

ROCHESTER CYCLING CLUB NEWSLETTER

May 26, 2007



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Celebration of the
40th Anniversary
of the

Rochester
Bicycling
Club

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Forward - The Beginning

The year was 1967.....Perhaps long ago to some, and yet to others, it may seem like just yesterday.

The date may not be significant to anyone but an RBC member, but it was a landmark year none the less!

As three people occasionally met and discussed their love of bicycling, an idea began to emerge.....an idea of a club of people who shared their love of bicycles.

Those people were Jack Kemp, Wally Nielsen and George Rennie. From that humble beginning emerged the Rochester Cycling Club. They had a newspaper article printed in March of that same year. The time must have been right, because 45 persons attended the first organizational meeting of what was to become the club. Dues were set at \$3(single)/\$5 for a family.

Wally was elected President, with George as VP and Nick Sorochty as Secretary and Treasurer. The first newsletter was published in July and for a few years was published 3 times yearly, with more frequent issues published as the club grew and became more active.

Before the club was officially formed, they held 3 Sunday rides. Afterwards, there were 14 scheduled rides between May and Oct.

Club founder George Rennie passed away in 1979 after a long battle with cancer. His bike shop on Alexander St continued to remain open for several years by Jack Kemp eventually moving to East Ave across from Wegmans before it finally closed. Wally Nielsen passed away in 1989, but Jack Kemp is still around wrenching at Pedallers bike shop! Wally was most known for his involvement with rail trails and the footbridge over the river in Genesee Valley Park is named in memory of him. Check it out sometime when you stop to look at the "four corners" of the canal and river.

Much material for this special edition was researched diligently by many contributors, not the least of which were Karen Managan, Bary Siegel and Hank Walck.

Waldo Nielsen



A Tribute to Our Founding President

Waldo Nielsen, RBC co-founder and first president, died in Virginia on July 8 from a heart attack, on a day meant for completing a bicycling survey on the Washington and Old Dominion Trail. Much of the twenty years since he served RBC have been devoted to finding and developing such trails for hikers and bikers, around the entire country. Indeed, one was Monroe County's 11-mile canalside trail through Genesee Park, crossing the river on its separate bridge for pedestrians and cyclist traffic alone, almost a first in the nation.

Others have proposed to recognize Waldo's services by naming that bridge, or another local trail he laid out, in his honor, and RBC representatives have endorsed that. The completion of his other two local projects -- the Erie Canal Recreation Trail and adjacent US Heritage Highway -- would further recognize Waldo's devotion to providing facilities for human-powered outdoor recreation.

That is what RBC started, after all!

W.E. Duerr

9/20/89



George Rennie and David Trout solve problem.

Reginald McLeod, 14, says he's always short of spending money and so are a lot of other kids in his neighborhood.

David Truitt, 14, says he gets tired of waiting for his bicycle while others are fixing it.

The boys were among seven students at Monroe High School who took bicycle-shop owner George Rennie up on his offer.

They spent two weeks learning bicycle repair from Rennie during their free periods at school so they can use the skills themselves and pass the knowledge on to younger boys and girls.

Rennie says he doesn't care how many children learn to fix their own bikes; he's sure he'll still have plenty of customers coming to his repair shop at 215 Pearl St., across the street from the school.

"The kids happened to be outside for a fire drill one day," Rennie said, explaining how the bike class got started. "I came out to talk to the principal. Theodore DeSoto, and asked what he thought about a bike education class."

George Rennie

DeSoto thought it was a good idea and told Ward C. Donohue, who directs industrial arts programs for city schools, to call Rennie and make arrangements.

"I didn't think a lot of high school kids would be too interested," said Donohue, "but I knew a lot of elementary school children would."

However, more than 30 Monroe students signed up to take the course, which Rennie calls "Cyclodynamic Specialties."

"They like that," Rennie said, laughing. "It sounds better."

Because the course started after students had already decided on their schedules, only seven could fit the course into their day. Most were pulled out of study halls. One sacrificed his lunch period.

"All of them were eager to take the course for a full year," Rennie said, "I may try it again in the fall. Right now we're getting very busy."

Rennie said he wanted to teach the course because "anybody can enjoy Cycling more if he knows how his bike works. It can become a hobby. And if they break down on a ride, they aren't stuck."

The boys who took the course have agreed to pass their knowledge on to children in elementary school, Donohue said.

Donohue already has a corps of boys who've volunteered to pass other skills along to elementary pupils. They mass-produce several kinds of building kits in Monroe High shops and take the kits to schools to demonstrate how the children can make simple educational toys.

"I may try to make a little money from this in the summer, too," said McLeod of 38 Riverview Place. He doesn't own a bicycle himself but knows a lot of kids who would like cut-rate service, he said.

Trout, 147 Caroline St., won't be one of his customers. "I'm tired of waiting two or three weeks for someone else to repair my le-speed," he said. "I hope I'll be able to fix almost anything that goes wrong."

John Kemp, Cyclodynamist



By GEORGE MURPHY

(excerpts SUNDAY, MAY 21, 1972)

George Rennie, 34, of 209 Pearl St., hasn't the time to answer the telephone or get married either way, he'd be tied up) because he is a specialist in a field unknown even to Webster's Third International Dictionary: 2,662 pages, unabridged.

He and his partner, John Kemp, also 34 and unmarried, delight in referring to themselves as "Cyclodynamics specialists." They have not adopted the trade name lightly. When Fortune magazine ignored them in a recent listing of subscribers With unusual occupations, Rennie and Kemp canceled their subscription.

The phrase was fabricated by Kemp after he'd consulted a thesaurus and examined the entrails of a raven while the moon was in its first quarter. Seriously, the Rennie-Kemp combine is based upon a discovery made about 5,000 years ago: the wheel.

We looked in on Rennie's place at 2:30 p.m. on a weekday and counted 16 people waiting to he served. It was frightening at times. There

was this woman whose skirts were anchored by two very small boys. One of them, forgetting that all men are brothers, socked the other in the

"Don't let me catch you hitting him again, do you under-stand," shouted the woman. The kid began to cry and moan, "I want my daddy 1 want some gum."

Said the woman, "You're itum. Certainly not the place for anyone cursed with claus- trophobia.

Rennie and Kemp have four employees. Apparently all were too busy to flip the wall calendar over. It was 20 days in arrears. Rennie refused to be specific when asked how many bicycles he sells each year except to remark that it was "several thousand" and that there are "25,000 to 30,000 Rennie-sold bicycles in use in the Rochester area.

P.S. -John (Jack) Kemp still is active in the bicycle business working as a mechanic at Pedalers Bike Shop in Henrietta.

Reprinted from the Democrat & Chronicle Sunday,
MAY 21, 1972

How It Got Started

Many things have happened since March 17, 1967. It was on this day that an article appeared in the local morning paper by Floyd King concerning bike trails. Bicycle riders in the area realized that since the government money was available for bike paths it might be a good idea to form a club to help realize these paths which are so important to safe, quiet, healthful cycling.

Waldo Nielsen's letter to the editor was received enthusiastically. His phone was kept ringing by interested bike riders. There were more adult cyclists around than we had realized.

Wally Nielsen, Jack Kemp and George Rennie got together and decided to call a meeting on May 10, 1967, at the Parks Department Auditorium. Forty three people showed up for what became the first organizational meeting for the Rochester Bicycling Club.

Mr Alvin Grant spoke to the group, mentioning the Parks Departments vital interest in the bike ways and bike trails. A schedule of bike hikes and membership forms were distributed to all present. We were a going concern from that time on.

Those scheduled hikes were blessed with good weather and good attendance. None had to be canceled. We were averaging 15 to 20 persons per hike. On our Barge Canal hike of July 9th, there were over 35 members and guests. Many first timers were there due to an article in the newspaper about this particular ride.

We have 44 paid members now and a mailing list of over 150.

reprinted from the July 1967 (Vol 1 #1) issue of the Rochester Bicycling Club

An Early Merger!

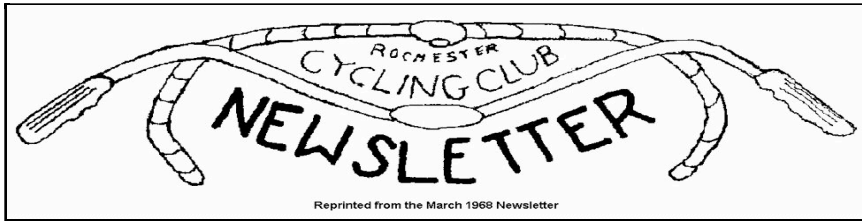
Reprinted from the Nov/Dec 1969 RBC newsletter

RBC has joined the Baltimore Bicycling Club and the Onondaga Cycling Club. Map sets of both Clubs will soon be available for RBC members use.

From Baltimore Cycling Club Cyclo-News Co-editor Eli Freedman's letter to Dave Friedman, we quote, ".... I want to say quite sincerely that many of us look upon the Rochester Bicycling Club as a model of what a good bicycling club should be like and are busy copying you.....In fact, Bob Mayer has just completed the first batch of maps, copies of which are enclosed. The similarity to your maps is no accident.....that's where we got the idea....."

Dave and Linda Friedman (sec/treas)

The 60's - The Early Years



1968 - Our First Masthead

In the early years, they scheduled rides every other Sunday, increasing to every Sunday, and by 1968 added Saturdays as they became more popular. The rides were called "hikes" and averaged 15-20 cyclists on each ride, not much different than we get, except they had a much smaller membership! hmmmmmm!

Once things got rolling, the club was quite active, holding their first bike maintenance course in 1968 with 13 attendees. That's better than we do now! They had a 10 speed bike on display for "demonstration" purposes!

Also during that year, the club was instrumental in working with the Monroe County Parks Dept in developing a bike trail along the canal!!!!!! Wonder what happened?. ...now they won't even talk to us about biking in the parks. Probably because back then liability wasn't an issue.

First Century

The first club century was the Lyndonville Century (map #54) in 1968. Looks like we need an anniversary ride next year! By the end of 1968, membership had increased to 168! Tripled in one year... not bad!

First Banquet

The first banquet held in 1969 had 62 attendees.... that's close to a 50% turnout! If we got those kind of numbers, we would need a larger venue! Also, in 1969, 42 people showed up for the first ride of the season (March). Did I mention the temps were in the mid 30's that day?

First Susquehannock Weekend

The annual Susquehannock weekends we have

been hosting each May in PA for the last 14 years, are actually not a new event, but merely resurrected. I found an application form in a newsletter for a weekend in August 1969 and the cost was \$10! Wonder if Carol and Ed would consider an anniversary special for us this year? The lodge has undergone a lot of changes just since we started going there, or should I say restarted attending? Anyone who went to one of the original outings would probably not recognize the place now. The only thing I bet that isn't much different is the traffic. Except for Rt 6 into Coudersport, there is minimal traffic on most roads.

First Time Trials

Time trials started in 1969 and were a very big deal. Each newsletter printed results of the participants, and there were quite a few doing them.

First Patch

The club patch originated in 1969 as well. According to the newsletter, it started out as silkscreen and was changed to an embroidered patch in 1972..... the design we are still using today!

Statistics

It looks like ride popularity was much as it is now, with an average of 40 people showing up for the 16 mile rides, and only 8 for the longer ones. (We currently have more people showing up for shorter rides than we do for the longer ones).

Karen Managan

The FIRST Rochester Bicycle Club 1880 - No Relation to Us!



Old file picture, from the D&C library, shows The Rochester Bicycle Club about to take off for a spin in 1880. Numbers were inked on by photographer. The names: 1 Frank Chase, 2 Charles E. Crouch, 3 C.T. Depuy, 4 Arthur Bennett, 5 John Niven, 6 Byron H. Punnett, 7 William H. Larned, 8 Charles Zoller, 9 Reuben A. Punnett, 10 Charles A. Smith, 11 Fred B. Graves, 12. Fred Hovey, 13 William A. Reid.

Advocacy in the 1960's - 1970's

The Canal Path and More!

On March 27, 1967, with the urging of letters from Wally Nielsen to Rochester Mayor Steven May, The Rochester Bicycle Club became advocates and proposers for many trails in and around the Rochester area.

This eventually resulted in a relationship with the State of New York Conservation Department-trail study on December 22, 1967. The Rochester Bicycle Club sent a proposal to state leaders for a trail on the O & W right-of-way, and along the Barge Canal.

Activity was also begun between the club and the Allegheny Outdoor Club advocating a path to follow the Penn-Central right-of-way.

Not ready to give up yet, we also advocated for other bike routes in the City along the Genesee River.

Eventually, a bill was introduced in March of 1972 by Assemblyman William Steinfeldt (#1593) to create recreational facilities from existing canals and tow paths.

Reprinted from Upstate/Sunday, March 22, 1970

Early Advocacy

Bikeways Coming Thing, Say Nielsen, Sorochty



Nick Sorochty and Waldo Nielsen are Practicing what they preach. They insist cycling is one of the more enjoyable and healthful pastimes available to all strata of the population. They will attempt to Prove their point when they lead summertime rides to interesting points.

If Waldo Nielsen and Nick Sorochty, both of KP, have anything to do with it, more and more Rochester people will be pedal-pushing (or health. Nielsen is president and Sorochty secretary-treasurer of the Rochester Cycling Club, which is working strenuously to promote the healthful sport of bicycling, the construction of bike trails and the designation of bikeways as well as the encouragement of bicycle hikes and tours. By definition, a bikeway is any street or avenue designated by a community as a safer and more convenient bicycle route for young and adult riders. Clearly marked and distinctive bikeway signs guide cyclists and alert motorists to drive carefully.

From its humble beginning as a bicycle safety route conceived in Homestead, Fla., in 1962, the bikeway idea has expanded to both large and small cities throughout the country. The nation's first across-the-state bikeway opened recently in Wisconsin and stretches nearly 320 miles

from LaCrosse to Kenosha. It takes cyclists past scenic and historic points of interest, along pleasant country roads, by lakes and rivers and some of the loveliest country side in the entire Midwest.

Nielsen led a club ride May 21 at the R.G.&E. Brookwood Center in Ontario, N.Y., and Sorochty will lead another through the North Greece area June 18. Other outings are planned for July 9 and July 23.

"It's still one of the most beneficial activities we can enjoy in this stultifying age of the motorcar," Nielsen points out.

"Riding a bicycle back in the '90s was more than a form of exercise—it was a way of life. We could do better than ignore it as such today." Membership in the Rochester Cycling Club is open to anyone over 18. For information, call Nielsen at 342-0444 or Sorochty at 254-2007.

Reprinted from the Kodakery June 1, 1967



They Take Bicycling Seriously in ...

The Rochester Bicycling Club

By MARGARET CONVERSE

A shamrock-green, "mixte-frame;" 15- gear streamlined Peugeot, leather touring seat and 26-inch racing tires. Sexy, huh? But wait. You have to pedal it.

On, one might add, a duraluminum course pedal and well-fitted red leather toe-strap, in a steel-arch Italian-made cowhide customized racing shoe. Munching, perhaps, a little caviar on flatbread and with Dom Perignon in the bottle-cage and rocks in the head? And who would have thought ...

Three years ago when the Rochester Bicycling Club took its first outing beside the barge canal, they were so quaint on their little balloon-tire machines that the newspapers actually covered the event, as they do when the D.A.R. re-enacts Paul

Revere's Ride. But just this summer, some club members logged 110 miles a day down the Scioto River Valley in Ohio, and a paltry few still bother to wear the finish. line badge. On some of the club's less strenuous (15-40) miles) weekly tours, the line of bicycles stretches one mile behind the leader and virtually every bike with at least three gears on it.

"The hot-shots kind of took over," explains president Willard (Bill) Dengler, a self-confessed hot-shot. "If you take biking seriously, you'll want to put in that extra dime that separates the really good from the mediocre."

Dengler spent his extra dime on a chrome-plated supercorsa Frejus, which is to ordinary bicycles as Dom Perignon is to dandelion cordial.

Reprinted from/Upstate/Sunday Sept. 14, 1969

The 60's - The Early Years

Ride Pictures from pre-1970



Mumford Ride - 1967



North Greece Ride - June 18, 1967



Carl Becks Resting - 1969



Stony Brook Overnight 2nd Day - 1970

1970's - Building Up Steam!

Some General History of the 1970's - Karen Managan

The First Life Member

The first life member was Larry Stamp who was given this status at the age of 83 in 1977 on the 10th anniversary of the club. You may have seen Larry's name on some of the early rides, most notably Stamps Stomp which is an easy ride around his neighborhood and was actually for many years the first ride of the season. It even snowed on us one year! It was tradition for Larry to lead the ride and no one would pass him until we got about 1 mile into the ride.

In 1990, Larry died at the age of 97. His goal was to ride as many miles as each birthday. Of course that didn't happen, (97 miles for a 97 year old is a lot) but he did ride into his 90's. After he suffered an ear infection that left his balance affected, he was "driven" on the route by a club member, stopping at all the rest stops to socialize while the gang regrouped.

In 1971, club member Bill Sheets died on a club ride with an encounter with a dog. Shortly after that, one of the "board" positions was that of a velodrome representative. It turns out the club had plans and even started a fund to raise money for a velodrome in Bill's memory. Wouldn't that have been cool if it had really happened?.... but for whatever reason, it didn't materialize. Too bad!

GEAR

In 1971 the club hosted, in conjunction with the League of American Wheelman, now known as the League of American Bicyclists, a bike rally in Canandaigua, the Great Eastern Rally (GEAR) which was attended by some 600 bicyclists from all over the US, mostly from the eastern seaboard. The club hosted the event 2 more times in Geneseo NY the first year getting 1600 attendees and the last one with 1200-1400 bikers.

Incorporation & Constitution

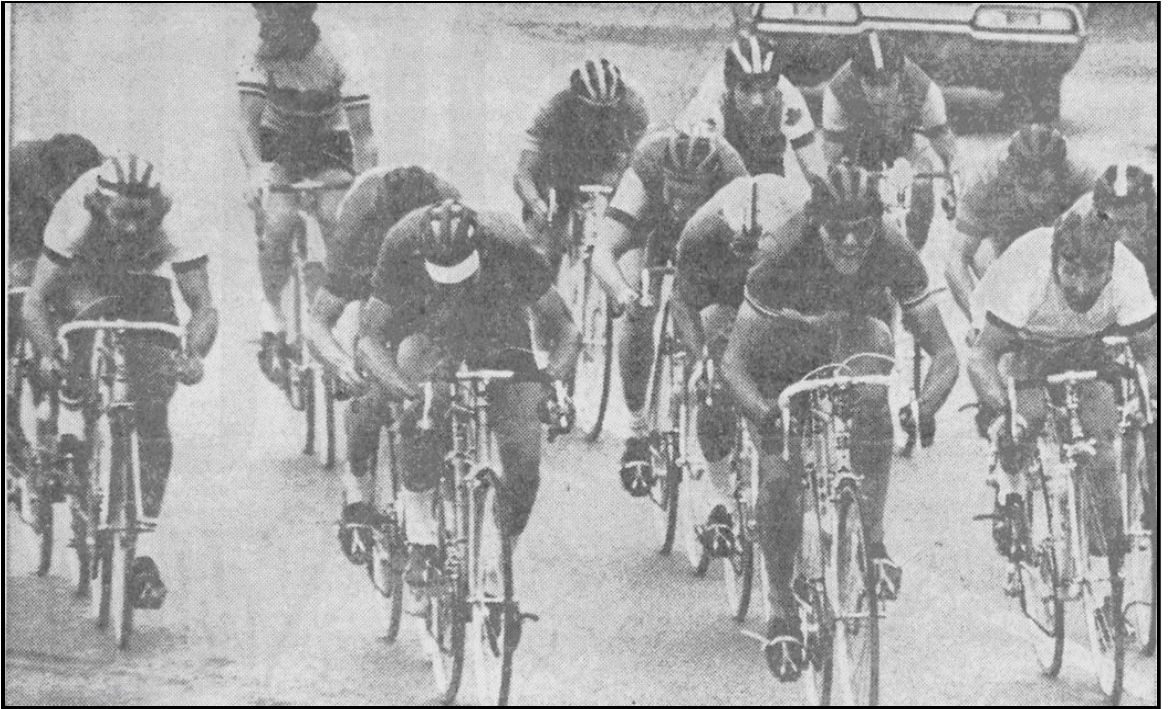
The club was incorporated in 1973 and the first constitution was drawn up in 1974 with many revisions along the way, the latest change being a major revision this past year.

The club "tape" with the ride schedule was first set up in 1977. The machine resided at various homes and even spent some time at Towners bike shop and the Open Door Mission! It moved as the keeper of the phone changed, and we went through several machines before finally winding up with the system we have now.

Club Picnics

Annual club picnics were started in 1978, but details were sketchy as to their whereabouts. I remember attending a few in Frank Kennedy's back yard, others were at parks. They also either didn't happen every year, or there just wasn't mention of them in the newsletters. Eventually, thanks to Mark Frank and his desire to turn the event into something bigger, the picnics were moved to Farmington Town Park in 1989 to coincide with his "marathon" rides and have been taking place there ever since. It's a great venue, with super roads and a lot of fun!

Club founder George Rennie passed away in 1979 after a long battle with cancer. His bike shop on Alexander St continued to remain open for several years by Jack Kemp eventually moving to East Ave across from Wegmans before it finally closed. Wally Nielsen passed away in 1989, but Jack Kemp is still around wrenching at Pedallers bike shop! Wally was most known for his involvement with rail trails and the footbridge over the river in Genesee Valley Park is in memory of him. Check it out sometime when you stop to look at the "four corners" of the canal and river.



Dedication!

It took dedication for cyclists from as far away as Canada and Chicago to chug the 56 miles around big Canandaigua Lake yesterday in the annual Chamber of Commerce-sponsored bicycle race.

Stalwarts pass the quarter-mile post above. A Chicago man, Siegi Coch won and retired the trophy. It's his third win.

Reprinted from the Democrat & Chronicle Monday Sept. 14, 1970

You Can Join Two-Wheeler Century Run



A family that cycles together stays together unless automobile traffic gets in the way.

Even if you think you know how to ride a bicycle already, chances are that you'll have trouble whining around tomorrow's 100-mile course with members of the Rochester Bicycling Club, especially if you're not a member.

Members have invited nonmembers on the annual Century Run, starting at 8 am. from Ontario Beach Park at Lake and Beach avenues. The course goes to Lyndonville and back and the object is to ride a bike 100 miles in less than 10 hours.

(If the best that you can do on a bike is to wobble around your block, there's a 50-mile run and even a 25-mile run leaving from the park at 10 a.m.)

FOR THOSE NOVICES with more determination than sense, here's an abbreviated crash course in cycling techniques

(you can practice all night tonight if you wish)

ANKLING

The most important first step in learning to cycle efficiently is to "ankle" correctly. Anklng simply means efficient pedaling. If your bike is a conventional three-speed machine with rubber pedals, start by cycling **ONLY** with the ball of your foot. **NEVER** place your arch on the pedals; you'll never be able to use your leg muscles effectively that way.

With the pedal at the top of the stroke {the 12 o'clock position), push forward with your foot. Toes should be up slightly, heels down. As the pedal descends, follow it with your foot by pushing your toe downward until just past 3 o'clock.

Continuing this motion. the heel should be up and toe down at the 8 o'clock position (just the reverse of the top position).

Anklng or stroking should not be jerky. you should apply a steady pressure from the top of the stroke all the way to the bottom,

with your ankle following the arc or angle of the pedal from top to bottom of the forward stroke.

Try anklng with one foot only. Racing cyclists wear shoe cleats that fit into the steel pedal and are held on by toe straps, and they ankle "around the clock." As the pedal reaches the 6 o'clock position, the heel is up, the toe down, and you can actually pull the pedal back around to the 10 o'clock position.

THE NEXT STEP in attaining cadence.

Cadence means pedaling at a relatively constant crank rotation speed. Changing gears only when pedalling becomes too hard in one gear, or so easy that cadence cannot be maintained. We all have different natural cadences, or pedaling revolutions per minute, at which we feel most comfortable. For most of us, from 65 to 85 pedal strokes per minute is the pace we can maintain most comfortably for the longest period. The reason for gear changes on a bike, then, is not only to help you climb hills or go down grades faster; they also help you maintain your natural pedaling cadence at all times.

The mistake most beginning cyclists make is to think of bicycle gears as being like automobile gears, with their bodies as the engine.

The fault in this thinking is that whereas you can advance gears on a car and the engine will push the car faster, on a bicycle you can advance gears without getting much speed at all.

As an engine your body is severely limited. And if you are thinking that you can travel faster and longer in high than low gears, then you are wrong, at least if you are an average cyclist and not a trained racing champion.

You would actually penalize yourself by riding in high gears for long distances; although you might be able to maintain your natural cadence for a short time, you would find your pedal revolutions per minute slowing down bit by bit until you were literally forcing your feet around the pedaling arc and making your body wobble from side to side with the effort.

ONE OTHER TIP

On tours don't try to be the first in line, unless you're in top physical condition. If you stay behind the leader, or behind two or three other riders, they'll break the wind for you, and you'll be able to ride farther before tiring.

Trying to remember all of this information on your 100-mile ride tomorrow may take your mind off being tired. In fact, you may not feel a thing until the next day. And during your recuperation period, you'll have time to memorize everything mentioned here and perhaps read a book or two on the Art of Bicycling.

1970's - Building Up Steam

Rides Quiz From 1977

reprinted from the Winter 1977 RBC newsletter (vol 11 #5)

My apologies to all you bikers who read my articles in the last newsletter and struggled through that atrocious typing! Unbeknownst

to me the articles go in as such; however, this time I am not doing the typing and, therefore, am blameless for all errors.

As bike season comes to a close I thought it might be interesting to recall the past year's rides and their descriptions by fellow bikers.

You are permitted to refer to your ride schedule--but, of course, that's cheating. Answers are found at the end of the newsletter.

- A- The ride which does not end up at any "Castle".
- B- The first annual ride of the year and always led by the oldest biker.
- C- The most boring ride where the only diversion seems to be to try and avoid the caterpillars on the road. The ride with the most dogs.
- D- The ride where a few hikers stopped off at the local winery never to be seen again.
- E- New ride ridden almost totally in the rain and one in which the ride Chairman wouldn't ride for fear of getting his bike dirty.
- F- The "Beautiful Homes" ride.
- G- Early morning ride which is not conducive to aiding in digestion of breakfast.
- H- Ride to see the geese...."and there were none".
- I- Ride in which there is always a heavy wind and starts in the boonies.
- J- Series of rides in which one wonders half way out what the point of this whole thing really is.
- K- "Religious Ride".
- L- Series of rides most loved by all bikers.
- M- Ride which always stops at sedate restaurant and we always feel the very icy shoulder.
- N- Which park had more rides start there than any other.

P- Ride really meant for racer types only.

Q- Annual picnic ride.

R- All time "rotten road" but very scenic ride.

S- Ride which starts with lots of bikers but ends up with only a few.

T- Easy ride to see a very difficult one.

U- Ride to end "all" rides.

How many did you guess? If you were right up there you were a very active biker this summer; if not, then maybe you ought to get yourself and your bike together and join us to see what you're missing.

There is no answer listed for the question about the most dogs, but my guess is the Apple Blossom Ride since the club patch of yesteryear has a picture of a bulldog on it!

CAROLYN KEISEN

A. Gorham-Seneca Castle
B. Stamp's Stomp
C. Annual Century
D. Keuka Lake Ride
E. Metric Century
F. Brighton Tour
G. Bay Roller Coaster Ride
H. Wild Goose Chase
I. Chimney Bluffs
J. Time Trials
K. Mormon Hill
L. Early Morning Ride
M. Locust Lawn
N. Mendon Ponds
P. Hilly Century
Q. Oatka Trail Ride
R. Barge Canal
S. Parks Tour
T. Ride to Canandaigua Cup Ride
U. Charlotte-Braddock Bay Ride

Answers:

Advocacy in the 1970's

Reprinted from Rochester newspaper 5-13-1971



Mayor Stephen May presents proclamation to William Sheets, President of Rochester Bicycling Club, in ceremonies launching Month. At far upper right, watching is George Rennie, well known Pearl St. dealer & member.

Mayor Stephen May rode a bicycle around City Hall and designated May as Bicycle Month in Rochester on Monday of this week. He said he hopes Rochester is on its way to becoming the bicycling capitol of America.

In presenting the proclamation to representatives of the Rochester Bicycling Club, the Mayor said he was 'encouraged by the rapid growth of cycling activities in view of the "health giving aspects of cycling and the critical need to develop means of transportation. which

do not clog out highways and pollute our air."

He stated the City is encouraging cycling by installing bicycle racks at City Hall, Public Safety Building, and Rundel Library for the convenience of bicycle enthusiasts. Other locations are under study, May added.

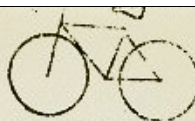
"We can be proud", commented the Mayor, "that Rochester with its four bicycling clubs is a cycling center of national prominence and will play host to a Memorial Day weekend cycling rally and an important pm-Olympic race in the fall." In addition to continued development of bike trails in the city and suburbs, May said he hoped progress can be made to implement a proposed/ currently before the county Legislature to develop a velodrome (a banked bicycle track) in Genesee Valley Park

"Local cyclists are to be congratulated for their vigorous promotion of cycling activities by speaking at schools, working with youth groups. and conducting programs to extend the enjoyment of cycling to blind people by making available tandems and riding partners," May said, "it is vital to the welfare of this community that we have a strong and healthy population and that we come aware of the quality of our environment through enjoyment of outdoor activities. bicycling is ideally suited to both these goals". concluded the Mayor.

1970's - Building Up Steam - Party at Becks - October 25, 1970

DON'T FORGET

OCTOBER 25th, 1970



IS THE LAST SCHEDULED RIDE AND ITS A SHORT ONE!!!!

Followed By DINNER & P

at: THE GROVE HOUSE at 187 LONG POND ROAD

CALL !!!! CARL BECKS 467-2323 FOR RESERVATIONS ON

OR BEFORE 10-18-70

APPROX 3.00 ea.



Stony Brook Ride



Carl Brecks at Stonybrook



Excellent Equipment!



Stonybrook 2nd Day