

New York



Cycle Club Inc.

Feb. 1978

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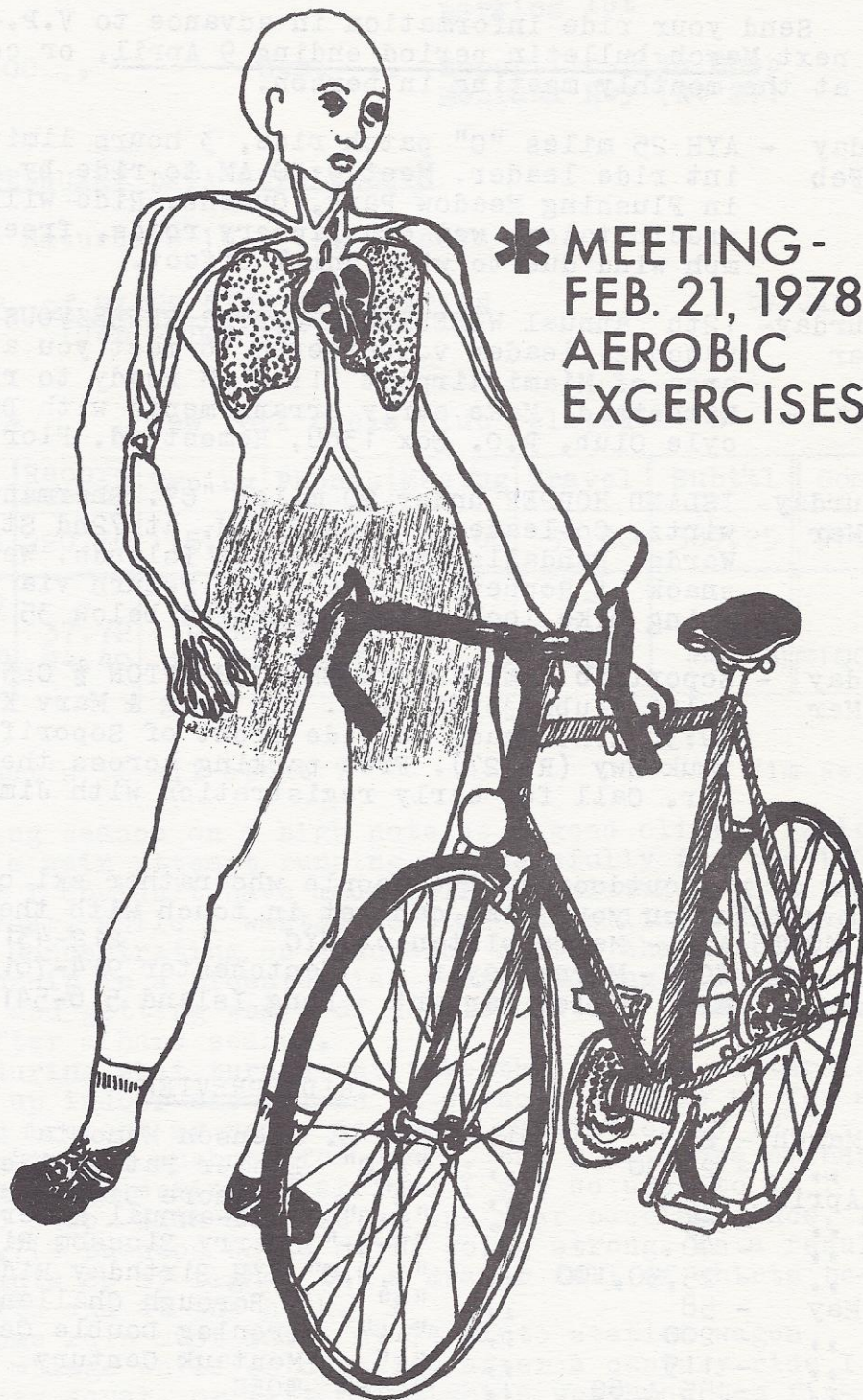
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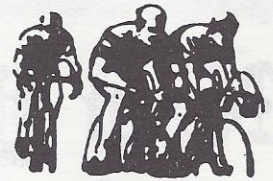


*** MEETING -
FEB. 21, 1978
AEROBIC
EXERCISES**

*** MEETING** - Tuesday, February 21, 1978 at Rinaldo's Restaurant (one flight up),
32 East 32 Street near Lexington Avenue. 6:00 - Cocktails, 6:45 - Dinner &
Conversation, 7:45 - Discussion on Bicycling and the Cardiovascular System
with Phil Giles and Irv Weisman.



Rides For The Month



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

Send your ride information in advance to V.P.-Rides by 18 February for next March bulletin period ending 9 April, or contact him by phone if not at the monthly meeting in person.

Sunday - AYH 25 miles "C" patch ride, 3 hours limit. Steve Bauman, joint ride leader. Meet 9:30 AM to ride by 10:00 from Unisphere in Flushing Meadow Park, Queens. Ride will be cancelled due to precipitation, wet or slippery roads, freezing weather, or 15 mph wind due to wind chill effect.
26 Feb

Saturday- 12th annual WHEELMEN'S WINTER RENDEZVOUS rain or shine. Frank Sanchez, leader volunteered to meet you at the "Delta" arrival area of Miami Airport 11:00 AM ready to ride "B" 35 miles to Homestead. Make early arrangements with Dr. P. Dudley White Bicycle Club, P.O. Box 1368, Homestead, Florida 33030.
4 Mar

Saturday- ISLAND HOPPER under 20 miles "C". Sherman Cohen & Lorraine Gewirtz, Co-leaders. Meet 9 A.M. at 72nd St & 5th Ave. Ride to Wards, Randalls and Roosevelt Islands. We'll stop for warm-up snack at Roosevelt Island and return via tramway, using token. Bring bike lock. Ride cancelled below 35 degrees F.
11 Mar

Sunday - Soporific semi-annual BRIDGEHAMPTON 1/2 CENTURY, 50 miles "B" multi clubs joint ride. Jim Long & Marv Kuhn, Co-leaders. Meet 9:30 A.M. ready to ride front of Soporific Bike Shop on Montauk Hwy (Rt 27). Free parking across the road at shopping center. Call for early registration with Jim, 516-928-0619
12 Mar

Those of you outdoor active people who rather ski cross country style than risk sliding on your bike, can get in touch with the following leaders.

ALL MONTH-AYH - Metropolitan of NYC 212-431-7100
,, ,, CCC - Myrna Meyer Westchester 914-761-2511
,, ,, MPBC - Ellen Farrant Long Island 516-541-0261

RIDE PREVIEW

19 March	- 25	miles	"C" E. Swenson Memorial Patch Ride from NYC	
26 ,,	- 25,50	,,	"B-C" Easter Patch ride	,, ,,
8 April	- 42	,,	"B" Bayshore Discovery Trail	,, LI-East
16 ,,	- 65	,,	"A-B" Semi-annual Riverhead	,, NJ
23 ,,	- 40	,,	"B-C+" Cherry Blossom Ride	,, NYC
30 ,,	- 25,50,100	,,	"A,B,C" AYH Birthday Ride	,, ,,
5 May	- 58	,,	"B" 5 Borough Challenge	,, Bkln
14 ,,	- 200	,,	"AA" Ironleg Double Century	,, Qns
21 ,,	- 115	,,	"A" Montauk Century	,, LI-East
28 ,,	- 55 & 60	,,	"B&B" TOES	,, Pa
28 ,,	- 10+ 100	,,	"A,B,C" GEAR	,, NYC
,, ,,	- 25, 300+	,,	"A,B,C" 24 hrs Bike Marathon	,, W
4 June	- ?	,,	"B-C" Westchester Airport	,, NYC
11 ,,	- 25,50,100	,,	"A,B,C" Club Patch Ride	,, NYC
	- - - - -	- - - - -	More still forthcoming - - -	

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)

FEBRUARY DATA SUPPLEMENTS

Total 4 rides: Saturdays 1C & 1B, Sundays 1C & 1B

V. P. of RIDES TIME UTILIZATION (Jan - Dec 1977)

by Jim Rex

	Bike related			"A" &	New York Cycle Club related					"B" =	"C"
	Riding	Maint'	Subttl	Record keepng	Typing	Phones	Meethg	Travel	Subttl	Combd	
Hours	234.25	92.50	326.75	220.50	115.25	117.00	73.00	55.00	589.25	916.00	
%age A	71.69	28.31	=100.00	-	-	-	-	-	-	-	-
,, B	-	-	-	37.72	19.86	20.16	12.69	9.57	=100.00	-	-
,, C	25.57	10.10	(35.67)	24.40	12.88	12.75	7.98	6.32	(64.33)	=100.00	-

What's it all about ?

by Jim Rex

I ended the 1975 cycling season on a high note as a good climber, which gave me confidence to make a wain attempt running unsuccessfully for the 1976 NYCC presidency. Ironically I couldn't have made half the mistakes that took place instead during that year, while I wasted no time channelling my drive to other positive results. Concentrating on endurance riding that netted a 3rd place marathon championship in a bicentennial year: feeling content over that for another 100 years and getting weary of double Century rides, I more than earned a brief rest after a hard season.

As a relief activity during what turned out tobe the coldest winter in 70 years following, I took up indoor excercises in earnest to make up for a lack of cycling, if I'm to protect my newly acquired reputation by 1977. I been in the practice of situps & pushups for years, but I put more emphasis into it this time. By the time spring 77 arrived I got so used to it I didn't find it necessary to stop. With a phase of one year passing since, I done 28,385 situps and 111,719 pushups while still going strong. As a result now not only hard to fit pants to my tighs, but a drawer full of shirts became obsolete over my armpits and at the neck.

Into every sunshine some rain must fall, my 74 Pinto station wagon passed up my total cycling milage while on ocassion after a century ride I was showing off doing one leg squat, or lift my weight's worth on ten finger tips.

With all my modesty going for me if I hear my archrival Ron Kahn 15 yrs my junior tell that I'm "over the hill", I know he just means the one he is still climbing.

Road Markers/Part I.

RUTTEN H.

Sag Wagon/Part I.

SCHEAFER H.

Road Markers/Part II.

CARTIER R.	LONG J.
FREEDMAN D.	MEYER M. & Son
HOFFMAN W.	SCHEDWIN K.
KUHN M.	

Sag Wagon/Part II.

No one

Road Markers/Part III.

CAROTHERS J.	POWERS R.
HENRY Dan	SCIBUK N.
HOWARD J.	SHAKMAN S.
KAGAN A.	SHIFF B. & H.
KAHN R.	THOMPSON D.
LORD R.	YARDLEY R.
LYNCH W.	

Sag Wagon/Part III.

LORD R.
SIEGEL M.
RUBINO J.
WIEGAND P.
plus 2 more

Totals 23 road markers & 7 sag wagons

Part V - ROOKIES OF THE YEAR 1977

Men/Part I.

1 PERL Bob
2 GIFFORD Henry
3 RODBELL Joel
4 SMITH Dan
5 FABUCHI Viny,

Women/Part I.

1 FREIREICH Susan
2 CALLAHAN Ann
3 WHEATON Debbie

Men/Parts II,III.

1 JOHNSON Clark
2 BUCHANAN Jim

Women/Parts II,III

1 GUERNARI Pat
2 STUIWI Nancie
3 ERFER Tina

6 RUBIN H, 7 BAUMGARTEN W, 8 LOPER C, 9 GIDDY I, 10 WICKERS M

Part VI - MOST IMPROVED RIDERS

from "C"

1 RUBIN H.
2 STANLEY J.

from "B"

1 FREIREICH S.
2 BAUMGARTEN W.
3 LOPER C.
4 CALLAHAN A.

from "A"

1 PERL R.
2 DELANEY J.
3 RODBELL J.

from "A+"

1 BAUMAN S.
2 GIFFORD H.
3 KAHN R.
4 RECHT W.

Part VII - CONSISTENT RIDERS

"C"
?

"B"

1 BAUMGARTEN W.
2 FREIREICH S.
3 RUBIN H.
4 RUTTEN H.
5 WEISMAN I.

"A"

1 KAHN R.
2 PELLEGRINO J.
3 PERL R.
4 SMITH D.
5 RECHT W.

"A+"

1 BAUMAN S.
2 REX J.
3 GIFFORD H.
4 COOPER W.
5 RODBELL J.

Part VIII - MOST "CENTURY" RIDES A SEASON

1974

1 REX J.
2 IRIZARI R.
3 SWENSON E.
4 MUNSON J.

1975

1 REX J.
2 KAHN R.
3 MUNSON J.
4 LEVIN J.

1976

1 GILETA F.
2 LAMPETER E.
3 REX J.
4 KAHN R.

1977

1 PERL R.
2 SMITH D.
3 REX J.
4 KAHN R.

Part IX - RECENT MILE FILERS

150+	200+	250+	300+
BAUMAN S.x 5	BAUMAN S.x1	BAUMAN S.x1	KAHN R. x 1
BERCOW L. 5	GIFFORD H. 2	BOLLAG F. 1	REX J. 2
COOPER W. 6	GILETA F. 2	LEVIN J. 1	
GIFFORD H. 3	HOLLANDER E. 1	NELSON M. 7	
GORMAN A. 1	IRIZARI R.10	PERL R. 1	
NELSON M. 3	KAHN R. 2	REX J. 2	
PERL R. 1	LEVIN J. 1	VINICK E. 1	
RECHT W. 1	REED D. 2		
REX J. 8	REX J.16		
SUAREZ S. 3	RODBELL J. 1		
MUNSON J. 1	SWENSON E. 1		
ROSAR 3	MUNSON J. 2		
Subtotals: 38,	41,	14,	3

Part X - MILLENNARY RIDE SERIES/parts I,II,III

phase I=1000 km	Phase II=1000 miles	Phase III Unlimited milage
1 LAMPETER E.	1 GILETA F.	1 REX J. 6 KAHN R.
2 GILETA F.	2 PERL R.	2 LAMPETER E. 7 BAUMAN S.
3 KAHN R.	3 KAHN R.?	3 GILETA F. 8 COOPER W.
4 PERL R.	4 REX J.	4 PERL R. 9 BERCOW L.
5 REX J.		5 GIFFORD H. 10 RODBELL J.

Part XI - SPEED PERFORMERS

25 miles hilly TT	1:00 hr @ 25.00 mph by	1976
,, ,, ,, paced 1:12 ,,	20.83 ,,	Gifford 77
,, ,, ,, ,, :54 ,,	27.5 ,,	Lampeter, Gileta, Rex 77
26½ ,, flat ,, 1:04 ,,	24.8 ,,	Shakman, Peckham, "Animals" 75
,, ,, ,, ,, 1:08 ,,	23.4 ,,	Rex ,, ,, , Pellegrino 76
50 ,, hilly ,, 2:03 ,,	25.0 ,,	Lampeter, Gileta 77
100 ,, flat ,, 5:04 ,,	20.0 ,,	Rex, Nelson, Knight, Gross, Rozar 77
,, ,, hilly ,, 6:03 ,,	16.53 ,,	,, Rodbell, Buchanan, "H" Bob 77
115 ,, flat ,, 5:28 ,,	21.04 ,,	Nelson, Knight 77
,, ,, ,, ,, 5:23 ,,	21.35 ,,	Gross, Rozar, York 77
150 ,, hilly ,, 9:48 ,,	15.31 ,,	Rozar 77
160 ,, ,, ,, 10:18 ,,	15.54 ,,	Rex 75
200 ,, flat ,, 12:53 ,,	15.52 ,,	Kahn 77
,, ,, hilly ,, 14:30 ,,	13.79 ,,	Rodbell, Gileta, Rex 77
250 ,, ,, ,, 22:30 ,,	11.11 ,,	Bollag, Vinick 70
,, ,, ,, ,, 22:10 ,,	11.28 ,,	Nelson, Spier 75
320 ,, rolling 24:00 ,,	13.33 ,,	Kahn 75
330 ,, ,, ,, 24:00 ,,	13.75 ,,	Rex 76
350 ,, ,, ,, 26:15 ,,	13.33 ,,	Rex 76

Before I run out of time (133 hrs) & space (8 pages) if not energy: let me thank all our members and friends, without whom the cycling community would be at loss and many accomplishments never realized.

Having more than fulfilled my desk gladiator obligations I can sum up this report by pointing out; as a brilliant cut diamond gains it's optimal value from multi faceted features, so do our activities, and which of it's facets shines brightest - depends on your point of view. I merely shed some light on a few of them.

Opening Car Doors Can Kill You

by Ed B. Flowers

Four years of cycling has demonstrated to me that a collision with the opening door of a parked car is one of the most pernicious dangers to the cyclist. I realize that bicycle collisions can occur in many forms. A recent poll of the NYCC executive committee disclosed the following sample of collision experiences:

vehicle collided

Phil Giles on bicycle
Debra Wheaton on bicycle
Ed Flowers on bicycle
Right turning auto

with

building.
opening car door.
opening car door (twice).
Jim Rex on bicycle (twice).

I suspect that everyone in attendance had experienced at least one bicycle collision that made a lasting impression. Negligent drivers making careless turns over the bodies and machines of cyclists is a case of the exercise of superior power. Phil's experience with the building was a case of the immovable object and the resistable force. The opening car door, however, is in a class by itself since it occurs so often.

The opening car door collision can occur from either the right or the left of the cyclist. In Washington, D.C., a woman suddenly got out of her right hand door and slammed me into the gutter and over onto the shoulder as she did so. Although my handlebars were turned 180° around, and I had sprained my wrist and scraped my knee, I felt well enough to give her a piece of my mind.

Recently, in New York, I had another collision with the opening left door of a car parked on the right hand side of the street. It was a beautiful Fall day, and I was exhilarated by the fresh air, the blue sky, the

falling leaves and was making good time. The door opened in front of my nose, and there was no time to react at all. I and my bicycle went flying up over the door into the air, falling with a clatter some yards past the car. I was in shock when I hit the ground and it was fortunate that there was no oncoming traffic to

run over me.

I was lucky. The car was a small one, and I hit the sharp edge of the door with my chest instead of my head. The edge tore off my windbreaker, sweater and shirt, bruised all my abdominal muscles, pulled numerous ligaments, produced about twelve square inches of friction burns, knocked the breath out of me and put me in shock for about half an hour. I was so pale that the lady thought that she had killed me.

It took me six weeks before I could walk easily again, and about sixteen weeks before I was feeling really good again. The muscle pain was miserable, and I have had time to think over the experience.

I have decided that the opening car door is not a totally avoidable collision. The slanted rear windows of most cars often reflect the sky or the surrounding landscape in such a way that a cyclist can't see whether or not the car is occupied. If the weather is beautiful, it is very easy to ride too fast past the hundreds of cars parked on city streets. Even if

continued

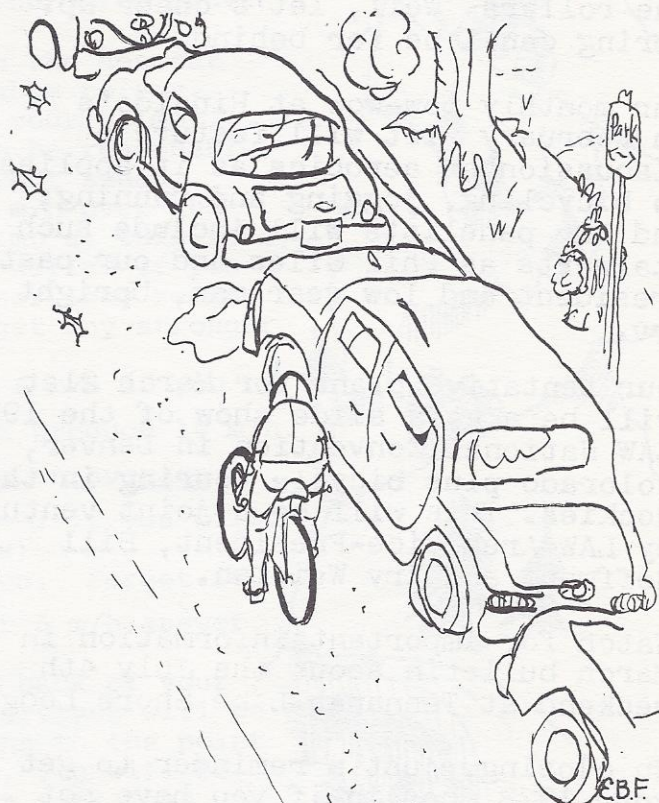
you assume that any occupied car will open the door on you unexpectedly, there is still a good chance that you won't see one or two opening doors until too late if you ride regularly in the city for a number of years.

I have begun to take precautions to reduce the probability of another car door collision. I have decided to start using a helmet. I avoid riding on city streets with parked cars. This often means avoiding riding in the city. I ride slowly past parked cars on the theory that a slow-speed collision causes less damage than a high-speed collision. I try to ride with groups on the theory that a group is more visible than a lone cyclist. This may be like getting into the middle of a platoon during a risky march. In other words, I have become a more conservative city rider. I now prefer the circuit at Central Park even more than I did before, if I can't pack the bicycle into the suburbs on the back of the car.

I suspect that it is easier to avoid being struck by cars at intersections, than it is to avoid a collision with an opening car door. Bicycles are more visible at intersections than is a cyclist skimming down a row of parked cars. Drivers almost never look to the rear before they get out of their cars. Even if they look, a cyclist is not highly

visible and the bicycle is silent. These reasons coupled with the frequency of opening car doors make this type of collision highly likely.

I mention this problem before I forget it, since I would like to forget it. The avoidance of opening car doors also provides a rationale for a bicycle club, since almost all of the rides planned by the NYCC reduce the likelihood of an opening car door collision.



RENEW NOW LAST FREE ISSUE

Please renew now by sending your check for \$7 (individual) or \$10 (couple) for the calendar year, Jan. 1978 - Dec. 1978, made out to New York Cycle Club, Inc., to our Treasurer Bob Perl, 505 East 82 Street, New York, NY 10028. Please spell your name as you would like it to appear in our roster, ie nicknames are fine. If a red circle appears around your address, we have not yet received your 1978 dues.

NAME PHONE

ADDRESS APT.

CITY STATE ZIP

___\$7 ___\$10 Make out your check to New York Cycle Club, Inc.

FROM THE VEEP'S DESK

Winter time -- when some animals hibernate, some birds migrate, and some of us humans stagnate.

It is an easy thing to do this time of year; and the weather these past two weekends has been most conducive to this sort of inertia. I will admit I did get some activity on the rollers. Well, let's cheer up. Spring can't be far behind.

Our monthly pow-wow at Rinaldo's on February 21st will feature a discussion on aerobics as it applies to bicycling, jogging and running; and our panelists will include such stalwarts as Phil Giles and our past president and low gear man, Upright Irv.

Our tentative plans for March 21st will be a gala slide show of the 1977 LAW National Convention in Denver, Colorado plus bicycle touring in the Rockies. This will be a joint venture by LAW Area Vice-President, Bill Hoffman, and Irv Weisman.

Watch for important information in the March bulletin about the July 4th weekend at Tennanah Lake Shore Lodge.

In closing, just a reminder to get your 1978 dues in if you have not already done so.

Bob Herzfelder

FROM THE EDITOR --

I would like to thank Frank Sanchez, Lorraine Gewitz, Rodger Bergman, Bob Herzfelder, Ed Flowers, and Jim Rex for their contributions to the February issue of the New York Cycle Club newsletter.

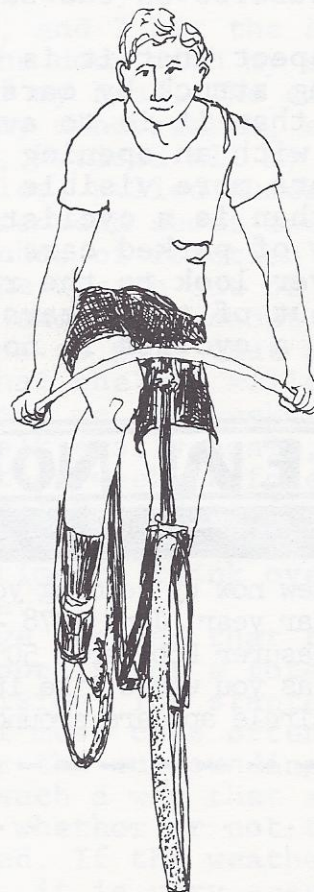
I am looking forward to future articles and illustrations from the above mentioned and other club members but request that you follow a few format guidelines.

- Column width will be 3½ inches as in Ed Flowers' article or Bob Herzfelder's letter.
- Illustrations or cartoons can be 3½ inches or full page.
- If you can avoid using erasable bond I would appreciate it since my glue erases the type (correction fluid is OK).
- Deadline is the 25

Looking forward to hearing from you,

Deborah Wheaton

Historial Notes



Arthur Augustus Zimmerman, an American, was the first World Sprint Champion in 1893.

UPs and DOWNs

Frank Sanchez

For those of you idly reviewing in your minds the anatomy of past hilly bicycle rides with an eye to discovering where more precise planning might improve performance, I would like to remind you of something not always obvious: It is difficult to pace oneself to maintain a predetermined average speed up and down hill. To wit, suppose you attempt a "Savage Century" or a "Great 100" and feel your average speed should be 10 m/h to finish 100 miles in a reasonable time. How fast should you ascend? Descend? Obviously, if your engine will drive you uphill at 10 m/h and your brakes will hold your descent to 10 m/h, reading further will prove to be an academic exercise.

For the rest of us, the answer depends on the descent speed (and the risk attendant thereon) acceptable to you. 60 m/h? Any mishap and you go home sealed in your helmet, a chowder of skin, bones and entrails! So, to be reasonable, let us say you find 30 m/h an appropriate descent speed. Then you have to climb at 6 m/h to average 10 m/h over the entire route. If you can not consistently climb at this rate, QUIT THE RIDE. Use the device of losing your wallet if you must save face. The world will little note, nor long remember, what you do, but certainly you will not get any stronger later when you are exhausted.

Now, how do you know you should climb at 6 m/h if you descend at 30 m/h? Of course, $\frac{6 + 30}{2}$ does not produce 10 m/h. So, it appears our usual method of calculating an average does not apply. Contemplate this gem, $H = \frac{n}{\sum (1/x)}$, if you will.

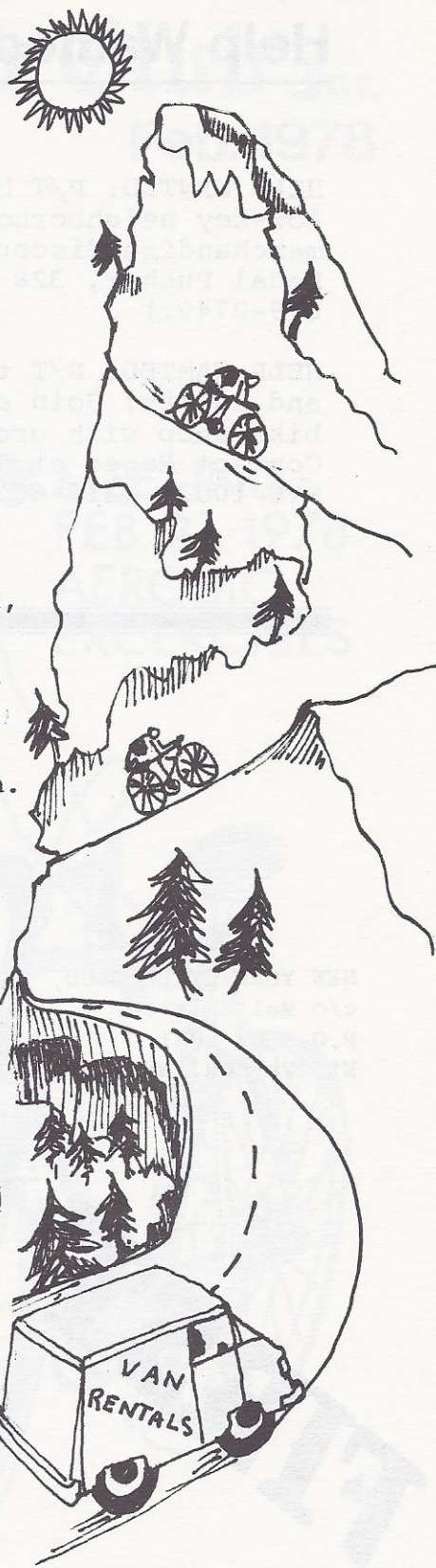
An example of symbolic mathematical obfuscation. Forget it. But try $10 = \frac{2}{1/x + 1/30}$ and voilà! there is your 6 m/h answer.

With this bit of knowledge tucked in the back of your mind, you should be able to determine how likely you will be to complete a hilly bike ride before it returns to the point of origin without you. Or more rewarding yet, you will be able to complete the ride in better shape than your less astute buddies. Good luck.

Van Rental for Out-of-City Trips

After a two-month hiatus Sherman Cohen and Lorraine Gewirtz, anxious to tour and explore our magnificent megalopolis will be warming up on March 11th (see "Rides") with an "Island Hopper". Here's a sneak-preview of future delights: April 8 "Bayshore Discovery Trail", June 24 "Across-the-Waters", July 8 "Wolfe's Pond Park".

They are also considering renting a van and sharing expenses for out-of-city trips. May has been kept open for just such a possibility, perhaps a weekend jaunt on Long Island. In order to properly plan for this they need your response now. If you are interested in renting a van for transporting yourself and your bike away from our city for a day, or a weekend, call Sherman at 784-4011 (weekdays), 332-1990 (evenings), or Lorraine at 832-9073 (evenings). Your interest will be the deciding factor.



Help Wanted

HELP WANTED: P/T bicycle mechanic at friendly low-key neighborhood bike shop. Hourly pay & merchandise discounts. Contact Roger at The Pedal Pusher, 328 E 66 St, NY 10021 (662-5699 or 879-0740.)

HELP WANTED: P/T teach bicycle riding to children and adults! Join staff of established neighborhood bike shop with growing program of instruction. Fun. Contact Roger at The Pedal Pusher, 328 E 66th St., NYC 10021 (212-662-5699 or 879-0740.)



NEW YORK CYCLE CLUB, Inc.
c/o Mel Shleifer
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Mt. Vernon, NY 10551

FIRST CLASS