

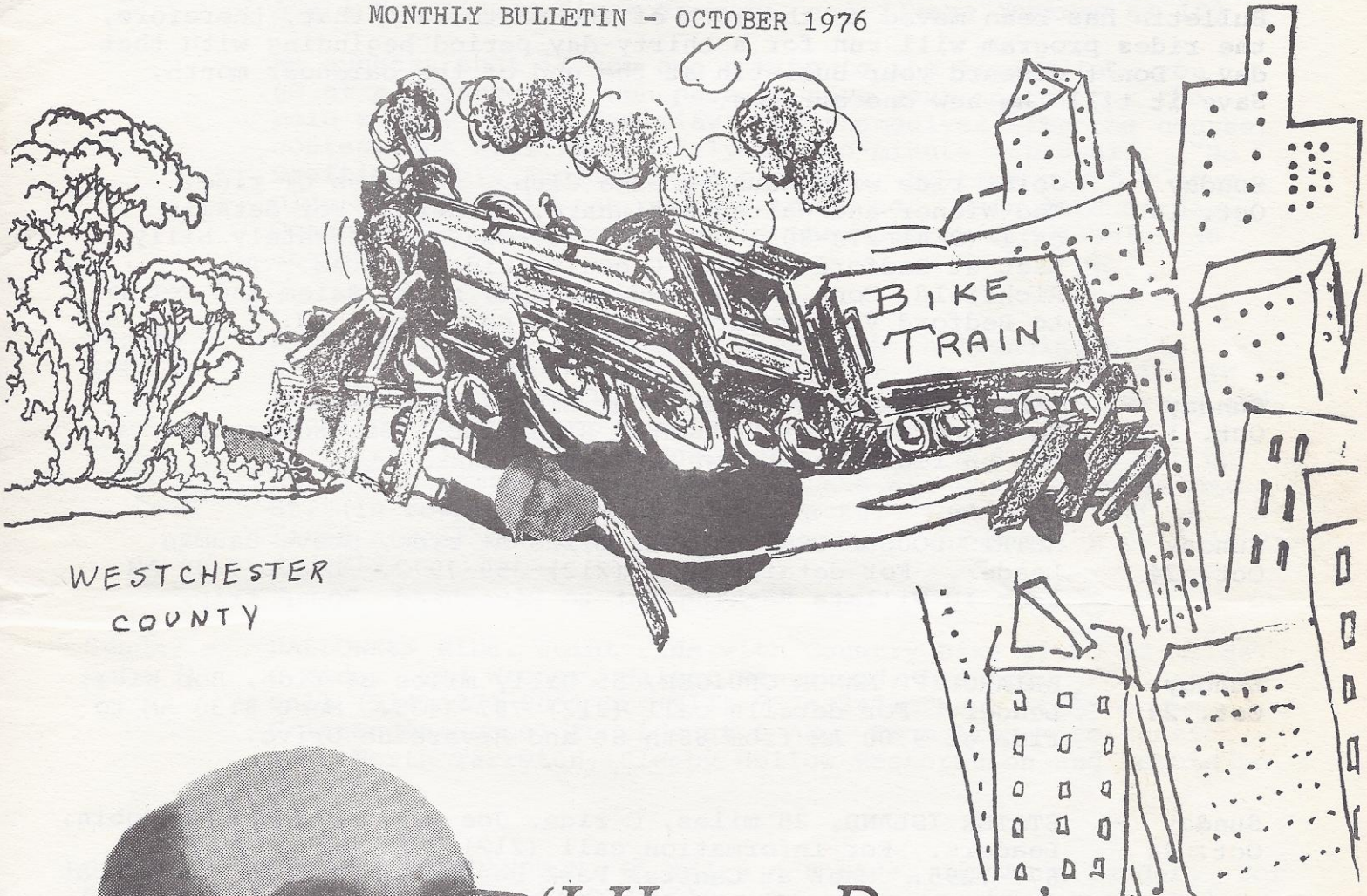
New York



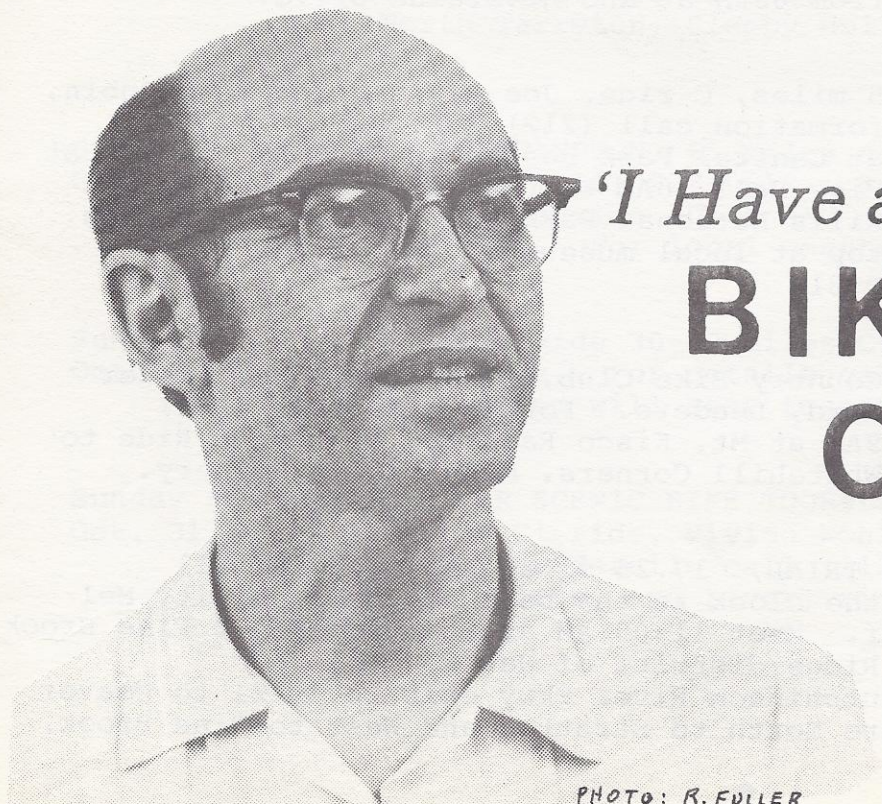
Cycle Club Inc.

OCT 17 1976

MONTHLY BULLETIN - OCTOBER 1976



WESTCHESTER  
COUNTY



*'I Have a Dream'*

**BIKE TRAIN**

**OCT. 17**

**see pages**

**5-6-7**

PHOTO: R. FULLER

Green pastures with cows browsing along the side of a brook, and air that has the sweet clean smell of green things and the rich verdure of the earth. I inhale deeply in vain hope of bringing some back with me. Yes! I have many memories of grand days spent on two wheels.

"And in the eve I say  
Noting my ride in bliss,  
That I have known no day,  
In all my life like this"



We all got reasons for riding the way we do. I'm no different. Between 1973-74 I accumulated 2 accidents by being hit with cars, followed with 4 road and 1 track crashes. Every one of them happened at speed higher than 20 mph. By then I was "leftover" of the rider prospect I aimed to be.

I learned to stay longer on the bike by going slower. When I got used to the longer distance and started to speed up again, I made it even longer. Since then I wore out the bike parts 2 and 3 times, except for the frame. It has more mileage than my 74 Pinto, and find myself better off for staying in one piece than speeding to my destruction.

Even so, all that wasn't easy. For I was preceded on 200 miles by Eric Swenson and Josh Levin. On 250 miles by Francis Bollag, Elliot Vinick, Mike Nelson. On 300+ by Ron Kahn.

Among these guys, plus Jerry Koshar, Ralph Irizari, Dave Reed, Frank Gileta, Steve Bauman and the ANIMALS I'm in good company. I even tried to give some of my time to the club's benefit in order to provide equal opportunity to other riders to improve themselves on their level. Meanwhile I'm continuing my progress...

In that spirit I'm happy to report having finished 10 double centuries as planned. Ralph gave me company on six occasions till saddle sores forced him off. One I had Frank Gileta setting the pace all the way, who I rate our rookie of the year. He's the only one yet I saw match me in 108" gear uphill.

3 of the 10 rides I done solo style, the best time 15hr 20 min. With the usual wear and tear on the bike, I ripped off a cleat in an emergency stop. Riding into headwind I pressed hard into the toe clip without it, by the time I got home my toe nail turned blue. Got bit by a gnat that resulted in a nasty infection and blood poisoning after. slowed me down a month. On the last ride a dog bit my foot at the wrong place. (Right on the toe clip over the blue toe nail) His teeth got caught by the toe strap, and the buckle cut it's mouth. Now even a dog knows what Iron Leg is like....

As Marie Caldiero would say, "Modestly Yours"  
Jim Rex

The **Fun**   
**Club**

**For Sale Or Trade**

**FOR SALE** - Set of 131 issues of "BICYCLING!" and its predecessor magazines including every issue published from March 1966 to date, 8 issues in each of 1965 and 1964, 2 issues in 1963 and 1 issue in 1962; \$60.00 plus shipping cost for the set. Also complete set, 45 issues in all, of every issue of "BIKE WORLD" published from its inception in December 1973 to date; \$30.00 plus shipping cost. Contact Bob Patterson, 107 Harvard Drive, Hartsdale, New York, (914) 948-6190.

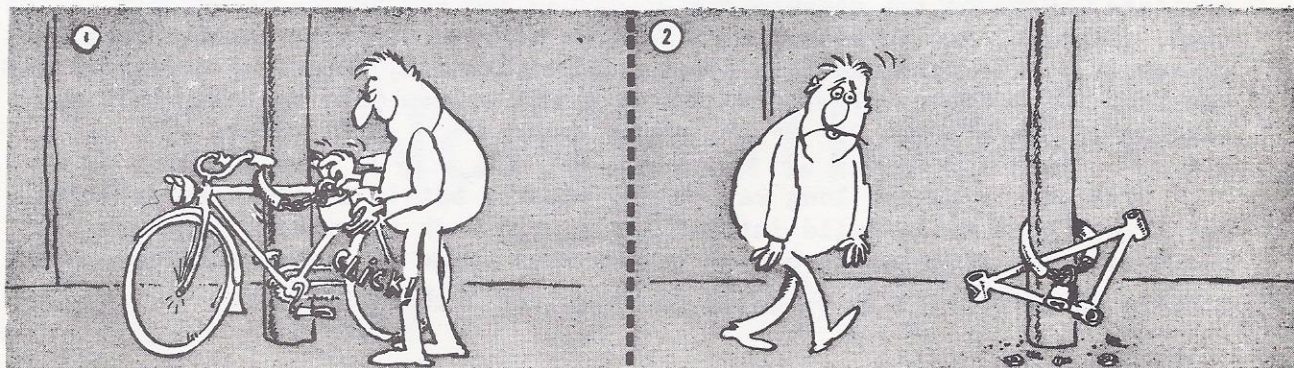
**FOR SALE**- Assorted Sturmey Archer AW hubs (3 speed) with or without rims. Condition from "as is" to perfection overhauled, with or without maintenance lessons. If you were considering a 3 speed wheel, now is the time. Call (212) 652-6176 - Mel Shleifer.

**FOR SALE** - Frejus Super Corsa, 58cm's (22 13/16ths) All Campy except for Universal 61 brakes. Blue and white in spotless condition. Call (212) 595-9533 between 9-5, ask for Dutch.

**WANTED** - Tandem, 10-15 speed, lightweight good quality, prefer male/female approximate size 24/22. Contact Albert Schott 154 Fox Meadow Road Scarsdale, N.Y. 10583 Tel. (914) 472-4015

**WANTED** - Brooks B-72 Saddle either new or in good condition used. Contact Ethel Robertson 78-20 Kneeland Ave. Elmhurst, N.Y. 11373 Tel. (212) NE9-2577.

# On the Sidewalks of N.Y.





## TWO WHEEL TRENDS IN AMERICA

In the last few years bicycling has rapidly come from behind to become the major means of outdoor recreation for most Americans. The reasons are numerous, and well realized by all our members, I'm sure. The bicycle offers a perfect rebuttal to a threatening energy crisis and inflated economy. It is a clean, convenient, inexpensive mode of transportation. Furthermore, cycling is a pleasureable recreational experience. It is faster than walking, yet provides the same closeness with nature. Travel on bike enables optimum chances for discovery of new places--and sometimes people!

Just how did the "Golden Age of the Bicycle" in the late 1800's give way to the era of the "Horseless Carriage"? Ironic as it may seem, it was the early, most ardent bikers that "paved the way" for the automobile!

For painful example, the improved roads that the League of American Wheelman, (then, a very prominent organization) lobbied so hard in congress to procure, fell fate to the first automotive highways. The seemingly complicated steering, gearing and braking mechanisms of today's cars, are only modified versions of the original designs employed on the first bicycles. And the first pneumatic tire, the revolution discovery that all but eliminated horse-and-buggy days, was built by Dr. R. Dunlop, a scottish veterinarian--for his son's bicycle! Even the Wright Brothers got started on their airplane in the back of their bike shop!

Unfortunetely, however, after the automobile appeared, the bicycle industry focused on children to maintain their sales, demoting the bike to a toy object for over sixty years.

But today, as evidenced by federal records, and a good look around city streets, this trend is reversing. In 1972, 1973 and 1974 the sale of bicycles surpassed those of automobiles for the first time since World War I--a 250% increase in the number of bicycles in three years! In 1974 there was estimated to be 100 million bicycle riders and 70 million bikes in the U.S. Society no longer regards the peddler with either pity, scorn or detached amusement--but, rather with respect and admiration.

The federal government has also recognized the importance of this "two wheel conveyance", and is actively researching and developing facilities for cyclists. Some of the departments concerned are the Bureau of Outdoor Recreation, (Dept. of the Interior), The Federal Highway Administration, (Deptl of Transport.), the Economic Development Administration, (Dept. of Commerce) and the Dept. of Defense, (?--You've heard of the Golden Gate National Pard and bikeway?)

Granted, we have a long way to go, and the battle is often frustrating, but if we "plan well, build intelligently, and work together", (a quote from the BOR!), the bicycle can become a respected means of transportation and a vehicle of revolution in changing the American lethargic lifestyle!

- Suzanne Avena

FROM THE VEEP'S DESK

Three down and one to go -- I'm referring to the big weekends, GEAR '76, Spokes & Sparklers, and the Labor Day Weekend at Tennenah Lake. All now are behind us, and the one remaining event is SCOR '76 also at the Tennenah Lake Shore Lodge. By the time you read this SCOR too will be history.

Thirteen members of the NYCC attended the labor day jamboree at the Tennenah Lake Shore Lodge in Roscoe, NY, and all were in unanimous agreement that despite the poor turnout the weekend was a huge success. The rides despite the hilly terrain went over very big; and the management of the lodge did everything possible to insure us a marvelous time. Even the weather was on our side. Intermittant sunshine and clouds and comfortable temperatures with no rain except for a brief night time shower on Saturday night - Excellent bicycling weather. Herb Schaefer did a fine job sag wagonning with the moral support of my wife, Janet who incidently got rid of her cast the day after the Labor Day weekend. Herb was on hand to assist those who did not want to attempt the long hill from Roscoe to the Lodge. Thanks loads, Herbie.

Other upcoming events of note: As stated in the last bulletin the feature attraction at the October 19th meeting will be a seminar by our esteemed treasurer, Joe Messing on the subject, "What Everyone Always Wanted To Know About His Bicycle, But Was Afraid to Ask!" Also at this meeting we will have our first opportunity to nominate candidates for club office for 1977. This is of vital importance to every member. We need lots of candidates so that we have some healthy competition. If you are interested in serving your club, kindly step-forward and be counted. We cannot nominate candidates unless we know the people who are willing to take on the necessary tasks. Let's start giving this some thought.

We will have another opportunity at the November 16th meeting before the nominations are closed. Also at the November meeting we will be presenting what is probably the entertainment highlight of the year, namely a show by our star photographer, Joe Randel. You won't want to miss this one. Joe's slide and movie shows are outstanding - way above average.

One final word --- Keep those wheels spinning.

Bob Herzfelder

# October Meeting

## 1st Nominations

### for 1977

## RUBBER ON THE ROAD - By Art Byers

Perhaps the bicycle tire takes the most abuse of any working part of your favorite machine-- what with the roads paved with razor sharp broken bottles, sprinkled with pot holes, beer cans and other such predators lurking to do damage. Here are some helpful hints and tips gleaned both from personal experience and "bull sessions" with club members:

First, many experienced NYCC members recommend "aging" tires to toughen the rubber. New rubber is very soft and wears rapidly, cuts most easily. You will more than double mileage (kilometerage??) as well as resistance to cuts and bruises of any tire, sewup or wired on, by putting a pair away in a cool dry place for a year before using them. There is nothing to be gained, however, by storing tubes.

Second, one of the most important things you can do to prolong tire life is not to over inflate or under inflate. Many tires have the manufacturer's recommended pressure marked on them. Get a good accurate tire gauge and inflate exactly to that pressure-- surely not more than a pound or two over. I have seen both wired on and sewup tires fail due to over inflation--in fact the wired-on actually separated from the wire bead. If your tires are unmarked you can use the following guide with safety:

Sewups: Inexpensive cotton-----85 to 90 pounds, no more  
Middle-of-the-line cotton---95 to 100 pounds  
Expensive cotton-----100 to 105 pounds  
Polyester----105 to 110 pounds  
Silk ( road ) tires 110 to 120 pounds

Wired-on: Childrens 20" 24" and 26" tires - 50 pounds  
Regular 27" gum wall-----65 to 70 pounds  
Hi pressure gum wall, narrow profile, etc---- 85 to 90 pounds

Third, remember gas station air pumps have regulators of doubtful accuracy, so set the gauge at a few pounds less than you want lest you blow a good tire. Also, floor pumps with air chambers and builtin gauges should have the gauges checked periodically lest the same tragedy occur.

Fourth, regular inspection ~~of~~ of the tread after riding can save headaches, nicks and cuts in the rubber can be mended with several liquid rubber compounds such as Duro, Devcon or a few imported brands--remember they usually take at least 12 to 24 hours to "cure" but do a very good job. However if the cut is through the rubber into the casing, a canvass patch should be cemented on the inside of the casing, even though the tire has not yet gone flat. I also heard that the new instant glues, like "hot stuff" will mend cut rubber but have not tried it personally.

Fifth, when patching a tube CAREFULLY follow the manufacturers directions that come with the patch kit....and above all BE PATIENT, wait for the glue to dry thoroughly before putting on the patch, otherwise the patch may blow off under pressure and you'll have the whole job to do over. I have ridden for many thousand miles on tires with patched tubes and/or casings with no further trouble until they wore out.

Last, do not buy cheap discount store tubes, they are usually heavy and give a lifeless ride.. additionally some of the cheap brands are made of a synthetic rubber that will not take a self vulcanizing patch. Good brands such as perilli, Michelin, IRC etc. cost less than a dollar more than the junk.

Executive Headquarters  
c/o Ms. Pamela Jean Vogl  
324 Overdale Road  
Pittsburgh, PA 15221

# Dr. Willie's Psychotherapy and Trucking Service

September 27, 1976

Bikecentennial '76  
Office  
Missoula, Montana

Dear NYCC Members,

Although I have ridden with several of you over the past summer, I have been out of the city (and I intend to remain out, the Big Apple's muggers and landlords having made the place rather inhospitable) since March 1st. To satisfy the curious as to what I have been doing I will answer quite simply that I have been riding my bicycle. As my contribution to the club, I would like to submit my opinions on various rides and other activities I have attended as nominations for possible club awards.

Best Ride Maps: GEAR '76 (Onandaga Cycling Club)

Best Marked Bike Routes: Spokes and Sparklers (White Clay CC & 1st State Wheelmen)

Best After Dinner Speaker: Harold "Parts Freak" Wooster, WAG'76 (Western Pennsylvania Wheelman)

Most Monumental Project: The Trans-America Bicycle Trail (Bikecentennial '76)

Most Exciting Racing Event: The Friday Night Races (Trexlerstown Velodrome)

Best Espirit de Corps: Spokes and Sparklers

Best Racing Crowd Ambience: Red Zinger Classic, Boulder Colorado

Most Questionable Contribution to Cycling: CPSU's Bicycle Safety Standards

Favorite Ride Leader: Bill "Steadypace" Hoffman

Person Who Taught Me the Most About Cycling This Year: John Forrester

The Irving Weisman Award for the Longest Distance to be Covered in a 30 Inch Gear or Less: 10 miles, Glacier Park Getaway, Missoula, Montana Bicycle Club

Happy Cycling to All

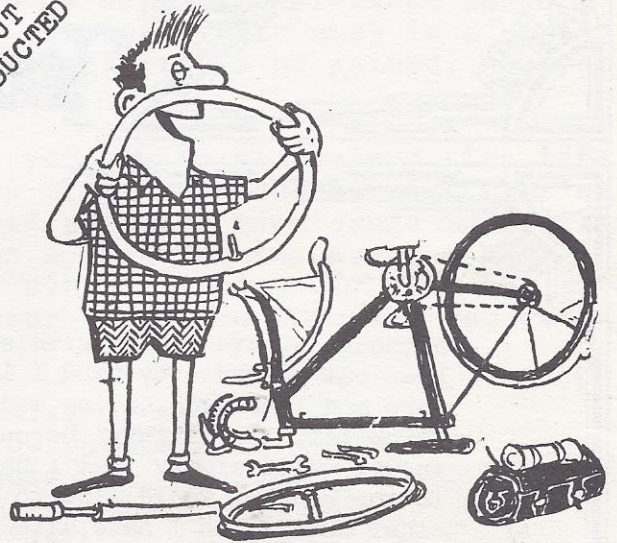
*Willie*

Willie "Weatherready" Yee

Next Meeting -  
Tues. Oct. 19th  
6 P.M. at

Rinaldo's 32 EAST 32nd St.  
**LECTURE!**

"EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT YOUR BICYCLE, BUT WERE AFRAID TO ASK. --- CONDUCTED BY JOE (DR. DAVID REUBEN) MESSING."

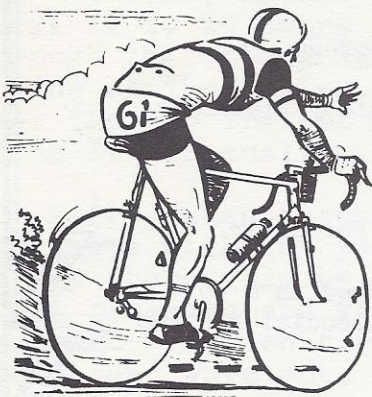


*New York Cycle Club*

SAMUEL FREEDMAN, Circ. Mgr.  
400 CENTRAL PARK WEST - APT. 8R  
NEW YORK, N. Y. 10025



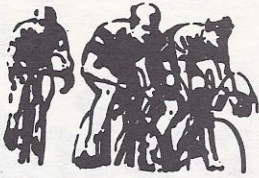
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IRVING WEISMAN  
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## Rides For The Month



Club members should be aware that the publication date of the Monthly Bulletin has been moved to the 10th of the month, and that, therefore, the rides program will run for a thirty-day period beginning with that day. Don't discard your Bulletin at the end of the calendar month. Save it till the new one arrives.

- Sunday - Joint ride with Country Bike Club. 33 miles C+ ride.  
Oct. 10 Ted Wiener and Walter Steinhard, Leaders. For details call (914) 273-8051 or (914) 737-3347. Moderately hilly. Meet at Bedford Village Green to ride at 9 AM. To Richfield, Conn., via Powder Ridge, North Salem and return to Bedford Village Green between noon and 1 PM.
- Sunday - WESTCHESTER BIKE-TRAIN - Our Biggest and Best.  
Oct. 17 In cooperation with Country Bike Club. See separate article on rides and train arrangements.
- Sunday - METRIC DOUBLE CENTURY, 125 miles A+ ride, Steve Bauman  
Oct. 24 Leader. For details call (212) 359-7972. Leave 7:00 AM from IU Willets Parking lot to Riverhead. Round trip.
- Sunday - BRIARCLIFF MANOR CRUISER, 55 hilly miles B+ ride, Bob Wise,  
Oct. 24 Leader. For details call (212) 787-3435. Meet 8:30 AM to ride at 9:00 AM from 86th St and Riverside Drive.
- Sunday - STATEN ISLAND, 25 miles, C ride. Joe Messing and Hugh Rubin,  
Oct. 24 Leaders. For information call (212) 288-9085 or (212) 677-7295. Meet at Central Park Boathouse at 9 AM to ride at 9:30 AM. Leave City Hall 10AM to take 10:30 AM Staten Is. ferry to Arthur Kills National Park via residential routes. Possible short stop at local museum (50¢). Bring lunch. Rain date October 31.
- Sunday - Joint ride with Country Bike Club. 32 miles. Ted Wiener  
Oct. 24 and Walter Steinhard, Leaders. For details call (914) 737-3347. Meet 9AM at Mt. Kisco Railroad Station. Ride to Amawalk Dam via Whitehill Corners. Magnificent scenery.
- Sunday - WESTCHESTER TIME TRIAL, 17.25 miles A-Z ride for all  
Oct. 24 classes against the clock to the best of one's ability. Mel Schleifer, Leader. Meet 11:00 AM at Stratton Rd. & Pine Brook Blvd. in Quaker Ridge district of New Rochelle.  
By car: Take Hutchinson River Pkwy exit 20 or 21 to Weaver Street, from there North to Stratton and West to Pine Brook.



By Bike: via #4 Train to Woodlawn Rd (Jerome Ave & Bainbridge Ave) leave 9:20 AM, passing Webster Ave and 240th St. 9:35 in the Bronx. Reach Yonkers McClean Ave & Bronx River Rd. going to Mt. Vernon, Pelham - Lincoln Ave & Hutchinson River Parkway, etc. (**Leave Yonkers at 10**)

We suggest that if you are biking to the Time Trial, you go at a leisurely 7 mph pace to save your energy for the main event. After familiarizing themselves with the course, contestants will ride safely at two-minute intervals. "No Drafting" rule applies when passing. No time out for stopping or repair if one chooses to do so. Rain date Sunday, October 31. Ride cancelled if thermometer drops below 30 degrees F.

- Sunday -  
Oct. 24      ROCKLAND RAMBLE, 55 miles B ride with challenging hills. Harry Rutten, Leader Meet 9:30 AM at Ramsey RR Station in N.J. for a moderately paced ride through Northern Bergen and Rockland Counties to Rockland Lake. Bring lunch.  
                  Directions: GW Bridge, west on Rt 4 and then north on Rt. 17 to Ramsey. Turn left on Lake St. which becomes Main St. (in town) till crossed RR tracks. Then turn left on first street and left again. For more information call (212) 327-7197.
- Sunday -  
Oct. 31      HALLOWEEN RIDE. Joint ride with Country Bike Club. 32 miles, C ride. Ted Wiener, Walter Steinhard, Leaders. For details call (914) 273-8051 or (914) 737-3347. Meet at Armonk Crittenden School to ride at 9 AM. From Armonk to Kensico Dam, North Tarryton, Sleepy Hollow Restoration and return to Armonk.
- Sunday -  
Oct. 31      TOUR OF SOUTHAMPTON, 65 miles A-B ride, Jim Long Leader. For details call (516) 928-0619. Meet at Riverhead Municipal Parking Lot to ride 10:30 AM. Allow 2 hours of driving time from the City. For local weather call (516) WE 6-1212.
- Sunday -  
Oct. 31      I.U. WILLETS Ride 30-40 miles C+. A leisurely ride led by George Borgida. For details call (212) 376-4587. Ride at 9:30 AM. Group will stay together.
- Sunday -  
Oct. 31      HUDSON RIVER SCENIC BIKE TOUR to Alpine, N.J. via River Rd, 25-30 miles C+ ride. Vivian Wohl, Leader. Susan Freireich, Co-Leader. For details call (212) 737-7249. Dramatic views of Palisades Cliffs, and river, river everywhere, with late Fall foliage.

Meet at Grant's Tomb, (Riverside Drive and W. 122 St.) at 8:45 AM -- Ride at 9 AM. Meet New Jersey contingent on New Jersey end of south pedestrian walk of George Washington Bridge at 9:35 AM. Leave at 9:45 AM. Visit Ft. Lee Historic Park, Museum and see a 12-min Bicentennial Historical film at 10 AM.

16 miles of very hilly terrain, some roller coaster, and the rest more level. Bring lunch for picnic at Alpine Boat Basin. Return to Manhattan between 4-5 PM. Rain date - Sunday, November 7.

Tuesday - ELECTION DAY RIDE. If you are not working on Election Day, Nov. 2 and would like to ride with other people of leisure, call Roger Bergman at (212) 662-5699. He will try to put together a group with similar interests in distances and terrain.

Sat. - FIRST ANNUAL TREASURE HUNT. Under 20 miles. Leaderless Nov. 6 individual participation co-ordinated by Roger Bergman. Meet at Pedal Pusher Bicycle Shop, 328 E. 66th St. (Between 1st and 2nd Aves.) where printed forms will be distributed at 9:45 AM to clue you in to form a team or work independently; testing imagination, cleverness, general knowledge, NOT necessarily your pedaling celerity. All within Central Park.

First Prize: \$15 in merchandise or repairs contributed by Pedal Pusher Bicycle Shop.

Second Prize: 1977 NYCC dues also contributed by Pedal Pusher Bicycle Shop.

Call (212) 879-0740 for head count, and bring a pencil.

Sunday - Joint ride with Country Bike Club. 20 miles. The leaders are Nov. 7 Ted Wiener and Walter Steinhard. For details call (914) 273-8051 or (914) 737-3347. Leave at 9:30 AM from Crittendon School in Armonk. A beautiful ride along Miamus River Gorge. It's a short ride but it's fairly hilly.

Sunday - EASTERN LONG ISLANDER 38 miles B- ride with hills. Jim Long, Nov. 7 Leader. For details call (516) 928-0619. Meet 10:00 AM to ride 10:30 AM from A&P Shopping Center parking lot at Miller Place Rd. & Rt 25A, North of LIE exit 63. Allow 1½ hours driving time from the City.





## NYCC BIKE TRAINS TO WESTCHESTER - THEIR BEGINNINGS

by Irv Weisman

Another NYCC Bike Train will soon be carrying members and guests into the Westchester countryside. What is the story behind the bike train? What is its future?

Bike trains into Long Island are being run during the cycling season by the Bike Committee of AYH. However, the starting point in Jamaica is not convenient for the many cyclists living in Manhattan, the Bronx, and parts of Brooklyn; a starting point in Manhattan would serve their needs much better.

My earlier attempts to use the commuting trains to get us into Westchester met with frustration and failure, primarily because the commuting lines have no baggage capability. However, the growing environmental awareness and the talk about mass-transit meeting society's future transportation needs, led me to try once again to work something out with the railroads.

Early in 1976, I contacted Mr. David Yunich, Chairman of MTA, with several ideas for Westchester and Conn. bike trains. Happily, Mr. Yunich saw that these proposals could satisfy a growing recreational need in the Metropolitan area, and he set in motion meetings between railroad representatives and myself. With the excellent cooperation of Messrs. Tone and Reilly of MTA, and Messrs. Davis and Blankley of Con-Rail, we embarked upon a series of experimental rides using a bar car which was not being used during weekends.

The first two bike trains in May and Aug. were very successful. Our ability to load and unload the bikes quickly and without mishap, and the considerate behavior of our participants in the trains and on the platforms impressed the railroad favorably. In addition, the many club members, acting as bike loaders and trip leaders, provided the cooperative spirit and energy which ensured the success of the rides. It was gratifying to me, personally, to have such warm support for this new club venture.

Our president, Sam Freedman, was so impressed with the possibilities for the increased cycling pleasure which the bike train could bring to both members of our club and to the many cyclists who are not yet members, that he, with the help of Fred Doby, prepared publicity releases calling attention to our rides. As a result, we have acquired many new members - some of whom have discovered, to their dismay, that their low gears may be suitable for Central Park, but are not quite adequate for some Westchester hills. (I have a good solution for that, too. Ask me.)

After such an auspicious beginning, what is the future? The present Con-Rail capability is limited to the one bar car which can carry from 60 to 70 bikes. However, the costs to the railroad for running this special car are not yet fully resolved. Mr. Yunich and his staff are now evaluating the experimental program. During the coming winter, I am hopeful that all "bugs" - both financial and technical - will be ironed out, and that the NY Cycle Club and other NYC cycling organizations will have a well-established Westchester bike train capability to schedule into their ride programs.



## GET ON BOARD THE WESTCHESTER BIKE-TRAIN !!

On Sunday, October 17th, the NYCC will sponsor the third BIKE-TRAIN of the season. ConRail is providing a special car for our bikes, and a special coach for the members of the Club.

The arrangements are that the cyclists will gather at 8:45 AM (no later) at Track 40, in the Upper Level of the Grand Central Terminal, (42nd Street and Vanderbilt Ave. entrance.) We'll disembark at North White Plains or Mt. Kisco stations (depending on which ride you choose), and then we will all reassemble at North White Plains station for a return to the City by 5P.M.

We are still negotiating with ConRail over the rates for a round trip, and the maze of red tape seems to stretch on endlessly. So---rather than wait until it's too late, we are setting a fee of \$5.00 for our members, and \$7.50 for non-members. If the costs levied by ConRail exceed those figures substantially, we'll collect later on. AT THIS POINT, WE'LL HAVE SPACE ON THE TRAIN FOR NO MORE THAN 70 BIKES, SO THAT RESERVATIONS WILL BE NEEDED. MAKE YOURS NOW.

Under Myra Meyer's capable leadership, rides of various distances and different kinds of terrain have been developed. On the forms provided, please check off the one which best suits your experience, stamina, and skill---and return it with a check, made payable to the New York Cycle Club. Put BIKE-TRAIN on the check, so that we'll know that it's not for a T-shirt, or dues, or a Bike-Trail Book.

## SOME HINTS FOR THE TRIP TO WESTCHESTER

When you ride in Westchester, don't expect to find a bike store around every corner. That means that you had better take along with you the following minimum requirements-- a screwdriver; a small wrench; at least one spare inner tube; a couple of Band-Aids (just in case); an air pump--your bike should have one attached to the frame as a normal accessory; a can of oil or WD-4.

For those of you who can change your own tires, a couple of tire irons come in handy (for removing the tire--not to be used in putting the tire back on the rim. For further explanation, talk to any cyclist who has punctured his brand new inner tube with a tire iron.); a water bottle--also normally attached to the frame.

For clothing--dress in layers. It may be cool in the morning, warm at noon-time and cool again in the afternoon. Wear the kind of clothing that you can remove and then put back as the weather changes. Take along a windbreaker as an outer garment--it may turn out to be a windy day.

Don't wear heavy boots--or beach sandals as footwear. Heavy boots simply add to the weight that you will have to carry up each hill--and sandals don't give your arches any support--and that means tired feet.

MAKE YOUR RESERVATION FOR THE BIKE-TRAIN NOW!!

Here are the details on the various rides starting from the North White Plains and Mt. Kisco stations on Sunday, October 17th. After reading them, check off the one which you would like to take, and mail the coupon and a check to the New York Cycle Club, Inc.

Group I. 50 miles, hilly terrain: Allan Goldman, Leader (914) 238-8876. Leave from Mt. Kisco station at 10:30 AM. Ride through Yorktown Heights, Katonah, Cross River, Pound Ridge, and Bedford Village. Lunch stop at Whitehall Corners.

Group II. 40 miles; hilly terrain. Jeff and Darryl Freedman, Leaders. (914) 428-7298. Leave from North White Plains railroad Station at 10 AM. Cross Kensico Reservoir Dam, Climb Whipoorwill Road. Lunch stop at Wampus Pond.

Group III 35 miles . Moderately hilly terrain. Myrna Meyer, Leader (914) 761-2511. Leave from North White Plains railroad station at 10:10 AM. Cross Kensico Reservoir Dam. Tour Westchester and Greenwich colleges and corporate headquarters including Neuberger Museum, Reid Castle and modern sculpture. Lunch stop at golf course in Connecticut.

Group IV . 30 miles, moderate terrain. Walter Steinhard, Leader. (914) 737-3347. Leave from Mt. Kisco station at 10:30 AM. Tour Sleepy Hollow and ride along the Hudson River. Lunch stop in Ossining.

GROUP V. 25 miles. A few hills. MargMalven and Mary Freedman, Leaders. (914) 834-8726 and (914) 428-7298. Leave North White Plains railroad station at 10:05 A.M. Ride across Kensico Reservoir Dam. Tour Westchester and Greenwich. Stops for cider and doughnuts and lunch at a Connecticut golf course.

GROUP VI As few or as many miles as you like. Gentle terrain, Leaders, Barbara and Jerry Fisher (914) 946-1400. Leave North White Plains at 10:15 AM. No traffic-Bike Path, along Bronx River Parkway. Picnic lunch at one of the many picturesque spots along the Bronx River.

(Tear off and mail)

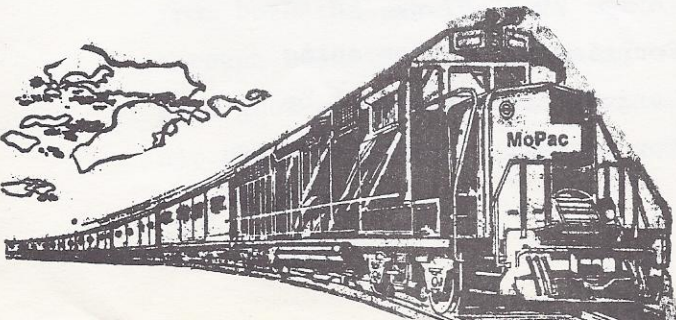
To New York Cycle Club, Inc.; 400 Central Park West, Apt. 8R, NY, NY 10025

Enclosed is my check for \$..... covering .....reservations on the October 17th BIKE-TRAIN. (\$ 5 for members; \$ 7.50 for non-members.) I/we will be going with GROUP(S) .....and .....

Name.....

Address.....

Phone Number. ....



## ON GEARS AND THINGS

JOE WIGODNER



When I bought my first ten-speed bike there was no problem about gears. It was to be an additional method of Aerobic physical fitness, training as prescribed by Dr. Kenneth Cooper in his book, "Aerobics". I tried all the gears and selected the highest, which represented of course the highest expenditure of effort. Since we live in a world of numbers as well as words, I later learned this was 10<sup>8</sup> gear--I worked my butt off, and achieved my purpose--but this did not represent the fun of cycling which came later. To all you occasional bike riders I add, that to enjoy any sport you should train for fitness and skill in that sport. Ride at least 3 to 4 times a week 10 to 20 miles, and each time you go out try to ride the distance whatever it be in less and less time--for cycling this can be done almost throughout the year.

The most confusing aspect for beginners <sup>as</sup> well as non- beginners, is the mystique involving the use of gears on ten-speed bikes. Too high, too low, too soon, too late- but most of all too much. Some cyclists keep twiddling the levers like they were playing a musical instrument.

I use my gears in three ways, and on most rides usually no more than three gears as follows:- 1. Climbing a steep grade, depending on degree. 2. Cruising. 3. Speeding. Is there anything else? I see cyclists changing gears at every slight undulation in the road, simply because the gears are there and presumably think they have to use them- this is non-sense!

Let me tell by what contingency I came to my present range of gears. A while back my cycling nemesis Dan Henry had a two day tour in Connecticut for 25 riders- which he described as a beautiful touring area with undulating hills- Well! after two days of these so-called undulating hills, and one in particular which I believe was called "Picketts Ridge" at which point I was mortified to be painfully forced to get off the bike just before the peak, I swore then and there this will not happen to me again.

Now to the gears- I can ride all day in the southern half of New Jersey rarely going above or below the following gears-- 67.5 79.4 87.2. In the Northern half of the State, Morris and Hunterdon Counties it becomes quite hilly bring<sup>ing</sup> lower gears into play- if you want to enjoy this part of it be prepared with low enough gears- this area is not for a small freewheel racing cluster.

Is a range, from low of 32.7 low enough or a high of 103.9? If not I simply change my freewheel cluster from 28 up to 31 cogs which brings my low down to 29.6- low enough for the "Rockies"- but which I found too low for this ole boy (be 66 Oct. 19th)

I put the #99 Stronglight triple crankset on one of my bikes with 34-42-50 chainwheels. The rear freewheel cluster is 13-17-20-24-28- using a Dura-Ace Cyclone G.T. Derailleur, or Shimano VGT Luxe- both work equally well, the cyclone being the lighter in weight. This is supposedly 15 gears, called Alpine gearing. But I came out of this with 9 or 8 usable gears, as my chart will indicate- because we must not have extreme cross-overs throwing the chain into acute Mis-alignment: eight gears are more than necessary. I drop into the 34 chain-wheel for the lowest gear very seldom- but if I need it I have it, and this little aluminum alloy chainwheel weighs a miniscule amount, whereas when you go to 31-32- or 34 cog freewheels you have a heavy clunker with cog jumps which are highly undesirable, and cause that snapping, grinding shift you often hear on the hills when someone shifts under tension. My shifts are quiet and smooth when climbing- but above all with a 13 to 28 freewheel I have a low of 32.8.

Finally, to simplify- remember CLIMBING- CRUISING- SPEEDING. Approximately 90% of my riding is in the cruising range 67.5-79.4.-87.2 depending on the season of the year and the weather. Eight per-cent more or less in the climbing range 47.3 - 40.5, and the lowest of 32.8 will take me over anything in the Eastern U. S., and when conditions are right and I am right I enjoy speeding for a while in 87.2 or 103.9 and on one of my other bikes even in 108 gear. But the point to be made is that about 90% of my cycling is in a three gear range.

To all you beginners- stop twiddling your levers, most of your riding can be done along the middle range of my chart. But take note that a ten or so-called fifteen speed bike is a road bike, that means to get out where you travel 50-60- 100 miles on relatively traffic free roads- this is to be found in programmed club riding, where there is something for everybody. I am very dubious about the occasional rider, or unprepared rider enjoying the true spirit of cycling.

To me there has never been any other pursuit as fulfilling and rewarding from both the physical and mental benefits obtained, in riding a bicycle through beautiful countryside, early and late, in all seasons of the year with good companions of a like mind. To see landscape change slowly before our eyes, from mountains, and cultivated fields of corn and grain swaying in the wind.