue the prayers and positive thoughts!!

Please click on Bob's head to support his medical fund or go to

<https://www.gofundme.com/fxvrf9-bob>

Announcements

Welcome to our New or Returning Members as of July 31, 2018

Paulo Cerati
de Azambuja

Abigail Chapman-
Duprey

Kristine Constable
Douglas Constable

Joyce DeBlicek
Jennifer Donovan

Emily Duke
John Duprey

Margaret Duprey
Anne Esposito
James Hart

Angela Hoover

Cheryl Kelley

Mary McConnell

Amy McGregor-Morrow

Steven Melcher

Kerrie Merz

Mark Monachino

Amy Nieritit

Helen Schneck

Fernando Voltolini
de Azambuja

Waleska Voltolini
de Azambuja

Mark White

Patricia Wollan



Needed for 2019

Humorous Awards Ideas

The Awards Committee is always in need of awards for our 2019 Spring Banquet. We also like to recognize people who go way “above and beyond”.

So when you’re out riding this year keep your eyes open for those special incidents that merit recognition.

Make a mental note, and when you get home drop me a quick email at:

bkjensen99@yahoo.com

I’ll take it from there...

Bicycle Cases for Rent to Club Members!

Going on a bicycle tour and you need to ship your bicycle via air, water or ground transportation safely?

The Club has cases for rent to our members at \$2.50 per day.

These are hard cases to protect your bicycle from damage.

Details for renting the cases and the bike and rental sign-up agreement can be found on our website:

<https://rbc.wildapricot.org/event-2930100>

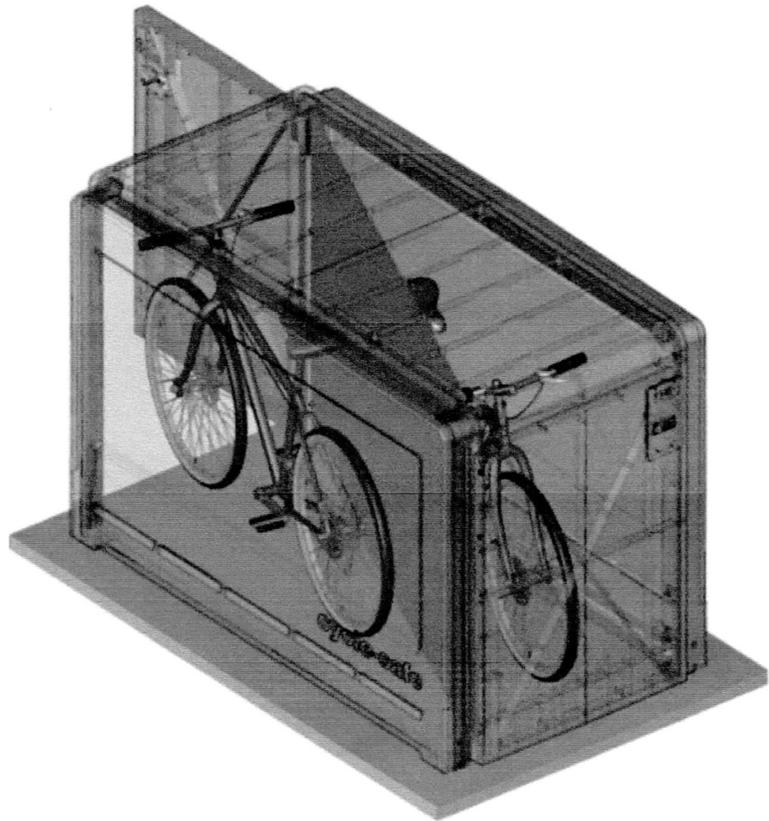




BikeTo Work

**Then park your
bike Safe and
Secure in one of
our Bike Lockers**

- **High Falls Garage**, State Street near WXXI, Kodak and the Inner Loop
- **Sister Cities Garage**, near City Hall, and the County Office Building
- **Court Street Garage**, near the Rundel Library and Excellus
- **South Avenue Garage**, near the Convention Center
- **Washington Square Garage**, near GeVa and the Strong Museum
- **East End Garage**, near the YMCA and Eastman Theater



Rental Periods and Rates

Apr 1 – Nov 30 Three-Seasons \$40	Dec 1 – Mar 31 Winter \$20	Apr 1 – Mar 31 All Year \$50
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To rent one, contact **Bruce Wilbur**, City of Rochester Bureau of Parking 585-428-6587
Or Email bruce.wilbur@cityofrochester.gov

<http://www.cityofrochester.gov/parking/bycycles/>

Have you seen a bicycling video clip that you would like to post here? Send it to:
rbcnewz@yahoo.com

Brian Managan: *My 2018 Tours*

[Colorado-Utah Inn-to-Inn II](#)

[The North Star II](#)

Bikeways Tri-Fold - [Click here](#)

mentioned in the June 2018 Newsletter

TS 101 Class Information and Photos

On Facebook: Rochester Bicycling Club

The Geek Cyclist - *3 Ways to Stay Safe on the Road*

<https://www.thegeekcyclist.com/tips/bicycle-safety-tips/>

Granite State Wheelmen - <http://bit.ly/2gNolvw>

Map My Ride - <http://mapmyride.com>

An advanced ride mapping program site

Miler Meter - <http://www..gmap-pedometer.com>

A simpler ride mapping program than *Map My Ride*.

Add your blog here or send me a favorite one (with a description) by sending it to:
rbcnewz@yahoo.com

Board Meeting Minutes



Rochester Bicycling Club Board of Directors Regular Meeting: May, 2018

There are no “approved” notes for May due to a lack of a voting quorum for the June meeting.

Seen On Rides - Karen Managan



Member Ads

CANNONDALE SYNAPSE CARBON

\$1,200

Frame	Synapse Carbon
Fork	Synapse S.A. V.E. Ultra Carbon
Frame size	58cm
Rims (NEW)	Shimano Ultegra 6700 Tubeless
Tires (NEW)	Hutchison Fusion Tubeless
Front/Rear Derailleurs	Shimano Ultegra 6700
Brakes	Shimano Ultegra 6700
Brake/Shift Levers	Shimano Ultegra 6700
Cables	GORE Ride On Professional
Crank	Shimano Ultegra 6700 Compact 50/34
Rear Cassette	Ultegra 6700 11-28
Chain	Shimano Ultegra 6700

Great Condition (See Pictures)
Pedals not included



Call 585 202 9763

For Sale

Trek 7200 WSD

16" Women's Hybrid, 8-speed.
Showroom New (<50 original miles),
Peacock color.
Lists at \$540;
Asking \$300, incl.
wireless computer
Call (585) 752-8027
View Specs at:

[http://
www.bikepedia.com/
quickbike/](http://www.bikepedia.com/quickbike/)



For Sale

Homemade short wheelbase recumbent bike and carrier with many accessories.

Reduced price \$95.00
Call Larry Johnson

315-524-8244

The carrier is worth the price. Bag was \$75.00



For Sale

Panniers:

Red: Arkel "Bug;" Grey: Arkel "Commuter"

Yes I have toured & commuted with them.
~1600 cu. in./25 L each.

The Bug becomes a back pack & has a place for your helmet on the front. They are a bit too big to use on my foldie.

These are 1000D Cordora Nylon sprayed with Scotch guard & I'll include a large ZipLoc bag to make what you are carrying water resistant/proof.

New \$189 each. These wonderful panniers are now used & the bottom price is \$50.00 each.

Call or text Harvey Botzman: (585) 363-0310; email: harvey.botzman@gmail.com



FOR SALE:

1999 Schwinn Paramount, 56cm. Hand built by Curt Goodrich <http://www.curtgoodrich.com> with Reynolds 853 steel tubing. It's the 463rd of about 750 bikes that Curt built.

Components are a mix of Dura-Ace and Ultegra.

A truly fantastic ride. This bike can be seen and ridden at Mendon Cyclesmith.

Contact for questions is David Snyder, 943-4050.

doorknob@rochester.rr.com

Asking \$1,100 / OBO

Member Ads

FOR SALE

Used Bicycle Clothing:

Jerseys – short sleeve and long sleeve.

Shorts, tights, socks.

Booties, toe warmers, Size medium or large.

Cateye multimode rear light.

Bell bicycle helmet;

Bontrager road shoes, Size 9 US, 42 European;

Jerseys – short and long sleeve.

Shorts, tights, socks.

Booties, toe warmers.

Arm warmers, leg warmers.

Bargain priced!

Call G. Mitchell: 585-621-1906

gmitch@rochester.rr.com

For Sale

Gently used Terry Bicycle

- Front tire is 24", back tire is 26".
- It was perfect for my petite 5' height
- The handle bars recently converted to uprights,
- but I have the original parts which can be reattached.
- The saddle will not be included.
- Asking \$300

Contact: Fraida Levinson

fraida.levinson@gmail.com



For Sale:

BMC Pro Machine Carbon Tour de France level race bike.

Ten Speed SRAM Red/Force components.

Compact 50-34 and 11-36 mountain derailleur or standard Force 11-28 rear derailleur.

Size 52 Frame.

Bike weight under 18 pounds.

Price \$1295. Retail value about \$4,500.

Contact Steve Sussman:

732-763-0784



For Sale

Bacchetta Cafe Recumbent bike. Well-maintained, excellent condition. New Schwalbe Marathon tires, some accessories. Loved this bike - many amazing miles. **Asking \$785**

Call, text or email for more details and more photos.

Neal Holtzman

585-752-7103 (cell)

nealholtzman@yahoo.com



Member Ads

For Sale

Please help me get this stuff out of my basement; maybe to your garage or basement.

Better yet, maybe this Yakima roof rack parts will fit your vehicle. Included are fittings for car roofs with and without gutters. Also, included is a set to hold winter skis.

For a generous donation to the Tour de Cure, (bring me your check payable to the American Diabetes Association), you get the privilege of ridding my basement of this stuff.

Richard DeSarra

rdscomm@rochester.rr.com

585.461.5363 (home)



For Sale

LONG WHEELBASE RECUMBENT BIKES

1. Rans Stratus XP

-color red, aluminum frame, SRAM X9 components, with computer and kickstand. Very good condition and well maintained. Asking \$1400

2. Rans Extreme

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NOTE: PRICES ARE NEGOTIABLE ON ALL ITEMS*

ACCESSORIES FOR SALE-2 bike hitch rack for recumbents (Asking \$300)



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607-587-8835 Wed-Sat 10am - 6pm

[bicycleman](http://bicycleman.com)

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Rans Screamer Sport Recumbent Tandem.

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alberthurd@icloud.com

585-493-5751 Home - 585-322-6319 Cell



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