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MONTHLY BULLETIN - JUNE 1977

** NEXT MEETING **

JUNE 21, 1977

RINALDO'S RESTAURANT
32 E. 32 St (bet. Park & Mad.)

Cocktails - Dinner - Entertainment
6:00 6:45 7:45

SLIDE

SHOW



Rides For The Month



11 & 12 June - See earlier listings in last bulletin also.

Saturday - CIDER MILL 23 miles "C", Myrna Meyer - leader. Meet 9:00 AM
11 June at Milkmaid Diner for a leasurly ride.

Sunday - 1st ANNUAL 5 BOROUGH BICYCLE CHALLENGE, 50 miles "B-" (8 mph).
12 June Steve Bauman, leader. Meet 6:30 AM at Unisphere of Flushing Meadows, Qns. Crossings at Verrezano, South Ferry, Throg Neck, bridges etc.

Saturday - 2nd ANNUAL BOSTON TWIN CENTURY. 200 miles in 2 days, "A & A".
18 June Les Bereow, leader. Leaving from Queens via Orient Point ferry to Connecticut then on to Boston. Returning next day. Participation is limited; must call for particulars in advance, (212) 969-9571.

Saturday - 3rd ANNUAL STRAWBERRY FESTIVAL, sponsored by AYH criteria of
18 June MINI-BIKE TRAIN No. 2. "A-B-C" caliber rides of 15, 25, 75 miles choice, to or in Mattituck L.I. strawberry fields depending whether one rides out from Jamaica with the "A" group or takes the train with the "B-C" group. In any case they all come back together, except for the Boston riders who may be passing by at lunch time.

To reserve your \$6.00 train ticket, call AYH 431-7100, as you may be turned away at the train station. Last year more than 100 riders participated. If you missed the Montauk ride, this is even more pleasant. Andy Galambos, leader.

Saturday - ISLAND HOPPER #3, 25 miles "B-C". Lorraine Gewirtz - leader,
18 June Vivian Wohl - assistant. Meet 9:00 AM 72nd St. & Central Park West, for a Guided tour of Governor's Island. Learn about history, Coast Guards' role in pollution controll, International Fishing Agreement, Rescue Mission, etc. Board Coast Guard Cutter if in Port.

Picnic on Village Green, on to Staten Island for cycling and swimming. Bring lunch, towel, swim suit, bike lock.
P.s. CLUB MEMBERS ONLY.

Sunday - TOUR OF PATTERSON FALLS about 40 miles "B" ride. Maxim Vickers
19 June leader. Meet 9:00 AM at City Hall to catch the 9:20 PATH to Newark, N.J. for a suburban loop. (Repeat of 14 Nov. 76)

Sunday- Summer
19 June Solistace NYC TO WARD POUND RIDGE. Bring picnicables or buy on road.
cenic Some hills, and hang-glider watching, THEN we get our
ojurn; led by high on KITCHAWAN RD, a 22% grade. Leisurely paced, NO
hleifer, Mel ONE WILL BE DROPPED. Expect an all-day ride from NYC.
MEETING Woodlawn Rd & Jerome---Milkmaid---Westchester---Ward Pd---Kitch.
POINT AVE #4 subway Diner Co. Airport Ridge RD.
LEAVING---8:00 am-----9:40am-----aprox. 11:15am-----
CUMMULATIVE → 0 → 12.7 → 21.2 → 38.2 → 45
MILEAGE → 85 → 72 → 62½ →

Saturday - ISLIP L.I. EXPRESS 75 miles "A-B". Norman Shleifer, leader.
25 June Due to the great turn out and popular demand of 14 May 77 ride, a new opportunity is provided for the same.

Meet 9:00 AM at Kissena Blvd. & L.I.E. for a round trip mostly along the Service Road. Ride will be cancelled at the chance of rain, heavy over cast, of 85 F predicted high temperature or above that.

Saturday - CONNECTICUT CONNECTION #2, to Greenhaven - 20 miles "C".
25 June Myran Meyer, leader. Meet 9:00 AM at Milkmaid Diner.

Sunday - 3rd ANNUAL ALBANY, 160 miles "A+" AYH joint event. Steve Bauman, leader. Jim Rex record holder, 10:18 hrs. Those who like to break it should bear in mind, NO racing before day light. Till then group must stay together for maximum safety, have front and rear lights. You'll be coming back by Conrail, to reserve your ticket call 431-7100. A recent century completed is your minimum pre-requisit.

Sunday - SOMMERVILLE #4, Frenchtown - Round Valley Tour. Hilly 80-90 miles "A" ride. Joe Wigofner, leader. Meet to ride 7:00 AM from Courthouse, off Rt. 22 in N.J. No traffic, continually changing terrain. Made to order for good cycling.

Sunday - EAST END ISLANDER 38 hilly miles "B" ride. Jim Long, leader. Intended joint ride with Gruman Cycle Club. Meet 10:00 AM to ride 10:30 from A&P shopping center parking lot at Miller Place Rd. & Rt. 25-A, North of LIE exit 63. Allow 1½ hours driving time from the city. More info: (516) 928-0619.

4th of July Weekend. SPOKES & SPARKLES in Delaware by White Clay Bicycle Club. See seperate article elsewhere in bulletin for details.

It is with deep regret for Jim Rex to announce, his family required his presence at home for the holiday and had to slate his usual Double Century.

Sunday - 3rd ANNUAL NEW HOPE Double Metric Century, 126 miles "A+".
10 July An AYH Joint ride, Steve Bauman as most likely leader. Riders will be screened for qualification, and survivors earn a patch. It will start from City Hall, via Path to Newark where the ride will commence, on to Princeton, Washington Crossing etc. More info: 431-7100. Those who rather be riding at Riverhead area may have a bike train opportunity also by AYH.

Sunday - SUMMERVILLE #5, Somerset - Hunterdon Century & more. Over 100 miles "A" or "A+" ride for the hardy well conditioned only.
10 July Start 7:00 AM from Courthouse off Rt. 22 N.J.

Sunday - QUEENS PARKS RIDE 25 miles "C". Charlie Oriez, leader. Meet
10 July 10:00 AM on Roosevelt Island, 50¢ with Tramway. Ride from there to Unisphere of Flushing Meadows to meet other riders from Queens at about 11:00. Then follow the cross-Queens bike trail to the Nassau County border. If time permits on the way back, we may detour to the zoo. Bring lunch, cancelled if rains.

REGULAR RIDES - LEADERLESS

CENTRAL PARK	- 9:00 a.m. Sat. & Sun. from Boathouse
BEDFORD VILLAGE	- 9:15 ,, Sun. ,, Firehouse
WESTCHESTER	- 9:15 ,, Sat. ,, Milkmaid Diner
LONG ISLAND (Roslyn)	- 10:00 ,, Sat. & Sun. ,, I.U. Willets School parking lot
EASTERN LONG ISLAND (Bridgehampton)	- 10:00 ,, Sun. ,, Soporific Bike Shop Montauk Hwy (Rt. 27)

JUNE

	73	74	75	76	77
AA	-	-	-	1	-
A+	-	-	1	1	3
A	3	2	-	6	7
B	2	4	4	8	5
C	-	-	-	6	6
D	-	-	-	-	-

JUNE

	73	74	75	76	77
Saturday	-	-	-	8	9
Sunday	5	6	5	13	11
Other	-	-	-	1	1

Supplementary Data of Scheduled Rides.

RIDE REPORT: some of our members have made their mark in racing circles that deserves mentioning. I only learned a fraction of it, so my appologies are in orther for the rest.

RANKIN JOHNSON a good Westchester Climber placed 2nd and 3rd in the CRCA Spring Series in Central Park.

HOWARD JOHNSON "placed" well in a Westbury event.

ERNIE LAMPETER ,, 3rd on 3 different occasions and won a bike. He attributes some of it to his ability to climb in a 94" gear and sprint like mad. His axiom about 13-17 cluster, "if you need more than that, - just going to be dropped anyway"... Among other reasons he'll be going to Europe to ride in July, and stay there if it's worth while..

Recently on a training ride a carful of people returning from a drinking party threw beer can hitting one of them, and the driver squizzed Ernie off the road taking a spill. In turn he caught up to the car on a red light, but the driver knocked him down mannually before he could get his feet out of the clips. Tracked down by license plate, his local D.A. refused to prosecute. One has to be killed to get attention with a bike, let alone justice....

Since then, he took a spill in Prospect Park, where they ran over his bike as well as him, (It's hard to miss a guy 6' 6") and was bleeding like a pig.

FRANK GILETA been hit by a car 2 months ago the second time in two years. After his bike dragged 50' by the car, the conscience waken driver politley asked him "Did I hit you?"

Now he works Saturdays sometime into late hours, showing up on races to get nauseaus. His prognosis reads O.K. but not by racing stress I suspect. He'll be better later on in the season.

MIKE NELSON showing signs of stress, as his peak performance is timed for the end of the year when the 250 mile Washington trip rolls around. Now still got time to sit on his laurels, breaking that record 2 yrs ago.

The Prez Sez...

MORE ON GEARING, HOPEFULLY THE LAST FOR A WHILE

Many club members are buying, or thinking of buying, new bikes. That is fine for the bicycle business, their own feelings of involvement with the sport, and their riding pleasure. But due to the prevalent attitude, "If the racers do it, it must be good," the new bicycles are often equipped with "the best", namely, Campagnola equipment. Now Campagnola equipment is generally of very good quality, but the Campy crankset is a big mistake for the touring cyclist, a very big mistake!

The reason for this harsh judgment on my part is due to the severe limitations which the Campy crankset places on the gear options available to you. Since the smallest chainring which the Campy crank will accept is a 42 tooth ring, the lowest gear you can get with it, using a 34 tooth sprocket, is 33 inches. That is quite low. But if the derailleur you will be using can handle only a 28 or 30 tooth largest sprocket - a common limitation of hot-shot derailleurs - your lowest gears will be 40" or 38" respectively. These gear values are fine for "next to the lowest" gears for most riders, but they are too high for the "lowest" gear on the bike. The lowest gear value should be in the very low 30s, and will be used only in very difficult circumstances. This conclusion is based on my engineering analysis of the effects of friction, wind, and hills on your riding effort; my observations of the difficulties club members have on the hills of NJ and Westchester; and most recently, the reactions of the riders at GEAR '77 to both the hills and to my workshop on Gearing for the Touring Cyclist.

But, with all the different opinions which you can get on gearing, you may not be persuaded that my admonitions for a reserve gear in the low 30s is really necessary. That's OK, I'm not insulted. But for sweet reason's sake, don't close out your options with a crankset which has a smallest chainring of 42 teeth instead of choosing one which can offer you the chance to modify the initial gear choices you make in the euphoric flush of enthusiasm which has you fantasizing yourself, astride your new Weightless Wonder, riding over hill and dale with no more effort than it takes to smile. The laws of physics are not going to be suspended for you no matter how much you dearly love your new bike with its extra-light components, its elegant lugwork, and its superb paint job. To get yourself up the hills, you have to work hard. And if the hill is at all long, you won't be able to bull your way over it the way you can a short hill. You'll need that **very low** gear, especially at the end of a long, hot day.

Therefore, choose a crankset which will accept a 36 tooth chainring, or even smaller. And since Campagnola does not make such a crankset, get another brand. The Sugino Mighty Tour (not the Mighty Compe which is similar to the Campy) will accept a 34 tooth chainring. The Sugino Maxy II/5 uses the Mighty Tour chainrings and is a less expensive crankset. (Avoid the Sugino Maxy I/5 because its outer chainring cannot be changed.) Sakae-Ringyo (S-R), Stronglight 99, TA Cyclotourist, and Shimano 600 all handle chainrings of 34 teeth or less. Why the heck stick yourself with a 42 tooth smallest chainring and thus close out your gear options? If you equip yourself with 48-36 chainrings, or something close to those, you will be able to devise gearing combinations which will give you low gears of 30 inches or so, and high gears in the low 90s - adequate for riding along at 15 to 20 miles per hour depending upon your cadence.

The Sugino cranks fit Campy bottom bracket axles. The TA and Stronglight cranks, of French manufacture, require their own axles.

If your bike has steel cranks (with three arms) with the usual 52-42 chainrings, you can replace them with 48-36 chainrings at Bicycle Renaissance 505 Columbus Avenue between 84 and 85 Streets (724-2350). This is an inexpensive way to provide yourself with a lower range of gears than you now have.

BIKE TRAIN

As I write this note, the pre-registration is inadequate to warrant renting the special car for our Bike Train, and the train will probably not go out. If you are one of those who wanted to go on the ride but failed to send in your reservation early enough to let us know of your interest, please resolve, in the future, to let us know of your interest sooner.

At this time it would be very helpful to know of your continued interest in future Bike Trains to Westchester; drop me a card to let us know. If there is not enough interest - whether because of price or simple disinterest - we will not schedule any more trains to Westchester until the fare can be made more attractive. Also, let us know of your willingness to help with the preparations, loading, etc.

BY-LAW MODIFICATIONS

The Board is studying our financial condition. At this time we are spending more than we take in, and a dues increase for next year seems necessary. The Board may also recommend changes in the grace period we extend for new members and for renewals. At this time we offer Oct., Nov., and Dec. free to new members, and a renewal grace period of Jan., Feb., and March.

One change in the By-Laws we expect to propose is the provision of two votes to a couple instead of the present one vote. The couple membership rate, which is less than two single memberships, is based upon the saving in mailing only one copy of the bulletin to the couple. But otherwise each member of the couple should have a full vote in the club.

RIDE LEADERS SOUGHT

At the last meeting some members volunteered to help scout and then to lead club rides in nearby areas. We would like to have more such future leaders. Let us know of your interest in helping to lead our trips so that we can invite you along on scouting rides.

MAPS

Obviously maps are very useful in helping us work our way thru new areas. I urge you to get Exxon maps of either New York or New Jersey. Both of these maps have the area north of the Geo. Washington Bridge in good detail. The New York map is excellent for Westchester county and Rockland county. These maps are available in the Exxon Touring Center in the McGraw-Hill Bldg on Avenue of the Americas and 49 St. or 50 St. Get yourself mapped.

CLUB JERSEYS

After negotiating with our potential supplier for several months, and an order having been sent in for 35 jerseys of the most popular size (also other sizes), I got the word that that size or larger was not available at all. We are now back on the drawing board with another outfit, but prices for acrylic jerseys are almost \$20, with wool costing \$5 more. One virtue of this outfit is that the colors they use on the cotton, acrylic, wool, and nylon match one another. Thus, members can order the kind of material they want, and still have the same looking color combination. The jerseys are also cut differently for men and women, insuring a better fit.

In order to be realistic in our estimates of the number of jerseys wanted, please indicate your interest by sending a \$10 deposit to our Secretary Anne Callahan at 70 Haven Ave. NYC 10032. We'll get there yet!

FROM THE VEEP'S DESK

By the time this goes to press GEAR '77 will be history. Judging from the latest reports a goodly number of members of the New York Cycle Club are expected in Harrisonburg for this event.

The next event of note on the club calendar is the Westchester Bike Train to be held on Sunday, June 5th. Details of this ride may be found elsewhere in this bulletin, and in the May bulletin.

On Tuesday, June 21st at the monthly NYCC meeting there will be a slide show of the Homestead, Florida Wheelmen's Winter Rendezvous taken in March 1977, plus some other slides of nearby areas. Also there will be some slides of Tenannah Lake Shore Lodge and Pakatakan Lodge, both of which have been weekend headquarters for the club in the past. Your officers are looking into several places as possibilities for the Labor Day weekend, and Tenannah Lake and Pakatakan are two of these. After viewing these slides you may have some preference as to which of these best suits you. These slides will be presented by Yours Truly.

Those who attended the last meeting and were interested in the Spokes and Sparklers July 4th Weekend in Newark, Delaware were given some brochures about the rally. Those of you who did not attend this meeting or who have decided that they may be interested in attending this event may get the necessary information by writing as follows:

John J. Schoff
Division of Continuing Education
John M. Clayton Hall
University of Delaware
Newark, Del. 19711 Phone # (302) 738-2214

Rates range from \$53.00 to \$68.00 per person for the entire weekend which includes room (including linens), 8 meals (including 2 bag lunches, and registration for the rally.

Also on the same weekend is the LAW National convention to be held in Denver, Colorado. For those interested you may contact Irv Weisman or Bill Hoffman.

The July 19th meeting will feature a technical discussion to be announced at the next club meeting. Please be assured that it will be on some other subject other than GEARS; but one which will be just as confusing and controversial to some, but interesting to all.

If you have any slides, movies, or anything in the way of a discussion or demonstration concerning the many aspects of bicycling please come forward. We also would like to hear from you concerning topics of discussion for future meetings. Do you want more talks and seminars on technical subjects, Aerobics, Touring, Commuting?

With the bicycling season now in full swing, what better way to close than be saying to each and everyone - Happy Cycling!

Bob Herzfelder

YOU CAN TAKE IT WITH YOU

Part 1 - Planes

by Bill Hoffman, L.A.W. Regional Vice President

Have you wanted to travel with your bike on a plane or train but didn't because you were afraid of what might happen to it, or did the spectre of hostile treatment from ticket agents scare you off, or were you just unaware that you could indeed take it with you? If your answer to any of the above is "yes," read on--help is at hand. The textbook for this quickie course is my experience--20 plane flights and 7 train rides. Since I have to explain some things in considerable detail in order for you to benefit from them, I'll need two articles to cover the subject. This one deals with planes, and next month I'll tell you how it's done on trains. This is not intended to be the last word. New wrinkles will always develop. I'm going to prepare you for the old wrinkles, which are still very much in evidence.

Airlines supposedly have adopted uniform procedures for handling bikes in response to the growing number of cyclist passengers. Although they may claim to use the same rulebook, in practice they don't. I have found inconsistencies among airlines, among airports, and even on the same line at the same airport. It all boils down to how the personnel interpret the rules, how they feel about bikes, or how they feel period. You and your bike are at their mercy, so take proper precautions, which I will now describe.

Think through your trip to and from the airport. This is no place for unexpected adventures; assumedly the cycling part of your trip will provide enough of those.

1. At home: Practice moving/removing all the parts of your bike that may have to be moved/removed for flight--pedals, handlebars, seat post, and front or both wheels. If any of these can't be moved/removed, better to find it out at home. If the bike has to be boxed, most likely all of the above will be necessary. You should remove the pedals anyway, to protect them from being bent, or toe clips broken, and to protect other people's luggage. Cut sections of old inner tubes to fit over the crank ends; this protects the pedal threads. Do the same for the front fork tips if the wheel is to be removed. Also put a block of wood between the fork blades to protect against bending. Some bikes come shipped new with these, so check your dealer--he may have them, or make your own. Mark your seat post and handlebar stem heights in case they have to be lowered to fit in a box. Cut another tube section to tape over the bottom of the large chainwheel. With wheels removed the bike might be set down hard on this fragile part. Finding a replacement may not be easy. Set the chain on the largest chainwheel, which offers some added protection, and on the smallest rear sprocket, with the rear shift lever all the way forward. This gives a known setting so you can tell immediately if it's been tampered with. Remove all loose items--pump, water bottle, bags; they could fall off and get lost. If you carry HALT, make sure it's not visible to baggage inspectors, because they may think it's a dangerous weapon and confiscate it. Don't laugh--that almost happened to me once.

2. At the airport: Don't ask the airline in advance if it requires bikes to be boxed--if they do, make them provide the box, but better yet, try to talk them out of it. I'm categorically opposed to boxing my bike. It requires extra work at both ends of the flight, but more important, boxes often get handled carelessly or put under heavier boxes. A naked bike will almost never suffer such mistreatment deliberately. Show up at least one hour before plane time. If you come rushing in at the last minute and have a mangled bike handed to you at your destination, it's your own fault for not giving the airline a chance to handle it carefully. Find the baggage service office and take your bike there. Show your ticket and they'll put a check on the bike. You may have to pay to ship it, as much as \$10, even though it's within the weight limits. After you've done whatever preparations may be required in # 1 above, the agent will take the bike to the cargo loading area. In smaller airports, if you're lucky you may be asked to help load the bike onto the plane. A buck or two to the agent may turn out to be cheap insurance. Airline personnel aren't supposed to accept tips, but some do.

3. At your destination: Go to the baggage service area to find out where the bike will be delivered. Wait there for it. When you get it, inspect it carefully for damage. Reassemble it and you're on your way.

Whenever possible, take non-stop flights at non-rush hours, or failing that, a through flight with no plane change. Every takeoff and landing is an opportunity for damage because of the plane bouncing. I suspect that bikes are handled better at the bigger ports, because folks there have seen more out-of-the-ordinary things than small town people, and presumably are more adept at handling them. But I don't have enough experience with small airports to observe a pattern; I follow my own advice and use the bigger fields. Finally, don't worry; it won't help. You've done everything in your power to assure a safe trip, and beyond that it's out of your control.

I've flown with my bike on the following airlines: Air Canada (3 flights), Braniff (1), Delta (1), Eastern (1), KLM (1), Northwest Orient (1), PanAm (2), and TWA (7). Only twice has my bike been damaged--once by Eastern on its maiden flight (major rear wheel and transmission damage, but inscrutably, no frame damage), and once on Northwest (minor front wheel damage that I repaired at the airport). I found the best service on TWA, and so I fly them whenever I have a choice. But my friend Rick Phelps wasn't so lucky on TWA. They wrecked his PX-10 and he had to sue in small claims court to get it replaced. But on the whole the percentages are with you. The number of bikes that get damaged is relatively small. By taking the proper precautions you can (hopefully) stay out of that minority.

Bill Hoffman

For Sale Or Trade

CLASSES - Duff Bailey will give classes in bicycle repair and maintenance in June. A single session will present all the basics. \$6.00 (\$5 for club members). For info call 866-8001.

FOR SALE- Brand new- never used

- 1) Front and rear wheels-Campagnolo large flange Q.R. hubs, Ava rims, 36 spokes each 3 cross, complete with sew up tires \$85/pair
 - 2) Brooks Professional Saddle - \$25.
 - 3) Campagnolo N. Record Cranks with two chainrings 43-52 teeth \$80
 - 4) Campagnolo Pedals with toeclips \$45/pair
 - 5) G.B. Alloy Handlebar and 11 cm. Stem - \$12.
 - 6) Vittoria Imperforabile Seta tubular tires \$15 each
 - 7) Campagnolo Gran Turismo derailleur \$12.
- Contact 652-6176 (wait ten rings) or speak to Mel or Norm Shleifer at the meeting

EDITOR'S DESK

In the course of making my own arrangements for Spokes and Sparklers I discovered that Amtrack has group rates if we can get 15 or more people to go down to Delaware. ~~Other-~~ Otherwise it will cost about \$21 round-trip plus \$6 baggage for the bike. We'll then have a "C" ride led by me from the Wilmington train station to the University of Delaware. The only problem is that we have to go down Friday afternoon to get a train with a baggage car. Call me soon so I know how many reservations to make. Also, Herb Schaefer has a ride available for one person. That person has to be a driver. Call Herb after 7PM at 373-5297 (Bklyn). Those with cars or who want to go down by car should also call me at 651-2713 after 9 PM.

NEW YORK CYCLE CLUB

c/o Mel Schliefer

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