

ROLLING WHEELS

SUFFOLK BIKE RIDERS ASSOCIATION

January 2020

BEFORE Ringing in '20 Let's Remember '19



<http://www.sbraweb.org>

Ring in the New Year

As We Reflect on the Past



As we ring in the New Year we can reflect on the past year to see where we were and set goals on where we want to be in 2020.

We had a great year celebrating our usual events, like Bike Boat Bike, the Montauk Century, the Club Picnic and the Lobster Ride to a new event the

SBRA CARES Ride.

We had something going on from June-October and our members did not disappoint. You came out and supported the club events with always saying we should do more of these and thanked the club for putting them together. I want to say THANK YOU, because you, our members, make our events successful.

We are already working on what we can do to top last year, so any suggestions please send them to the board for consideration and of course we love new volunteers so take the plunge and come work with your fellow SBRA members.

We have the Awards Party January 4th where

we will recognize some members who accomplished some amazing goals not only in the club but on a personal level as well. It takes a lot personal drive to get out and ride the amount of miles that our top riders turned in or for a Ride Leader to post over 100 rides. It is good to celebrate their accomplishments and maybe they can inspire you to reach a goal of your own this year.

I am excited to see what this year brings for our club and our members. Where will the road take you this year? Will it be out of the country or somewhere here in the US? We love to hear about your adventures so please share!

I look forward to seeing you at our events and please remember that safety for you and your fellow riders is the number one priority of SBRA. Please watch out for not only yourself but the person riding in front and behind you.

Let's have a fun filled "New Riding Year."

Joanna
SBRA President



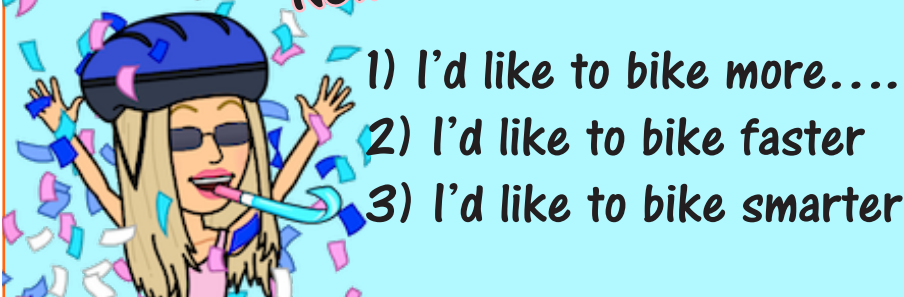
Safety Tip

BY MANNY ROSENCRANTZ
SAFETY DIRECTOR

Touching tires is a common cause of crashes. This can happen from overlapping wheels or trailing riders not paying attention to slowing speeds. To avoid a crash, it is recommended that you steer into the rider's wheel instead of trying to move away and slow down to create some space. This will help you hold your line and keep your balance. Steering away from the wheel touching yours can lead to an overcorrection and make you lose your balance.

The best thing to do is avoid the situation entirely, Follow the simple rule of not overlapping wheels. Also if you see the line slowing yell out slowing and give a hand signal to alert riders behind you.

Ahhh, Christine's
New Year resolutions....



- 1) I'd like to bike more....
- 2) I'd like to bike faster
- 3) I'd like to bike smarter

WAIT!

THAT WAS LAST YEAR'S RESOLUTIONS....LOL !

**Happy New Year SBRA,
c ya on the road in 2020 !!!**

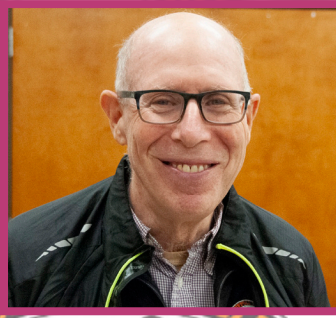
SBRA Welcomes 2020 Executive Board Memebers



PRESIDENT
Joanna Pasucci



VP ADMINISTRATION
Jeff Meyer



VP OPERATIONS
Paul Miklean



TREASURER
Joe Matzelle



RECORDING SECRETARY
Bruce Redlien



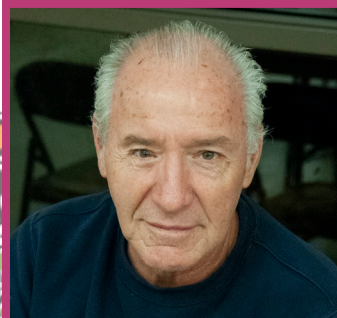
ADVOCACY DIRECTOR
Joe DePalma



EDUCATION & SAFETY DIR.
Manny Rosenkrantz



MEMBERSHIP DIRECTOR
Ronnie Levy



RIDE DIRECTOR
Tom Miceli



SOCIAL DIRECTOR
Darlene Merola



WEBMASTER DIRECTOR
Brenda Meyer

CONTACT SBRA by email -- info@SBRAweb.org

president@SBRAweb.org
statistician@SBRAweb.org

vp_administration@SBRAweb.org
webeditor@SBRAweb.org

membership@SBRAweb.org

STATS NOVEMBER 1, 2019 -
DECEMBER 30, 2019

TOTAL CLUB MILES: 38,564

MILEAGE LEADERS:

MIKE COLE 1,115
ROBIN SHEA 1,080
BRIAN TOOLE 992
DAN ROSTRUP 934

News from the Bike Co-Op

A series of classes, taught by SBRA member Richard Dittmar, will be offered to all through the Brookhaven Bike Co-Op.



Bike Mechanic Class – This class is for anyone interested in learning basic bicycle mechanics. The class, at the Brookhaven Bicycle Co-Op now at Flower Fields in St. James, has three fully functional workstations. The course is both structured and an open forum format. Some things may be review for some, but if everyone can learn a few tips and techniques, it is a good thing.

Group Riding Class – This class is for any level rider interested in learning critical riding tips geared towards safety, basic group riding techniques, and etiquette. Cyclists don't have to be a high-level rider to learn these techniques. The object is to get all of the riders in a group to be on the same page. The class will also be held at the BBC. It will be a combination of classroom and road riding with some video filming. I will post the class on the SBRA website for some Saturday afternoon rides so everyone can do whatever ride they are doing in the morning and attend class in the afternoon.

Next Issue

SBRA Annual Holiday Party
Rolling Wheels: A Year in Review
CycleOps Trainer Review
Safari Trip to South Africa
Ask The Cycologist

Important Dates

- SBRA Holiday Party/Awards Dinner January 4
- SBRA Membership 2020 Renewal NOW
- Super Cycling Saturday March 14

January General Meeting

Thursday, January 2 -- 7:00 PM

TIME TO RENEW YOUR SBRA MEMBERSHIP FOR JUST \$30.00 YOU CAN ENJOY ALL OF SBRA'S RIDING AND SOCIAL EVENTS DON'T FORGET YOU MUST RENEW BY THE END OF FEBRUARY
GO TO OUR WEBSITE FOR DETAILS
www.sbraweb.org/

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

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BIKE BOAT BIKE	Joanna Pascucci	631-747-3464
GRAPHIC DESIGNER	Brenda Meyer	631-245-2833
MONTAUK CENTURY	Joanna Pascucci	631-747-3464
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PHOTO GALLERY EDITOR	Norman Samuels	631-928-3913
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REFRESHMENTS ASST.	Hava Forziano	
STATISTICIAN TEAM	John DeRitto	631-874-3669
STATISTICIAN TEAM	Tricia Brandt	631-874-2686
STATISTICIAN TEAM	Valerie DeRitto	631-874-3669
SUNSHINE	Bruce Presner	516-702-5639



BY NORM SAMUELS



Maybe like me, you've decided to reduce the winter wind chill on the road, and you're buying a Mtn. Bike. Just as riding on the road is similar but different than riding in the woods, the purchase of a Mtn Bike is similar but different.

Let's discuss some of the choices that you will have to make when buying a mountain bike. I wish I could help with a suggestion for an entry-level bike, but I only have one hard-fast rule ... **DON'T** buy a department store or even a sporting goods store level bike. The brand you might see at those stores may be a familiar name brand, but the sales associate will probably not be helpful regarding all the choices, and the assembly of the bike will not be performed by a real bike mechanic.

Unlike the distant past, today, Mtn. Bikes have more component choices than road bikes when it comes to the package you're buying. Here are some of the options beyond the important initial issue of getting the right size bike:

As with a road bike purchase, the first decision is to frame composition. Just like road bikes, the latest entry here is carbon. Mtn Bikes began being popular when steel was the material of choice, and they are still available, from big manufacturers and craft builders, as well as aluminum and titanium frames. Each material has its own characteristics with a similar emphasis on weight, ride, and flexibility.

WHEEL/TIRE SIZE: today, there are three standard Mtn Bike wheel diameter sizes: 26" (the standard in the '80s through 2010), 29" (aka "29ers or two-niners"), and 27.5" (which made the scene in the last five years). The size is not just a matter of some folks liking their porridge too cold, too hot, or just right. There are performance issues with each size. An example is that 29ers roll over obstacles easier than the smaller wheels and therefore allow riders to negotiate the trail with less exertion and more control. On the other hand, the larger wheel affects the height of the bike (as part of the sizing issue) and makes those tight turns around trees or the edge of a drop-off an issue. Wheel diameter is not the only choice one has to make in the rolling department with the growing popularity of FAT tire bikes.

If you want to ride on the snow, packed sand part of a beach OR if you just want more stability on the trail, then you should consider a wider tire. After

taking a spin on Rich's FAT tire bike in the snow, I wished I could store another bike in my stable! It's a dream to float across 3+ inches of snow without rocking up and off the seat to prevent the rear wheel from sinking in while trying to pedal. FAT tire bikes come in all wheel diameters, but 26" is probably the most popular. A few FAT bikes are designed to accommodate both fat-tire rims and standard 27.5 or 29-inch mountain bike rims. One common performance issue with FAT tire bikes is their weight. For road bikes, dollars are often spent to slash ounces while in FAT bike territory, the \$\$ are spent reducing pounds. The use of tubeless tires is very often considered as the tubes of FAT bikes are in the range of 1 pound each ... a lot of rolling weight, and consider carrying a spare!

GEARING: today, there are three types of shifting controls and two standard geared setups available for mountain bikes. The first and maybe the least expensive shifters are found on entry-level bikes and known as grip shifts. shifters are the simplest

These for new riders to use and allow the biker to maintain a full grip on the handlebar while shifting. The downside to this type of shifting is that rider can not easily brake and shift nearly simultaneously as often his/her hand is rotated away from the brake when down rotating the grip shift. The most popular type of shifters utilize the thumb and forefinger to pull up the chain to a larger gear cog or release the spring-loaded derailleur to shift to a smaller cog.

The most expensive and newest type of shift controls followed the development of electronic shifters for road bikes. Brand names such as Shimano and SRAM both have tried and true electronic shifting setups. I'm not sure about the required frequency of recharge but would guess that since shifting is much more frequent while mountain biking that the batteries are a little bit heftier on mountain bikes.

Many mountain bikes have gearing similar to road bikes with two (or three) chainrings in the front and down to 11 cogs in the rear, but one of the newest wrinkles found on some bikes is to have only one small chainring (32 tooth is common) and up to 12 cogs in the rear. The largest rear cog can be the size of typical front chain rings and have up to 50 teeth. The advan-

DON'T buy a a department or sporting goods store level bike.



CONTINUED ON PAGE 6

Coffee: FROM DESTINATION TO CONVEYANCE

BY JOHN ACCARDO



Sipping a hot cup of coffee tends to be the goal of many SBRA rides. That mid-ride stop often includes a cup; be it hot, iced, with cream or black many SBRA riders look to that caffeine jolt to help on the return.

Being a fan of good coffee, I recently learned of an ironic twist on this cycling standard, where the coffee becomes THE RIDE.

For the holidays, I bought myself a Nespresso machine; I love the European style of the coffee it brews. What I wasn't aware of is the company's extensive recycling program. Rather than tossing all those millions of pods into landfills (as with the Keurig), the Nespresso capsules are recyclable aluminum (so are the coffee grounds).

One company in Sweden, Vélosophy, actually turns recycled capsules into bicycles, dubbed ReCycles. This brings us full circle: now, you can ride your coffee to get your coffee!



To read more about these unique cycles follow the link button



The Basics...

Continued from page 5w



tage of this setup is evident in the respect to having only one shifter which simplifies maintenance and in regard to the aspect of shifting itself (only one shifter to manipulate). I've not had experience with this gear setup, but I'm curious as to how many cogs can be shifted through with one throw of the lever.

BRAKES: The popularity of disc brakes on mountain bikes developed before their appearance on road bikes. This was probably due to the issue of the weight that the disk brakes added over that of rim brakes. Disc brakes have much better performance in all conditions over that of rim brakes, especially when wet. None-the-less some mountain bikes still can be purchased with V-type rim brakes. One observation I have made is that disc brakes need far less adjustment and tinkering to maintain good braking capability.

Consideration regarding available brake setups is whether or not the brakes are fluid or cable-actuated. Currently, I think most disc brake systems are hydraulic, but entry-level mountain bikes still use cables. Cable actuated brakes are simpler but suffer from initial stretching and the need for lubrication over time.

SUSPENSION: The next buyer's consideration covered in this article is in regard to suspension. Front

suspension serves a different purpose than rear suspension to some degree. Suspension of the front wheel and its related steering provides a greater degree of control while the rear suspension may be considered a comfort issue. Both types of suspension also play a role in keeping the tires in contact with the ground. Most mountain bikes today come only with front shocks and are known as hardtails. The types of front shocks vary from elastomer loaded systems (probably only on entry-level these days) to hydraulic/air. Shocks also have variability of travel, which is the range of movement between the moving and stationary parts.

Beyond hardtails are a myriad of types of full-suspension bikes with various designs. Suspension can also be provided by the seat post having a hydraulic shock or mechanical leverage. Since suspension of any sort adds to the weight of the bike this is an important consideration. The need for suspension of either type should also take into account the kind of terrain that is typically ridden.

The final consideration, similar to road bikes, is the color and finish ... no big deal! Just get out and ride! ;-).

Another Look at Garmin Varia 510 Radar

Garmin Radar Gives Early Warning of Approaching Vehicles

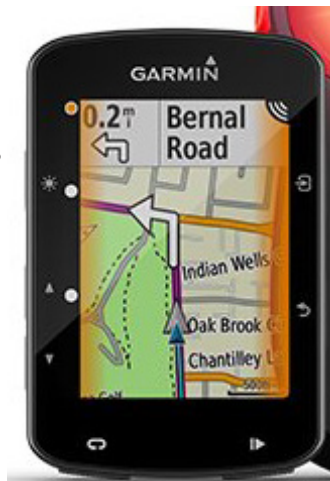


“Car back!” It’s good to hear that when riding in a group. But what happens if no one calls out, you forgot your mirror or you just don’t realize a car is coming?

Maybe the Garmin Varia Radar RTL510 Tail Light system can help.

At \$200 the Varia is pricey, but it does offer some useful safety features. The round taillight changes the blinking pattern as a car approaches—maybe that will wake up drivers who aren’t paying attention. But the main function is to provide early warning of traffic coming from behind.

If you have a recent Garmin Edge bike computer, the Varia displays the progress of approaching vehicles along the side with a series of moving dots. You don’t have to look down at the computer to get the benefit, however. The computer beeps when it first detects a car, truck, motorcycle, or even cyclists coming up—anything moving faster than you are. That’s why it ignores cyclists in your group riding at the same speed.



If your bike computer isn’t compatible, like my Wahoo Element, you need the \$100 Varia head unit. This separate display mounts on the handlebars or stem and provides bright, color coded LEDs to warn of traffic. It also beeps. Both the light and the head unit have USB charging ports and a charge is said to last 15 hours in blinking mode, 5 hours in solid mode. Two LEDs display the battery status.

To get a clear view of rearview traffic, the taillight needs to be mounted on the seatpost parallel to the road. My seatpost didn’t have enough room below the saddle bag, so I replaced the

bag with a case that fits in my jersey pocket.

Once mounted, the Varia pairs easily with the head unit. Two buttons operate the system: one to turn the head unit on and one to change the light’s blink pattern.

I’ve used the Varia for a couple of months now and really like it. It’s highly accurate, detecting vehicles when they’re pretty far back—Garmin says the distance is 150 yards. In fact, they’re so distant that I always double check in my mirror. But it’s comforting to know early when a car is coming so I can move right or refrain from pulling out of the paceline.



Here’s a video if you’d like to see the whole system in action.

ROLL IT!

Garmin Varia Rearview Radar System

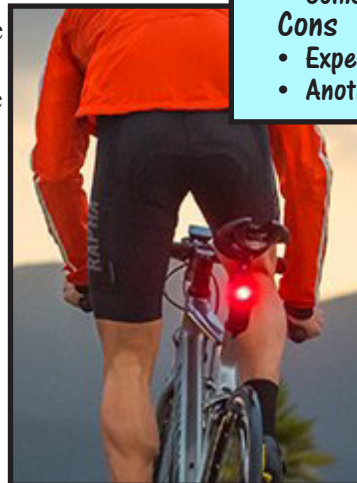
Price \$200 light only, \$100 head unit

Pros

- Accurate in warning of approaching vehicles
- Changes taillight blink pattern to alert vehicle drivers
- Comes with different seatpost mounts

Cons

- Expensive
- Another device to charge



Links

[Varia on Amazon](#)

[Garmin Varia Website](#)

January Birthdays:



Charles Ackerman	Larry Falkman	Andrea Miller
Abu Ahmed	Sima Freierman	Joseph Mordarski
Al Altamirano	Sandy Geiger	Dave Neale
Alberto Alvarez	Mitchell Gilbert	Joan Nolan,
Allan Barry	Steve Gould	Charles O'Donnell
Stephanie Becker	Rachel Hearn-Somma	Dan O'Shea
Mary Lou Beldy	Jeremy Herr	Mike Olney
Peter Brandenstein	Paul Himmelheber	John Petrie III
Gary Sirota	Chris Hines	Alex Price
Barbara Braun	Thomas Houghton	Karen Roe
Zackary Browning	Gordon Howard	Lisa Romanacce
Michael Callahan	Donald Kirby	Kristian Saether
Steve Cleary	Thomas Krischke	Bonnie Samuels
Ryan Colichio	Peggy Lafferty	Judy Schneider
Corrine Collins	Melissa Lanfrit-Hait	Rick Schulz
Thomas Cullen	Larry Leschen	Scott Shoman
Tim Delaney	Lisa Licari	Harry Sidden
Jonathan Doshna	Lia Maniaci	Terry Smith
Rona Dressler	Anthony Marcus	Bill South
Joseph Duggan	Mike Matty	Georgios
Joy Duggan	Celina Mazur	Spentzouris,
James Dwyer	Janet Mazzola,	Janet Stone
Ed Eaton	Bob McGetrick	Nancy Winters
Jim Erickson	Howard Metzger	

Ask The Cycologist

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



DEAR CYCOLOGIST,

I would love to tell you my New Year resolutions. I'm a rider with SBRA In Long Island, NY. I ride four times a week. This year I will try to do the

following:

- Go the ride speed for the classification of the ride I'm on.
- Never cross wheels with another rider.
- Ride in as straight a line as possible.
- Go back to help the ride leader bring back someone that is falling off the line.
- Stop talking while riding.
- Never pass on the right.
- Only pull a few minutes.
- Make sure I have a spare tube and tools to fix a flat.
- Never follow so close that it makes another rider uncomfortable.
- Arrive at the ride start on time.

I'm sure I can do this. I will try my best.

Signed,
A NEW MAN

DEAR NEW MAN,

Please tell me you are not the person I have received over 30 complaints about this year alone from my SBRA readers. I wish you luck. You're life is in danger and it's not from a riding accident. Hope you make it to 2021. I'll know by April.

THE CYCOLOGIST

This message passed on by Norm Samuels

From Danny Gold:

We are very pleased to announce that the Long Island Greenway project has been awarded its fully requested funding of \$600K by NYS in today's press release. This award will go towards the planning for the 24 mile trail from Eisenhower Park to Bethpage State Park to Brentwood State Park.

While this is a great cause for celebration, it is a one-for-one matching grant. The State matches funds raised by TPL for the trail

up to \$600K so we do have challenges in front of us.

We are very grateful to all of you for your support, input and commitment to helping us prepare and document the proposed greenway.

We wish you and your family a very happy holiday and a healthy and joyous new year.

THE
TRUST
FOR
PUBLIC
LAND

NEED ADVICE?
HIT THE CYCOLOGIST
← **HELP LINK**
& EXPLAIN YOUR PROBLEM

New Members:

Joseph Mordarski and Elizabeth Pile





General Meeting Minutes

December 5, 2019

Call to order – President Joanna Pascucci called the meeting to order at 7:00 pm. Approximately 40 members and guests were in attendance.

This was the Holiday social meeting so no business was conducted.

Refreshments were served including pizza, cookies, cake coffee and soda.

Adjournment – The meeting was adjourned at 8:45 PM.

Respectfully Submitted,

Bruce Redlien,
Secretary

Wrap Up

FOURTH ANNUAL NYBC CYCLE NY

The 4th Annual NYBC Cycle New York ride hosted by SBRA members Elyse and Marty at The Stonybrookside Bed & Bike Inn was huge success.

Over 110 riders set out in perfect October weather on 25 and 50-mile routes followed by a picnic party at the Stonybrookside.

The ride raised over \$11,000 for the New York Bicycling Coalition.

The 25-mile route went mostly through the Three Village area featuring historic sites, beaches, harbors and hills. The 50-mile route included the same, plus went westward from the Inn through the Head of the Harbor, St. James, Nissequogue and Stony Brook University.

After the ride, Fratelli's catered a delectable lunch with beer provided by Blue Point brewery. A good time was had by all.

The ride, once again, could not have been done without the help and support of SBRA members, Cathy Cavaliere and her team of marshals, Norm Samuels, Richard and Michelle Ditmar, Joe De Palma, Betty Wood and Laura Spielman.

We hope to see you all next year!



PARTING SHOT



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



121 East Main Street
Riverhead, NY 11933
Phone: 631-567-3082



4828 Sunrise Hwy.
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218 East Main Street
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