



SPOKESMAN

Niagara Frontier Bicycle Club, Inc.

Volume XXVIII

NUMBER 2

MARCH 2007

Cycling Season

**CYCLING SEASON OPENS 11AM;
MARCH 17, 2007**

Your Membership Expired

**On February 28th 2007
RENEW NOW - APPLICATION INSIDE**

Please note that mileage will not be credited if you are not a paid up member.

Club Trip

**Club Trip Set For July 4th Thru 8th
With a Prescript July 2nd Thru 4th**



SEE INSIDE FOR DETAILS



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Ride Schedule & Activities

Date	Time	Map	Miles	Elev.	Rating	Ride Name	Leader/Phone
03-17-07	Sat 11:00	6	23/17	na	Easy	St Patrick's Day Ride-Ellicott Creek Island Pk. Creekside off NF Blvd	John Herman 675-1944
03-18-07	Sun 11:00	701	28/22	na	Easy	Lockport Brewhaus-Amherst Museum Tonawanda Creek S and New Rd	Jin Karnath 688-2968
03-18-07	Sun 11:00	139	25/18	1200	Mod	Elamarillaurora - Public lot north of Main St,off Pine, East Aurora	Bob Mahaney 873-2814
03-24-07	Sat 11:00	45	23	1800	Diff	Wanna Climb a Hill? Chestnut Ridge Casino Rt 277 OP NY	Jim Karnath 688-2968
03-24-07	Sat 11:00	347	30	na	Easy	Sanborn Scramble- N Amherst Fire Co Ton Crk S & Campbell Blvd	Dennis Powell 691-6233
03-25-07	Sun 11:00	357	35/25	na	Mod/Easy	Brenda's Surprise-Lancaster HS, Center and Pleasantview	John Herman 675-1944
03-31-07	Sat 11:00	305	35/23	3100	MD/Mod	Maple Country Ride-Church St parking lot North of Rt 39, Village of Arcade	Ron Wakefield 877-2140
03-31-07	Sat 11:00	739	34/25	na	Easy	Millgrove Meander- Clarence Ctr Elem School, Clarence Center Rd	Tom Williams 688-2981
04-01-07	Sun 11:00	709	28	na	Mod	Toy Town Tour-Vidler's Parking Lot Main Street East Aurora	Dennis Powell 691-6233

MAR 2007

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18 Lockport Brewhaus Cafe Elmarillaurora	19	20	21	22	23	24 Wanna Climb a Hill? Sanborn Scramble
25 Brenda's Surprise	26	27	28	29	30	31 Maple Country Ride Millgrove Meander IV

Can-Am Job Fair & Organizational Meeting

Because of the success of the 2006 event, the enthusiasm of the committee and the approval of the NFBC Board of Directors Can-Am Century 2007 will take place September 9.

We will need a few more workers committed to the success of the ride and able to think creatively, work independently, and offer &

accept thoughtful criticism. There will be large and small jobs available.

Please consider participating in the first organizational meeting, March 20. Contact Mary Alice Tock at jtocke@aol.com or 941-5591. Any suggestions regarding the ride may also be emailed to jtocke@aol.com



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Club Trip

History Re-enactment *by Bike*

Peaceful Amish pastures, cannons rumbling, guns-a-flashing: see it, hear it, bike it. Be there: Lancaster, PA, July 4th to 8th with a prescript on the fields of Gettysburg, July 2nd to 4th.

Price per person for four-night Amish pleasure is \$270 if you share, \$485 if you are going solo.

If six nights are your pleasure, then \$395 is the fee for each when two are together. If you cannot agree to be with another, then you pay the price of \$720.

Your fees include rooms, maps, food and drink, parties and more parties, and things very special.

After May 15th, the minimum cancellation fee is \$75 for the four-day trip and \$100 for the six-day trip (double it if you are solo). After June 15th, the minimum cancellation fee is \$225 for four days and \$250 for six days (double it if you are solo). Questions: call Richard at **741-2762**.

To reserve your place, please send full payment and application form to:
Richard Lepie, 9325 Hunting Valley Road N., Clarence, NY 14031

Application Form

Name: _____

Room Mate: _____

Address: _____

Telephone Number: _____

E-Mail: _____

NFBC No. _____

4 Day Amish Pleasures: \$270 per person double (\$540 for two); \$485 single

6 Day Pleasures and Battles: \$395 per person double (\$790 for two); \$720 single

Make checks payable to Richard Lepie



SPOKESMAN

Niagara Frontier Bicycle Club, Inc.

Board of Directors

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OFFICIAL PARTY RULES

For members of the NFBC, biking is number one, followed by socializing with friends. Get-togethers are organized by volunteers in the club who enjoy hosting parties. The host(ess) supplies the facility, main course, soft drinks and, of course, time and energy. Those who attend supply a reasonable dish to share, a beverage of their choice, and fund for the "kitty" to offset the expenses not included with their dues.

SPOKESMAN DEADLINE

The deadline for submission of articles to the Spokesman is the fifteenth (15th) of the month preceding the month in which the information is to appear.

HELP SPREAD SUNSHINE

Did someone have an accident? Is someone sick? Share the news with the club. We will send a note of cheer to someone who might need it. Simply notify Doreen Lynd (662.8264). NFBC cares about its people.

Roy's Update Membership

117 Members have renewed so far.

Thanks

Membership renewals are due March 1, 2006. If you do not renew by March 20th, you will probably not receive the April Spokesman.

For those of you who order them, map packets will begin to be mailed March 10. Map packets cost \$12. You do not need one to go on rides with the club. A map is distributed before each weekend ride. Queue sheets are handed out on the weekday rides.

Roy



Brevet *Rhymes With Chevrolet*

On August 20, 2007, over 4000 amateur cyclists will convene in a suburb of Paris, France for one of the most historically rich and challenging of bicycling events, the 1200 km Paris-Brest-Paris grand randonnee. What's a randonnee, you say? It's something done by a randonneur. Randonneuring is roughly translated from the French to mean a ramble. That makes it sound disorganized, but randonneuring has a very explicit set of rules. For instance, the 1200 km is to be done in a maximum time limit of 90 hours, time off the bike included. A series of 4 brevets sanctioned by Audax Club Parisien (ACP) of increasing length must be done in the same year prior to the grand randonnee to qualify. Ride support, with exception of at checkpoints, can only be given by other participants or ride officials. For the most part, you are on your own. Bikes and riders must have lights and reflective gear meeting certain criteria. Until very recently, bikes ridden in PBP required fenders.

Is it a race? No, the first person across the finish line has the same status as the last person to make the time limit. All get their names entered in the Grand Livre, the Great Book holding all finishers of PBP since it started. Oh, don't think that the finishing times aren't important, but it's only for bragging rights.

What is a brevet? Roughly translated from French, brevet means "certificate" or "diploma". This is referring to the certification of the ride, and by extension, the ride itself. Brevets are done over a set course and distance 200 km or more that must be completed in a set time limit. The dates are set in advance and there are no rain (or snow) dates. You must pass through checkpoints along the route called controles where you get the brevet card issued at the start of the ride stamped, certifying your passage through that point.

The qualifying brevets for PBP are 200 km, 300 km, 400 km and 600 km with time limits of 13.5 hrs., 20 hrs., 27 hrs. and 40 hrs. respectively. There are other 1200 km brevets besides PBP, the most famous stateside being Boston-Montreal-Boston. There are a few randonnees in the world that exceed 1200 km. For instance, London-Edinburgh-London is 1400 km. Grand randonnees,

those exceeding 600 km, are never run in a PBP year.

PBP is held once every 4 years. It was started as a professional race in 1891 to demonstrate what the safety bicycle, with its diamond frame, geared drivetrain and pneumatic tires could do with a slightly deranged rider aboard. It was sponsored by the newspaper, Le Petit Journal, mostly to help sell copy. The route is relentlessly rolling terrain between Paris and the west coast port city of Brest. Back when paved roads were almost nonexistent and bicycles did not have multispeed drivetrains, the event was considered so arduous it was to be held only once every 10 years. In 1901, PBP was put together partly due to the efforts of Henri Desgrange, who also organized the first Tour de France in 1903. The 1901 PBP featured an amateur division and its first randonneuring participants. PBP was not held during WWII. After the war it was decided to run the ride again in 1948 and then 1951 to get back on schedule, then started repeating every 5 years. In the 50s it became a totally amateur event. PBP almost disappeared in the 60s with only a few diehards showing up for the ride. The 70s brought resurging interest, not only with French nationals but with many non French taking on the challenge. Attendance at PBP has grown steadily since. The 4 year spacing of PBP started in 1971 and continues today.

In the United States, RUSA is an organization that acts as a go-between for US riders, ride organizers and the ACP. Regional Brevet Administrators (RBAs), scattered all over the US, are the ones that put the rides together. There is also a very active Canadian group, Randonneurs Ontario. The closest RBA to Buffalo on this side of the border is in Syracuse, NY. (A side note: Randonneuring got a big push in the US in the 70s and 80s by Jim Konski of Syracuse with his International Randonneurs organization, the predecessor to RUSA.)

So now you know how to say "brevet".

More info:

<http://www.paris-brest-paris.org/EN/>
<http://www.rusa.org>
<http://distancerider.net>
<http://www.randonneursontario.ca>



Tips

for the best cycling

University of California, Berkeley Wellness Letter
February 14, 2007

About 90 million American adults ride a bike at least once a year, nearly 30 million regularly cycle for recreation and a few million even commute by bicycle, according to a recent article in American Demographics.

Those numbers may rise in the next few years, thanks to federal legislation that encourages local communities to build cycling into their transit plans. That's good not only for the environment but also for the nation's health, since cycling is one of the best forms of exercise around.

It gives the heart and circulatory system a workout, it puts little stress on joints (except perhaps the knees), it can burn 400 to 700 calories per hour and -- if you own a bike -- cycling is free and can be done just about anywhere.

Here are some steps you can take to improve cycling performance, safety, comfort and enjoyment:

Use your head

1. Absolutely crucial: always wear a helmet. Of the nation's 800 annual cycling deaths, head injuries account for about 60 percent. If all cyclists wore helmets, perhaps half of these deaths and injuries -- especially in children -- could be avoided. Choose a bright color and make sure the helmet fits properly. It should sit horizontally on your head and shouldn't move about.

Do the right thing

2. Brake right. To exert optimal pressure, brake with your hands at the ends of the levers. For a quick stop, as you press the brakes firmly, slide your buttocks to the very back of the saddle. This will keep the rear of the bike down so that you don't flip over the handlebars.

3. On a long downhill, don't stay on your brakes. That may overheat the tire's rim and could cause a blowout. It's safest to "feather brake" -- that is, tap the brakes, applying intermittent pressure. This is wise in wet weather, too.

4. Don't pedal in high gear for long periods. This can increase the pressure on your knees and lead to overuse injuries such as biker's knee. Shift to lower gears and faster revolutions to get more exercise with less stress on your knees. The best cadence for most cyclists is 60 to 80 revolutions per minute (rpm) -- though racers pedal in the range of 80 to 100 rpm.

5. Going uphill, shift gears to maintain normal cadence. On a long hill, conserve energy by staying in your seat.

6. When cycling at night or when visibility is poor, wear brightly colored, reflective clothing and use your headlight. In fact, wearing bright colors is a good idea at any hour. Also consider a rear strobe-type light (attached to the bike or your belt) to enhance visibility at night.

Easy rider

7. Make sure your bike fits. Handlebars, saddle, wheels, gears and brakes can all be adjusted to match your size and riding ability, but the frame has to fit from the start. To find the right frame size, straddle the bike and stand flatfooted. On a road bike, there should be one to two inches of clearance between your groin and the top tube. On a mountain bike, the clearance should be two to three inches or even more.

**More tips can be found at:
www.active.com**

NIAGARA FRONTIER BICYCLE CLUB MEMBERSHIP APPLICATION

NFBC/LAB RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT

In consideration of being permitted to participate in any way in the NFBC sponsored bicycling activity, I for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree and represent that I understand the nature of this bicycling activity and that I am qualified, in good health, and in proper physical condition to participate in such activity. I further acknowledge that the activity will be conducted over public roads and facilities open to the public during the activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.

2. FULLY UNDERSTAND that: (a) bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and death; (b) these risks and dangers may be caused by my own actions, or inactions, the actions or inactions of others participating in the activity, the condition in which the activity takes place, or the negligence of the releasees named below; (c) there may be other risks and social and economic losses whether known to me or not readily foreseeable at this time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in this activity.

3. HEREBY RELEASE, discharge, and covenant not to sue the NFBC, the LAB, their respective administrators, directors, agents, officers, volunteers, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the activity takes place, from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the releasees or otherwise, including negligent rescue operations; and I further agree that if, despite this release and waiver of liability, assumption of risk, and indemnity agreement I, or anyone on my behalf, makes a claim against any of the releasees, I will indemnify, save, and hold harmless each of the releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT. FURTHERMORE, I HAVE ALSO READ AND UNDERSTAND THE RESPONSIBILITIES OF A RIDER. (See below).

Name ►				
Mailing Address ►				
City, State, Zip ►				
Phone Number ►	Email ►			
We will distribute a list of our members' e-mail addresses, home addresses and phone numbers to NFBC club members and to local bike shops unless you check the following spaces: NFBC <input type="checkbox"/> NO LOCAL BIKE SHOPS <input type="checkbox"/> NO				
I do <input type="checkbox"/> do not <input type="checkbox"/> need to receive a printed copy of the newsletter via US Mail				
Primary Member/Guardian ▼	Signature ▼	Date ▼	Birthdate (If under 18) ▼	Member No. ▼
Additional Members ▼ (More may be added at bottom of next page.)				
Comments (ride length preference, interested in leading ride, volunteering, etc.)				

Family Membership includes any two adults and their children under the age of 18 living at the same address.		
Membership		Status
• Individual	\$20.00	• New Member
• Family	\$30.00	• Renewing
• Map Packet (extra)	\$12.00	• Address Change

Send check (payable to NFBC) and signed application to NFBC, Inc.,
c/o Roy R. Tocha, 11 Eaglecrest Dr.,
Hamburg, NY 14075-1807

Niagara Frontier Bicycle Club, Inc.

In the interest of safety on the road for members of the NFBC, all riders and guests must acknowledge having read and understood the "Duties of Riders of the NFBC" statement by signing it before participating in any NFBC-sponsored ride.

Duties of Riders of the NFBC

By becoming a member of the NFBC, all riders represent they have the knowledge and skills necessary to minimize the risk of injury in the sport of cycling.

Riders shall have the following additional duties to enable them to make informed decisions while participating in the sport of bicycling:

1. Riders must obey New York State vehicle and traffic laws. Riders are governed by the same laws as motor vehicles. Riding in an NFBC group does not give riders the right to run stop signs or traffic signals.
2. All riders must wear a Snell or ANSA approved bicycle helmet.
3. Riders should not ride beyond their limits or their ability to cope with variations in road conditions (wetness, gravel, ice, snow, potholes, etc.).
4. Riders must remain in constant control of speed and direction at all times so as to avoid contact with obstacles and with other riders.
5. Riders should familiarize themselves with verbal and posted information before riding the route. The NFBC ride facilitators do not represent the route as free of hazards to bicyclists.
6. Riders must not overtake another rider in such a manner as to cause contact with the rider being overtaken.
7. Riders make certain there is adequate safe space between themselves and the rider in front.
8. Riders should communicate with other riders by calling out and announcing the following:
 - "Car Back"- warning riders in front of them that there is a car approaching from the rear and signaling to single up. It is important to pass this information along the line of riders.
 - "Car Up"- warning the group that a car is approaching from the front. It is important to pass the word back.
 - "Single Up"- telling the group that riders need to be riding single file.
 - "Car Left or Right"- warning riders at intersections or other places that a car might enter the path.
 - "Walker or Runner Up"- warning riders there is someone on foot on the riders' side of the road.
 - "Tracks"- warning riders about railroad tracks. Riders should cross at right angles to the rails.
 - "Road Kill"- warning riders there is a dead animal in their path.
 - "Hole(s)"- warning riders about dangerous breaks in the pavement. Sometimes riders may just point down to show that something is there instead of calling out the warning.
 - "Stopping or Slowing"- warning riders of a change in speed. This may be done with a hand signal, but a call helps to avoid a problem.
 - "On Your Left or Right"- warning riders that someone is passing. Riders should always pass on the left, but if they find themselves on the right, they should announce they are passing on the right.



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