

December  
1978

# New York



# Cycle Club Inc.

DEC. 1978

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## ELECTION RESULTS

PRESIDENT:	Bill Cooper✓	EDITOR:	Charlotte Hildebrandt✓
V.P.- PROGRAM:	Lorraine Gewirtz✓	CIRC.MGR.:	Mel Shleifer✓
V.P.- RIDES:	vacant	MEMBERS	Leona Hollander✓
TREASURER:	Al Goldberg✓	AT	Bill Knight✓
SECRETARY:	Chris Mailing✓	<del>LARGE</del>	Jim Rex✓

REFERENDUM ON DUES INCREASE: YES: 39 NO: 21 Not carried.

*also Ed. Flowers.*

## NEXT MEETING

→ TUES. - DEC. 19 ←

Rinaldo's Penthouse  
(≥ flites up)

- INSTALLATION OF NEW BOARD
- HINTS FOR WINTER CYCLING
- BOB HERZFELDER'S FINAL PROGRAM  
Music, Jokes, Sing-alongs, Merriment

See Memo to Stockholders for  
Dinner details

6 PM - Rinaldo's Restaurant  
32 E. 32 St. (bet. Park + Madison)



## Rides For The Month



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

MAIL YOUR RIDE INFORMATION TO V.P.-RIDES BY 19 DEC FOR NEXT JANUARY BULLETIN PERIOD ENDING 11 FEBRUARY. REFER TO "RIDE PREVIEWS" TO MINIMIZE CONFLICT OF DATES WITH OTHER EVENTS. ALSO FORWARD THE TURNOUT RESULTS TO JIM REX AFTER THE RIDE.

- SUNDAY 10 DEC** HIBERNATING-BEAR MOUNTAIN 80-85 MILES "A". GARRY KRZYNOWEK, LEADER. MEET 6:30 A.M. TO RIDE BY 7:00 FROM FORDHAM RD. & GRAND CONCOURSE BY THE RECRUITING STATION, SIDEWALK OF OVER-PASS. FOOD ALONG THE WAY, THOUGH BEAR MOUNTAIN INN MAY BE CLOSED. RIDE CANCELLED IF STARTING TIME TEMPERATURE IS BELOW 15 F, ICY ROAD OR PRECIPITATION.
- SUNDAY 17 DEC** PHANTOM PARK RIDE SHORT TO MODERATE "C" OR "B" DEPENDING ON TURNOUT. JOHN LUBASZKA, LEADER. MEET 10:00 A.M. AT 59TH ST & 5TH AVE. PICKUP POINT BEFORE THE RIDE AT 9:15 AM BY "NATHAN'S" OF QUEENS BLVD & WOODHAVEN BLVD. BRING PICNIC LUNCH.
- SUNDAY 24 DEC** X-MAS CAROL RIDE "C". JOHN LUBASZKA, LEADER. MEET 6:00 P.M. AT 59TH ST & 5TH AVE. IT IS A NIGHT RIDE, MUST HAVE WHITE FRONT AND RED REAR LIGHTS. DESTINATION WILL BE WASHINGTON SQUARE PARK WITH SEVERAL STOPS ALONG THE WAY ON A 10 MILE LOOP. ELVES AND RAINDOOR OPTIONAL.
- MONDAY 1 JAN** NEW YEAR CENTURY PATCH RIDE, 100 MILES "A". AN AYH JOINT RIDE FOR CURRENT CENTURY FANATICS. WOULD BE PARTICIPANTS MUST ATTEND A PRE-TRIP MEETING, 7:00 P.M. 28TH DECEMBER (TUESDAY) AT 132 SPRING STREET
- MONDAY 1 JAN** NEW YEAR'S DAY 3/4 CENTURY 75 MILES ROLLING "B & A-". LEW BOBACK, LEADER. MEET 9:00 A.M. AT MILKMAID DINER. RIDE THE BACK ROADS OF NORTHERN WESTCHESTER AND CONNECTICUT, WITH SOME DIRT ROAD INCLUDED. RIDE WILL BE CANCELLED IF EXPECTED HIGH FOR THE DAY IS UNDER 25 F, OR WET CONDITIONS EXIST. MUST CALL THE DAY BEFORE TO VERIFY PARTICIPATION. DAY = (212) 298-1800, NITE = (914) 337-9460
- MONDAY 1 JAN** 1ST ANNUAL MIKE HRINYAK MEMORIAL NEW YEAR'S DAY RIDE 15-20 MILES "C". STEVE BAUMAN, LEADER. MEET AT BATTERY PARK TO CATCH 10:00 A.M. SOUTH FERRY TO STATEN ISLAND (25¢), TO RIDE 10:30 FROM BOROUGH HALL ON THE OTHER SIDE. WHILE MIKE IS ENJOYING GREENER PASTURES IN DALLAS, TEXAS EXPECT TO PASS A SOBRIETY TEST BEFORE THE RIDE.
- SUNDAY 7 JAN** TOUR OF ROCKAWAY PENINSULA 20-30 MILES JOINT RIDE. JOHN LUBASZKA, LEADER. MEET 8:00 A.M. AT "NATHAN'S" OF QUEENS BLVD & WOODHAVEN BLVD. BRING BIKE LOCK.
- SUNDAY 14 JAN** JANUARY THAW RIDE 65 MILES "B" JOINT EVENT. STEVE BAUMAN, LEADER. MEET 8:00 A.M. AT HILLSIDE AVE & 179TH ST, QUEENS FOR A ROUND TRIP TO JONES BEACH. RIDE WILL BE CANCELLED IF PREDICTED HIGH FOR THE DAY IS GOING TO BE BELOW 50 F, WITH ALTERNATE DATES OF SUNDAY 21ST, AND SUNDAY 28TH IF BECOMES NECESSARY. BRING FOOD AND BIKE LOCK, BATHING SUITS ARE OPTIONAL.

### DECEMBER RIDES SUMMARY

	D	C	B	A	TOTAL
SATURDAY	-	-	-	-	-
SUNDAY	-	2	2	1	5
OTHER	-	1	-	2	3
	-	3	2	3	8



# REGULAR RIDES - LEADERLESS

CENTRAL PARK	10:00 A.M.	SAT. & SUN.	FROM BOATHOUSE
BEDFORD VILLAGE	10:00	,,	SUN. ,, FIREHOUSE
WESTCHESTER	9:15	,, SAT.	,, MILKMAID DINER
ROSLYN, L.I.	10:00	,, SAT. & SUN.	,, I.U. WILLETS SCHOOL
BRIDGEHAMPTON, L.I. EAST	10:00	,,	SUN. ,, Soporific Bike Shop, RT 27

## RIDES PREVIEW

		D	C	B	A	FROM
MAR 24	BYWAYS AND BIKEWAYS		25			NYC
APR	ELLIS ISLAND & BKLYN HETHS (RE-RUN)		22			,,
,, 8	HUDSON RIVER - PIERMONT		35			,,
,,	RIVERHEAD (SEMI-ANNUAL)			65		L.I.-EAST
,,	HALF-FAST CENTURY				100	QNS
,,	BEAR MOUNTAIN CENTURY				100	NYC
,, 22	5TH ANNUAL CHERRYBLOSSOM RIDE		40			,, - NJ
,,	FIVE BOROUGH RALLY		33	58		,,
,,	3 WEEKS EUROPEAN BIKE TOUR			50/8Y		WIENA
MAY	HALF-FAST DOUBLE CENTURY				200	QNS
,,	TOSRV 2 DAY EVENT <i>2nd Sun.</i>				215	OHIO
,,	TOES 2 ,, ,,			110		LI - EAST
,,	TOHRV 3 ,, ,,				405	NYC- MONTREAL
,,	24 HRS ANNUAL PEPSI COLA BIKE MARATHON	!	!	!	300	,, - CENTRAL PARK
,,	GEAR	!	!	!	!	PENNSYLVANIA
JUN 2	2ND ANNUAL INTERNATIONAL BICYCLISTS DAY	!	!	!	!	NYC
,, 11	CLUB PATCH RIDE		25	50	100	,, - NJ

## RIDE RESULTS

		TRIP MILES	RIDERS	CLUB'S MILEAGE
OCT 14	DELAWARE WATER GAP	(40)	RAINED OUT	0
15	25/3	25	4	100
22	MOUNT IVY RALLY	85	5	425
,,	75/7 HILLY	75	21	1,575
,,	STATEN ISLANDER	30	13	390
29	50/5	50	7	350
,,	ROCKY POINT (SCOUTER)	91	3	274
NOV 5	HUDSON-PIERMONT	45	17	765
,,	25/3	25	15	375
12	PHANTOM RIDE	20	35	700
,,	CIDER MILL (CUT SHORT)	30	2	60
,,	ALPINE TRAIL - FT LEE	27	7	189
19	WESTCHESTER HILL CLIMBER	75	12	900
,,	25/3	25	10	250
SUMMARY; 1 CANCELLED, 12 LEADERS HAD		603	151	6,353

CORRECTION BASED ON ADDITIONAL DATA, CONCERNING PAGE 3 LAST MONTHS BULLETIN ARTICLE. THE PARENT ORGANIZATION OF QUEENS ROAD CLUB WAS "AUS LANG SEINE HIKING CLUB". THE SEQUENCE OF MEETING PLACES AFTER "RED BRICK RESTAURANT" INCLUDE BRAUHAUS @ 52ND ST & 3RD AVE FROM 1958-59, THEN RATSKELLER ON 86TH ST, MUNCHAUSEN FOR A SHORT PERIOD JUST BEFORE EL FARO.

TO UPDATE ON 2ND PARAGRAPH, MAKE IT 123 CENTURIES.

,, ,, ,, 3RD ,, 28% PERCENT OF MY CYCLING EXISTANCE EQUALS 4 YEARS, BECAUSE 15 INTERVENING YEARS WERE SPENT ON OTHER ACTIVITIES. SCHOOL, MILITARY SERVICE, TRAVEL, AND FAD SPORTS OF THE DAY. TRACK AND FIELD WITH RELATIVE SUCCESS, WEIGHT LIFTING AS MY FORMER FORTE, KARATE UP TO BROWN BELT. ASIDE OF THESE 2ND STRONGEST MAN IN THE REGIMENT IN BOOTH CAMP, FRANCE AND GERMANY.

# Memo To The Stockholders

I welcome our new members to the Board of Directors. I am sure that we will all work together during the coming year to make it a great one for New York cycling.

Those of you who were fortunate enough to attend the Nov. meeting were treated to a real show of club harmony. I do hope that Irv will reconsider his decision not to accept the uncontested office of V.P.-Rides. We all recognize the contributions he has made to the club, and his value to it.

On the matter of dues: Club officers have been subsidizing the operations of the club with monies from their own pockets. We have had to monitor expenses too closely to avoid exceeding our budget. I do not have at hand a financial statement, so it is difficult for me to make a clear case for a dues increase at this time. I will, however, review the subject in Dec., with both sets of Board members, and if deemed advisable, we will bring it up again for a vote (within the guidelines set by our by-laws) as soon as possible.

On the lighter side, the December meeting, will be at Rinaldo's, but two flights up this time, in the Penthouse. The meal will be buffet style and will include Chicken Francaise, Meat Balls, Sausage, Veal & Peppers, Ziti, Garlic Bread. Tax and gratuity will all be included for the \$7.50 per person. Helga assures us, "There will be plenty of food." So bring your bib, fill up, and help Bob put on his Installation Festivities program and songfest.

## FROM THE VEEP'S DESK

Here it is approaching Christmas, Chanukah, and the New Year; and the New York Cycle Club annual elections (or perhaps confirmations would be a better word) are over for another year.

There is no doubt in my mind that this was the most lack-luster "campaign" I have seen in my eighteen years in the club. We owe a great deal of thanks to those who are willing to serve, and who will be installed at the December 19th meeting. We also owe them all of the support we can give them in the coming year. This is your club; and you will get out of it what you put into it. If you are among those who would rather sit back and "let George do it," don't expect a great deal in return.

New ideas are always welcome whether it is for different ride routes, places for long weekends, even a new restaurant or other meeting place for the monthly meetings, or new innovations. Your officers and board need all the help and support you can give them in planning events, rides, happenings including programs for the monthly meetings. To paraphrase the sign in the barber shop which reads "We need your head to run our business," the New York Cycle Club needs both your head and your legs to make our club successful.

On December 19th we will have our annual Christmas meeting at which you will have the opportunity to meet your new officers and board members. You will also have an opportunity to "stump the experts" on the subject of winter cycling. Since this will be the last meeting before the holidays we will have a chance to have some holiday revelry. Let's all come down for a good time, and end the year with a bang (and I don't mean a flat tire.)

Since this is my last essay for 1978, I will conclude by wishing each and everyone my best wishes during this holiday season and for the new year.

Bob Herzfelder

## "UPRIGHT" IRV COMMENTS ON VERA'S HILL CLIMBING REMARKS IN SEPT. BULLETIN

Last Sept. Vera objected to the occasional teasing at club meetings about people climbing hills on foot. This is sometimes referred to with a clever phrase which I first heard from Joe Messing when he invented the TWO FOOT AWARD for one of our hill-walking members, namely: "Shifting to the 24" gear." Vera wrote, "I feel it causes people to strain not to (walk on the hills), which could be dangerous."

In support of her views, Vera referred to the "Dear Tillie" column in the June L.A.W. Bulletin which was quoted in full. The author observed, "Really, those super low gears sometimes just make one pedal faster to get to the top of the hill - while the bicycle proceeds at a walking pace. One will get to the top at about the same time whether walking or pedalling like mad in a super-low gear." And Vera stated for herself, "...I do not mind walking up the hills and hesitate changing to super-low gears which I will not need for my usual rides in Central Park."

Altho I agree with Vera that straining excessively to climb a hill may be harmful, especially to the heart and knees of those past 40, I do not at all agree that proper low gears require pedalling like mad, or that one can walk up a steep hill at the same speed as riding up. Vera's own remark, "...while I am grateful to my friends for waiting for me to catch up...", indicates that she is aware of the delay incurred in walking up hills. Nevertheless, if you want to build leg strength, or even just maintain it, you have to strain, or at least press, a bit from time to time. But you should NEVER, NEVER, NEVER increase your normal cadence when going up a hill - it will tire you out in very short order. Maintain your normal cadence, and shift to lower gears when you find your cadence slowing down and the pedal pressure increasing appreciably.

An engineering analysis of the physical work done by us when riding on the level, on the hills, or into the wind (and I immodestly consider myself the foremost authority on this topic in our club) makes it quite clear that different gears are needed for varying conditions. It is also true that stronger riders need less help from their gearing than do weaker riders. (The same holds true for big engine cars which have only three forward speeds as compared to the small engine cars with their four speeds and their need for more frequent shifting on the hills.)

The hills in Westchester and NJ, especially for the less well-trained rider, require a much wider and primarily lower range of gears than are normally supplied on stock bikes. Bike manufacturers either don't know any better, or else they are responding to a demand conveyed by bike dealers who in turn are listening to the wisdom of their "go-go-go" hot-blood customers whose great drive is to pedal hard, to go ever faster, and to "drop everyone in sight." Amusingly, 25 years ago I was afflicted with a similar impatience with low gears, and went to great lengths to locate smaller sprockets for my 3 speed derailleur bike. My desired low gear then was 50" - but what can you expect from a callow youth? I've grown weaker and wiser since, and now want gearing to cover all the terrain contingencies which I may encounter rather than just the narrow range which will be adequate for the relatively level terrain of the city.

I urge anyone who wants to ride outside of the city to equip his/her bike with wide range gearing - even tho this will usually mean that their Campy equipment will have to be set aside in favor of a small chainring (with less than 42 teeth), a wide range cluster, and a wide range touring derailleur.

By the way, by "gear" we mean the "equivalent wheel diameter" resulting from the effect of the chainring and sprocket ratio on the basic 27" wheel diameter. This ratio makes the wheel behave as if it were some other size - anywhere between 100" down to 20" in extreme cases. The stock bikes go down to 38" in general, and this is quite inadequate for touring in hilly terrain.

The "gear" is calculated thus:  $\text{GEAR} = 27" \times \frac{\text{No. of Teeth on Chainring (front)}}{\text{No. of Teeth on Sprocket (rear)}}$

Three popular stock "wide range" clusters are shown below. The first, the most popular, is definitely inadequate for the non-macho cyclists on hilly terrain. The other two do reach lower gear values, but the jumps between gears in the cruising range is excessive, i.e. from  $82\frac{1}{2}"$  to  $67"$  for a  $15\frac{1}{2}"$  jump, or  $78"$  to  $64"$  for a  $14"$  jump. The  $100\frac{1}{2}"$  gear is used infrequently by experienced touring cyclists; I therefore exchange that one for an "insurance" or emergency low gear, as will be shown later.

	52	40
14	$100\frac{1}{2}$	--
17	$82\frac{1}{2}$	$63\frac{1}{2}$
20	70	54
24	$58\frac{1}{2}$	45
28	--	$38\frac{1}{2}$

	52	40
14	$100\frac{1}{2}$	--
17	$82\frac{1}{2}$	$63\frac{1}{2}$
21	67	$51\frac{1}{2}$
26	54	$41\frac{1}{2}$
32	--	34

	52	40
14	$100\frac{1}{2}$	--
17	78	60
22	64	49
28	50	$38\frac{1}{2}$
34	--	32

My suggested arrangements, below, provide more closely spaced cruising gears (in the mid-70s and 60s), a "working low" in the upper 30s, and an "insurance" low in the low 30s (or even lower for those over 50 who are not in prime shape).

	48	36
14	$92\frac{1}{2}$	--
17	76	57
20	65	$48\frac{1}{2}$
24	54	$40\frac{1}{2}$
30	--	$32\frac{1}{2}$

	48	36
14	$92\frac{1}{2}$	--
17	76	57
20	65	$48\frac{1}{2}$
25	52	39
32	--	$30\frac{1}{2}$

	50	38
15	90	--
18	75	57
21	$64\frac{1}{2}$	49
26	52	$39\frac{1}{2}$
34	--	30

	49	36
15	88	--
18	$73\frac{1}{2}$	54
21	63	$46\frac{1}{2}$
26	51	$37\frac{1}{2}$
34	--	$28\frac{1}{2}$

In general, my suggested shifting pattern, shown by the arrows, calls for only one lever shift in order to get to the next lower gear. This is especially important when you are trying to shift to a lower gear on a hill and want to get into it quickly and easily. In addition, extreme lateral flexion of the chain is avoided by not using the "forbidden" combinations - large chainring-large sprocket and little chainring-little sprocket. This reduces wear on the chain and on the sides of the aluminum alloy chainring teeth.

I use the highest gear primarily for rushing an upcoming hill and for maintaining momentum a good way up that hill. (Some people make the mistake of coasting up a hill. That is not smart. They lose their forward momentum very quickly and then have to grind up the hill. Maintain your forward momentum by vigorous pedalling in high gear as long as you can before you gradually fall back to low speed and to the lower gears which are necessary to climb up a long steep hill. Maintain your cadence by shifting to lower gears as needed. NEVER, NEVER, NEVER speed up your cadence on a hill, nor let it slow down appreciably. If you do the latter, you won't be able to shift without stalling during the shifting maneuver, or putting a severe stress on your chain, sprockets, and derailleurs.) So maintain your normal brisk pedalling cadence between 65 and 75 rpm as long as you can. It makes for easy shifting, even on the hills.

Sometimes I use the highest gear for riding on the level or slight downgrades if conditions are favorable. When I can no longer keep up with the pedals, at about 20mph or so, I make use of the wonderful invention built into the rear cluster - the freewheel mechanism - and I coast! It's fun.

Note that I suggest staying on whichever chainring you are using until you come to the "forbidden combinations", (big chainring-big sprocket or little chainring-little sprocket); then you shift to the other chainring. One advantage of this technique is that as a steep hill (which caused you to shift onto the little chainring in the first place) becomes less steep, you move back up toward your normal cruising gear in 8 or 9 inch jumps rather than the 11, 12, or 13 inch jumps you make when you first begin climbing a steep hill. These smaller jumps, while you are still going uphill, are less disruptive to your cadence and are easy to negotiate.

There are other schools of thought on best approaches to shifting and gear selection. I know that Al Goldberg has an effective style; I'll try to persuade him to share his approach with us. Then you can go crazy trying to decide which is better for you! Just remember my basic idea - most of us who do not train regularly do need the help of a wide range of gears. And knees do get damaged from excessive forces. With some encouragement from Mel Shleifer I have developed a formula which tells you what low gear you probably need. It is:  $\text{Lowest Gear} = \frac{1}{2}(110 - \text{your age})$ . Try it.

All the sprockets I've listed in the above non-stock cluster arrangements are available in the Sun Tour line of replacement sprockets and can be bought mail-order if your friendly neighborhood bike shop doesn't carry them. Shimano does not manufacture the 25T, 30T or the 18T (for the indicated position) in their less expensive line of clusters. Their Dura-Ace line has the 18, 25, and a 31 instead of the 32. They nevertheless very graciously produced samples for my experiments some time ago. Those experiments resulted in the recommendations I've given here.

There may be other makes of clusters which can yield these combinations. But beware of the shopkeeper who tells you that he has a cluster which is "just as good". I do not consider the usual stock cluster to be just as good - the shifting usually will require some double shifting on the hills, and the spacing in the cruising range will be a bit too great. This is disruptive to your smooth cadence.

All the chainrings shown are available in alloy cranksets such as Sugino Mighty Tour (not the Mighty Compe which is a copy of the Campy set), the Shimano 600, the SR (Sakae Ringyo) Super Apex which goes down to 28T chainrings, and some of the French Stronglight and Nervar designs. Steel chainrings in 48-36 are sometimes available from Bicycle Renaissance, and are suitable for many European, steel, three arm cranks.

To get back to the initial question: Is it a crime against cycling or humanity to walk up a hill? No, certainly not. However, is it unfair to your fellow cyclists? Ah, here I would say, it depends on the ride billing. If it is a class C ride, then briskness of pace is not a primary consideration. But if it is a B ride, then stopping and waiting for hill-walkers or slow speed riders does significantly detract from the pleasure of the ride for those who can and want to ride at the advertised pace. (On class A rides it is assumed that each rider is fully capable of taking care of himself. So, it's go-go-go all the way, and if someone is dropped, well, we'll hear about it at the club meeting in great and humorous detail. For those who can play that game it's good fun.)

Simple courtesy demands that you do what you can to be a competent riding companion for the class in which you would like to ride. Prepare by going on training rides, either with the club or by yourself. In addition, equip yourself to handle the terrain in our cycling areas, and that means hill-climbing ability. Low gears are a great help, make use of them instead of busting your gut.



## LOW GEARS - FOR WHOM?

Ernie Roth

From here on in, "Upright" Irv, our low gear mavin, is my bicycling guru. With his advice and designs, I have successfully tackled rides this past season which I feared were beyond my present abilities.

As the years pass by, I note that my personal thermostat changes. I find myself leaving New York City earlier and earlier during the cold season, and staying away longer. But in addition to my increasing distaste for cold weather, I've given up skiing and ice skating for other reasons. Figure skating was a real sacrifice, but my knees just couldn't take it anymore. I did a bicycle century several years ago, with a low of 40", and felt that that was it for centuries during my present incarnation. I no longer play tennis with anyone as good, or better than I. Doubles is my game now. Knee pads are an essential part of my tennis uniform. And hiking - there I'm down to the equivalent of our bicycling "C" rides. So Irv's "get low gears - spare the knees" preachments fell on fertile ears.

My involvement with cycling has progressed from a 3 speed bike, to an inexpensive 10 speed with a low gear of 40", to a better bike with the same low of 40", then to a low of 38", a low of 33", and finally to my present low of 25". The 25" low necessitated a reduction of my former high, from the standard 100" to my present high of 89". When Irv first informed me that the 100" must go in order to obtain a good 10 speed arrangement with appropriate lows, and that furthermore I would be able to use the 89" gear far more frequently and effectively than I could use the 100", I admit I was skeptical. But my need for more help on the hills persuaded me to sacrifice the 100" high. Going up the scale from my 25" low, I go to a 33" - which was my lowest gear in the early part of the 1978 season. I find this 33" to be a good practical low gear for my city riding (there are some hills in Queens, too); but I now have the 25" in reserve, and I'm delighted to have it there, especially when I hit the Jersey hills.

What satisfactions do I get from the low gears? Well, I can still join a hilly B- ride (45 miles in NJ) and come home pleasantly tired rather than exhausted; and my knees are in shape for tennis the next day. I found that the low of 25" was not too low for me, and that I held up better on the hills and the ride than several other riders whose lows were not low enough for them. And it was no significant sacrifice for me to give up the 100". The high of 89" does indeed suffice for 99% of my high gear needs, especially when I ride alone.

Irv jokingly said when he installed the low gear cluster and chainrings, "These will add five years to your life." I don't know whether the five years are important per se, but the quality of those years is surely important. And my low gears will help make them good. And Irv tells me that with proper control of my riding pace, I should be able to do another century without waiting for my next incarnation. He plans to lead such a century - 100 in 12 - in 1979; I'm planning to join him.

# FOLLOW-UP ON THE REFERENDUM

Irv Weisman

Altho a majority of the votes cast were in favor of the dues increase, it was pointed out by Mel Shleifer that a 2/3 affirmative vote is necessary to change the By-Laws; therefore the dues cannot be raised at this time. In addition, our By-Laws state, "All votes shall be considered final..., and the issue that was voted upon may not be reconsidered for at least 6 months unless a petition signed by the lesser of 10% of the membership or 30 members, requesting reconsideration of the issue, is presented to the President of the Club."

As nominee for V.P.-Rides, I had outlined my proposed Rides Program in the Oct. Bulletin and had indicated a need for volunteers and a dues increase for carrying out that program and club operations in general. Because the dues increase was not approved and the number of ballots cast was quite modest, I decided that my program was not appealing to enough of the membership to warrant my continuation in a club office for another year. Therefore, at the Nov. meeting, I announced my decision to "retire" from officership after having served in one office or another during the last 6 years.

I do not expect the Rides Program to suffer at all. The economy minded members, especially the one who switched his vote from Yes to No in response to the last minute urgings of some economizers, will now surely come forward to meet the needs of the club with appropriate actions instead of money; and a well-rounded program will be developed for 1979. I plan to continue leading moderate rides from time to time, and hope to run some training rides in Central Park in March and April. Interested? Let me know.

## YEAR END TREASURER'S REPORT

(Dec. 1, 1977 - Nov. 30, 1978)

Robert Perl, Treas.

### INCOME

Membership dues			1603.00
Weekend Registrations			
July 4	Received	687.00	
	Disbursed	651.75	
	Net		35.25
Labor Day	Received	81.00	
	Disbursed	57.00	
	Net		24.00
Patch Ride - June 10			
	Received	219.00	
	Disbursed	182.50	
	Net		36.48

### TOTAL INCOME

Editor's comments:

This report does not include any expenses for VP-Rides officers' phone calls, postage for several officers, nor the expenses not incurred because the Board was extra-careful about spending money. The club has authorized the VP-Rides to submit expenses amounting to \$5/month.

1698.73

### EXPENSES

Postage	414.28
Printing	878.58
Memberships	35.00
Guest speakers	19.50
Out of Pocket	25.00
Other (serv.chge)	5.70

1378.06

### SURPLUS FOR YEAR

320.67

### BALANCE CARRIED FORWARD FROM 1977

534.60

### FINAL BALANCE FOR 1978

855.27

4TH QUARTERLY RIDE RESULTS  
(Aug, Sep, Oct)

BY JIM REX

1976	SUB TOTALS	=	D & C	B	A & A+
LEADERS	36		15	18	3
CANCELLED	15		6	2	7
TRIPS	38		14	19	5
,, MILEAGE	1,774		305	938	531
RIDERS	601		160	268	173
,, MILEAGE	36,286		4,801	14,154	17,331

1977	SUB TOTALS	=	D & C	B	A & A+
LEADERS	40		18	8	14
CANCELLED	13		4	4	5
TRIPS	37		15	8	14
,, MILEAGE	2,731		353	406	1,972
RIDERS	556		194	145	217
,, MILEAGE	35,013		5,233	6,880	22,900

1978	SUB TOTALS	=	D & C	B	A & A+
LEADERS	33		13	8	12
CANCELLED	6		4	1	1
TRIPS	46		11	13	22
,, MILEAGE	3,239		290	645	2,304
RIDERS	732		194	243	295
,, MILEAGE	47,197		4,702	11,130	31,365



REGAPTURING MARATHON RESULTS

GIFFORD HENRY	435 MILES	JR-CHAMP, MARTINEZ BEN	100 MILES
LUBASZKA JOHN	300 ,,	REX JIM	91 ,, HURT
ABRAMSON KEN	300 ,,	VEDER DAVE	75 ,,
ROBBELL JOEL	250 ,,	SEMEL KURT	60 ,,
	150 ,,	STRETTON ELLEN	55 ,, CHAMP
JOHANSON JOHN	125 ,,	LACK HARRY	50 ,, HURT
KNIGHT BILL	100 ,,	FLOWER ED	50 ,,
	107 ,,	WHEATON DEBBIE	?

7-9 CANDIDATES ARE PLANNING TO BREAK THE 300 MILES NEXT YEAR.....

LAST DECEMBER HENRY GIFFORD AT AGE 17 BUILT HIS OWN TRACK BIKE, FIXED 60 INCH GEAR AND FRONT BREAK. TOOK IT FOR A SPIN IN 12 & 20 F WEATHER. RODE TO HIS COUSIN 275 MILES/2 DYS ON CLINCHER TIRES.

OTHER NOTES OF INTERESTS.

THE NEW RHINEBACK CENTURY RECORD OF 6:34 WAS SET BY JIM REX AND PAUL FRANK, AS JOEL RABBELL AND DAN SMITH WERE CHASING 5 MINUTES DOWN AFTER A 50 MILE BREAK AWAY. TIME IS CUSHIONED TO LEAVE ENOUGH MARGIN FOR A NEW RECORD NEXT YEAR. FIVE MINUTES WAS NEEDED FOR A FLAT TIRE CHANGE WOULD THE NEED HAVE TAKEN PLACE.

THE L.I. DOUBLE CENTURY HAD A DOZEN PARTICIPANTS. HENRY GIFFORD'S BROTHER OVER SLEPT, IN SPITE OF A 20 MINUTES DELAYED START. THOSE WHO SHOWED UP WERE RECEIVED WARMLY BY STEVE BAUMAN IN 41 F, AND 44 F BY STARTING TIME. AFTER 60 MILES WE ARRIVED TO A PLACE THAT WAS OPEN FOR BREAKFAST, BY THE TIME WE ATE, IT WAS DAYLIGHT. THOSE WHO HAD A 20 MPH PACE HAD TO WORK HARD TO CATCH KEN ABRAMSON BEFORE MONTAUK. WHEN PAUL FRANK FLATTED, KEN SLIPPED BY AGES BEATING EVERYONE TO THE LIGHTHOUSE NONSTOP. EVER SINCE FRANK GILETA LOWERED JIM REX'S RECORD TO 14 1/2 HRS EVERYONE WAS HOPING FOR THE 14 HR BARRIER. PAUL FRANK MOST EAGERLY TOOK THE HONORS IN JIM REX AND JIM BUCHANAN COMPANY WITH A 13:23 PERFORMANCE, NEXT MAN IN WAS BOB POWERS 20 MINUTES DOWN STILL WITHIN 14:00 HRS, WHO RODE THE LAST 170 MILES SOLO.

## A "B" RIDER CYCLES TO VERMONT

It sprung from a planted idea, as do so many endeavors. A NYCC guest speaker, John Freidin, complete with slide show and brochures, came by one night and lectured on the joys of group <sup>touring</sup> in the Green Mountain state. Among the many tours run by his company, one in particular aroused my interest, a Super Vagabond 5-day circle trip around Vermont's northern counties. Starting from the foot of Mt. Mansfield, Vermont's summit, through the Champlain islands, continuing with a brief foray into Quebec, through the scenic northeast lakes and mountains, then down the valley of the Connecticut River, the group would log over 400 miles. For me the idea had to be shelved in '77, but <sup>for</sup> Ann Callahan, the Club's former secretary, the timing was right, and she enjoyed the tour.

When Friedin's '78 brochure arrived, I was pleased that the Super Vagabond would be run again in July. Then a second idea surfaced. Why not cycle to the starting point, Stowe, from New York rather than use the bus? Why not, indeed? Having been a Stowe weekend skier since 1956 I knew the shortest route without looking at a map. But doubts followed. 320 miles is a long distance and I did not want to take too long a vacation at this time. Could I make it in three days without a break? Never having ridden more than ninety miles in one day, and never having taken long rides on two consecutive days, I realized that I would have to work up to it. Recalling Jim Rex's advice about gradual improvement, I buried my memories of my near total exhaustion after all my longer rides in 1977 and decided to work up to easy centuries starting at the end of the ski season in April.

In June I reached my first goal: a century without excessive, carryover fatigue. My second goal was to ride a slow century followed, a day later, by a shorter, faster ride without being bushed at the end. One weekend, Phil Giles furnished the enthusiasm for the second day's ride. When I awoke the following morning feeling able to ride again, I knew I could make Stowe in three days.

In the weeks remaining before my departure, I extended my rides to Wingdale, in Dutchess County, a round trip of about 115 miles. During this period I had to prepare my bike for touring. I ordered a rear luggage carrier, mounted tiny mudguards, trued one wheel and installed new tires and tubes. A 14-30 tooth sprocket cluster replaced my 14-21 tooth standard cluster. The 14-30 required a wide range rear derailleur and a new chain. Meanwhile, a worrisome tick had developed somewhere between the right crank and rear cluster. Naturally, it sounded only while riding, never while the cranks were turned by hand with the bike on its stand.

To locate the source of the tick, I changed the pedals, cluster, chain, all to no avail. I removed the cranks and the sealed bottom bracket. After all parts were replaced and snugged up - back came the tick with each turn of the pedals. Fearing the worst, I blamed the bottom bracket assembly whose innards were NOT to be disassembled. Recalling the sage advice to stop and identify any unusual sound before going on, I pictured my crank bearings turning to powder inside their sealed environment. But my fears were not strong enough to move me to substitute spare bottom bracket parts. I decided to live with the ticks. As it turned out, the bike gave no trouble as it ticked along for a thousand miles. Later I read about another bike with the same nagging problem. He solved it by greasing the pedal crank threads. I had been oiling the threads with Marvel penetrating oil.

Another potential problem bothered me: the broken spoke on the cluster side. Until the July club meeting, two days before the start of my trip, I had been reasonably secure about my home made wheels. I had tried to follow the basic wheel builders rules, but my spokes are of light gauge and, wouldn't you know, at the club meeting, the subject of weak wheels and broken spokes was discussed at length. prior to this trip I had never ridden a bike with a rack load, but I had heard tales of broken spokes and I had ridden with light weight riders and had observed them break spokes for no readily obvious reason.

During my period of training I realized that riding with a light load demands more energy than riding unladen. My goal was to make my ride to Vermont as enjoyable as day touring through the suburbs. To this end I followed another bit of sage advice: a pound off the body equals a pound off the bike, and went on a diet. Incidentally, a recent medical article showed that as we age our bodies lose bone and muscle tissue. This process is natural and inexorable. And if gross body weight does not fall it indicates that fatty tissue is replacing the lost bone and muscle. My weight had been the same since age 20 so I knew there was plenty of fat to discard. My program produced a nine pound weight loss in two months. This was not much less than I expected my bike luggage to weigh which pleased me no end.

Re luggage, I had decided to travel as light as possible. Personal clothing consisted of socks, briefs, sporty tee shirt and slacks for evenings, and mocs. For riding I had two sets of wool jerseys and shorts, Avocet shoes, Skidlid helmet and Goretex foul weather jacket with hood. Also nylon swim trunks. For bike maintenance I took two spare tubes, small tube patch kit, cables, chain links, two spokes and around a half-dozen basic tools, all small. Lubes, rags, a small bottle of liquid detergent, a few first aid items and chamois grease completed the list. All fit with much room to spare in two small carry on flight bags. After a trial run I was ready to go.

\*\*\*\*\*TO BE CONTINUED\*\*\*\*\*

\*BILL BAUMGARTEN

*Deadline for next Bulletin, Dec. 26, 1978. Send copy to Irv. Winter cycling hints especially wanted.*

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