

January  
1981

# NEW YORK CYCLE CLUB

JANUARY 1981

FOUNDED 1948, INCORPORATED 1973  
(FORMERLY QUEENS ROAD CLUB 1937-1947)

## PRESIDENT

JIM REX  
20-44 23RD ST.  
ASTORIA, NY 11105  
278-5562

## V.P. PROGRAMS

SARAH FLOWERS  
111-50 76TH RD. (4L)  
FORREST HILLS, NY 11375  
544-9168

THE MAIN THEME OF OUR MONTHLY ENTERTAINMENT PROGRAM

WILL BE FOCUSED ON

W I N T E R      C Y C L I N G

BY A PANEL OF EXPERTS

## V.P. RIDES

DAVE MILLER  
410 E. 75TH ST (1C)  
NEW YORK 10021  
794-9365

.... WITH POSSIBLE INPUT AND DISCUSSION

FROM THE FLOOR ....

## SECRETARY

IRENE WALTERS  
47-12 45TH ST. (1F)  
WOODSIDE, NY 11377  
937-2637

## TREASURER

KEN ABRAMSON  
37-32 75TH ST  
JCKN HGTS, NY 11372  
672-9555

## EDITOR

CHRIS MAILING  
324 E. 82ND ST (3C)  
NEW YORK 10028  
879-6199

JAN 13TH, TUESDAY 6:00 P.M.

COME AND BRING A FRIEND TO OUR  
MONTHLY MEETING LOCATION

## MEMBERSHIP DIR.

MARTHA RAMOS  
75 HENRY ST (10G)  
BROOKLYN, NY 11201  
858-9142

ARTEMIS RESTAURANT (GREEK FOOD)  
76 DUANE STREET @ BROADWAY

(TWO BLOCKS NORTH OF CITY HALL)

## CIRCULATION MGR.

ALICE ST. ANDREA  
43 FIFTH AVE.  
NEW YORK 10003  
777-4664

## RIDE CO-ORDINATORS

A) BOB FRIEDMAN 724-4246  
B) BARBARA SILVERSTEIN 685-2714  
C) MARGARET SHUGAR 263-6181

CLUB ADDRESS: P.O. BOX 877  
BROOKLYN, NY 11202



Thursday, January 1st-NEW YEARS DAY CENTURY. Call leader Ken Abramson at 672-9555 for details.

There are not very many rides scheduled for January, but you still can go out and ride by yourself or with friends. I would like to suggest that you ride at least 10 miles 3 times a week to keep your self in minimal shape for this spring. Or you can ride rollers 3 or 4 times a week, or you can ice skate, or cross country ski, These two won't keep your rear end in shape though. Ride as much as you can as the weather permits.

David C. Miller

#### "A" RIDES FOR JANUARY

Anyone who wishes to ride this month. (weather Permitting) Call either Bob Friedman at 724-4246, Chris Mailing at 879-6199 or Jim Rex at 278-7057.

Saturday, January 24th. MANHATTAN CIRCULAR. Here is an opportunity to explore New York county's splendid shore-line without being too far from a friendly restaurant or your warm apartmnt. Your leader Ken Abramson hopes to discrss what shore-line is already accessible by bicycle, and share ideas with you about obtaining more of the shore-line for bicycle usage. Meet at the Tramway Plaza at 59th st. and 2nd ave in Manhattan at 10:00AM for a moderate ride of 30 miles. Bring a lock, lunch or money for it, and a thermos with something hot to drink.

Saturday, Febuary 7th. "ROCKY RUN". 24 SECOND PATCH RIDE AND DOG SLED COMPETITION. Your leader, Ken Abramson, who has led the longest day events, figures why not lead the shortest. You have got to have good body heat retention! Meet at 49th st and Rockefeller Plaza in Manhattan at 12:00 noon. You will be riding at same pace as the famous "Capitol Run" up to 50th st. Those who complete the ride in 24 seconds will not receive an actual patch, but yor may seek out your leader, (who will be enjoying yor antics from a window bar stool in the Beef Burger restuarant at 51st st ) whereby he may inadvertintly spill some of his irish coffee on your AYH pass. Releases, trip costs, sag wagon, and good conduct are all totally irrelevant, since no one in their right mind would dare show their face for this ride in the first place. Dog sled participants must provide their own dog team and sled. Any survivors of the ride are invited to skate after lunch in the Rochefeller Center skating rink. The session is 2:00-4:00 PM; \$6.00 admission, \$3.00 skate rental. Please a lock for your bike or dog sled.

#### "A" TRAINING RIDES PREVIEW

Leaders Chris Mailing And Bob Friedman

Rides begin in N.Y.C.

3-1-81	40 miles	More details later, But plan now.
3-8-81	52 "	
3-15-81	60 "	
3-21-81	50 "	Stop!! As I have been typing this I have deecided that we
3-24-81	65 "	should have a New Years Day Ride. Start the New Year right
3-28-81	68 "	by riding your bike. If the temperature is above 35 degrees
3-29-81	75 "	wind under 10 MPH and no snow or ice on the roadway surface
4-4 -81	65 "	we will ride 25 miles in N.J. 40 miles from the C.P. Boathouse
4-5 -81	90 "	where we will meet. Meet at 12:00 noon for a very moderately
4-11-81	68 "	paced ride with warm up stop when ever needed. If I am
4-12-81	110 "	over my cold by then meet your leader David Miller for a
4-18-81	65 "	New Years Day Ride. Remember;

Start the New Year right

By riding your bike.

For details call David Miller 794-9365 the evening before the ride.

## "A" RIDING TECHNIQUES

by Chris Nailing

The article that follows is the first of a series of four on the subject of "A" riding. The material presented is nothing more than the writer's opinion, and other accomplished riders will certainly have conflicting ideas. Topics to be covered include: equipment; training; riding form; and group riding.

While most of what it takes to ride "A" rides comes only through riding experience and training, I have observed that many potential "A" riders lack knowledge of concepts that could be communicated in writing, and it is this need that the series is intended to address.

In general, as speed and distance increase, the benefits of riding efficiently (i.e. performance per unit effort) become increasingly important. Small differences in equipment and riding technique multiply over 100 miles, just as discomfort after 10 miles becomes excruciating pain after 100. The effort required to overcome wind resistance (which is up to 95% of a rider's resistance to motion) increases geometrically as speed increases; improving efficiency is the easiest way to increase speed. While it may be that "A" riders are in better condition than their "B" and "C" counterparts, I believe that much of the difference is in the efficiency with which "A" riders' effort is utilized.

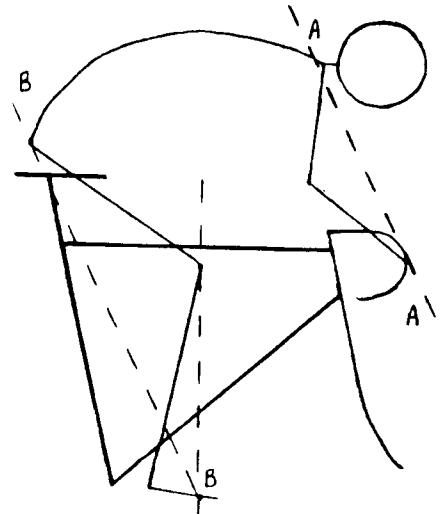
### EQUIPMENT

Contrary to popular belief, expensive equipment is not requisite for participation on "super touring" rides. Though many riders sport Reynolds 531/Campagnolo class equipment, there are many examples of good riders with bikes costing less than half of what such bikes cost. What is important is that the bike has light wheels (i.e. tubulars or 700C clinchers on alloy rims), the rider is positioned properly on the bike, and the gears are appropriate for the terrain and the rider's condition.

In setting up the bike, the most important adjustment is saddle position; everything else should be adjusted with respect to the saddle. Saddle height should be such that the rider's knee is just kinked at the bottom of the stroke, with the heel slightly below the ball of the foot. The saddle should be slightly lower for riders who "spin" the cranks at high r.p.m. than for riders who "push" the cranks around more slowly, because a rider has more power, but less smoothness, at the bottom of the stroke. The saddle should sit fairly flat, and forward (or back) so that the rider's knee is over the pedal spindle at the midpoint of the stroke (see diagram).

When the rider pushes on the pedals, the body is anchored by pulling in opposition on the handlebar. When "the heat is on", the rider will move into position so that the line from the hand to the shoulder (line AA in the diagram) is parallel to the line from the pedal spindle to the hip (line BE). Some riders find themselves moving up or back on the saddle when they climb hills or sprint, and move the saddle to compensate, when the handlebar should be adjusted instead.

As a start, your stem should be short enough that your finger tips just meet the handlebar when your elbow is placed immediately in front of the saddle. Then, if you find yourself moving forward on the saddle when pushing hard, your handlebar is too close, and a longer stem should be used. Con-



versely, moving back on the saddle indicates a need for a shorter stem, and/or lowering the bars. Thus, you are positioned for maximum muscle efficiency at all times. If you are unable to position the saddle or handlebar properly by making these adjustments and/or replacing the stem, your frame is the wrong size for you.

In choosing gear ratios, a compromise must be reached between range and selectivity. The best way to judge the range you require is to figure the highest gear you can climb most hills with, and the lowest gear you can use on most downhill runs. Each rider should determine their needs empirically. Stronger riders can use a more limited range. You may need different ratios at different times of the year as your condition improves.

You will not have the range you will need for every situation, if you are to have good selectivity. Greater selectivity enables the rider to select a gear that more closely approximates the gear ratio that optimizes riding efficiency in each situation. I have found a close ratio freewheel in combination with wide ratio chainwheels allows me to "fine tune" my choice of gear in several increments within the broad range determined by the chainwheel selected.

Finally, some riders marvel at the tool kit I carry on rides, which consists only of two spare tires, a pump, and a spoke wrench. Each rider should be confident enough in his equipment, having checked and tested its assembly and adjustment, to know that nothing more is needed. Stopping the group for anything other than a flat tire or an occasional broken spoke should be unnecessary. If, however, your bike is not assembled and adjusted properly, you must be prepared to either make the repairs or find alternate transportation home (i.e. don't depend on other riders for the tools you may need).

The series will continue next month with an article on training.

#### WANTED TO BUY

If you have touring bike to sell, with a 23<sup>1</sup>/<sub>2</sub> - 24<sup>1</sup>/<sub>2</sub> inch frame, I have a potential buyer. Call Irv Weisman: LO2-7298 (eves), or 650-8075 (days).

#### ORDER

Please send me \_\_\_\_\_ maps at \$3.00/each.

For postage and Handling and mail orders add \$.50.

Enclosed is my check for \$\_\_\_\_\_.

- 22 x 35 inches — folds to standard map size.
- Printed on waterproof, tearproof, light-weight, spun-bonded Tyvek.
- Three colors — shows recreation and commuting routes.
- All one-way streets are shown. Only map to do so!
- Safety and riding information and illustrations on back.

Name \_\_\_\_\_ Telephone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to **TRANSPORTATION ALTERNATIVES**

133 West 72nd Street, Room 301, New York, N.Y. 10023  
(212) 799-6426

Transportation Alternatives is a non-profit, civic organization, dedicated to safe and effective cycling in New York City.



New York Cycle Club, Inc.  
Statement of Receipts and Disbursements  
For the year ending November 30, 1980

Balance December 1, 1979:	Republic Nat. (ckg.)	\$569.02
	Serial Fed. Savings	<u>646.68</u>
	total on hand	1215.70
Receipts:		
Dues		
Jerseys (net of sales)	\$1561.50	
Heat transfers	62.00	
Bulletin advertisement	33.25	
Contributions	9.00	
Interest on savings	13.00	
	<u>20.63</u>	
	tot. 1699.38	
Disbursements:		
Bulletin - printing	1073.32	
postage	405.64	
stat'ry	<u>35.87</u>	
	sub. 1514.83	
Promotions & sales		
heat trans.	274.00	
silk screen	15.00	
'A' train. rides	6.43	
Pepsi Marathon	<u>12.65</u>	
	sub. 308.08	
Club memberships		
AYH	42.00	
LAW	<u>10.00</u>	
	sub. 52.00	
Board Costs		
correspondences	24.48	
host expenses	<u>12.00</u>	
	sub. 36.48	
Election ballot (1980)	55.40	
Programs (LAW movie)	8.78	
P.O. Box rental	30.00	
Bank Charges	<u>22.34</u>	
	tot. 2027.91	
Deficit:.....	\$ 328.53	
Balance November 30, 1980:	Republic Nat. (ckg.)	578.60
	Serial Fed. Savings	<u>308.57</u>
	total on hand	\$887.17
Assets: Typewriter, Projection Screen, Silk Screen for Jerseys, Heat Transfer Inventory, Miscellaneous Stationary & Postage supply.		
Note: A cost and budget analysis for the 1981 fiscal period will be presented in the January bulletin.		
	prepared by Ken Abramson, Treasurer	

NEW YORK CYCLE CLUB RIDE LEADERS  
( Nov 79 - Oct 80 )

BY JIM REX  
EDITOR

CLUB RIDES, PART I	RATING		SUBTOTALS				D & C				B				A & A				RAINED OUT	CANCELLED	TOTAL MISSED	
	RIDER	LEADER	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE								
1 BARONE	A	*	1	42	7	294					1	42	7	294							1	
2 BAUMGARTEN	A	*	2	130	5	325					2	130	5	325							1	
3 BORGIDA	A		1	34	5	170															1	
4 FLOWERS	B		5	129	28	730		34	5	170											5	
5 FLOWERS	B		1	33	7	231		129	28	730											1	
6 FRIEDMAN	A+	*	2	160	11	875		33	7	231											1	
7 GRAY	A		1	90	20	1800															1	
8 HIRSCH	A	*	1	55	4	220															1	
9 KRYZNOVAK	A+	*	1	70	2	140															1	
10 LEVIN	A+	**	1	100	7	700															1	
11 MAILING	A+	**	21	2115	199	19463															1	
12 MILLER	A	*	4	279	24	1415															1	
13 MORANO	B		13	291	55	1535															1	
14 REX	A+	**	3	363	13	1274															1	
15 SANCHEZ	A	*	1	50	16	800															1	
16 SCHNEIDERMAN	A+	*	1	90	20	1800															1	
17 SHLEIFER	B	*	2	90	7	310															1	
18 WEISMAN	B	*	10	422	65	3152															1	
19 YAO	A+	**	17	1555	162	13995															1	
20 GUTERDING	A																				1	
21 HILDEBRANDT	B																				1	
22 HOLLANDER	B																				1	
23 LACK	B																				1	
24 TAGGART	A																				1	
TOTALS			88	6098	657	49232	23	532	116	3115	25	1398	194	10600	40	4168	437	35517	10	41	51	
WITHOUT OVERLAP			68	4389	448	31527	19	443	92	2545	21	1193	137	7696	28	2753	219	21286			40	
OUTSTANDING SERVICE			4 **	MAILING				MORANO				WEISMAN				MAILING				A		4
			11 *	YAO				FLOWERS E.				YAO				YAO				B		17
				WEISMAN				WEISMAN				MILLER				REX				C		19
				MORANO				FLOWERS S.				MAILING				FRIEDMAN						

NOTE: MOST RIDE CANCELLATIONS WERE CAUSED BY OFF SEASON INCLEMENT WEATHER CONDITIONS.

CO-LEADERS GET FULL CREDIT ON TOTAL TURNOUT OF RIDERS AND THEIR RESPECTIVE MILEAGE, BUT IT DOESN'T DOUBLE THE CLUB'S PARTICIPATION AS IT WOULD INDICATE IN THE SUMMARY OF FIGURES. SUCH "OVERLAP" IS NOTED AND DISCOUNTED FROM THE TOTALS, WITHOUT EFFECTING INDIVIDUAL LEADER'S RECOGNITION.

THIS DATA IS BASED ON MONTHLY SCHEDULED RIDE PROGRAM PARTICIPATION ONLY, EVEN THOUGH OUR MEMBERS MAY RIDE OR COMMUTE ON AN INDIVIDUAL BASIS ALSO WHICH WE HAVE NO RECORD OF TO EVEN TRY TO IMAGINE

## JOINT RIDES, PART II

[illegible]

NOTE: THIS YEAR'S 5 BORO RALLY HAD ABOUT 11000 PARTICIPANTS, TOO MANY TO INCLUDE INTO CLUB RIDE FIGURES THAT WOULD ADD 396000 MORE MILES, PLUS THE HI-POINT 100 EVENT WITH 500 PARTICIPANTS THAT COULD ADD ANOTHER 50000 MORE MILES. NOT TO MENTION THE PEPSI-COLA 24 HR BIKE MARATHON WITH OVER 11000 PARTICIPANTS. CYCLING IS GETTING MUCH TOO BIG FOR ONLY ONE CLUB TO HANDLE, LET ALONE TAKE TOTAL CREDIT FOR ALL OF IT.

### RIDE RATINGS BASED ON 7 YEARS' DATA

LEADER	TRAINER - CRUISER										*	**	***	****	*****	***	***																
RIDE	D		C		B		A		A+					***	***																		
TERRAIN	FLAT					ROLLING					HILLY																						
MILEAGE	10	15	20	25	30	35	40	45	50	60	70	80	90	100	125	150	175	200	225	250	275	300	325	350	400	450	500	550	600	700	800		
S "D"	6-5 MPH										10-7 MPH																						
P "C"											13-11 MPH																						
E "B"											17-14 MPH																						
E "A"											18-15 MPH																						
D "A+"																																	
RONDENAUR																																	
																	20-16 MPH				1 DAY				2 DAYS			3 DAYS			4 DAYS		

PREVIOUS REFERENCES: P 2 DEC 75, P 4-9 DEC 76, P 2-4-7-9 JAN 78, P 6-7 FEB 79, P 8-17 JAN 80 BULLETINS  
ANNUAL COMPARATIVE DATA TO FOLLOW HOPEFULLY IN THE NEXT ISSUE.



# LEAGUE OF AMERICAN WHEELMEN 1981 MILEAGE CHART

[illegible]

1980 LEAGUE OF AMERICAN WHEELMEN									
M	T	W	T	F	S	S	WEEKLY TOTAL	CUMULATIVE TOTAL	
29	30	1	2	3	4	5			
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Anne Callahan, Secretary of NYCC in 1977, moved to Philadelphia in 1978 after her marriage to Larry Matthews. Altho Anne is a B+ level rider, her professional work in physical rehabilitation as an Occupational Therapist persuaded her to pay attention to Irv (NYCC's "Low Gear Maven") and his exhortations about low gears, especially when touring in unknown hilly country.

In 1979, Anne toured thru Pennsylvania Dutch Country with Irv Weisman, John Hoffman, Jim Stokes, and Bill Yao on their way to and from the July 4 Bike Vacation Weekend at Millersville State College, site of GEAR'78.

For 1980, Anne and Larry planned a 3 week tour in the Irish countryside. During the planning stages, Anne contacted Irv for suggestions on modifying their bikes to handle the Irish hills. It meant that their cranksets had to be changed so they could use chainrings smaller than the inadequate 42 tooth minimum which is so prevalent on Campy and Campy copy cranksets; that new clusters designed to work with the new chainrings had to be installed; and that long cage derailleurs had to be installed to handle the wide range clusters. When the transformations were finished, Anne's bike was equipped with a low gear of 28.5 inches, and Larry's with a low of 30.5 inches. Their highs are in the very high 80's and low 90's.

Anne's follow<sup>up</sup> report on the trip is reproduced below.

Dear Irv,

I'm sorry that I didn't get back to you sooner about our trip after all your help during the preparations. Perhaps part of the reason is that our trip was disappointing, very disappointing.

Ireland is a wonderful country for cycling, if you consider the well paved, low car volume roads, and the countryside; but we were not prepared for the climate. June is supposed to be the driest month of the year there. It happened this year that May was a record dry month, and June was the rainiest in 22 years. We had 16 days of rain out of 19. Physically prepared, yes (no emergency garbage bags for rainwear this year as I had to use on our ride back from Millersville in '79); but mentally prepared, no. We would have returned home at the end of the second week, except that the increase in our airfare would have been greater than our expenses for staying the third week.

Now that I've told you the bad news, I'll tell you the good. On clear days, we viewed scenery that I don't expect to surpass for a long time. The green, rolling farmlands, dotted with thatched cottages, really do exist. So do mountainsides covered with sheep, and beautiful red-haired children. Our very best day was a clear day spent in the largest of the Aran Islands. We ferried to the island, no bikes that day, and hiked five miles to the top of a steep, steep hill with a "prehistoric" fortress. We were alone up there and had a spectacular view of the bay directly below us. On our way to this peak, we walked through grassy country lanes, between fields of sheep and cows, and up and down rocky hills. A delightful walk, during which it seemed we had the island to ourselves.

Our best cycling day was one in which we rode through the "Burren" district of County Clare. We climbed to the top of a high plateau, and then rode for miles on good roads with unbroken views of rocky fields, one after another. Doesn't sound beautiful, does it? But in its desolation and primitiveness, it was just beautiful.

The people that we met were very nice. The B&B's (Bed and Breakfast) were, except for two, quite comfortable. (We got the listings for them from the Irish Tourist Board in NYC.) The substantial breakfasts were just right for a day on the road. Saw only a few American tourists on our route, except in the major tourist towns -- Galway, Limerick, and Killarney. Came across some Germans, some British, and some Americans on bicycles.

Transporting bicycles by train is quite easy, but the fares are more expensive than here. Bicycle fare is 1/4 passenger fare. The baggageman loads the bicycle, as is, and takes it off at your destination. Panniers stay on the bike.

The terrain was rolling most days, and very manageable. However, with the panniers on the bicycles, we both were very glad for our low gears. Mine got used every day, and Larry had several occasions to use his. We rode 10 days out of 19, opting for the train on some of the rainy days. Our average mileage of 30 - 35 miles was just right for us. Our average speed was 10 mph, except one day when we were motivated to go a bit faster. On that particular day, the day before we left Ireland, we rode 10 miles from Limerick vicinity to a town called Sixmilebridge. Our spirits were down. We hadn't showered in 5 days (not all B&B's have hot water or allow showers). We had to wait out three rain showers on our way to the town. When we got there, we saw that it was a very small, rather dirty town, with an unpro<sup>o</sup>ising looking B&B. We weren't taking any more chances. We hightailed it back to Limerick to a B&B where we knew we could take a HOT shower. We made the 10 miles back in thirty minutes. I hardly knew I was working, so anxious was I for the comforts of civilization.

Back to the terrain. Before we left home, we invested in a set of topographical maps (scale: 1 inch = 1/2 mile, and 1 inch = 1/4 mile). These were invaluable. We got them from: Ordnance Survey of Ireland, Director of Ordnance Survey Office, Phoenix Park, Dublin 8. I chose our destinations by B&B location, train access, etc., and Larry mapped out the route. We avoided mountains and many "seem like mountains" hills that way. The terrain was perfect.

As you may recall, besides cycling, the other reason we went to Ireland was for its fishing. We took fishing gear along for trout fly fishing. In recent years some of the lakes have succumbed to pollution, and the local fishermen complain that the fish aren't as big or plentiful as before. But Ireland remains attractive to fishermen from all over the world. Salmon fishing is big. In the city of Galway, you can see salmon running upstream in a river which flows through the center of town. Near Limerick, I spent an afternoon by a falls, and watched the salmon jump the falls all afternoon. A fantastic sight. I proudly caught my first trout, unassisted, here. (I wasn't sure if it was a trout, so I took a picture so Larry could identify it later.) For Larry, the fishing was disappointing. The lakes and streams we visited were unsuitable for wading, which is his preferred style of fishing.

Our Ellis Briggs bicycles held up well. (Thank you Bill Recht.) Our Specialized Touring tires held up extremely well, too, considering some of the back roads we were on. Only one flat, and that was before we left for the airport on our last day. I did not find the Shimano Crane GS to shift well, especially into the higher gears, even after many adjustments. I will probably replace it during the coming year. If I were planning to ride in a rainy climate again, I would get fenders to avoid the mud and cow dung from being sprayed on my bicycle, on my panniers, and on me.

Oh yes, if not for the rain, the climate is wonderful. Temperatures ranged from the high 50's to mid to high 70's. Wonderful for cycling. Not so good on wet days though, especially for me because I get cold so easily. We both had a hard time adjusting to the heat wave when we returned, after wearing leg warmers, sweaters, wool socks, etc. for three weeks.

I've rambled a bit, but I think I've gotten in all the highlights for you. A mixed bag, to say the least. But whoever said touring does not involve risks? One result of the trip is that Larry is much more into cycling and touring than before. In spite of our disappointments with the rain, don't be surprised to hear about us planning another trip in a couple of years. But next time, somewhere in the U.S.A.

Thanks for all your help and all the trouble you went to to make sure we had good low gears. We thanked you many times on the trip.

Remember me to my old NYCC clubmates.

Best regards,

*Ann*

DECEMBER 2, 1980 BOARD OF DIRECTORS MEETING  
SUMMARY OF MINUTES (UNAPPROVED)

- 1.) Several Club members had declined the opportunity to assume the office of Editor, vacated by Diana Bingham's resignation. Jim Rex agreed to put together the January Bulletin, pending an appointment.
- 2.) Bill Cooper will preside over the presentation of awards, and the mock elections which will follow, at the December Club Meeting. Jim Rex will present his annual tabulation of ride leadership statistics.
- 3.) The Rides Committee reported that they have set All Class Club rides for May, July, and September, 1981, are working to develop a schedule of spring training rides, and are soliciting suggestions for weekend trips.
- 4.) Jim Rex took over the administration of the Club's relationship with Artemis Restaurant from Lorraine Gewirtz.
- 5.) The Board is planning a membership questionnaire. Martha Ramos is considering sending all new members a questionnaire in order to identify their needs. Comments are solicited.
- 6.) Ken Abramson will present yearend (11/30/80) financial statements at the December Club Meeting.
- 7.) Sara Flowers announced Meeting Programs for January, a panel discussion on winter cycling; and February, a discussion of off-season conditioning and spring training. Additional ideas are requested.
- 8.) Martha Ramos read the text of the telegram sent to the Mayor after the November Club Meeting, published elsewhere in this Bulletin.
- 9.) The next Board Meeting will be held January 6, 1980.

Complete copies of approved minutes are available from Chris Mailing; phone (212) 879-6199.

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At the Tuesday General Membership meeting of November 11<sup>th</sup> a motion was voted on by the membership. The topic related to the proposed destruction of the newly installed bicycle lanes. The text below represents the sentiments as voted on by the membership present at that meeting. The vote was 45 for and 4 against. A mailgram was sent to City Hall on Wednesday November 12<sup>th</sup>.

Dear Mayor Koch:

The membership of the New York Cycle Club would like to commend you on your support for cyclists. With this in mind I urge you to let the bicycle lane experiment continue for one full year as planned. Enforce the laws that support the lanes and educate the public in their use. This is the wrong time of the year to properly evaluate the effectiveness of the lanes.

Bill Cooper  
President  
New York Cycle Club

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APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB INC.

As a NYCC member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the club, it's officers, and ride leaders blameless in case of accident.

NAME(S) \_\_\_\_\_ PHONE H. \_\_\_\_\_

B. \_\_\_\_\_

ADDRESS \_\_\_\_\_ APT. \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

WHERE DID YOU HEAR ABOUT NYCC \_\_\_\_\_

Other Cycling organization(s) you belong to \_\_\_\_\_

DATE \_\_\_\_\_ AMT OF CHECK \_\_\_\_\_ RENEWAL \_\_\_\_\_ NEW \_\_\_\_\_

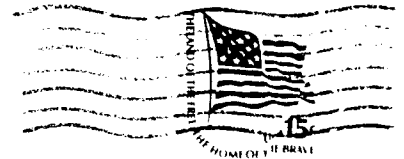
Dues for one year at \$11 per single, \$14 per couple residing at the same address and receiving only one newsletter. Mail to

NEW YORK CYCLE CLUB Inc.

P.O. Box 877

Brooklyn, N.Y. 11202

NEW YORK CYCLE CLUB  
c/o ALICE ST. ANDREA  
43 FIFTH AVE.  
NEW YORK, NY 10003



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