NEW YORK CYCLE CLUB INC.

NOV. 1977

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Norman Shleifer

- ELECTIONS!

BALLOT PAGE 9

- MEET FAMOUS L.A.W. PERSONALITY

- HEAR DETAILS ON WINTER CYCLING

→ TUES. NOV. 15 ←

Rinaldo's Rest. (1 flite up)

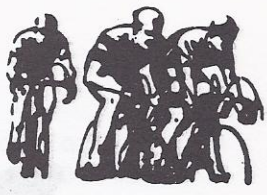
32 E. 32 St. (Lex. Ave. Local)

6 PM - Cocktails, Conversation

6:45 - Dinner, Conversation

7:45 - Business, Entertainment

Rides For The Month



NO RIDE IS TOO SMALL OR TOO BIG, IF THERE IS A LEADER FOR IT !

Send your advance information to your V.P.-Rides (Rides Chairman) by the 15th of November for next Dec. bulletin period ending in January. With 5 years passing since the club begun to coordinate scheduled rides, it should be familiar to all of us by now that it can only be done with the voluntary help of your ride leaders.... And only if the rides meet deadline for publication. Make your contact by mail or by phone, or no later than at the monthly meeting in person.

Saturday - 12 Nov — NIFTY FIFTY, 50 miles "B". Frank Sanchez, leader. Meet 8:30 AM by Riverhead's Holiday Inn of LIE exit 72 & Rt 25. Follow up of Oct. 15th weekend ride by sheep, duck, and quarter miler racing horse breeder farms. For noon meal have a gourmet treat at Anchor Inn at Mattituck Inlet. No riding in rain or snow. Also no fee, no patch, no slides, no maps, and no one will be abandoned. Local weather 516-WE6-1212.

13 Nov - See last bulletin for Bill Baumgarten's ride.

Sunday 13 Nov - SUPER TROOPER METRIC CENTURY #2, 100 km = 62.137 miles. Joel Radbell, leader. Repeat of Oct. 2nd. More info: 516-239-2662.

Saturday - 19 Nov — SOPORIFIC ½ CENTURY, 50 miles "B". Marvin Kuhn & Jim Long, Co-leaders. Meet 9:30 AM by Soporific Bike Shop on Montauk Hwy (Rt 27) in Bridgehampton. Ride mostly on marked route, lunch in Paradise Diner on Main St. of Sag Harbor. Ride would be cancelled at a good probability of precipitation. Weather 516-WE6-1212.

Saturday - 19 Nov — TRAINING SESSION SERIES #1: Bill Baumgarten, leader is offering light traffic environment training "C" rides for new members bent on becoming regular capability "B" riders by next spring. As a side line, willing to impart the know how of basic maintenance as need be. If in high demand of services, he will be willing to extend his help on Sundays too. One prerequisit, call him earlier each week and before 10:00 pm. so he may be able to form the group. (212) 567-4628. See article else where in the bulletin.

Sunday 20 Nov - 25/3 Time Trial AYH joint event as CENTRAL QUEENS RAMBLE "C+" Bill Schwartz, leader. All that's required is an 8.3 mph pace with some hills thrown in for challenge. Meet 9:00 AM at 80th St. & Juniper Valley Park North, in Middle Village.

Sunday 20 Nov - PIERMONT via Hudson Drive, 35 miles "B-". "Upright" Irv, leader. Meet 8:45 AM at G. Washington Bridge (178th St & Ft Washington Ave). We'll take a very scenic road along the Hudson River shore which is closed to cyclists during the summer. Lunch at Tallman Mtn Park, or in Piermont restaurant depending on weather. (Food stores nearby). Ride cancelled if day's predicted high is under 40 F. more info (212) L02-7298.

Saturday - 26 Nov — THANKSGIVING TROT, 60 miles "B". Harry Rutten & Dan Smith, Co-leaders. Meet 8:45 AM at G. Washington bridge (178th St & Ft Washington Ave) to ride to Tappan with Dan. Meet Harry there 10:15 for the scenic Rockland lake route. Bring lunch. Ride will be cancelled under 25 F. More info by Dan 212-533-3403, and by Harry 201-327-7197.

Saturday - 3 Dec — WAVE HILL ENVIRONMENTAL CENTER, under 30 miles "C". Lorraine Gewirtz & Sherman Cohen, co-leaders.
Start 8:30 AM Brooklyn Bridge (Bkln side) to join
9:30 ,, Central Park West & 72nd St cyclists.
Come see the beautiful new sculpture display. Repeat of Sep 24.

Saturday - 3 Dec — TRAINING SESSION SERIES #3. Bill Baumgarten, leader. Don't forget to call in advance. (212) 567-4628.

Saturday - 3 Dec — WESTCHESTER CRUISER depending on temperature and turnout request between 25-40 miles "B-C". Bill Hoffman, leader. Meet at Milkmaid Diner regular time to ride 9:15 AM.

Sunday - 4 Dec — ROOSEVELT ISLANDER, 10 miles "C-D" AYH joint ride. Bill Schwartz leader. Bring hot drink or money for it. Tour the "other island" and get there by Tramway that uses one token each way, not coins. Meet 10:00 AM at 5th Ave & 60th St in Manhattan.

Saturday - 10 Dec — TRAINING SESSION SERIES #4. Bill Baumgarten, leader. Keep Calling, as before.

Sunday - 11 Dec — MYSTERY RIDE "B", Hugh Rubin, leader. Exact distance and destination will be determined by callers interest. Starting point likely to be Union Square. Phone early (212) 677-7295.

PREVIEW OF ADDITIONAL DEC. RIDES

Saturday 24 Dec. Training Session Series #5 by Bill Baumgarten
,, 31 ,, ,, ,, ,, #6 ,, ,,
Next Season New Year Century — Tentative Century under consideration by Bill Recht. wont have Jim Rex for a leader. His family won't let him ride every holiday anymore.

REGULAR RIDES - LEADERLESS

CENTRAL PARK	10:00 AM	Sat. & Sun.	from	Boathouse
BEDFORD VILLAGE	10:00 ,,	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)

NOVEMBER **SUPPLEMENTARY DATA** NOVEMBER

	73	*74	75	76	77
A	-		2	1	-
B	1	(2)	6	3	7
C	2	(2)	2	6	5
D	-	-	-	-	1

	73	*74	75	76	77
Saturday	-	-	2	3	8
Sunday	3	(4)	8	7	5
Other	-	-	-	-	-

* 1974 As Eric Swenson called off the season, Jim Rex not yet a Rides Chairman himself tried to provide a few that missed the deadline for the publication. (Those days bulletins came out 1 week in advance each month)

RIDE REPORT: Recapturing Albany ride.

7:00 PM Saturday started to rain, but should stop by morning.

8:00 ,, forced myself to sleep, planning to get up ½ past midnight.

9:15 ,, Phone call wakes me up. One new member who didn't get his bulletin yet is checking for rides the last minute. So we wind up in a long discussion. By 10:00 PM it's obvious I can't fall asleep and turned on the TV till 1:00 AM. As I get drowsy I should be leaving, let alone get up. Even the rain has stopped. With a short deliberation I find myself with an over fed ego from rides, and somatic backlog of needful sleep. Just as the richest man ever I have to budget my time, among equally interesting if not necessarily important things. As usual I manage one choice by negating the others. Thus in the last season doing 10 Double Centuries I practiced plenty riding on 1 hr or no sleep, but I can't seem to loose any over a 150 mile ride. With a sense of resignation "Well, I won't be shopping for victory this week" I turn to snooze.

Subsequently I learn that my sleep was well earned as "Blitz Krieg" Jim Rozar who knew my record formula of 1975: using similiar speed, gear and tactics broke away in the hilliest part of the ride by the Bear Mountain region at day break on a solo 100 miles remainder. And finished the whole 150 in 9:48 hrs = 15.31 mph average. He had the advantage of a revised smooter and shorter route that he already knew. I had to play the "Ice breaker" on a road with bumpier section for 8½ mile segment and at a 160 mile version. My time was 10:18 hrs = 15.54 mph average. That's 3,1 % better only, but still amounts to 2.18 miles not even counting my extra 10.

Riding a 100 mile solo is a race against one's own best regardless of the clock. It's a Time Trial that just begins after you have dropped every one else. The psychological effect as you seperate your self from the group is hardly any better than if they dropped you. One is over come with a very similiar sense of isolation as if exiled. No more is this applicable either way than between equally solitary riders who don't know better. That's why a pair of riders rarely split up. Familiarity with vector forces bear some indications at what rate it may apply.

Maybe by the time one gets good enough to be able to drop others on a regular basis, he has well adjusted to the feelings of a solitary rider too. They see no reason to fuss or get hysterical over having to ride alone, and can't seem to understand why others shouldn't be able to cope with it also. Specially if they been training harder than others and have made hard investment in equipment that serves no function under 20 mph. If they emulated by racers, they will be pseudo racers employing techniques where the objective is to drop every one. Or chase down like a pack of ANIMALS the one who's just trying to do that. If he suceeds, he'll be an ANIMAL TAMER.

On the end, how it works or not is synthetised down to one and his bike. If he sets a record he will raise status quo. From there on even he will have to ride harder, while every body else will be after his head. Just like in politics. No matter who wins his critics will be working hard at giving him a hard time. They don't necessarily care who, just a winner.... Without whom there would be no outlet for fun. A symbolic obstacle to over come and tear down or just get after. Something meaningful to underline a lot of effort that needs outlet of excercise.

THE OCT. 8, 1977 WASHINGTON, DC BRAGGART'S SPECIAL - 250 MILES IN 24 HOURS
by Steve Bauman

One, and perhaps the only, pleasure of this ride is that it affords its conquerers a year's worth of bragging rights. A total of 23 individuals signed up for the trip in advance, but only 18 showed up at the starting point. Six of the sign-ups had been scared away by the weather forecast. Of the 17 who started, 4 people retired about 40 miles and 3 hours into the ride when the first drops fell. The rain then fell heavily for the next 18 hours.

The remaining 13 pressed on. Two distinct groups emerged as we rode through NJ: a "fast" group of 7 and a "slow" group of 6. Equipment problems and a flat tire placed me in the latter group. It was obvious that no records would be broken, but the dual challenges of completing the ride and doing it in under 24 hours kept everyone going. The slow group finally stopped for food on the far side of Philadelphia. I am sure that each of us reminded the diner's owner of the Peanuts character, Pigpen. (Instead of dirt, water oozed out of us at every turn as the poor man followed us with a mop.) It took about an hour and a half before we got out of the diner. By that time 12 hours had elapsed and we had gone only 110 miles.

I increased my speed and soon moved ahead of the slow group. The next 30 miles went by quickly; and a bit wiser this time, I stopped at a grocery store for my next meal. It was now daybreak and the owner informed me that they predicted an all day rain. I should mention that I had packed peanut and jelly sandwiches and had not intended to stop. However, after the first three, I could not bring myself to eat another one. The wind, which had been gentle, began to pick up. It was also a tail wind; so I gulped down my coffee and jumped on the bike to take advantage of it. I did that for about five miles, then, in accordance with Murphy's Law, its direction changed and it became a brisk headwind. I kept on going, and by the time I reached the Maryland border, the wind subsided.

The route through Maryland turns off of US 1 to avoid the traffic near the Conowingo Dam. This detour proved unnecessary because, with the heavy rain, we were the only ones on the road. As I turned off Route 1, I saw a lone cyclist going up the hill very slowly. I recognized the rider from his rain cape. When I overtook him, I noticed he was walking - both knees shot. The reason was all too obvious - a 13-17 cluster on the back. I had never ridden with this gentleman before. He races out in Brooklyn - 20 to 50 mile races - and had extrapolated the difficulty of a 250 mile ride at only 10 miles per hour as being "not so tough." He had obviously miscalculated somewhere. A bit further on, I passed two more cyclists who were walking. Their knees had also given out, but for a different reason. They did not have rain pants, and the cotton sweat pants they were wearing became laden with water. The chill and the weight of the water caused the knee strain.

We took some shelter in town and surveyed the situation. I had been riding with one of the AYH leaders from the time I left Philadelphia. He was now tired because, unlike me, he had stayed behind for the first 100 miles. There were five of us in this town, and none of us was very coherent. It took us about 15 minutes to discover that there was a store in the building next to us. Moreover, that it sold food! And that it was open! After I had downed my quota of orange juice, I inquired about the remaining 4 of the fast group. When I was told that they were only one hour ahead of me, I decided to try for Washington. I had now gone 160 miles in 17 hours.

I was on the road, alone, for the next 60 miles. After about 40 miles, I could no longer keep my eyes open. So, I went over to the side of the road and slept for half an hour. Thus revitalized, I pushed on and cleared Baltimore by 4 PM (23 hours and 220 miles). The rain had also stopped and the sun was shining. I caught sight of the lead group as I was leaving Baltimore.

The adrenalin which flowed when I saw those four, enabled me to catch and hold them despite three or four hills. After we each tried unsuccessfully to drop one another (ah, the good old racing spirit, ed.), we decided to go into Washington together. We stopped in Laurel, MD at a Howard Johnsons, for ice cream sundaes. Our calculations ~~kew~~ showed that no matter what we did, we could not beat 24 hours nor finish after dark; thus the ice cream consolation was in order. We reached the Wash. DC hostel at 7:15 PM for a total elapsed time of 26 hours 15 minutes.

(A complete account of this "epic" ride will be contnued over the next 11 meetings. You have all been warned!)

The Prez Sez ...

Steve Bauman's account of the Washington, DC Braggarts' Special brought the house down at the Oct. meeting, and we decided to share the story with our members who could not make the meeting. We also heard about some of the other rides, including the Lambertville - New Hope Amtrak excursion reported on by Chuck Loper, and Harry Rutten's Fall Foliage Tour starting in Allamuchy, NJ. (I chickened out at the last minute because I didn't think I had redeveloped the stamina to stay with the other riders. I had not ridden for six weeks because of my Labor Day Weekend "broken back" episode and the general nasty weather during so much of Sept and early Oct. which kept me off the bike.) Harry chided me gently, and told the club about the visual and riding delights of the ride, and its relative ease. But here is another viewpoint, from the newsletter of the Metuchen Bicycle Touring Society, which illustrates once again that "one man's meat is another man's poison."

> ALLAMUCHY - Six members of the MBTS joined forces with the New York Cycle Club for a day of racing through the valleys of the NJ uplands. Unfortunately for some, the Metuchen riders were expecting a 65 mile C ride (8-10 mph), whereas the New York riders were anticipating a 75 mile B+ ride (11-14 mph). The first 16 miles, completed in 58 minutes, took a bit of the starch out of rain weathered legs. Fortunately, both for the women riders on the trip and for the hardier males, the lunch break was at a spot where it was easy to return to Allamuchy. Though Barbara had demonstrated her capability of keeping up with the men, she, along with Sue and Marsha, chose to return to Allamuchy at a leisurely C pace and to enjoy the lovely fall foliage along the route. The men were last seen steaming up another inverted valley - onward and upward - faster and faster, faster and faster...

I don't want to miss out on Harry's rides next year, so I plan to ride the rollers and to train in Central Park on our club rides this coming winter. I've already started on the rollers, and have some black and blue marks (from most undignifiedly toppling over on my maiden voyage) to prove it. It looks like I will have to be wearing my helmet whenever I ride the bike - either indoors or outdoors!

A FAMOUS CYCLING PERSONALITY WILL VISIT US IN NOV.

PHYLLIS HARMON, editor of the L.A.W. Bulletin and office manager of the League's headquarters in Palatine, IL, will be in New York attending a magazine publishers' conference, and we have invited her, through Bill Hoffman, our L.A.W. Regional V.P., to join us at our Nov. meeting. Here is your chance to meet and chat with this dedicated and enthusiastic cyclist who has been doing an excellent job putting out the L.A.W. Bulletin for almost 40 years.

SUSAN FREIREICH, MEMBER-AT-LARGE, RESIGNS

Susan, who had been thinking of resigning for several months, submitted her resignation on Oct. 18, 1977.

FROM THE VEEP'S DESK

The New York Cycle Club was well represented at SCOR '77 with over 20 members participating. A good time was had by all despite the less than desirable weather. Most of the Saturday rides took off ahead of the scheduled time because of the threat of rain; and almost everyone did manage to get caught in the downpour during the mid afternoon. There was a good turnout at the indoor swimming pool and sauna bath by late afternoon. It occurred to me at this point that SCOR actually stood for "Swimming Club of Roscoe"! The damp drizzly weather caused a delay in the Sunday rides; but they finally were able to get started; and we all made it to the Cider Mill at North Branch. The entertainment highlights of the weekend were Bill Hoffman's color slides of his recent trip to Colorado, and Dan Henry's talk about route marking. As usual the food was excellent particularly the outdoor barbecue on Sunday afternoon.

There is a strong possiblity that the NYCC may have the use of the Tennanah Lake Shore Lodge for the July 4th weekend next year as well as Labor Day. Your officers are already looking into this and will keep you posted.

In the more immediate future are the important November and December club meetings at Rinaldo's Restaurant. On November 15th the results of the election will be announced. Also you will be able to take part in a discussion of winter bicycling conducted by a panel of experts. If you have any questions concerning clothing, bike equipment or any aspect of winter riding bring them to this meeting.

Our December meeting (on December 20th) will be our annual Christmas meeting. We will have the installation of our new officers and board members, awarding of prizes to deserving club members, other gala entertainment capped by another fine Joe Randel film epic.

Speaking of elections --- the results of the nominations were most disappointing. It appears that we are running a one-party system. Only one person was nominated for each of the offices. The only competition was for members-at-large. Just about everyone who was suggested for nomination found some excuse to decline. There are well over two-hundred members in the NYCC. Certainly there should be more of an interest in the running of the club than has been shown to date. Let us all take a more active part in the club activities other than just the rides and get away from the "Let George Do It" attitude.

The same thing can be said for the recently completed referendum. I don't know whether it is apathy or just sheer laziness that only 56 members out of approximately 290 saw fit to cast their ballots. These were vital issues of concern to everyone. Charlie Oriez in his editorial in the last month's issue hit the nail on the head.

This is your club. If you want satisfactory results you have to exercise your rights and privileges. Participate in the rides, leadership of the rides, and in the workings of the NYCC. Your club is only as good as you make it.

Let's get out and support the NYCC.

Bob Herzfelder

Statement of Candidate for Member at Large, Bill Baumgarten

My chief interest is group rides. During the coming year I hope to work with the Rides Vice President to design a rides program that will enable new riders and those who would leave the ranks of casual riders to enjoy longer trips over the road. To this end, I have planned a series of cold season training rides (to be announced in this issue or December) for members who want to learn group riding skills and improve their stamina. To help the board and the ride leaders prepare a rides program based on the skills and experience of the membership, I have submitted a questionnaire for printing in an early issue of the Club Bulletin.

R. Philip Giles
Candidate for Member-at-Large

Over the past two years I have noticed that the diversity of club members has seemed to reduce the range of activities of club activies to the lowest common denominator, with little variety. It seems that this diversity cauld also be exploited - there are a large number of people interested in a large number of activities.

For example, in the area of general physical fitness and bicycling, we could help members investigate aerobics and other conditioning programs, investigate the mutual benefits of running to the cyclist, and/cover a host of other related topics.

As a second example, many membdrs travel throughout the US, the Northeast, New York and neighboring states. A summary of routes and conditions encountered on the trip would be beneficial to others planning a similar ride.

As a Member-at-Large (and as just a member) I plan to work on these and possibly other topics during the coming year.

NYCC BALLOT FOR 1977 ELECTIONS

Member participation in our elections is important both for the opportunity to express your preferences from among several possible contending viewpoints, and also as a gesture of support to the officers-to-be that you care about the affairs of your club and that you support their future efforts on behalf of the club. So, please take the time to mark your ballot, and return it in the manner described below.

1) Eligible voters are those who joined the club before Labor Day (and paid the full annual dues). Couples ($8/year) have 2 votes.

2) The ballots may be returned or mailed to Bill Hoffman by December 1st, 1977

3) Your name must appear on the return envelope so that it can be checked against the voting roster.

4) The returned ballots will first be removed from the sealed envelopes at the club meeting. They will then be counted by a committee. The results will be announced at the club meeting and in the Dec. Bulletin.

The following candidates have no opposition and thus are automatically elected to their respective offices.

PRESIDENT.....Bill Cooper
V.PRES.-PROGRAM.....Bob Herzfelder
V.PRES.- RIDES.....Jim Rex
TREASURER.....Bob Perl
SECRETARY.....Sarah Flower
EDITOR.....Deborah Wheaton
CIRCULATION MGR.....Mel Shleifer

The three positions of Member-at-large have four candidates. Their views should be found elsewhere in the Bulletin.

☐ Bill Baumgarten
☐ Les Bercow
☐ Phil Giles
☐ Chuck Loper

The other nominees for Member-at-large have decided not to run. Helen Bashkin is expected to lend her wise counsel where it will be very helpful - in the Rides Committee and as a Ride Leader.

Harry Rutten (pronounced Rootin), altho continuing as a Ride Leader, will be turning his expertise and energies toward organizing a new bike club in northern NJ. Hank Hirschmann, his riding buddy, will helping him in this wonderful new venture. This will be another club with which we expect to enjoy joint rides, especially since they will be riding in the area which we are finding so accessible from the Geo. Washington Bridge port of exit. Good luck, fellows.

DINNER PROCEDURE AT RINALDO'S

When you arrive, please go directly to the upstairs bar and place your order with Helga from among the three or four offerings at prices ranging from $6.50 to $8. Then socialize while enjoying your drink, purchasable at the bar, and partaking of the hot hors d'oeuvres which are compliments of the house for those who order dinner.

If you don't want to order dinner, you may, for $2, enjoy the hot hors d'oeuvres and an after dinner coffee at a table set aside for that service. Do not occupy a place at one of the dinner tables if you do not order dinner; it confuses the dinner serving.

When dinner is being served by Helga and Helen, display your ticket on the table so that they can see who ordered what; and please pay attention to what they are delivering. They don't like to shout, and we don't like being shouted at. A little cooperation makes the whole process work smoothly and pleasurably.

If you are unable to have dinner with us, there will be a table available for latecomers and for those not having dinner. (You realize, I am sure, that the restaurant relies on most of us having our dinners at the restaurant.)

So, if at all possible, do join us for the socializing and dinner. If you can't, then come when you can, and enjoy our club meetings with your fellow cycling enthusiasts.

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