

Bus lane tix fix fiasco

BY VANESSA OGLE

In traffic court, even the judges don't have the right-of-way.

Almost a month after the city promised to dismiss nearly all of the multiple tickets it issued in the delayed-citation fiasco along the B44 Select Bus route, drivers are still being called into traffic court, receiving mixed messages from the judges, and getting adjournments rather than acquittals — and the city has yet to send them any formal notice confirming that their predicaments will be resolved.

The Department of Finance says that despite the city's promises of reprieve, its traffic court judges are bound to rule on the regulations as they stand, and the affected drivers are all still technically guilty of repeatedly driving in the B44 Select bus lane, regardless of the fact that the city didn't start mailing out the tickets automatically issued by the cameras along the route until more than two months after enforcement began.

But the department said that while it can't tell the judges how

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SHARK WEEK IN BROOKLYN



ARMED TO THE GILLS: Ten Bones' Andy Schneeflock and Ryan Chittaphong practice battling "Jaws" with the man-eater hanging at Freddy's Bar in Park Slope.

Photo by Stefano Giovannini

Comedians will reproduce 'Jaws' from memory

BY MAX JAEGER

Just when you thought it was safe to go back to Williamsburg.

Improv troupe Ten Bones is attempting perform the 1975 cinematic blockbuster "Jaws" entirely from memory at bar and screening house Videology on Aug. 30 — and the actors will only be allowed watch the movie once in preparation. So to bone up for the show, one actor said he is sinking his teeth into other canonical shark films.

"I've been watching the 'Sharknado' movies," said Ryan Chittaphong.

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City flunks tree audit

BY MAX JAEGER

The Parks Department is mismanaging the war on trees in Brooklyn, a city audit found.

The Department put the wrong trees on its pruning hit list and mistakenly paid contractors to cut the wrong plants in the borough, according to a report

Comptroller Scott Stringer released on Aug. 18. The money and manpower could have pruned plants that pose a risk to residents, the city's top accountant charged.

"I'm not going out on a limb when I say that Parks' performance has been un-

Continued on page 9



Photo by Stefano Giovannini

NOW IT'S DEAD!: Volunteer Jessica Jamhoury holds up a plucked invasive reed.

P'Park lovers bag phrag!

BY NOAH HUROWITZ

They want that phrag to phlee!

Guardians of Prospect Park have gone on the offensive against phields of phragmites — an invasive cat tail-like wetland grass that can grow up to 18-phet high and turn beautiful lakes and the brooks that

phreed them into swamps — that they phear could run amuck in Brooklyn's Backyard.

"Because they're so hardy, we have to get really down and dirty to remove them," said Corinne Martin, a spokeswoman with the Prospect Park Alliance.

About a dozen volun-

teers showed up on Sunday to stem the green tide, whose extensive root systems make it impossible to just rip them out weed by weed. Instead, the plants have to be smothered, which requires volunteers wade into the lake, flatten the reeds, and lay black

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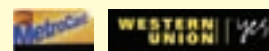
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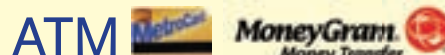
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LONG ARM OF THE LAW: A left turn is signalled by extending the left arm straight out, perpendicular to the body.

Community News Group / Max Jaeger

Signal ahead!

BY MATTHEW PERLMAN

Police are cracking down on bicyclists who break the law, and many riders don't know that signaling turns and stops are part of the rules of the road. Here's a breakdown of how to let other riders — and drivers — know what your next move is going to be.



RIGHT WAY: (Right) A right turn is signalled by holding the left arm out and bending it upward at the elbow. (Left) For a stop, signal down.

Community News Group / Max Jaeger

Learn the ride of your life

Two-wheel safety class for newbies amid police crackdown

BY MATTHEW PERLMAN

Call it cyclist's ed.

The Police Department is in the middle of a two-week crackdown on bike riders, so we figured we would drop in on a class to teach newbie cyclists the rules of the road at Red Lantern Bike, a combination cafe and bike shop in Fort Greene.

"Rules are there for a reason," said Dan Suraci, an instructor with the group Bike NY. "They keep the roads predictable."

Suraci ran the class that instructs neophytes how to use the city's bike-share program along with basics including signalling, when to stay in a bike lane, and which part of a car lane it's okay to occupy. The city has done a good job of encouraging cycling with the roll-out of the CitiBike fleet and the expansion of its network of bike routes, but new riders aren't getting taught how to navigate Brooklyn's streets, meaning their first trip could be a crash course, Suraci said.

"Education is really the missing piece in general," he said.

Demand for it is also lacking, if the attendance at a Thursday class is any indication. Only four bike-riders-in-training turned out for the session.

The quartet showed they were serious about safety in



BIKE RIGHT: Bike NY instructor Dan Suraci teaches bike safety and legality at Red Lantern Bicycles in Fort Greene.

Photo by Stefano Giovannini

more ways than one by forgoing the beer on Red Lantern's menu.

The overview explained that bikes should be driven as if they were cars, obeying the same laws and rules, including traffic signals. And if they fail to follow the rules, cyclists are subject to the same tickets as motorists, Suraci said.

"According to the law, bikes and cars are exactly the same," he said. "They have the same rules, rights, and responsibilities. And they're also subject to the same fines and violations."

Bikes should travel in designated bike lanes as much as possible, but riders are allowed to leave a bike lane if it is obstructed or unsafe, and

when not in a designated lane, bikes are entitled to an entire lane of traffic, Suraci said.

One of the biggest no-nos is riding the wrong way, he said. Bikers call this "salmoning" because it is akin to traveling upstream, he explained.

The Police Department announced last week that officers are cracking down on bicyclists who disobey traffic signals and signs, ride in the wrong direction, ride on the sidewalk, and fail to yield to pedestrians in the crosswalk. It also noted that cops will be on the lookout for drivers blocking bike lanes, but as smartphone-wielding commuters documented in the first week of the crackdown, police including Commissioner Bill Bratton are among the offenders.

"The NYPD asks all persons bicycling and driving in the city to make safety a priority," an NYPD statement says.

Another notice, this one from the department's Community Affairs office, reminds riders that every bicycle is required to have a white headlight, a red taillight, a bell, and working brakes.

The crackdown is supposed to run through Aug. 26.

Gearing up: These accessories are essential

BY MATTHEW PERLMAN

Maybe you should have gone for those extras.

Buying a bicycle used to mean just deciding whether or not you wanted a kickstand. But these days, your two-wheeled friend is required — by law — to have a little bit more.

So as yet another service to our readers (that's you), here's a breakdown of what the NYPD says you have to have whenever you hit the streets, or you might get a ticket:



STREET READY: These days, just buying a bike isn't enough, as police require every two-wheeler to have certain equipment in order to keep the streets safe.



WHAT YOU NEED: (Left) A white headlight. (Above) Red taillights. (Top, left) A horn or bell.

Photos by Stefano Giovannini

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ON THE BUTTON: Cyrus Summerlin, one of the young brains behind the Push for Pizza app, inside a participating parlor, Tommy's Famous on Fifth Avenue in Park Slope with pizza man Luis Guaman.

Photos by Stefano Giovannini

App makes delivery easy as (pizza) pie

Boro teens let you push it for pepperoni

BY MATTHEW PERLMAN

Finally, a simple solution to the age-old question "What's a guy gotta do to order a pizza around here?"

A new iPhone app that lets users get a cheese pie with the push of a button has already been downloaded more than 28,000, and the young Park Slope techies that created it say their success is about keeping things as straightforward as a lunch of two slices and a Coke.

"Simplicity is a big part of it," said Cyrus Summerlin, the recent Midwood High School graduate who helped develop the new "Push for Pizza" app.

Summerlin and his friend Max Hellerstein grew up in Park Slope, and together with their buddies Will Haack, Graham Carling, and Demetri Nava apparently came up with the idea for the app when hunger struck as that sat around a living room while smoking something (It's true! Watch the video!).

Users of the app input



credit card information and an address, and then select a participating pie purveyor in their neighborhood.

Push for Pizza then orders a plain or pepperoni pie and has it delivered straight to the house with the push of a button — without having to make that annoying phone call or wading through hard-to-navigate interweb food-delivery services.

"We want to make it so when you use Grub Hub or Seamless, it feels like planning a wedding," Summerlin said. "We're just trying

to lead the simplistic, one-push-of-a-button revolution here."

The program works in tandem with Delivery.com, so any pizza parlor signed up with that online ordering service can sling their pies with a push. That gives the group of young pie-trepreneurs thousands of restaurants nationwide without too much work. But they are still fielding requests from places that do not use Delivery.com. More than 100 businesses have contacted them trying to get a piece of the pie — and they are having a tough time keeping up with the demand.

"Our biggest problem right now is being able to expand wide enough," Summerlin said.

"As you start to get away from urban areas it's a little tougher."

Right now the app is only available for the iPhone, but the group hopes to have an Android version in the future. They also want to add features such as more

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Chef survives Gowanus splash

BY NOAH HUROWITZ

What a dump!

A fearless Bedford-Stuyvesant chef took he the so-called “Ice-Bucket Challenge” fund-raiser for Lou Gehrig’s Disease a disgusting step further when he survived a dousing of ice water drawn from the filthy Gowanus Canal — the only waterway in Brooklyn that is confirmed to have the clap.

“The Gowanus Canal is terrifying, sure, but I’m not really a germophobe,” said Justin Warner, who cooks at Do or Dine on Bedford Avenue between Quincy and Lexington streets. “I wanted to be really sensational but still get the point across that this is a horrible freaking disease that touches a lot of freaking lives.”

Warren said he too the Challenge, which has been

making the rounds on social media, as celebrities, politicians, and even former presidents have been doused in ice water to raise money to find a cure to the disease also known as amyotrophic lateral sclerosis, because his best friend’s father has the disease. And being from Brooklyn, he thought he’d ramp it up a notch.

He decided to make the water colder and much more disgusting than any of his doused pals by adding rotten fish to the mix. Salt water freezes at lower temperatures than fresh water, and because the Gowanus Canal is brackish—a mix of fresh and salt water (among other things) — the water was icier than most. To top it off, he dumped in dry ice, which caused the murky mixture to give off an appropriately witchy fog.

“I’m known for being intense and over the top,” Warner said. “People have been playing with the height of the water drop, but not really experimenting with the water or the ice.”

So far, Warren — who left his mouth open during part of the fetid deluge — has lived to tell the tale. He thor-

oughly cleaned himself and his clothes in the shower — and then cleaned the shower, leaving him clean as a whistle.

“I don’t smell putrid anymore,” he said.

Those who take part in the challenge must donate money or douse themselves in icy water, or both, before nominating several friends

for the next round.

At last count the campaign had raised \$31.5 million for Lou Gehrig’s Disease research, up nearly \$10 million from the day before.

The Gowanus’ case of the clap was confirmed in 2007, when tests showed its waters contained the bacteria that causes gonorrhea.



NO TURNING BACK: Justin Warren keeps his mouth distressingly open as filthy water from the Gowanus Canal cascades over his head for his “Ice-Bucket Challenge.” Justin Warren



Beep in cold water

Borough President Eric Adams took a bucket of ice water to the face and it cost him \$100. The big splash was part of the “ALS Ice Bucket Challenge,” a national campaign to raise money to help fight Lou Gehrig’s disease, also known as ALS. Participants in the challenge record their dumping and post a video to social media. They also make a donation and nominate another person for the challenge. Former Councilman Domenic Recchia nominated Adams. Adams nominated Patrolmen’s Benevolent Association President Patrick Lynch, Sergeant’s Benevolent Association President Edward Mullins, and the Reverend Al Sharpton.

Kathryn Kirk

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AMBULANCE ACCIDENT: A private ambulance was transporting a patient when it crashed into three parked cars before flipping upside down on Utica Ave at around 9 am on Aug. 14.

Photo by Steve Solomonson

Flatlands ambulance crash

BY VANESSA OGLE

A Flatlands appliance store owner rescued two emergency medical technicians and a patient from a private ambulance that flipped upside down in a dramatic accident last Thursday morning.

"There was a blue car flying at my store and the ambulance was upside down," said Andrew Rothman, who is one of the owners of Caps Appliance Parts on Utica Avenue.

The Richmond County

Ambulance vehicle smashed into several parked cars, launching them onto the sidewalk, before flipping over on Utica Avenue near Avenue M at around 9 am on Aug. 14.

Rothman said he and an employee from a nearby auto shop grabbed the driver from the ambulance. After they pulled the driver out, he told them there was a patient in the back with a technician.

"The patient was hang-

ing from the straps," said Rothman.

Rothman said he didn't see what caused the accident but the driver told Rothman a van cut him off, which caused the massive collision Rothman witnessed.

"He went across three lanes of traffic and hit four cars," he said.

An FDNY spokesman said three individuals were transported to Kings County Hospital Center in stable condition.

Cycling senior hit in Gravesend

BY VANESSA OGLE

A 73-year-old man is in critical condition after being hit by a sports utility vehicle on Aug. 15 while riding his bike in Gravesend.

The senior citizen was hit at 9:50 am on McDonald Avenue at Quentin Road. Police say the driver of the

Chevy sports utility vehicle stayed on the scene.

A police spokesman said the elderly cyclist was transported to Lutheran Medical Center in critical condition.

The Highway Patrol Collision Investigation Squad is investigating the incident.



SOLEMN SCENE: A detective examines the bike a man was riding when he was hit on Aug. 15. Photo by Steve Solomonson

Body washes up at swank eatery

BY DANIELLE FURFARO

The East River view of a tony Williamsburg restaurant turned grisly all of a sudden last Thursday morning when a man's body floated to the water's surface, cops said.

A 911 caller reported the corpse bobbing along the rocks lining the shore in front of Giando on the Water's wraparound windows at the end of Broadway at 8 am, officers stated.

Police are still trying to determine the identity of the dead man, how he died, and how he got into the water, according to the NYPD.

The restaurant does not serve breakfast, according to its online menu.



IN THE WAVES: The body of a dead man was found on Aug. 14 behind Giando on the Water.

Photo by Stefano Giovannini

Cops seek help in Flatlands burglary caught on tape

BY VANESSA OGLE

Police are looking for two teenagers they say were caught on video committing a burglary in Flatlands — one of them wearing a rather distinctive backpack.

Authorities released surveillance video of two males trying the front door of a house on E. 57th Street near Avenue M, then walking

down the alleyway to the rear of the home, and later emerging from a side window.

One of the suspects, estimated to be 5-foot-10, was wearing a white hat, a gray T-shirt, gray sweatpants, and white sneakers. The other suspect, estimated at 5-foot-8, was wearing a black T-shirt, black shorts with a red stripe, black sneakers, and had a cam-



SMILE!: (Right) Police say this video shows two young men who allegedly broke into a house on E. 57th Street in late June. One of the suspects is wearing a backpack with a distinctive shark-mouth design.

NYPD

ouflage backpack with a shark-mouth design.

The break in occurred

sometime between 6 am on July 20 and 3 am on July 22, and the suspects stole jewelry and electronics, before fleeing on foot, according to police.

Anyone with information is asked to call Crime Stoppers at (800) 577-8477. You can also submit tips by logging onto the Crime Stoppers website at www.nypdcrimestoppers.com.



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Cruising from Bay Ridge

Free voyages from Eco Dock this summer

BY MAX JAEGER

It's not every day you get on go on a free cruise departing from a local park.

About two dozen lucky Ridgites got to take a tour of New York Harbor on a free sunset cruise to the Statue of Liberty on Aug. 13. The 95-foot American Princess took the trip from Bay Ridge's Eco Dock as part of a series of free cruises from the year-old wharf.

"It was perfect — a nice outing on a weekday, and we didn't have to walk or drive too far," said Manasvi Rajan, who took the cruise with his wife and daughter.

Rajan said he found out about the free cruises from Councilman Vincent Gentile's (D-Bay Ridge) Facebook page.

Another Ridgite said she saw a whole new side of her neighborhood.

"You get to see our neighborhood from a different perspective — unless you own a boat or go on cruises, it's a perspective most people do not get," said Karen Tadross.

The American Princess set sail northbound from the dock at 69th Street,



FREEDOM UP CLOSE: Erika Zuber and Lynnee Engelharch got a unique perspective on the Statue of Liberty thanks to the free cruise from the Eco Dock on Aug. 13. Photo by Georgine Benvenuto

passing Governor's Island on its way to the Brooklyn Bridge. At the bridge, the ship made an about-face and headed to Liberty Island before returning to Bay Ridge.

Gentile allocated nearly \$820,000 to build the \$1.1 million dock, which opened in 2013. The rest of the money came from then-Borough President Markowitz and then-Mayor Bloomberg. The Metropolitan Waterfront Alliance organizes public events on

the dock.

The next free cruise is scheduled for Aug. 31 — a one-way trip from Bay Ridge to Hudson River Park at Pier 25 Lower Manhattan. Registration at the Waterfront Alliance website required.

One-way trip to to Hudson River Park from the Bay Ridge Eco Dock aboard the Tugboat "Pegasus" (69th Street and Shore Road, www.waterfrontalliance.org/bayridge) Aug. 31 at 5 pm. Free.

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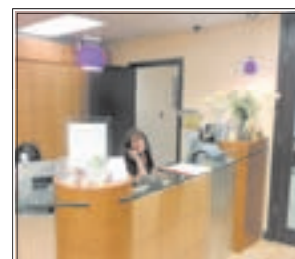
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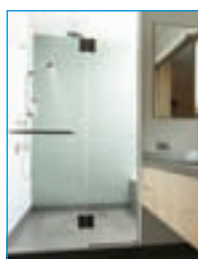
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A SAND TRAP

Daring riders are making a dangerous move – on to Belt Parkway

BY VANESSA OGLE

For Sheepshead Bay cyclists, it's no way or the highway.

The washed-out stretch of the Sheepshead Bay-Plumb Beach bike path has switched gears from an annoyance to a danger now that cyclists have started biking on the Belt Parkway to avoid the sandy swath.

The unpaved portion has been a sand trap since the asphalt was washed away by Hurricane Sandy, and the city has been slow-rolling the planned fix, instead of posting signs on the path advising cyclists to dismount and walk their bikes over the sandy stretch.

But that's not an option for serious cyclists, who often wear cleats — cycling shoes with grooves that clip onto a bike's pedals and make dismounting a chore.



DOUBLE TROUBLE: Two bikers ride on the Belt Parkway to avoid the unpaved path.

Photo by Georgine Benvenuto

One cyclist said cleated riders also won't walk through the sand because of the damage it would do to their pricey specialty shoes.

"No cyclist is going to do that because it destroys them," said Alan Cohen, who lives in Sheepshead Bay.

Cohen said he's irked by the sign telling riders to dismount and walk their bikes over the sand, be-

cause he said it means the city is aware of the problem and forcing the responsibility of the situation onto riders.

"It was like putting salt in the wound," said Cohen, who sometimes rides an extra three miles to avoid the sandy strip.

Cohen said that many of his fellow cyclists are opting for a shorter — but much riskier — detour.

"They will ride on the Belt Parkway itself," he said. "It is a risk — something is going to happen."

On a clear day, up to five cyclists may zoom by on the Belt Parkway in a 30-minute interval, some even riding against the flow of traffic.

One cyclist, who chooses instead to carry his bike across the sand, said the bike path needs renova-

tions soon, before the inevitable happens.

"I don't know if anyone's been hit yet, but it's a good chance it'll happen soon," said Danny Santana, a cyclist from Midwood. "Just clean it up."

Former Councilman Lew Fidler allocated \$450,000 to the Parks Department to fix the damaged bike path last summer. But a Parks Department spokeswoman said that work to repair about 450 feet of the eroded path, isn't expected to begin until after the summer.

"We anticipate construction to begin and be completed this fall," said Meghan Lalor, a spokeswoman for the Parks Department. In the meantime, Cohen said he hopes to see some sort of a stopgap solution — like wooden or metal plates — before then



SANDY SITUATION: Alan Cohen said because it is such an inconvenience for cyclists to remove their specialty cycling shoes before walking across the unpaved, sandy stretch of the Sheepshead Bay-Plumb Beach bike path, many cyclists have started to ride on the nearby, busy parkway.

Photo by Georgine Benvenuto

so cyclists can enjoy an uninterrupted ride without having to worry about sand or cars.

"Something temporary, so life can go on," said Cohen. "I don't think that is rocket science."

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Tickets

Continued from page 1

to rule, whatever judges do with the tickets is ultimately meaningless because the Departments of Transportation and Finance will eventually withdraw the tickets later through an administrative action that will supersede the judicial process.

In the meantime, however, drivers slammed with multiple, months-late tickets are caught in the middle — such as one driver who showed up at traffic court only to have the judge put the burden on him to make the city get its act together.

“The judge basically wanted me to go back to the Department of Transportation and get everything worked out,” said Peter Allen, from Midwood, who has already paid about \$1,000 worth of the tickets. “He was relying on me.”

Another driver said she has been nervously watching her multiple tickets rack up late fees through the Department of Finance web page, and when she called the department, the worker couldn't tell her if her tickets were dismissed or if the late fees would apply, but instead only confirmed her



CITATION CONFUSION: The Department of Transportation said Yelena and Yevgvmiy Vasilenko will only have to pay one of the 13 delayed tickets they received for driving in the B44 Select Bus lane — but nobody told the Traffic Court. File photo by Alexa Telano

late-August court date.

“She doesn't have an answer about the tickets, whether they're suspended or not,” said Yelena Vasilenko of Sheepshead Bay, whose family officially owes around \$2,700 in fines and late fees. “She confirmed my date — she doesn't have any other information.”

With no formal notice of the promised ticket amnesty from the Department of Transportation, and the wheels of justice blindly grinding forward nonetheless, affected drivers are living in fear that the judicial process will overtake

them before the fiasco is resolved.

“I'm worried that there is going to be a judgment — they are going to tow my cars,” said David Oliel of Coney Island, who said he would owe nearly \$7,000 if he had to pay all his tickets.

Another driver said by the time she received a ticket dated from March, the 90-day deadline to pay had almost passed — and she said no one will tell her what is going to happen if she doesn't pay it.

“I was looking out the window every day,” said Edith Hawkins of Browns-

ville, also worrying that a tow truck will show up before the city comes through.

The Department of Transportation said it will not be sending out any official communication about the promised amnesty until it completes its review of the ticket backlog at the end of the month. At some point after that, it plans to send out a letter to motorists explaining the situation — but could not say when.

The department promises that — eventually — affected drivers will receive official notice that they will only have to pay one of however many B44 bus-lane ticket they received during the amnesty period, and those who have already paid more than one will receive a refund.

The department also said it would extend ticket amnesty period to include March 18–Aug. 31, rather than the originally planned period of March 17–July 25.

For now, the affected drivers will keep waiting for the official green light on the ticket dismissal.

“We'll wait,” said Oliel. “What can we do?”

Trees

Continued from page 1

acceptable.” Comptroller Scott Stringer said. “The city pays out millions per year in settlements resulting from falling limbs. Reducing the city's exposure to these types of claims is a mandate that cuts across all city agencies.”

The city doled out nearly \$15 million in 2013 alone for injuries and property damage caused by falling tree limbs, according to Stringer's office.

Man has been caught in a tug-of-war with trees for terrestrial supremacy from time immemorial, but after Hurricane Sandy's salty flood waters killed the root systems of thousands of Brooklyn's street trees, undead “zombtrees” have been dropping limbs on unsuspecting residents at an alarming rate.

Brooklyn is home to



WHEN TREES ATTACK: A branch falling from this tree in Manhattan Beach put Tatyana Gubina in the hospital earlier this summer, while Controller Scott Stringer says the Parks Department was wasting money pruning the wrong trees.

File photo by Steve Solomonson

142,000 trees, according to a Parks census last taken in 2005–2006.

The borough's forestry office — a Parks sub-agency — maintains a list of trees that need trimming, but the catalog included saplings that arborists had no business barbering, the report said. A survey by the comptroller's office found that 18 percent of Brooklyn trees trimmed in October 2013 were too small to be included on pruning lists by the Parks Department's own guidelines.

In its formal response to the audit, the Parks Department contended it has not mismanaged the program and has not exposed the city to greater liability for injuries to people or property. The Department will nonetheless adopt changes the comptroller recommended to improve the program — including maintaining an accurate list of eligible trees and conducting follow-up inspections to make sure the work was actually done.



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Phrags

Continued from page 1

tarps over the entire area to deprive the roots of sunlight and oxygen.

Even with the tarps in places, the roots of the perennial grass, pronounced "frag-MY-teez," store energy for up to a year, so Martin said the tarps will remain in place until next August, when the Alliance will attempt to plant new species in their place.

"They have to die at the root," Martin said. "If we cut them like hair, they just come back."

One volunteer said he spent the better part of the morning up to his waist in lake water, phorcing the plants down and into submission.

"It was challenging, but phun," said Carl Mercer, of Crown Heights.

Mercer and his phellow volunteers had to don gloves



THANK YOU VERY MULCH: Carl Mercer dumps mulch on the ground in an effort to beautify a section of the park that was once covered with phragmites. Photo by Stefano Giovannini

to keep the sharp blades of grass from lacerating their hands, and suited up with phisherman-like waders to get into the lake.

Martin added that the wetland grass has been around Prospect Park Lake for as long as anyone can remember, but have recently begun to block views as they soar to new heights. Volunteers have tried out

the black tarp method on smaller patches, and she said that seems to work well.

The efforts of Aug. 16 phocused on the corner of the lake near where East and West drives converge, tackling the area known as the Hammerhead in one day. Another phragging face-out is planned for Aug. 23.

Jaws

Continued from page 1

Adding to the movie-inspired mayhem, the actors won't know which role they will be playing until right before the performance starts. They will also have to incorporate audience-submitted lines and sound effects, which the director will occasionally hurl their way.

But fin fans rejoice — the shark (known as Bruce to "Jaws" aficionados) may get to finally explain why he is on the war path against a small Long Island beach town.

"There's nothing in the rules that says he can't

talk," said Chittaphong, who is hoping to play the grumpy Great White.

The live reproduction is really a jumping-off point for spur-of-the-moment comedy, another actor said, but the troupe will still hit on all the key plot points.

"Someone has to get eaten, the hero has to get involved, they go on journey, Jaws attacks, and they have to kill Jaws," said Andy Schneeflock. "Everything else is up for grabs."

Ten Bones performed its first "Entirely From Memory" show in December last year, with Charles Dickens' "A Christmas Carol," Chittaphong said. The group real-

ized it was on to something and has already staged versions of "Batman" and "The Wizard of Oz" this year, he said.

The set and costumes for this production will be minimal, but the director promised the play will be a lo-fi lark.

"There will be a very bad shark costume," said Peter McElligott. "So bad that it will illicit laughter. We're going all out in the cheapest way imaginable. We always do."

"Jaws ... Entirely From Memory" at Videology [308 Bedford Ave. at S. First Street in Williamsburg, (718) 782-3468, www.ten-bones.org] Aug. 30 at 9 pm. \$5.

Pizza

Continued from page 4

toppings, a geo-locator, and reviews from restaurant lists such as Yelp.

The latter is especially important because it will allow users to make more

informed decisions when they set their initial preferences — something anyone who grew up in Brooklyn knows is the most important factor.

"We're all from New York, so we have very high pizza standards," Summerlin said.

And after they get Brooklyn's favorite finger food down, Summerlin says they will look to expand into other genres.

"We want to perfect pizza as a proof of concept," he said. "But there's no reason we can't apply it to other staple foods."

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