

August
1985

NEW YORK CYCLE CLUB

In its 49th year

AUGUST 1985

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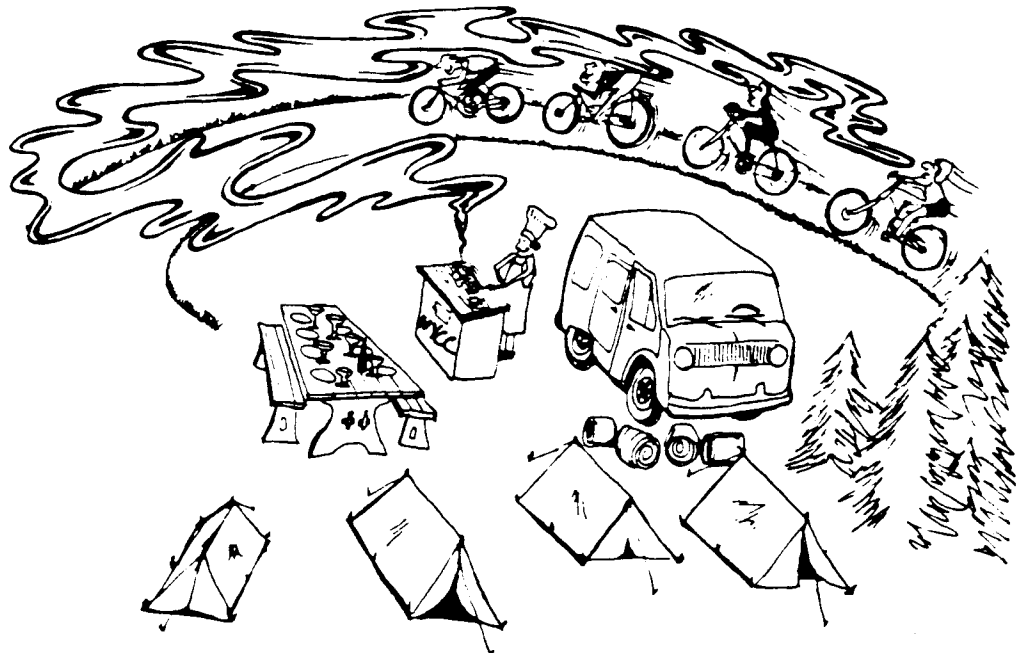
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P.O. Box 877, Brooklyn, NY 11202



AUGUST RIDE LISTINGS

Compiled by Lee Gelobter, V.P. Rides

GUIDELINES FOR CLUB RIDES

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose physical or bicycle condition seem 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) Bring water, snacks, spare tube, patch kit, pump and lights for after dark.
- 5) Eat a good breakfast.

RIDE AND RIDER CLASSIFICATION

Ride/Riders		Riding Pace
"A+" ANIMALS	Anything goes. Eat up 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. Stop every two hours or so.	14-17 mph
"B" TOURISTS	Moderate to brisk riding along scenic roads, including hills; destination not so important. Stop every hour or two.	11-14 mph
"C" SIGHTSEERS	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stop every half to one hour.	8-11 mph
"D" BEGINNERS	Very leisurely sightseeing. Discovering bike and their bodies; training up to "C." Frequent stopping and regrouping. Do not believe reports of mere mortals riding 100 miles or more in a day.	to 8 mph

Any member may lead a ride. See the respective Ride Coordinator to submit a Ride Listing form. Ride Coordinators' names and telephone numbers are listed on the cover of the Bulletin.

Central Park Boathouse phone numbers are: 650-9521, 744-9813, 744-9814.

- Sat. Aug. 3
8:00 AM
A
90+ mi. CHAPPAQUA OR THERE ABOUTS, AGAIN. Leader: Claire Goldthwaite (212-228-8828) Meet at the Boathouse for a scenic ride through Westchester using a familiar route with a few variations. Pace will be brisk but not fanatic. Pacebusters will be yelled at (loudly); laggards will be dropped (gently).
- Sat. Aug. 3
8/9/10 AM
A/B/C
100/50/25 mi. PRINCETON BICYCLING EVENT. Leader: Princeton Freewheelers (609-397-1188) Ride through the beautiful countryside around Princeton with cyclists from all over the Eastern U.S. Rides start from Palmer Stadium on Rt. 571 in Princeton. Special cyclist's breakfast at P.J.'s Pancake house in downtown Princeton (134 Nassau St. (Rt. 27)) from 6:30-9:30 for \$4.50. Raindate Aug. 4. Call Alinda Barth (718-441-5612) if you can offer a ride, need a ride or want more information.
- Sun. Aug 4
8:00 AM
A
100 mi. CAUMSETT STATE PARK. Leader: Mike Klaveness (H. 212-873-5754 W. 212-262-6810) Meet at the Boathouse for a friendly paceline ride to a park on Long Island's North Shore. Lunch (the only major food stop) in Caumsett State Park with a striking view of Long Island Sound. Be prepared to carry lunch for approx 4 mi. (over some fairly rough roads) from the nearest deli. Thanks to Alinda Barth for the route.
- Sun. Aug. 4
8:30 AM
C
45 mi. JONES BEACH RIDE. Leaders: Rick & Jackie Plate (718-788-1322) We will meet at the statue on Queens Blvd. for a relaxing ride to spend the day at Jones Beach. We are starting early in order to ride at a true C pace. There is an attended bike lot, but you still need a lock. Lockers and showers are available for \$.75 with a \$5.00 refundable key deposit. We will make a deli stop before the bike path to the beach. Return via the A train from Far Rockaway.
- Sat. Aug. 10
8:00 AM
A
95 mi. SILVER LAKE PARK. Leader: Lee Gelobter (718-646-7037) Meet at the Boathouse for a friendly paceline ride up along the eastern shores of The Bronx and Westchester and through southwestern Connecticut for lunch on the lawn at Silver Lake. Eat a good breakfast and bring enough goodies to fuel you through the morning as there are not many places to stop along the way. TWO WATER BOTTLE MINIMUM. Call Lee for details

- Sat. Aug. 10 9:00 AM B 46-50 mi. **PIERMONT, TURNING POINT RESTAURANT-ROUND THREE.** Leader: John Mulcare (718-672-5112) We'll meet at the park just east of the Plaza Hotel (5th Ave & 59th St.) and ride across the GW Bridge if it's open or take the PATH train to Hoboken and proceed from there. Those riders "flat"-ed out in Round One or rained out in Round Two are promised a carefree ride this time as are any Johnny or Mary-come latelies. (Only someone who was privileged to walk across the GW Bridge before it was ever opened to the general public can make such outrageous promises. Come make my day!) Bring the usual goodies such as money, tire irons, pump, spare tubes, map and especially filled water bottles.
- Sun. Aug. 11 7:00 AM A 60-90 mi. **SKYLINE DRIVE.** Leader: Steve Sklar (212-245-3245) (The one in New Jersey.) This ride starts bright and early in order to avoid some of the muggy and late of dog day afternoons. With any luck the bridge will be open by then too and we can get into the wilds of New Jersey even earlier than usual. If you are unfamiliar with the Skyline Drive be prepared for a challenging climb. The road crosses the Ramapo Mountains, which further north includes Bear Mt. We will maintain a paceline wherever possible and safe.
- Sun. Aug. 11 7:00 AM B+ 100+ mi. **NESHANIC STATION.** Leaders: Debbie Bell, Martha Ramos (212-864-5153, 718-858-9142) Meet at the corner of Church & Vesey Streets. Bring \$.75 for the PATH train. The ride includes industrial and residential areas of New Jersey and Somerville. We make a left at the castle, cross over the bridge and enter another dimension as we follow an enchanted road to Neshanic Station. Rain cancels.
- Sun. Aug. 11 8:00 AM - Distance: 00 **CAUGHT BETWEEN THE MOON AND NEW YORK CITY.** Leaders: Richard Lenat, Gregory D'Agostino (718-271-4271) The insomniacs from The Friends of Central Park at it again! This month's Nighttime Madness will start from the Pulitzer fountain in front of the Plaza Hotel (59th St. & 5th Ave.). We'll work our way uptown to Fort Tryon Park for a sunrise breakfast. A splendid time is guaranteed for all. No deli stop, bring your own tuck. If you want to add a few miles Gr Gregory will be riding to Brooklyn about 7 AM with a few turns around Prospect Park and a pass along the beaches.
- Sun. Aug. 11 9:15 AM - 25 mi. **NAPAL, STATEN ISLAND.** Leader: Stanley Simon (212-741-3214) A royal visit to the Tibetan Temple, picnic grounds, beautiful views and 45 minute program (\$2.00 admission). We will go out the easy (flat) way in a tight double paceline that will be strictly adhered to for this part of the ride. Come back the hard way via rugged hills and vistas. Meet at the Manhattan S.I. Ferry Terminal. Threat of rain cancels. Bring \$.25 for the ferry and all the usual accouterments.
- Sat. - Sun. Aug. 17-18 A+ 275 mi. **DELAWARE WATER GAP RIDE.** Leader: Chris Mailing (718-965-0984) Join the sixth annual tour of the Delaware River Valley. On Saturday ride via the Greenwood Lakes and across the Kittatinny Mts. to Port Jervis, then south along the Delaware River to Marshall's Creek, Pa. where the group will stay at the Pocomo Grand Hotel (same as last year). On Sunday the route continues down the Delaware to Washington's Crossing and then returns to New York via Princeton, Staten Island, and the ferry. The ride is very picturesque and hilly on Saturday. The cost of overnight accommodations is \$30.50 per person (two to a room), and must be paid to the leader at or before the Aug. 13 Club meeting. Riders will be informed of the starting point when they pay for their hotel room. Due to the difficulty of the ride, participation will be limited to Club members of demonstrated ability. Portions of the ride will be ridden in a paceline. Maps will be available. Call Chris for further details.
- Sat. Aug. 17 8:10 AM A- 90 mi. **NYACK VIA LAKE DEFOREST.** Leader: Marty Wolf (212-935-1460) Meet outside the Path station at 23rd St. & 6th Ave. to catch the 8:15 train to Hoboken. We'll do a 60+ mile loop through New City and Congers. There will be a brief stop on the way for a snack but lunch will be in Nyack followed by a fast ride back to either to the GW Bridge or to the Hoboken PATH station.
- Sun. Aug. 18 7:30 AM A 80 mi. **KENSICO KLIMBER.** Leader: Jody Sayler (H. 212-799-8293, W. 212-977-6500) Meet at Meet at the Boathouse for a ride to White Plains for breakfast, up to Armonk and around Kensico Reservoir. There will be a quick lunch stop at Ridge Road Park then back to the Boathouse by 3 or 4.
- Sun. Aug. 18 7:00 AM B+ 100 mi. **PRINCETON.** Leaders: Debbie Bell, Martha Ramos (212-864-5153, 718-858-9142) Meet at the corner of Church & Vesey Sts. Bring \$.75 for the PATH train. We will criss-cross our way to Princeton via the canals. The amount of time spent on Route 27 will be limited to no more than 1/4 mi. Ultimate objective is the Thomas Street Sweet Shoppe. Rain Cancels.
- Sun. Aug. 18 8:00 B+ 65 mi. **MIANUS GORGE & BYRAM LAKE.** Leaders: Rick & Jackie Plate (718-788-1322) Meet at Pelham Pkwy & White Plains Road (#2 or #5 train) for a scenic ride with several water views to help us to stay cool. Be prepared to go for a swim under fairly rustic conditions if the day is hot.

- Sun. Aug 18
8:30 AM or
10:00 AM
C
30 mi
SUBLINE TO THE RIDICULOUS. Leader: Jerry Nelken (718-871-8036) Meet Gregory D'Agostino at 8:30 AM in front of City Hall for a ride over the Brooklyn Bridge to Grand Army Plaza to meet the rest of the group for the 10:00 AM start for a breezy ride to Coney Island. Rain Cancels. If forecast doubtful call leader.
- Sat. Aug. 24
7:15 AM
A
120 mi.
CARMEL CARNIVAL. Leader: Rich Herbin (212-666-2162) Meet at the Boathouse for a ride to Northern Putnam County via a scenic and hilly route. Leader will maintain a steady pace and discourage racing up hills, one of which is very steep (Stony St.). Brief water and deli stops. Bring pocket foods to get through the first 60 miles.
- Sun. Aug. 25
7:30 AM
A-
50 mi.
NYACK, THE PRETTY & HILLY WAY. Leader: Bill Vojtech (718-336-6474) Meet at the GW Bridge bicycle shuttle bus pick up area. Hopefully the path will be open but who knows? This will be a hilly but very pretty ride. Early departure to beat the heat. We'll have one food stop, perhaps at The Turning Point in Piermont. A 17-18 mph cruising pace on the flatter stretches will be maintained. Pace lines only where the leader deems them appropriate.
- Sun. Aug. 25
8:00 AM
B+
100 mi.
BEAR MT. SANCTIONED CENTURY PATCH RIDE. Leader: David C. Miller (H. 212-794-9365, W. 212-594-5269) Meet at the Boathouse for a L.A.W. sanctioned century to Bear Mountain. We will ride up the east side of the Hudson and back down on the west. I have worked out a route back that avoids most of the steep hills. To earn a patch we must complete the ride in less than 12 hours. I plan to complete it in under 10. PLEASE bring your own snacks AND LUNCH. There will be only one short snack stop in the morning and one in the afternoon. The lunch stop will not exceed 30 minutes. We will not have time to wait on deli lines.
- Sun. Aug. 25
8:15 AM
B
65 mi.
SOMERSET RIVERS. Leader: Stanley Simon (212-741-3241) Meet at the World Trade Trade Center (Vesey St. Entrance) and take the PATH to Newark (bring \$.75) for a ride over gently rolling terrain. We'll cross many old iron bridges with intricate ironwork, some dating back to 1910. We will stop at the Neshanic Flea Market and take a cool dip in the Raritan River.
- Sat.-Mon.
Aug. 31-Sept.
A/E/C
190+ mi.
LABOR DAY WEEKEND IN NEW PALTZ, NY. Leaders: George Schnepf, Theresa Allisandratos (212-473-6954, 212-689-4149) Join us for an end of summer extravaganza in the Ulster County area around New Paltz. Leaders will be riding from the city at an A-/B+ pace or you can take Metro-North to Poughkeepsie or points in between to shorten the 95 mile trip. Riders must arrange their own accommodations. Call the leaders for a list of motels, inns and camping facilities. The area offers beautiful riding, an annual crafts fair in New Paltz, hang-gliding in Ellenville and other activities. This has always been a good time. (We haven't been rained-out yet!) We're sure you'll enjoy it. Please call the leaders once you have made your reservations to find out the starting time and place.
- Sat.-Mon.
Aug. 31-Sept. 2
E+
100 mi.
PHILADELPHIA WEEKEND. Leaders: Debbie Bell, Martha Ramos (718-858-9142) They didn't call this Labor Day for nothing. Join us for a reasonably rolling and scenic route into Philadelphia. Departure will be early Saturday morning with accommodations in center city Philadelphia. The route includes lunch stops in Princeton going and New Hope/Lambertville coming back. Participants are responsible for making their own accommodations. Call leaders for additional details.
- Sun. Sept 1
9:00 AM
B
75 mi.
NORTH SHORE HILL CLIMBER. Leader: Alinda Barth (718-441-5612) For intermediate and advanced masochists of the B variety North Shore hills are fun. Come climb a few this Sunday morning, have lunch at the Northport Marina and ride a fairly flat route back. Help Alinda get in shape for the High Point 100. Meet at the statue on Queens Blvd. (E or F trains to Union Tpke.)



WITH INCREASED PLEASURE

By Abe Sloan

In 1980 I became forty as did my waistline. My midlife crisis had arrived. It was time to do something, and quick. After some soul searching, I decided to regain my youth on a bicycle. I selected a three-speed Ross with balloon tires, chrome fenders, generator lights, spring-mounted seat, rear rack, front basket, power bell, and a large lock with cable. The whole thing cost me \$203.79 which turned out to be a little less than \$3.00 a pound. I was quite pleased.

The plan was to exercise and begin to get into shape which I did right after I added the mud flaps, speedometer, reflectors, and mirrors.

I proudly rode into Central Park where I met Gwen. We talked and exercised together nearly every day for about three weeks until she told me that I was holding her back and she wanted to move on. I kept up with her until the first hill where I used my best switchback technique. I gave up the chase near the summit realizing that Gwen's eighty odd years of walking experience was too much to overcome.

Without company, I began to notice others in the park--toddlers, strollers, walkers, joggers, skaters, cyclists--all passing with a comment with the word "granny" in it. They were not yet aware that I could now traverse the whole Central Park course in just one hour, and often did.

Still, there was loneliness. So I joined the NYCC and began to learn about my new hobby. More gears (ten would be good, fifteen better), lighter frame, aluminum rims, leather seat, sealed bearings, racks, panniers, bags, shorts, jerseys, rain gear, cold weather gear, water bottles, air pump, cyclometer, helmet, spares, tools, goggles, wooden shoes and gloves with the fingertips cut off would increase my pleasure. I bought most of it.

I have been in the club for some months now and find that two bicycles are a must. The "better equipment" has increased by cost slightly less than \$3.00 a pound to slightly more than \$42.50 per pound so far, with no end in sight. Enjoyment has become expensive.

P.S. In 1985 my waistline is about the same as when I started. My "equipment" is a cool forty pounds lighter. Gwen still walks in the park, weather permitting. I pass her now, and she always smiles sweetly when I speak. But no more than that since waiting for her would hold me back. I guess that's progress.

Coming Events

- Thurs.-Mon.
Sept. 12-16
A, B/C
400+ mi.
BOSTON AREA BICYCLE COALITION, AMERICAN BICYCLE FESTIVAL RIDE. Leader: Stanley Simon (212-741-3214). I plan on doing the ride in stages. We'll leave Thursday evening at 10:00 PM, travel most of the night (5-6 hrs.) and most of the next day arriving in Boston early Friday evening. Return trip will leave Boston at 9:00 PM on Sunday, travel most of the night and the next day and arrive in New York Monday evening. Lights are REQUIRED. Arrangements will be made with AYH for accommodations in Boston but you must carry a sleeping bag for outdoor sleeping during the trip. We will be roughing it. There will be group planning meetings for those interested. The route will follow the East Coast Bicycle Trail for part of the way. Required equipment includes: toothbrush, lobster fork, good gears and good rubber. Only qualified century riders will be allowed. Call Stanley if you are interested.
- Sat.-Sun.
Sept. 14-15
222 mi.
SKYLINE DRIVE '85 (THE ONE IN VIRGINIA) Leader: Baltimore Bicycling Club
See application form for description elsewhere in the Bulletin.
- Sun. Sept. 29 ALL CLASS CLUB RIDE TO TALLMAN STATE PARK.

SURVEY RESULTS

By Maggie Clarke

The following is, at long last, the compilation and analysis of the 1985 Membership Questionnaire. I apologize for its lateness; I do have some suggestions to improve both the questionnaire and the timeliness of its distribution and analysis for the next go 'round, which I have given to the Board.

In compiling the data, I sorted the responses into "A," "B," and "C" rider groups, and then separated the questions that address the membership in general from those dealing with rides, programs, etc.... Use of this compilation, in conjunction with the questionnaire, allows unlimited analysis and correlations for use in planning ride schedules, training series, day and weekend cartop and train trips, programs, and volunteer activities. The analysis which follows attempts to translate some of the more unexpected or noteworthy questionnaire results into recommendations that the membership of the club may use.

1. Out of the 400 or so members, 25 A riders, 31 B riders, and 8 C riders answered for a total of 64, say 16%. Maybe next year's questionnaire will have a greater return rate if some of this year's suggestions are implemented. Publication of the results in the bulletin should also spur greater returns next year.

2. Sixty percent of the A riders have been with the club two years or less, roughly the same time for B riders, but 75% of C riders responding have been in the club more than 3 years. This represents considerable turnover, possibly indicating dissatisfaction with some aspects of the Club's programs (hence the value of this survey as a communication tool).

3. Over half the A riders responding were interested in progressive training series, and three-fourths of the B and C riders were similarly interested. By comparison, half the A riders and over a third of the B riders like the early season, get-in-shape rides, but all of the C riders would take part in such rides. It seems that for B's, progressive training throughout the season is preferred to early season training.

4. As regards day trips out of the city, four-fifths of A's surveyed would participate using a rented vehicle, one-third of B's would likewise, and 60% of C's would also. Over half of A's would participate in day trips with PATH or Metro-North, and two-thirds of B's would participate with PATH, LIRR, or Metro-North, as would 60% of C's. Seven A riders, 2 B riders, and 3 C riders indicated preference to get to rides by car (probably indicating that this number of riders have cars that might be used for cartop trips). That riders would pay the cost of rental vehicles or train fare demonstrates a clear interest in having club-sponsored cartop or train day trips. The membership may want to use the survey results to organize such excursions.

5. For weekend trips, four-fifths of A's responding would participate by bike alone, vs. less than half of B's. About half of B's would participate on weekend trips by PATH, LIRR, Metro-North, or Amtrak, but with A's the preference would be PATH (over half), though over a third would participate with LIRR, Metro-North, or Amtrak. A third to half of C's are similarly interested. Most responding about weekends prefer motels and inns, but B's like AYH hostels just as well. In addition, the vast majority responding do not have a preference for three-day weekends over two-day weekends. Destinations for long weekends frequently mentioned are Upstate New York and New England. Six A's and 3 B's expressed an interest in organizing weekend trips. These figures demonstrate a very strong desire for out-of-town Club sponsored weekend trips. To take advantage of this interest, the "limit of 4" rule for Metro-North and the LIRR would have to be broken, at least for the event. In view of these results, the membership may consider pressuring Metro-North and the LIRR to allow such events.

6. Eighty to one hundred percent approve of the Board taking positions on issues of interest to the bicycling community. In light of this great interest by the membership, it appears that the membership of the club and the Board should become aware of those political issues that affect NYCC riders in and around New York City, and take action when warranted. That most responding would use PATH, LIRR, and Metro-North bike permits, whose development and implementation the Board actively supported, reinforces this conclusion.

7. There is great interest by A riders in riding centuries within 6 hours. B's would like 50-mile rides of 3 to 5 hours, 75-mile rides in 5 to 7, and 100 in 8 to 10. Perhaps the club might want to hold patch rides issuing AYH and LAW patches (or some of our own if interest warrants).

8. By and large, club members like three to four all-class club rides per year, with the remainder wanted more, not less.

9. Three-fourths of the A riders would like time trials, as would about half the B's; three-fifths of the A's would also like racing.

10. Almost two-thirds of A's prefer rides of 70 to 100 miles as expected, but almost half expressed interest in rides as short as 45 miles. B's are almost uniformly in the 45 to 70 mile range as expected, with about an eighth expressing interest in rides as long as 100 miles and a fourth interested in rides as short as 25 miles. C's were in the 25 to 45 mile range.

11. The favorite destination for A's and B's is New Jersey/Rockland, with Westchester and Long Island close seconds. Most C's expressed a preference for Manhattan.

12. The overwhelming majority of all classes prefer to reach starting points by bike, but 25% of B's prefer mass transit, indicating that starting rides from subway stations is a good practice to be continued.

13. For A's, two-thirds prefer rides to start between 8 and 9. B's were fairly evenly divided between 8 and 9, and 9 and 10. C's almost all prefer between 9 and 10.

14. About half the A's prefer returnig before dark, with next preference between 3 and 5. The majority of B's also prefer before dar, but the C's prefer between 3 and 5.

15. Most of the A riders responding went on more than 20 rides per season, and more than 8 per winter, as expected, but in the B class, two-thirds participated in less than 7 per season. Most C riders went on two or fewer rides per season. It would be interesting to find out why B and C riders went on so few rides--perhaps in the next survey.

16. Most riders in all categories claimed knowledge of simple bike repairs and carried the minimum tools with them on tours.

17. A majority of B's and C's either are or want to be bike commuters, with less interest on the part of the A's. Perhaps a program on bike commuting is warranted.

18. Two-thirds of A's would like to lead rides, one-third of B's would likewise, but no C's were interested. (However, over a third mentioned that they wanted more C rides offered). Perhaps some leadership training (in the form of a program, a pamphlet, compiled maps of ride routs, etc.) might be in order.

19. Regarding monthly programs, all three groups (who responded to the question) agree that more movies, technical talks, and health talks are warranted.

20. Fifteen responding would distribute NYCC brochures in bike shops. If followed up, this group could be the nucleus of an ongoing, minimum effort, membership recruitment program.

21. Almost all who responded would like to see a membership questionnaire distributed on an annual basis. In view of this response, I would like to recommend that the membership be polled yearly to find out likes, dislikes, and interests in new programs. I have given the Board some suggestions which should improve the distribution, response, compilation, and value of the next questionnaire.

New Members

Compiled by Irene Walter

NEW MEMBERS:

BERMAN, Beth	308 W. 103 St. #10A	N.Y.	10025	212-864-8245
BLUSTEIN, Jeffrey	2426 E. 22 St.	Brooklyn	11235	718-646-3284
BROSK, Bernie	150 E. 69 St. #2F	N.Y.	10021	212-734-6614
CANTOR, John	240 W. 98 St. #1F	N.Y.	10025	212-666-8119
CARROLL, Timothy K.	54 W. 16 St. #4C	N.Y.	10011	212-691-1242
CRABBE, Mike	5 E. 22 St. #3M	N.Y.	10010	212-677-8127
FITCH-WEST, Joyce	628 E. 20 St.	N.Y.	10009	212-777-8006
GELBER, S.	45 Carmine St. #1F	N.Y.	10014	
GLASSMAN, Hilda	1246 E. 55 St.	Brooklyn	11234	718-251-0513
GLASSMAN, Hy	1246 E. 55 St.	Brooklyn	11234	718-251-0513
JOSEPH, Steve				718-816-9449
KACKLE, Jeff	756 Washington St.	N.Y.	10014	212-925-5068
MEYER, Gary	201 E. 12 St. #519	N.Y.	10003	212-982-2514
PUSKUL, Sevan	72-39 Loubet St.	Forest Hills	11375	718-268-0412
ROUSE, Larry	2125 Cruger Ave. #4C	Bronx	10462	212-409-2966
SHARP, Wendy	345 W. 88 St. #4D	N.Y.	10024	212-787-6939
TOOMEY, Michael	345 W. 88 St. #4D	N.Y.	10024	212-787-6939

NEW ADDRESS:

BANCHIK, Mark	20 Waterside Plaza #18E	N.Y.	10010
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TOTAL 1985 NYCC MEMBERSHIP AS OF 7/10/85: 454.

Memorial Day '85: Marathon Marvel

By Gloria Lasoff and Joe Chapelle

The NYCC riders gave a good account of themselves in the recent 24-hour marathon, held in Central Park during the Memorial Day weekend. Lin Ehrlich placed second, and Arlene Brimer placed third in the Womens' Division. During the twenty-four hour period, Both Lin and Arlene rode 272.95 miles each. (To do 272.95 miles within 24 hours is, in my opinion, fantastic.) All NYCCers can be very proud of this feat. I know that I am. I also know that Lin and Arlene must have trained very hard for this event. Congratulations!

In the Men's Division, Ken Sloan placed first and Alex Bekkerman placed third. Each of them rode an unbelievable 442.90 miles during the 24 hours. Ken and Alex averaged better than 18 miles an hour. In my opinion, anyone that can ride 442.90 miles at the pace they set has to be in superior physical condition. We all know that Central Park is not exactly flat, so Ken and Alex must be placed in a special category.

It appears that the two major categories (Men 17-49 years old, and Female 17-49 years old) were dominated by NYCC members. Of the six top places, four of them were held by NYCCers. This is fantastic!

I came across an unpublished article written by Gloria Lasoff, Public Relations/Advertising Director for AYH. I would like to share it with my fellow club members. Since it was untitled, I will call it: "Kenny Sloan--True Grit."

Kenny Sloan's 12 years of riding experience paid off Memorial Day weekend when he won the Central Park 24-Hour Marathon co-sponsored by AYH and WINNING magazine. Kenny, 34, was tied with two other competitors, Mike Levine and Alex Bekkerman, each with a total mileage of 437 on the last lap. On the final lap, Bekkerman flattened and Kenny beat Levine by three-quarters of a bike length in a final sprint: each finished the marathon with 442 miles (86 laps around a 5.15 lap course).

Compared to other competing teams, Ken seemed an unlikely candidate to win first place. Two nights before the event Ken was still trying to organize a drafting crew. He entered the race with only three riders for the entire 24-hour period, and his sister, Patricia, served as the sole member of his ground support crew. According to AYH organizers, Bekkerman's team consisted of approximately 12 ground support and 12 drafting members while Levine had a ground crew of six and about eight or nine drafting buddies.

Without a large crew of his own, Kenny rode with other teams' crews, which at times proved difficult. The drafting members tried to drop Ken many times and there was quite a bit of jostling around, all very "legal" in bike racing.

Additionally, half way through the race when the riders had gone about 250 miles, Kenny had an accident which placed even more stress on him. The pack was beginning to take the 90 degree turn at the 102nd Street cutoff when another rider took the turn wider than expected. As a result, Kenny went down--hitting his head.

The pack took off, but instead of getting discouraged, Ken believes this, among other factors, ultimately helped him win the race: he picked himself up, raced harder than before to catch the pack and never let them out of his sight again. In fact, he remembers saying to himself, "Come hell or high water, I'm not going to let them beat me now."

And he didn't. When it came down to a spring finish, Ken explained that he wouldn't have been able to live with himself if after 24 hours he got nipped at the wire.

Besides the increased determination after his accident, Kenny attributes his win to this past year of bike racing. His training program developed speed and strength--both important parts of a marathon. Ken had been bike touring, but says he never would have been able to win without the race experience.

Anticipating a close finish, although not realizing how close, AYH organizers placed six spotters on the line, assigning two to each of the top three contenders. In the final lap, Kenny kept himself strategically placed behind Levine and Bekkerman. He cautiously watched the gearing they used so he would be in an appropriate gear should either of them make a move. Unfortunately, Alex flattened and had to finish riding on his rim, but when Mike made his move at 72nd Street--Kenny went with him. His intention was to stay glued to Mike's wheel. Because of pedestrian traffic, Ken had to weave himself in and out and ended up riding closely between a pedestrian and the curb.

The top three competitors never got off their bikes during the 24-hour period. Their diets, at least for Ken, consisted of bran muffins, cheese or peanut butter and jelly sandwiches, whole wheat brownies and a variety of fruits, mostly bananas and orange slices.

Although all riders have their own stories to tell about the marathon, Kenny's was of particular interest because he was the unexpected winner. The local cycling community had no idea of the physical shape he was in.





Cycling Shorts

By Gregory D'Agostino

The Belgian was the master of his craft. His great eccentricity was to have the most efficient seat height. He would often adjust the height of the saddle several times during a race. The stories about this Belgian are legion --- during the 1973 World Cycling Championships, on a long curving mountain downhill, the speed exceeding 30 mph, the Belgian took an Allen key from his jersey pocket, reached down and began the process of raising the saddle. Madness you're thinking. Well, if this be madness, there was a method to it. Eddy Merckx won the Tour de France a record 5 times and 4 World Cycling Championships. Eddy Merckx is the Best!

There are several formulas for determining proper seat height. One of the more scientific studies was conducted at the Loughborough University of Technology in Leicestershire, England. It was concluded after testing 100 racers for power output using varying saddle heights, that the ideal saddle height is 109% of the inseam from floor to crotch. (Se non e vero, e ben trovato)

Did I really see a bike at City Cycles with the brand name KAMIKAZE ???

In Europe the Tour de France isn't just another bike race. The winners accomplishment is considered such an honour it is carved on the tombstone.

Another art museum has placed a bicycle in its permanent collection. The Museum of Art of Chicago, has selected the ultra-aerodynamic Cinelli "Laser." A Wise choice for the Windy City

Not be to outdone by a mere museum, Conrad's Bike Shop has a Cinelli "Laser" frameset as part of their window display.

The 1984 Olympic Games saw a record-breaking assault by US riders, who won a total of 9 medals. Seven of the nine US medalists were or had been 7-ELEVEN team riders.

In the way of a "thank you" to 7-ELEVEN's support and contribution to cycling, Harvey & Cathy Cederbaum shop in 7-ELEVEN stores. However, they are puzzled that 7-ELEVEN stores do not sell bicycle magazines.

"Who should question then why we learn our bicycle against a hedge"

--- Christopher Fry
"The Boy with a Cart"

Like Lawrence Welk, Martha Ramos is saying "Wonderful, wonderful." In fact, Martha likes her L.L. Bean bike bag so much she contributed the next item.

• • • • •



Cycling Briefs

By Martha Ramos

If you are a bisportal person (not one of those!), have I got a find for you. Especially if your second sport involves a raquet (talk about kinky). L. L. Bean has a Carry Case with a zippered compartment to hold your raquet, a hand carry and a shoulder strap. What makes this unique is when you lift the Velcro flap, it attaches to your bike rack. The cost is \$38 postpaid.

Who Wins: The Tortoise or the Hare?

By Stanley Simon

Once again, the old fable proved true.

On Sunday, June 22, I joined the A team for a 100-mile round trip (century) ride to Princeton, New Jersey. Although my personal expectations were far greater than the degree of my capacity, I began dropping when we hit New Jersey, except for periodic bursts of energy.

The rest of the day was spent in a touch-and-go race, with me (being alone most of the day) playing catch-up, and exchanging leads. I passed them up at the start back from Princeton (they were at a pit stop) and set a brutal pace. Despite a 23 - 25 m.p.h. pace, they were not able to catch up to me until New Brunswick, New Jersey. I finally passed them up for the last time at Elizabeth, New Jersey and made the final dash to the Goethals Bridge, proving the tortoise is faster.

By the way, the A team had a continuous succession of flats. We all returned home via the 6:30 ferry, after a well-spent, 10-hour day.

SKYLINE DRIVE TOUR '85

Description: The Skyline Drive Twin Century is a 222-mile, overnight bicycle event from Front Royal to Waynesboro, Virginia, and back. (Front Royal is 60 miles due west of Washington, D.C., located at the intersection of U.S. 340 and VA 55). Skyline Drive is a two-lane road with an excellent surface for running "tubes," and offers spectacular vistas and thrilling descents. Altitude ranges from 700 feet to 4000 feet above sea level. Ten major climbs and two miles of vertical gain each way provide challenges even for experienced, well-conditioned riders. The first climb at the northern entrance continues almost uninterrupted for 20 miles. Average grades are 7% and downhill speeds approach 50 miles/hour. Because of this, equipment should be in first-class condition. **Riders are strongly advised to wear helmets.**

Clothing: The ride goes, rain or shine, hot or cold. Morning temperatures below freezing have been recorded. Leg and arm warmers, plus a nylon windbreaker, are easily carried and are recommended. Long shady descents contrast with warmer, sunny climbs. Without protection, sudden temperature changes sap energy and can cause severe muscular cramping.

Eligibility: The tour is open to all riders 18 years of age or older. Younger riders are not prohibited, but they must be accompanied by an older person who will take responsibility for them. Experience has shown that "A" or "B" club cyclists, racing cyclists, or cyclists with several hundred miles of current training in mountainous terrain are capable of this tour.

Registration is by mail. (See application). There is a "previous rider preference" deadline of 7/31. All entries must be received by 9/7. The tour fee is \$45 for members of the Baltimore Bicycling Club, and \$49 for non-members. The fee includes 3 meals, sag service, baggage transport, a certificate, and a Skyline patch. There is a \$5.00 charge for cancellation, and no refunds will be made after 9/7/85.

Itinerary: Riders usually spend Friday night in a Front Royal motel, deposit their baggage in the van which loads at 5:45 a.m. Saturday, and stoke up with breakfast at the nearby Virginia Gentleman Restaurant prior to the 7:00 a.m. mass start at the entrance to Skyline Drive. A sag stop is located every 15 miles, to provide cyclists with nutritious snacks and beverages. Other food and drinks are sold at several points along the Drive. Sags will also handle emergencies. GETTING TIRED IS NOT AN EMERGENCY. All riders will have ample service at all times, but are expected to keep a reasonable pace. Riders must complete each day's ride by 6:30 p.m. or accept transport by a sag wagon to the terminal point. All riders must sign in at the end of each day's ride. A scrumptious buffet-style dinner is served at the General Wayne Motor Inn at 6:30 p.m. Saturday evening. Breakfast on Sunday begins at 6:00 a.m.

=====

SAG WAGON APPLICATION--PLEASE PRINT

Ever have a need to feel appreciated? Then here's your chance! If riding the Skyline Drive Twin Century is only one of your fantasies, but you'd love to be an essential part of the tour, join a sag team and assist the cyclists on this exciting occasion.

Here's our offer: Each sag team will consist of one car (or van) and two people. In addition to providing meals and instructions, we will reimburse each person for 1/2 of a shared motel room Friday and Saturday nights, and for gasoline consumed by the team's vehicle on Skyline Drive. The team will drive to an assigned sag stop each day, and will distribute food, beverages, and encouragement (if needed) to the cyclists who stop. Without sag service, some riders just could not make it.

Here's our guarantee: You will be appreciated!

NAME _____ TELEPHONE () _____
STREET _____ CITY _____ STATE _____ ZIP _____
TYPE OF VEHICLE: () Van () Station Wagon () Sedan () Compact () Subcompact
Can you provide a bicycle carrier? Yes _____ No _____
Can you provide an ice chest? Yes _____ No _____

Mail completed application to: Charlene Reinke, 1212 Brixton Road, Baltimore, MD 21239
Phone: (301) 828-9255 (home); (301) 659-8173 (work)

THE SKYLINE DRIVE TOUR COMMITTEE
Carolyn Andersen - David McKay - Charlene Reinke



August Club Meeting Program

arranged by Sara Flowers

VP Programs

RULES OF CONDUCT THAT YOUR MOTHER
MAY NOT HAVE TOLD YOU ABOUT
(TAKE TWO)

The August program will bring us five veteran ride leaders to share experiences and philosophies to help each of us formulate a good code of riding ethics to keep us socially correct, wise beyond our years in riding and physically safer on group rides.

How should you conduct yourself and your bike on a group ride? What does the leader see about your behavior and your style that you don't see? What courtesies do you owe your fellow riders and your leader? What courtesies do they owe you? How can you equip yourself to be sure that you and the group have a 'happy day'? What behavior is in, what out?

Our panel will give their opinions on these and other questions and will welcome discussion and questions from other leaders and from you, the rider. Every level and type of riding will be represented by our experts: Alinda Barth, Carole Chavanne, Steve Sklar, and Irv Weisman. Our VP of Rides Lee Gelobter will chair the discussion.

DATE: Tuesday, August 13, 1985

TIME: 6:00 PM for beer, cocktails, soda, or just plain socializing
7:00 PM for dinner
IF YOU WANT DINNER AT THE FIXED PRICE (\$10 for the meat, fish, or poultry; \$7.50 for vegetarian; desserts extra) YOU MUST PURCHASE BY 7:00PM. Diners will receive a color-coded coupon; non-diners will be seated separately

PLACE: O'Hara's
120 Cedar Street

(N. B. 120 Cedar Street is one block south of the World Trade Center, between Trinity and Greenwich Streets. Enter the restaurant on Cedar Street, go through the door on your right, and go up stairs to our private room.)

BICYCLE PARKING IS PROVIDED but bring a lock for security. Take the elevator to the 4th floor, and leave your bike in the storage area provided there.

Classified

Roberts "Club" (red, 23", brazed-on bottle cage/rear rack fittings). Stronglight 99 with sealed bearings, V-5 headset. Bullseye sealed hubs, Continental 320 gm. tubulars. Campagnolo NR derailleurs, pedals, adjustable seatpost. Cinelli bars and stem; MAFAC centerpulls/Matthausen pads. Ideale 90 saddle, Impero pump, Esge fenders, Butler rack. Never ridden due to illness. \$1,000.00. Call Bruce Colvin, 718/789-2018.

Motobecane Touring Bike. 23", upright handlebars, 27 x 1 1/2 steel rims. 52-40 steel rings and cranks, special touring cluster (16, 19, 22, 27, 34), stem shifters, soft saddle, rack. Very good condition. \$140.00. Call Irv Weisman, 212/650-8075, or Hank Chanes, 201/664-3974 in Rivervale, New Jersey.

AFTER LABOR DAY,
DUES ARE HALF
THE ANNUAL PRICE!

1985 membership dues are \$12.00 per individual, \$15.00 per couple residing at the same address and receiving one bulletin. Mail this application, with a check made payable to the "New York Cycle Club," to: NEW YORK CYCLE CLUB, P.O. Box 877, Brooklyn, N.Y. 11202

OTHER CYCLING CLUB MEMBERSHIPS (circle): AMC AYH LAW TA CRCA GCC
Other:

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

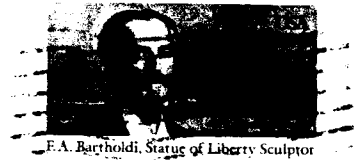
Circle if applicable: I do not wish my (address)(phone number) listed in the roster which is published in the bulletin semi-annually.

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PHONE (B) _____
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DATE _____ AMT. OF CHECK _____
NEW RENEWAL

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, its officers and ride leaders blameless in case of accident.

APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

Jody Sayler
49 West 75 Street
New York, NY 10023



First Class

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