



▶ *Winter Madness . . . 2*



▶ *The Magic of Titanium 3*



▶ *Tell us your story of how you joined the club. . 5*

The Shore Thing

THE *JERSEY SHORE TOURING SOCIETY*
KEEPING BIKE RIDING FUN SINCE 1981

The Metz Bicycle Museum has a fine collection of antique and unusual bicycles

Prominent Bike Museum in Freehold

A remarkable collection of antique bicycles is in our own backyard.

A step into the Metz Bicycle Museum in Freehold is truly a stroll through history. The Museum houses one of the world's finest collections of antique bicycles, dating from the 1850's to the 1950's. Hundreds of bicycles are artfully displayed.

Boneshakers, highwheelers, quadricycles, tricycles, ordinaries, safeties, children's bikes, trick bikes, and many more unusual and one-of-a-kind cycles make up this fascinating collection.

David Metz, the owner of this incredible collection is a retired businessman who has lived in the Freehold area all of his life. He has been collecting antiques for almost fifty years. He was born on a farm in Cranbury, N.J., and was a farmer for many years. "I think that my early experience with the farm equipment helps to explain my fascination with the mechanical pieces that I like to collect," said Mr. Metz

Mr. Metz is often called upon to appraise

bicycles and help out with the restoration of bicycles for other collectors. He has ridden in The Macy's Thanksgiving Day Parade, The Mummer's Parade in Philadelphia, The Main Street Parade at Disney World in Florida, and numerous Memorial Day and Bicentennial Celebration Parades in Freehold with The Wheelmen.



There are several very unusual bicycles in the collection that, to the best of Mr. Metz's knowledge, are the only ones in existence in the world. His lamplighter bicycle is over eight feet high and was used in New York City in the 1890's to light the gas street lights. He has several

trick bicycles used in circuses and side shows. He also has a complete collection of handmade miniature reproductions of antique bicycles made by a prisoner of war in Belgium in the early 1940's.

Arthur Zimmerman of Freehold, N.J. was the world's first bicycle racing champion in the 1880's and 1890's. When he retired in 1895 he opened a bicycle factory in Freehold and manufactured several models of the "Zimmy" bicycle including the 1896 model on display at the Museum.

Most of the bicycles and many of the hundreds of other collectibles have a story that goes along with them, and Mr. Metz is happy to share these stories with visitors.

If you would like to visit the museum please call (732) 462-7363 to set up an appointment. He would love to share his collection and knowledge with you.

(This article is adapted from the Metz Bicycle Museum Website. Click on the title above to visit the site)

*JSTS members are doing it in the woods all winter long.
Don't let the season stop you, join the Winter Madness fun.*

Ride Report: Ice is Not Nice — MTB Winter Madness Weeks 1-5

Last winter (2007-2008) was a moderate one by most assessments. Now it's baaaack with its ability to chill. They call the ride series "Winter Madness" for a reason. It's not that anyone is crazed; we prefer to think that we are not bowed by sinking mercury or a little wind. The following words are mostly about our JSTS mountain biking crew. We go off-road to escape the wind's tendency to whip road riders, as we roll over unpaved trails. Sometimes it's like being a kid again, except that we exercise adult caution as we hop logs and barge down hilly twists and turns. There's fun in it, good cardio exercise and beautiful local parks to explore.

This year has already seen some winter extremes. Week 1 (Jan 3) began at Tatum Park in Middletown with a healthy turnout of 9 riders and a pronounced wind-chill. We have observed that the Tatum parking lot is always frigid when JSTS shows up, and are grateful to get going (and get warm) by peddling. Even though Tatum is not considered very technically challenging, a couple of the inclines make for significant work. We crisscrossed the park's trails and had a good old mountain bike time.

Week 2 was our MTB ride at Allaire State Park, and there was the threat of rain. We still had a great ride that began with a parking lot nearly full of riders. Allaire is big enough that we didn't see all that many of them on the trails. Lots of single-track zig-zag is there for entertainment. The conditions were fine.

Week 3, as is mentioned in Donna Matulawicz's road story, was extreme. The

mountain bike ride was out at Clayton Park and only Brian Hrycyk and Kevin Coposky rode. There are pictures to prove it (Brian, you need a newspaper



close-up of the date next time –just kidding). The snow that had accumulated in the flurries of the previous days gave reasonable traction. I found out firsthand when I went out in that balmy 22-degree windless afternoon (skipped the single-digit morning) to ride at Hartshorne with my adult son. We had the place to ourselves, the riding was good and it was a beautiful winter scene. I remarked how things would be different after some melting and freezing. That was soon to be all-too-true.

Week 4 (Jan 24) was the JSTS MTB ride at Hartshorne. There was plenty of mud on many of the trails, and ice on the rest. Some of the ice formed like snow crystals we could grip a little, but nonetheless proved tricky. With 7 riders starting, a few chose to go back early to be spared the marginal traction conditions. In the end, the last of us took the road back. George Gregorio

recounted that he had a fall despite taking the precaution of carefully going back a little bit in advance. George says he figures the ride isn't complete until he tumbles. (George, I mention this in hopes of breaking the pattern.)

Week 5 (last of Jan) was scheduled for Tatum once more. Although many showed up to ride, it was a bust. It looked like a fire hose had distributed water all over the place, and that had turned into solid ice. For the most part, ice skates were in order. We retreated after making our way a fair distance (roughly halfway across the park).

How about some mud, or light snow? We'll take it.

- submitted by Ed Marx



Can any obstacle stop the intrepid JSTS winter riders?

Winter Madness—Week 3—On the Road



Its ten degrees with a wind chill making it feel like one degree at 10 am on Saturday, Jan. 17. I am preparing to lead the third Winter Madness ride leaving from the Freehold Y. Last week's ride was chilly, so I came better prepared with a new winter cycling jacket, and a neck scarf. I wanted a balaclava, but all four stores I visited were sold out. Driving there I'm wondering will anyone show?

Yes, two hardy riders did show, Dan Hinton and Jody Rubin, and we agreed to do the shorter 15 mile ride. I often wondered about winter riding, does the exercise warm you up, or does the wind chill you further? I can now tell you this about winter riding—it feels even *colder* when you're biking! Despite our best efforts, my fingers turned numb and we had to turn back. Dan's feet were getting cold, and Jody—well he may have to rethink his seven layers of clothing. We ended up riding eight miles. Keeping with Club

tradition, we then went to Marlboro Bagel where we had a hearty breakfast, good conversation, and best of all, we were warm! Why not join us in the fun, see the website for details on the winter madness series. - Submitted by Donna Matulewicz

*Reprinted from the December, 1991 edition of The Shore Thing
The bike is as good as new!*

The Magic of Titanium

Titanium. I first heard the word in fifth grade science class. Number 22 on the periodic chart of the elements. Chemical Symbol of Ti, just below silicon and carbon and above germanium and zirconium. Discovered in 1791 by William Gregor, a clergyman in Cornwall, England, who discovered it in the sand of a nearby beach. Named for the Titans, the mythical first sons of the Earth. I again heard of Titanium as an

important strategic metal, used in the manufacture of jet engine and aircraft parts.

Nearly three years ago, just after I joined our club and bought my new Centurion Accordo bike, Bicycling magazine had an article reviewing the available Titanium bike frames. The Fuji frame was so well made, said the article, it is not painted so the precision

of the welds can be seen. A Titanium bicycle frame, Is that something I could have? Tour de France, is that a race I could enter?

A year and a half ago, while riding alone in the Twilight Zone, near Tom's Atlantic Cyclery, I came across a young rider on a Titanium bike. He was a bit lost and mentioned that he

SMARTER RIDING

The Jersey Shore Touring Society



The Jersey Shore Touring Society is a bicycle club whose primary focus is on social rather than competitive riding. We have "leader led" as well as "route sheet" rides. On a leader led ride you stay with the ride leader and the group goes only as fast as its slowest member, unless there is an advertised pace. On a route sheet ride, you can proceed at your own pace or hang around with others of the same ability. You can't get lost because you have a route sheet. We welcome newcomers to our club rides and ask that each rider wear a helmet and complete a waiver available at the sign-in before the ride begins. We have monthly meetings and we publish a monthly newsletter. If you like the club, please join by paying dues.

would probably ride 100 miles today by the time he was finished. I remarked at his bike. He said "yeah." A young man, casual about Titanium and casual about riding an unplanned century.

The cover of the June 1991 Bicycling Magazine announces "The bikes LeMond pays to ride." The article is about the Merlin Titanium road bike frame. The article gives thumbs up to "Quite possibly the ultimate bike frame," and thumbs down to "It's such a hassle to take a second mortgage." The article describes the "ride of a lifetime" and says "Unless someone steals it, a Merlin could be the last bike a person has to buy. It won't rust, and, thanks to a lack of paint, won't ever look scratched and worn." The 57cm frameset tested weights 3.35 lbs with another 1.2lbs for the fork. The complete bike weighs 20.4 lbs.

Thursday, July 4th I was riding along Holland Road and was overtaken by a middle aged man riding a bike with a Merlin Titanium frame. We talked for a while. He said he liked the frame, then went on his way. The September Bicycling Magazine has a discrete ad in the corner of the page. Eddie B. is holding the frame above the words "It's the best bike in the world." Call 617.628.7855. So I did! I asked the woman at Merlin Metalworks how I could get one. She suggested I stop by the Peddler in Red Bank, one of their authorized dealers. That Saturday I strolled into the Peddler and asked if they carried the frame. "Would you like to see one? We have one hanging up right back there." So I actually held the frame in my hands. It was so light it seemed like an illusion. I was surprised they had one in stock, they were surprised I asked how I could get one. Tony (a.k.a. "Ducky") looked at me, frowned

and asked "How tall are you?" Hearing 6'3" he shook his head, went to the back room, handed me a brochure "Here, read this, see if that helps, I think the 61cm size would fit you." Eventually I asked the price. "Retail is \$&*A#@ but for you I'll give to you for \$*&A#@. Decide quickly, the prices go up September 1st."

An important birthday was quickly approaching. All I talked about was the frame. My wife asked "Would you like that for both your Birthday and Christmas gift?" Such a loving wife. We decided to go for it, but we wanted to shop around. We called bike shops throughout a 100 mile radius. Each shop we called

"A Titanium bicycle frame, is that something I could have?"



quoted the full retail price. Several said how difficult it was to get the frame and how lucky we were they could get it for me. In late October I learned that demand for the frame was so great that Merlin was not accepting any new distributors. That did it. Saturday October 19 I walked into the Peddler in Red Bank, spoke to Ducky, and reminded him I was in two months ago interested in the frame.

"I'm still interested".

"The two months cost you \$200"

None the less, we shook on the deal, I wrote a deposit check and he promised to place the order on Monday. Delivery was expected in 7 weeks, December 7, Pearl Harbor day.

Saturday November 23 I stopped by. Ducky said Merlin had called, the bike would be in in a few days. He would call as soon as he got his hands on it. I told him I had a headset, could he press it in when the frame came? "No problem." Our family went out of town for Thanksgiving and returned about 4pm Friday, November 29. No message was on the answering machine. My heart sunk. I called anyway, yup, it's in. I was in the shop by 4:20 p.m. The frame, MY FRAME, was behind the counter. I held it and it was no illusion. I handed him the headset and asked him to install it. "The toolbox is in Long Branch. Leave the frame here and you can pick it up on Monday."

"It's 68 degrees out on November 29, the frost bite series starts Sunday and you want me to wait 'till Monday! Where do I have to take this to get the headset pressed in while I wait?" A few phone calls later I was dashing to the Long Branch shop. A half hour later the fork was installed and I was on my way home for dinner. I assembled the wheels, seat (sella Flite, Titanium) and brakes and was back in Red Bank 10 am Saturday to be fitted with handlebars and stem. Stem was no problem, the handlebars were available in Eatontown. The 56 mile long Tour de Peddler completed, the bike took shape shortly after lunch. A test ride in the neighborhood, a few adjustments, a call to our busy club president and then the first ride, in shorts on the last day of November. It was so quiet! The ride is so smooth! Riding without hands was effortless! I hit 38 mph down Van Schoick without peddling! A few more adjustments and I would be ready to debut at the Frost Bite series. 9am Sunday, it rained! I will have to settle for only the rest of my life to enjoy it.

How much does it really cost? If you have to ask, you don't understand Titanium.

Lee Beaumont, December 1, 1991

In this second article, long-time club member Steve Karger tells the story of how he joined the club, his most memorable moments, and a significant transformation the club has helped him accomplish. I would like to keep this a regular feature of the newsletter, so please send us your story



JSTS Story Book

I joined JSTS in April of 1986. At the time I was seeking a local Jersey shore organization dedicated to bike riding. My late wife, Gail used to be a big time user of the Monmouth County Library. One day while she was there she saw a JSTS announcement and noticed that their meetings were held at the old Red Bank Register newspaper building in Shrewsbury. I went to my first meeting then and at the time Rudy Maurer was the club president.

My first ride?? Hahaha...I had an old white Peugeot which I bought right after college. It has a bent handlebar but it worked!!! For my first ride I wore a T-shirt and cutoffs. I had no clue about riding equipment, helmets, riding clothing, water bottles or anything! But, during my first ride I got plenty of advice from members such as Wayne Baker and Frank Davis who

“What I enjoy most about the club are the very good friends I’ve made over the many years I’ve been in the club”

bike clothes, water bottles and I was definitely better prepared.

After Gail passed away in 1994, I got very active in the club. I served as a ride captain, club secretary, vice president, and eventually president in 2005 and 2006. When my wife passed away what

impressed me the most about JSTS was how supportive the people were. People helped me pick up the pieces of my life and I still remember Ron Debree, president at that time, urging me to be secretary because he felt that being active in the club would be positive for me...and he was right.

What I enjoy most about the club are the very good friends I’ve made over the many years I’ve been in the club. I enjoy riding with my friends, going on trips with them, and going to club activities with them.

How has the club transformed me? I’ve become more aware of taking care of myself and I’ve considered it an honor to be in this club and to serve it for many years. I will remain a member as long as I’m able.

Steve Karger



was then the ride coordinator. Another person who helped me with riding was Mark Schilke who taught me a lot about riding long distances. What surprised me was how I could ride a lot better than I ever thought even if I was real slow at first. By the following year, I had a new bike, a helmet, some

