

New York



Cycle Club Inc.

AUG 17 6

AUGUST BULLETIN

MONTHLY MEETING - 3rd TUESDAY

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A T

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NEXT MEETING - TUESDAY AUG. 17

COCKTAILS 6 P.M. - DINNER 7 P.M. - MEETING 8 P.M.

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Because our talented editor is biking in Florida with his lovely family, the task of putting together the August bulletin has fallen on my shaky shoulders. You will miss Les' creative artistry and I have had to dispense with the usual format. I hope you will bear with my attempt to get to you only the most essential information you will require for the following month. Also, I only now realize how generous Les has been to the Club - it's a lot of work putting a bulletin together - we all owe him many thanks. My apologies to those members who sent in articles which I could not include.

Marie



Rides For The Month



- Saturday Aug. 7 - HOT GEARS Double Centry, 200 miles AA ride. Leader Jim Rex, call for details (212) 381-7180.
- Saturday Aug. 7 - BEAR MOUNTAIN Century, 100 miles A ride. Meet leader Ernie Lampeter at 7:30 a.m. at Boathouse in Central Park.
- Sunday Aug. 8 - Henry Krumwiede's Annual Birthday ride - 71 years, 71 miles B+. Sag wagon, meet 9:00 a.m. at Red Bank R.R. Station in New Jersey. (see July bulletin)
- Sunday Aug. 8 - Jerry Pellegrino at WAMPUS LAKE, 35 miles B ride. Meet at Milkmaid Diner at 9:30 a.m. and bring lunch.
- Saturday Aug. 14 - CHAINWHEEL MASSACRE Double Century, 200 miles AA ride. Call Jim Rex for details (212) 381-7180.
- Sunday Aug. 15 - PRINCETON, N.J. with LIBC. 100 and 50 mile choice of A or B. Leader Carl Schedwin. Meet at 7:30 a.m. at 14 John Street by Kopps Cycle Shop.
- Sunday Aug. 15 - TOUR OF EASTERN L.I. HARBORS. 60 miles A-B hilly ride. Leader Jim Long, meet at A&P parking lot at intersection of Rt. 25A and Miller Place Rd. Ride 9:30 a.m., and pre-ride breakfast in Rocky Point Pancake Cottage on Rt. 25A. Take L.I.E. exit 63 North to 25A, turn right for 1 m. to A&P.
- Saturday Aug. 21 - IRONLEG Double Century. 200 miles AA ride, Call leader Jim Rex for details (212) 381-7180.
- ✓ Sunday Aug. 22 - WESTCHESTER BIKE TRAIN - Leaders Irv Weisman, Bill Hoffman, Myrna Myers, Sam Freedman and Audrey Dixon. See Article.
- ✓ Saturday Aug. 28 - MYSTERY C RIDE. Rumours have it that Harry Rutten will lead a lovely ride from Ramsey, N. J. Call (201)327-7197 for details.
- Sunday Aug. 29 - BEDFORD 50 MILER B ride. Meet leader Joe Messing at 9 a.m. by the Fire House at Bedford Village.
- Sept. 4,5,6 - LABOR DAY WEEKEND at Tannanah Lake, N.Y. National Century LAW patch month in effect. Miller Fagley plans to mark the route. See Bob Herzfelder's article for details.
- Sept. 4,5,6 - Annual MONTREALER, about 400 miles/3 days at A pace, return by train or plane. Call Leader Bill Cooper for details, (212) 596-9537.
- Sept. 19 - Tentative - RIVER HEAD SEMI ANNUAL MULTI CLUB EVENT. 65 mi. A & B ride. Marvin Kuhn is our expected leader, road may have worn markers. More details in September bulletin.

ALL ABOARD THE WESTCHESTER BIKE TRAIN, NO. 2

Here it is folks - in response to your requests, Irv Weisman and Bill Hoffman are diligently making arrangements for the Club's second bike train to Westchester. We will meet at Grand Central St. on Sunday, Aug. 22 at 8:30 a.m. Please enter the station at 42 St. and Vanderbilt Ave., take the ramp down to the Upper Level and gather near Gate 40. The bikes will be loaded into a special car provided by ConRail for the exclusive use of the NYCC. The first stop will be No. White Plains at 9:45 a.m. and the second stop will be at Mt. Kisco at 10:15 a.m. We encourage all members who wish to drive to either No. Wh. Pl. or Mt. Kisco to meet the train and join the rides. We ask everyone to bring their lunch as we intend to picnic outdoors after which we will all bike back to North Wh. Plains by 3:30 p.m. to catch the ONLY train equipped to take our bikes back to Manhattan.

Sam is arranging for widespread publicity in local newspapers, the radio, television and posters to dozens of bike shops. Since we can load only 50 bikes, it is essential that you reserve your ticket in advance. Therefore, all reservations should be received by the August meeting, Tues., the 17th. The price of the tickets has been increased modestly to cover expenses; members will be charged \$4 and non-members \$5. A sur-charge of \$1 to each of these figures will be added for registrations received after Aug. 17, if accommodations are available. Please mail your check to the order of the NYCC, by Aug. 17 to Sam Freedman, 400 Central Park West, N.Y., N.Y. 10025, or bring it to the Aug. meeting. In order that we may properly plan, please indicate on the front of the check which of the following groups you plan to join:

- Group A - 40-50 miles, hilly terrain, disembark at No. Wh. Plains and follow leader Bill Hoffman.
- Group B - 30-40 miles, moderately hilly terrain, disembark at Mt. Kisco and follow leader Irv Weisman.
- Group C - 20-25 miles, gentle terrain, disembark at North White Plains and follow leaders Myrna Myers and Sam Freedman.
- Group D - 10-20 miles, essentially flat, along the Bronx River Parkway, disembark at No. Wh. Plains and follow leader Audrey Dixon.

Note: Those who cannot ride 25 miles in 3 hours must select either C or D group.

SHIMANO OFFICAL TO SPEAK AT AUG. MEETING

Matthew T. Cohen, Assistant Marketing Manager for Shimano-American, will be the feature attraction at the Aug. meeting. His talk, entitled "What Will Your Bike Look Like in 1986", will deal with some of the latest developments in bicycle design and manufacture, as well as some developments which are still on the drawing board and some years away from mass production. Mr. Cohen will bring with him a short film showing the manufacture of bicycle products.

"BITS AND PIECES" IN THE CLUB

As a result of the resignation of Ron Kahn as Rides Chairman, Jimmy "Iron-Legs" Rex was unanimously chosen by the Board of Directors to fill the unexpired portion of the term. Jimmy has agreed to pay special attention to the development of B and C rides for the remainder of the year, recognizing the importance of involving the newer members of the Club in its ride program. He has begun a drive to recruit new ride leaders, especially for B and C rides, so that the burden doesn't fall on the shoulders of just a few guys and gals, but is distributed among many more.

The membership rolls keep growing as more and more experienced (and not so experienced) cyclists decide to join the Club. We welcome the following new members: Robert Peel, Gisele Shivack, Richard Green, Sue Keeton, Roy Hubbard, Judson Spencer, Richard Phelps, Eugene Reynolds, Sy Steinberg, Aaron Schneider, Marion Weiner, Eric Edstrom, Anne Callahan, Brian Gerber, Walter Steinhard, Duane Thompson, Bob Holden, Kathy Cornbush, Sam Ruvolo, Murray Packer, William Ray, Morgan Kennedy, Bernie Weissman, Ira Leiblich, Bob Dyson and Susan Freireich.

FROM THE VEEP'S DESK

The next cycling weekend will be the Labor Day Jamboree at Tennanah Lake Shore Lodge in Roscoe, N.Y. Details were published last month. We are limited to 50 reservations which will be on a first come-first serve basis, to be received no later than Aug. 15th. Note these changes in arrangements: make your checks payable to the NYCC rather than to the lodge, for \$75, which includes \$5.00 registration fee for the rally, and send it to Sam Freedman, 400 Central Park West, N.Y., N.Y. 10025 instead of to me as I will be away from Aug. 1st until Aug. 15th.*

Tennanah Lake Shore Lodge will also host the Sullivan County October Rally (SCOR) on Oct. 1, 2 and 3, sponsored by the Catskill Wheelmen. The group is limited to 150, the price for six meals, Fr. dinner thru Sun. lunch and 2 overnights is \$46. Rides on Sat. and Sun. morning with workshops, talks and slide shows in evenings. Send your reservation to: SCOR, P.O. Box 552, Monticello, N.Y. 12701. Tell them NYCC sent you.

* Acting Editor's Note - Bob and Janet Oppenheimer are being married on August 1st. On behalf of us all I wish them their hearts' desires. Sad news from Bob Herzfelder. He wants the many long-standing members of the Club to know that Jack Greene, known to his friends as Frenchy, died on July 11th. The club extends condolences to Jack's family.

A BALLAD OF BERGEN COUNTY

"Oh, what is so rare as a day in June?
Then, if ever, come perfect days. . ."

A little band of five gathered at the boathouse in Central Park on Sunday morning, June 27th. Led by Marie, they rode 11 miles to the George Washington Bridge, and there met two, including the ride leader, wise Irv. After saying goodbye to president Sam, the six crossed the bridge and at the west end were joined by two New Jerseyites. Then north, through Englewood, Cresskill, Closter, Old Tappan, Park Ridge - up hills, down long slopes, around lakes, signal for right turns, pause at traffic lights, all ready to turn left, watch for railroad tracks - at an easy pace the group rode steadily along shaded suburban roads, on a route most remarkably traffic-free.

Woodcliff Lake was a pretty place to stop for lunch. At this point the first group had ridden 36 miles. Some had bought gargantuan sandwiches and some had brought nutritious chew-chew mixtures. About, a hogshead was drunk! A man arrived bringing Irv's own custom-designed clusters, manufactured by Suntour. The park was filled with picnicking parties and one or more religious gatherings. Some of the riders fell asleep in the cool grass.

On the way home, the group was invited to stop at Eric's house in Leonia. We spent an hour there, talking about art, crime, the school system and other social problems. Another hogshead was drunk! Upon leaving this delightful party, the bicyclists were met by the highest, longest, hardest hill of the day - and then - stop! Our leader has a flat! While we waited for the tire change, another rider came along and incidentally mentioned that he had started a Singles' bicycle club - we exchanged club cards. Then eastward across the bridge, and so to home, long after 7 p.m.

This was a carefree, happy day, with sociable people, the best of leaders and Marie's first metric century. The participants were: Marie Caldiero, Sam Freedman, Bob Holden, Hugh Rubin, Dan Smith, Irv Weisman, Helen Bashkin, Egon Fantes and Eric Klavis.

Helen Bashkin

DO WE HAVE RIDE LEADERS? THE BEST EVER!

George Borgida's ride on July 27th out of Willets to Bayville, passed the Tides, along the beach, with a picnic outdoors, attracted such a group of longstanding members and many new faces, that George had to divide the cyclists into two groups. The response for assistant ride leaders was instantaneous - Jerry Lighter, Fred Doby and Joe Messing pitched in on a moment's notice, kept everyone moving, swept the rear, went back for several who missed a turn. How can we slowees say thanks? The topping on the cake wasn't chocolate icing, it was sundaes at Howard Johnson's. Do it again, George!

I heard tell that Harry Rutten's ride out of Ramsey, N. J. was a beautiful, good workout. Northern N.J. is opening up new rides for us. Our thanks to Harry and also to Bill Hoffman, Al Goldberg, Bill Cooper, Darryl Freedman, Marv Kuhn, Joe Wigodner, Phil Giles and all the others who responded so enthusiastically to Sam's appeal for ride leaders.

NEW HORIZONS

Thanks to superb planning by Phil Giles and an exceptionally good map prepared by his friend, Ramsey Togo, Saturday, July 17th turned out to be one of the best ride days the Club has developed.

The ride began at Grant's Tomb with Lucille Smith, Marion Allenby, Lorraine Gewirtz and Marie Caldiero leading the women's contingent. On hand to represent men riders were Sam Freedman, Les Bercow, Bob Perl, Joe Messing, Hugh Rubin, Fred Doby and Tom and Vinnie.

The trip over the bridge was nice and easy and the view up the Hudson, where the trip was headed, was superb. One only has to see Manhattan from the George Washington Bridge to realize that it really is a beautiful place.

Once over the bridge, the trip headed down the "seven sisters" hills and passed through beautiful residential sections before turning right at Englewood Cliffs. Next came a long, long easy route through additional attractive residential neighborhoods. At a rest stop just over the New York border, the group picked up two young brothers who joined us for part of the trip to Nyack. Parts of the trip were along River Road, one of the most beautiful sections of bicycling that borders the Hudson. . . but it was only a preview of what was in store.

In Nyack State Park, Phil located some bicycling paths that are quite likely unexcelled anywhere. The path parallels the shore of the Hudson River and the view is outstanding, what with the river on one side and high, red cliffs immediately above on the other. Some of the group broke up just after lunch, held in a lovely, quiet spot alongside the bike path overlooking the Hudson, with riders riding up-hill to follow a virtually abandoned, exceedingly rocky, but passable, road to the top of the high hill. Then came a trip to a series of very lovely parks overlooking a lake. The area is called Rockland Lake State Park and bathing suits are definitely in order for the next trip. The men rejoined the women back at the picnic park and on the return trip quite a few had the pleasure of picking wild raspberries alongside the bike path.

The return trip was via Talman Mt. and then over Alpine Lookout in the Pallisades and anyone who has climbed the approximately 520 feet to the top can tell you the view is well worth the effort. The view takes in a vast stretch of the Hudson, across Westchester, part of Long Island sound and into Long Island.

No one was dropped on the trip and, thanks to the special planning of both Phil and Ramsey, everyone agreed it was one of the best Club trips yet. The trip proved beyond doubt that one doesn't have to own a car to enjoy suburban riding. With people like Phil and Ramsey showing the way, all those people who say they have no place to ride will have to think of another excuse for not riding.

P.S. Ramsey is considering publishing some maps and would like to hear from anyone on this trip any comments or suggestions for improving the map. Please call Phil Giles with your suggestions.

Fred Doby

THE EAST COAST BICYCLE TRAIL

TRAVERSES THE DENSELY POPULATED CORRIDOR FROM BOSTON TO RICHMOND (WHERE IT JOINS THE TRANS-AMERICA BICYCLE TRAIL) AND YET IS A COLLECTION OF QUIET BACK ROADS, HISTORIC TOWNS AND EVEN A FERRY RIDE OR TWO.

WITH THE AID OF THE BUREAU OF OUTDOOR RECREATION, SCORES OF INTERESTED CYCLISTS AND ORGANIZATIONS PERFORMED THE EXTENSIVE RESEARCH NECESSARY TO CREATE THE TRAIL. THE CYCLISTS THEN ESTABLISHED THE EAST COAST BICYCLE CONGRESS TO "COORDINATE AND ASSIST IN THE DEVELOPMENT AND REFINEMENT OF A SYSTEM OF BIKE ROUTES AND TRAILS AND SUPPORTING FACILITIES THROUGHOUT THE EAST COAST."

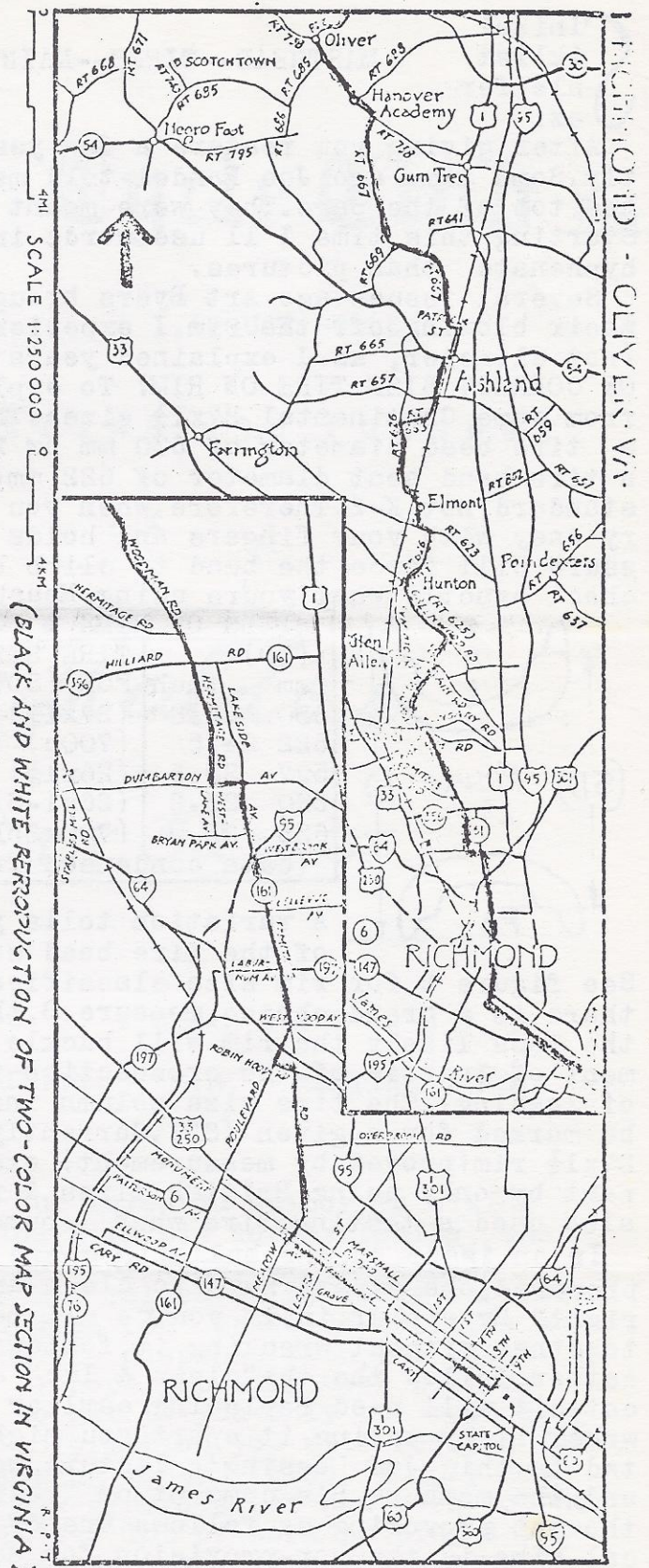
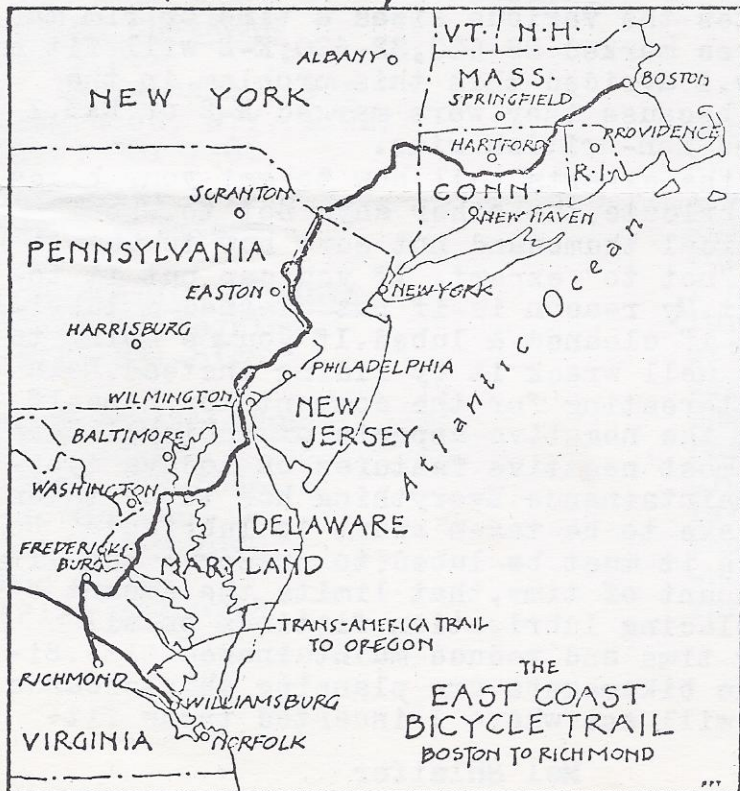
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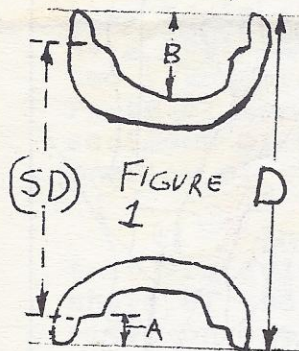
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MASTHEAD--TIRES--MAINTAINANCE

After giving you readers a few years rest I've decided to write intermittantly. Some time ago Joe Randel told me he couldn't understand those doodles at the top of the page. They were meant to summerize each paragraph inthe article. Starting this time I'll use words instead, especially since words are easier to hyphenate than pictures.

Several issues ago Art Byers brought up a very important point about tires, their blowing off the rim. I experienced that on the lower pressure wired-ons (not clincher, as I explained years ago). The problem and solution was-BE SURE OF CORRECT SIZE TIRE ON RIM! To explain further-The English 27x1 $\frac{1}{4}$ is different from some Continental 27x1 $\frac{1}{4}$ sizes. The English 27x1 $\frac{1}{4}$ (British Standard K-2) has a tire bead diameter of 630 mm or 24.8 inches. Some rims marked 27x1 $\frac{1}{4}$ may have a tire bead seat diameter of 622 mm (24.5 in). These latter rims are really 700c standard, not K-2. Therefore when you put a K-2 tire on a 700c rim, it goes on very easy with your fingers and holds air up to about 45lb/sq. in, but higher pressure will force the bead to climb over and blowout. See figure 1 to help you check exactly what you're using. Measure D across the rim at several positions.



SIZES OF RIMS & TIRES-FIGURE 2

(SD)		TIRE SIZES	
mm	inch	FOR (SD)	
630	24.8	(27x1 $\frac{1}{4}$) (K-2)	
622	24.5	(700c) (700x35c) (700x30c) (28x1 $\frac{5}{8}$ x 1-3/8)	
597	23.5	(26x1 $\frac{1}{4}$) (EA-1)	
590	23.2	(26x1-3/8) (EA3) (650x35a) (650x38a) (26x1-3/8 x 1 $\frac{1}{2}$)	
635	25.0	(700x35B) (28x1-3/8 x 1 $\frac{1}{4}$) (700x38B) (28x1 $\frac{1}{2}$)	
(data condensed from RIGIDA catalog)			

A variation tells you the rim is unround. Measure A, the depth of the tire bead seat. Then D-2A = tire bead seat diameter (SD). See figure 2 for rim size classification based on (SD). When buying a rim and there is a brand choice, measure B, the total depth of the rim. The greater B is the less likely the rim will buckle when hit. (For the technically minded, the Moment of Inertia of the crosssection increases as B increases; in the direction of loading). The tire size column indicates the various sizes a tire or rim may be marked for a given (SD). Currently, tires marked 28-630; 32-630; K-2 will fit a 27x1 $\frac{1}{4}$ rim (proven by measurement) exactly. I avoided this this problem in the past by only using British tires & rims because they were marked K-2 or EA3. I also used a testing tire when I purchased non-British rims.

In an issue of the bulletin where all the experts tell how to get your bikes prepared, one expert says to clean and lubricate, the other says not to. Who is right? My answer is, if you're all mechanical thumbs and not sure how to put it together without wrecking it, follow the "not to" expert. If you can put it together, follow the "clean & lub" expert. My reason is-if not cleaned & lubricated it will need replacing earlier than if cleaned & lubed. If you're going to wreck it by taking it apart, you might as well wreck it by riding instead. Related to this Joe Messing's lecture was interesting for the comments by himself and the members. His comment on "reducing the negative aspects of a bicycle" are thought provoking as follows. One of the most negative features on today's typical bike is the non-provision for easy maintainance. Everything has to be taken apart to lub it. Does any other machine have to be taken apart to lubricate? No, only a bicycle. The more you ride, the more it must be lubed, to preserve the life of the parts. Since that takes a large amount of time, that limits the amount of riding one can do. Therefore, I advocate placing lubrication fittings on all parts needing them, to extend your riding time and reduce maintainance time. Bicycles of 20 years ago had them, maybe the bikemakers are planning obsolescence like Detroit. If you look at my bike you will see where I inserted these fittings.

Mel Shleifer