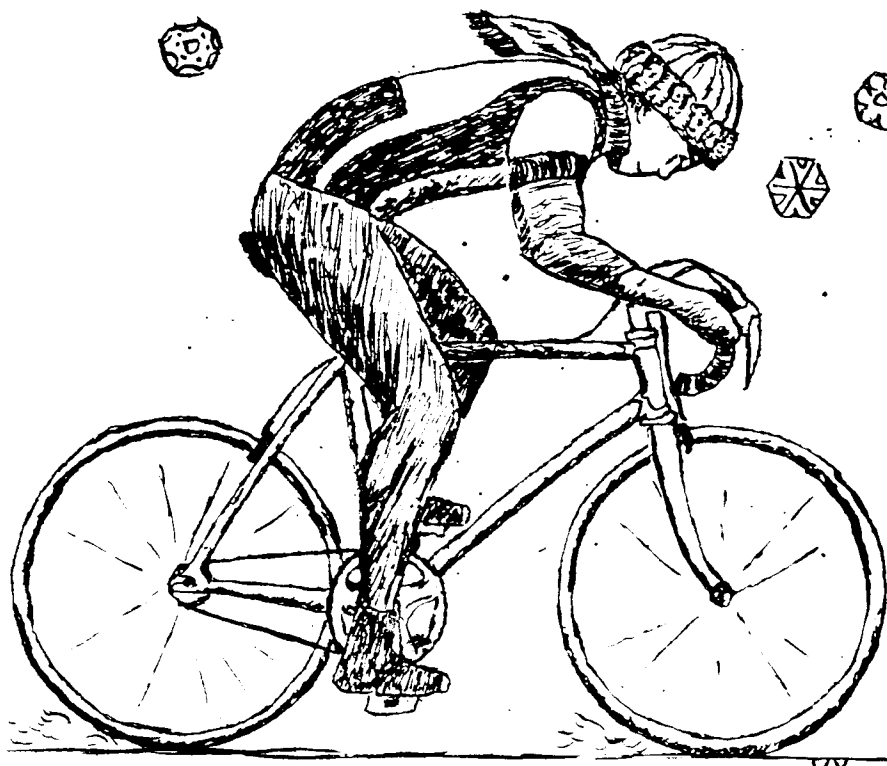


January  
1982



# NEW YORK CYCLE CLUB



**-SPECIAL-  
WINTER CYCLING**

**january**

# Ride Listings

## GUIDELINES FOR CLUB RIDERS

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose personal or bicycle condition seems inadequate for the ride are to be turned back by the leader. Our leaders are truly reluctant to do this, so please cooperate with them:

- 1) Select rides within your capabilities--avoid downgrading the ride for your fellow riders and stressing yourself "trying to keep up"; or, conversely, demanding a faster pace than advertised.
- 2) Be on time or a bit early. Rides will leave promptly.
- 3) Have your bike in good condition: both brakes working, properly inflated tires, adjusted derailleurs, no loose parts.
- 4) ~~Eat a good breakfast~~; bring water, snacks, spare tube, patch kit, pump; and lights for dark.

### RIDE AND RIDER CLASSIFICATIONS

(See, also, the detailed classification graph in the Feb 1981 Bulletin)

		Riding pace
A+: ANIMALS:	Anything goes. Eat up the roads, hills and all.	17+ mph
A: SPORTS(WO)MEN:	Vigorous riding over hill and dale. High regard for good riding style. Can take care of themselves anywhere. Stops every two hours or so.	14-17 mph
B: TOURISTS:	Moderate to brisk riding along scenic roads, including hills; destination not so important. Stops every hour or two.	11-14 mph
C: SIGHTSEERS:	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half to one hour.	8-11 mph
D: BEGINNERS:	Very leisurely sightseeing. Discovering the bike and their bodies; training up to C. Frequent stopping and regrouping. Do not believe reports about mere mortals riding 100 miles or more in only one day.	Less than 8 mph

See also: ...

Fri Jan 1 NEW YEARS DAY RIDE Leader: David Miller (794-9365). Start the new year right by riding your bike. Dave will lead a ride in Manhattan on New Year's Day, if the temperature is above 30°, with winds less than 10 mph and no rain or snow. Meet at the Central Park Boathouse.

Sun Jan 10, ANTI-SLOTH RIDES Leader: Ed Schweber (567-2661). Ed is determined to ride 17,24 & 31 all winter. If anyone is interested, Ed will lead rides on these Sundays that follow hassle free, direct routes and feature indoor lunch stops. Destination, rendezvous point, and departure time will be decided in conjunction with the first rider to call during any given week.

## Ride Previews

### 1982 RIDING SCHEDULE

DATE	RIDE	LEADER/CLUB	CLASS	DISTANCE
2/28-4/17	"A" Training Ride Series	Mailing	A/A-/B+	40-110mi
4/18	Marshalls' Ride Citibank/AYH Five Boro	Bauman/AYH	C	36 mi
4/25	Citibank/AYH Five Boro Bike Ride	Bauman/AYH	C	36 mi
5/8-9	Tour of the Scioto River Valley (TOSRV)	Columbus, Ohio AYH	A/A-	210 mi
5/16	Montauk Century	Bollag/AYH	A/A-	110 mi
5/29-30	Pepsi Marathon	Toefield/KCC	A/B/C	
6/4-6	Great EAstern Rally (GEAR)	Harrisburg, Pa LAW	A/B/C	
7/1-5	LAW National Convention	Dayton, Ohio LAW	A/B/C	

# January Club Meeting Program

## RACING...WITH A TEMPO

Our January topic is bicycle racing in general and in the NYC area in particular. Lenny Preheim, Director of the Tempo Bicycle Racing Team as well as general manager of Toga Bike Shop, will be our speaker. Tempo, a leading team in the Northeast, is beginning its 5th year with a sterling record: one member was on the US National Team last year; one member is on the 1984 Olympic team; the team has been the leading collector of State medals in the junior and senior divisions for the last four years; and a team member has won the Pepsi Marathon for the past few years. Lenny will not only explain racing to us, but he will also present video tapes of the Nationals.

Join us at Artemis Restaurant, 76 Duane Street (just off Broadway, two blocks north of City Hall) at 6:00 PM Tuesday, January 12.

Sara Schell Flowers, Programs

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# DIRE PREDICTIONS



"The ordinary 'horseless carriage' is a luxury for the wealthy; it will never, of course, come into as common use as the bicycle."

—*Literary Digest*, 1889

"The actual building of roads devoted to motor cars is not for the near future, in spite of the many rumors to that effect."

—*Harper's Weekly*, 1902



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## December Board of Directors Meeting

### SUMMARY OF MINUTES (UNAPPROVED):

1. The Board discussed the program for the December General Membership Meeting.
2. The procedure for names getting on the membership roster was discussed.
3. Ken Abramson will prepare the 1981 financial statement.
4. Chris Mailing reported on the contents of the special bulletin.
5. Barbara Silverstein reported she still has the silk-screen.
6. Bill Cooper reported that Bill Hoffman has requested not to be reappointed ballot-counting committee chairman.
7. Chris announced he would like to have meetings of all Rides Coordinators as needed, probably four, in 1982. He would also like to hold three All-Class Club Rides next year, to: New Jersey, Westchester, and Long Island.
8. The next meeting will be held on Tuesday, January 5, 1982.

Copies of the complete, approved minutes are available from Irene Walter.



# Dressing for Winter Riding

or  
How I Learned to  
Survive and Love It

Harry Rутten

Regardless of outside temperature, your body is constantly striving to maintain a state of homeostasis. This is the process controlling the equilibrium of your body's temperature. In order to function properly, your body must maintain an even temperature (98.6°F) around the vital organs in your torso. Temperature deviations of just a few degrees too high or low can cause serious illness and if unchecked, death.

When cold threatens your body temperature equilibrium, the homeostasis process decreases the blood flow to your extremities; thus, your hands and feet get numb when you're cold. Blood flow to the brain must remain constant to maintain oxygen supply. Consequently, as much as 50% of your body heat can be lost through an uncovered neck and head.

Hypothermia--what is it? It is simply lowered body temperature caused by a loss of heat at a rate faster than the body can produce it. It is a major outdoor killer. Most cases of hypothermia occur in seemingly mild 30-50°F temperatures. Few people recognize hypothermia until its more advanced stages. Suffice to say, when violent shivering begins, your internal body temperature is dropping below 95°F. This is the critical level and the information on dressing properly is designed to protect you from the dangers of hypothermia and make your winter cycling safe and pleasurable.

Dressing for winter cycling should be designed around a layered system. It allows you to fine-tune your comfort by adding or subtracting layers as conditions warrant.

**UNDERWEAR:** Never wear cotton next to your body. It absorbs moisture, holds it, and loses its insulating properties, actually contributing to heat loss by conduction. Wool or synthetic underwear with its ability to breathe and wick away moisture is best. A personal preference is Damart Interlock Weight Underwear. It is the best I've ever used.

**LAYER 2:** Wool's unique ability to provide warmth even when wet and to dry from within, wicking away moisture from the skin, make wool an imperative for the second layer. Woolen cycling jerseys made of soft non-itchy Merino wool are my choice and worth their relatively high cost. The legs should be protected by woolen tights with long Johns, if temperatures dictate. I've experimented with poplin cross country ski knickers and woolen socks with cycling shorts underneath and found them excellent in temperatures as low as 30°F.

**LAYER 3:** Wool again. A sweater of medium weight and close weave works well. This is the basic winter body cover that I use and I'm comfortable into the low 20's. Below that, it's everyone for themselves.


**LAYER 4:** Wind robs heat. The outer shell of your layered clothing should be able to shield you from the wind while allowing body moisture to breathe away. Unfortunately, most wind breakers do only the first and make you uncomfortable due to moisture condensation when in a highly active state. My personal preference is the nylon Kelty anorak. It does the job with a modicum of success. I wear a wind breaker only when it's windy or damp but carry it all the time and put it on when stopping, to prevent convection heat loss by evaporation. The new Gortex fabrics do breathe but their expense, in my estimation, does not warrant their use for cycling.

**THE HEAD:** Your hands and feet will be warmer and your body temperature more stable if you keep your head and neck covered. A woolen cap that covers your ears is a must under your helmet. Remove the pads to make it fit and cover some, if not all of the vent holes with masking tape. I prefer the Balaklava with its face protection and long neck and shoulder bib made of Norwegian rag wool. You can cover your mouth and nose with it on those extra chilly days.

**THE HANDS:** Mittens are best since they allow finger movement and increased circulation. I prefer an inner, woolen liner with a leather shell for the layering and the ability of the liner to wick away moisture. Ski gloves are good. In fact, you may wish to experiment with hand covering to find what's best for you.

**THE FEET:** Probably the most difficult part of the body to protect due to their lack of movement in the toe clips and the absence of insulated shoes. Here is my method, distilled after many winters with frozen toes. It works! Thermal socks with reflective aluminum fibers; insulated ski socks, cycling shoes or my own modified winter Hush Puppies with a leather pad glued on the sole for pedal pressure. A note at this point that your shoes must be large enough to allow for toe movement with the socks. Now the trick--two pairs of heavy wool hunter's socks over the shoes with a hole cut in the bottom (bind the hole on the edges) to expose the cleat and a pair of nylon over-boots designed for cycling to break the wind. These are available from the Touring Cyclist Shop, Boulder, Colorado. Ahhhh...toasty, cozy feet. Recently, quilted insulated booties have appeared on the market but I cannot vouch for their effectiveness. Ask someone; there are club members using them. If your feet get numb while riding, STOP and walk around to restore circulation.

Well, you're all bundled up, your cycle is ready, the gang is waiting and you have to go to the bathroom... **HAPPY WINTER RIDING!**

**NOTE:** My thanks to the Woolrich Company for providing the information on hypothermia and the body mechanisms. 

## Commercial Advertising Policy

Pricing	Full page advertisement	\$50.00
	Half page advertisement	30.00
	Quarter page advertisement	20.00
	Eighth page advertisement	15.00
	Per line (min. three lines)	3.00

- Placement to be done by the Bulletin Editor
- Any member who has paid dues before Labor Day may advertise three lines for free until the following April 30.
- Any member who pays dues after Labor Day may advertise three lines for \$5.00 until the following April 30.
- Other clubs or organizations are not exempt from this policy unless the Board of Directors determines otherwise.
- The Bulletin Editor may reject unsuitable advertising, with appeals made to the Board of Directors.

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Pulse Rate and Fitness  
by Joe Wigodner

In Montaigne's essay, Apology for Raimonde de Sebonde, written in the 16th century- he says and quotes the following: "for this saying has in all times been in the mouth of the people":

"Tenez chaulds les pieds et la teste, au demourant vivez en beste"  
or

"Keep warm your feet and head; as to the rest live like a beast"  
To some 20th century cyclists that a pears as a newly revealed panacea for winter cyching.

As usual, I am intrigued by the item from Irv Weisman on "The N.Y.C.C. Winters Numbers Games", on "Calculating, calibrating, graphing, pulse measuring, scientific, sweaty proceedings", et al. But nothing about how to train to bring your pulse rate down.

This morning, as every other day, after stationery running for 20 minutes at 105-120-130 steps per minute- that is- each time the left foot comes down; upon completion my pulse was 80 per minute and no perceptible sign of rapid breathing. While doing this I listen to my beloved recorded music.

How does one achieve that? Simply by doing it; all the rest is "much ado about nothing" if one does not follow a regular and disciplined program of aerobic type fitness training. I demonstrated this at a club meeting about eight years ago.

Cycling on an irregular, haphazard basis will not do it, unless you ride at least every other day- ride hard, with interval wind sprints. In Coopers book on "Aerobics" there is a schedule on how to begin, and build up from there.

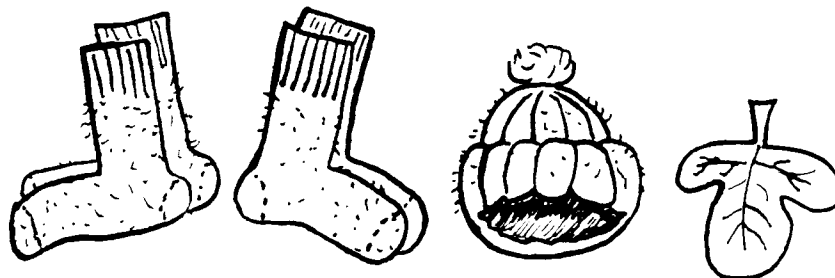
You must be in command of your own body, make it do what you want it to do. And if some smart-alk out there should say: "Hell- if I was training as long as Joe has I would be in good shape too"-- What?'71'. Right ! - Well do it!

As for myself, I shall keep moving- I hope until I just "shuffle (or cycle) off this mortal coil."

And Thoreau can say this for me as well:

"I do not propose to write an ode to dejection, but to brag as lustily as chanticleer in the morning, standing on his roost, if only to wake my neighbors up."

Joes' winter  
riding clothes



2 pair of wool socks + wool hat + fig leaf.

That's why he rides so fast!

APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. 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 \_\_\_\_\_

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

WHERE DID YOU HEAR OF N.Y.C.C.? \_\_\_\_\_

OTHER CYCLING CLUB MEMBERSHIPS \_\_\_\_\_

1981 membership dues are \$11.00 per individual, \$14.00 per couple residing at the same address and receiving only one newsletter. Mail this application, with your check, to:

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