

July  
1985

# NEW YORK CYCLE CLUB

In its 49th year

JULY 1985

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P.O. Box 877, Brooklyn, NY 11202



# JULY 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.

Wed.-Sun.  
Jul 3-7  
A/A+  
125++ mi.

200km VERMONTAGNARDS PLUS ASSORTED VERMONT. Leader: Maxim Vickers (718-728-7179). There may still be time to sign up on AYH's bus No. HB-4 going to the Rochester, Vt. hostel for the holiday weekend. In addition to the title's 125 mi. mountain trial, I intend to lead tamer rides during the remaining three days. Don't miss out on this bargain vacation weekend in New England. Call AYH for reservations (212-431-7100).

Wed.-Sun.  
July 3-7  
B+  
200+ mi.

SHELTER ISLAND WEEKEND. Leader: Martha Ramos (718-858-9142). Celebrate the 4th by making your way to Shelter Island. Take the opportunity to do a twin century the easy and scenic way. Departure is early Wednesday morning for those cycling out. Don't want to do a century but still enjoy Shelter Island? Take the bus, train or car out and join us for the weekend. Participants are responsible for themselves and for making their own reservations. Call Martha for additional details.

Thurs.-Sun  
or Mon.  
July 4-7 or 8  
A  
200+ mi.  
6:00 AM

LITCHFIELD COUNTY GETAWAY. Leader: Bill Vojtech (718-336-6474). Pack your drilled-out Campagnolo toothbrush, we're goin' on a super tour! Ride a hilly century over a great route to Bantam Lake Conn. on Thursday July 4th. (6:00 AM departure to beat traffic & rockets' red glare.) Spend one or two days, (weather forecasts and groups' inclination will determine) cycling in the gorgeous Litchfield hills and return on either Sunday or Monday. We'll be near Metro North if you care to join us late or leave early. We'll be staying at the Bantam Lake Youth Hostel. If we opt for doing our own cooking we won't need to bring civilian clothes for restaurants. Emphasis is on scenery and challenging terrain, not on performance or paceline riding; in fact pacelines are out on this ride. Your gear should fit into a handlebar bag or large seat pack. Be prepared for rain! Call leader for more information and the meeting place. If not at home leave a pleasant message on the machine. (Beep! ed.)

Sat. July 6  
A-  
80 mi  
7:30 AM

BARON'S PINE BARRENS. Leader: Steve Baron (212-228-0555). Meet at the corner of 19th Street and Second Ave, NYC, for a quick paced van/auto. ride to Exit 5 of the N.J. Turnpike then on to the bikes and off through one of the least populated areas on the east coast. Call for space in my van or to volunteer your own vehicle. We'll average 16 MPH. Maps will be available for faster/slower groups.

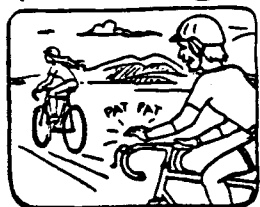
- Sat. July 6 CAUMSETT STATE PARK. Leader: Alinda Barth (718-441-5612). Meet at the statue on Queens Blvd. (E or F train to Union Tpke.) for a ride to a park located on a peninsula extending into Long Island Sound. Bring your lunch or buy it at the deli. (Be prepared to carry it a few miles.) Enjoy a picnic with one of the most spectacular views on the Island. Rain cancels.  
B  
70 mi.  
9:00 AM
- Sat. July 6 CENTRAL NASSAU. Leader: John Mulcare (718-672-5272). We were rained out on May 18, so let's meet at the statue at Queens Blvd. & Union Tpke. (E or F train) for our ride to the Protogs (Nature Wear) Factory Outlet Store in Hicksville for a chance to improve our sartorial splendor at bargain prices. We'll stop at Eisenhower Park on our way home and enjoy a picnic lunch. Bring \$\$\$, tire irons, pump, tube, patch kit, water and your own map. A rear carrier, bungee cords and/or panniers may be needed to transport your purchases. Call John before 7:45 AM if the weather is questionable. RAINDATE: July 13  
B-/C+  
50 mi.  
8:30 AM
- Sat. July 13 ARMONK. Leaders: Joe Vaccaro, Joan Mayer (212-691-8515) Meet at Columbus Circle at 9:00 or Bedford Park Blvd. & Grand Concourse (next to last stop in the Bronx on the D train, or #4 to Bedford Park and ride one block) at 9:45. Join us for a scenic ride up through Westchester. We will return through Connecticut to enjoy the marvelous downhill on Riversville Rd. Call leaders if weather is questionable.  
B/B+  
55-70 mi.  
9:00/9:45 AM
- Sat. July 13 CENTRAL NASSAU. Leader: John Mulcare (718-672-5272) SEE SAT. JULY 6. This ride goes only if July 6 was rained out and today's weather is satisfactory. Call John before 7:45 if weather is questionable.  
B-/C+  
50 mi.  
8:30 AM
- Sun. July 14 BASTILLE DAY IN BAIE-VILLE. Leader: Steve Sklar (H 212-245-3245, W 212-473-2954) Come celebrate the 196th anniversary of the French Revolution. As Marie Antoinette said: "Let them eat cake... , or bananas or any carbohydrates!, but let them eat to ride." We'll do the classic Bayville ride at a rapid pace in a tight paceline. An extra long food stop in Bayville (the only major food stop) and a quick ride home. Get a good workout, some sun, and be home early (3:00 PM?). Ride leaves from the boathouse. Knowledge of French is not necessary, but you should be able to consume large quantities of brie and speak with a fervent French accent from time to time.  
A  
75+ mi.  
7:00 AM
- Sun. July 14 CONNECTICUT CANNONBALL. Leader: Ed Schweber (212-567-2661). Meet at 8 AM sharp in front of the GW Bridge Bus Terminal (178th & B'way) for a ride through the wealthiest areas in Connecticut and Westchester. Food stop at the Flagship Diner in White Plains. There will be 1 or 2 deli stops as need dictates. Pace will be B+, but the terrain is quite hilly. 'A' riders are welcome if they are willing to maintain a slower pace.  
B+  
30 mi.  
8:00 AM
- Sun. July 14 SCENIC RIDE TO LAKE DEFOREST. Leader: David C. Miller (H 212-794-3635, W 212-594-5269) Meet at the Central Park Boathouse for a scenic ride "across" the G.W. Bridge (the walkway is supposed to be finished by July 10) through Bergen County north to the bike path in Tallman State Park, through Nyack to the bike path in Nyack State Park, which is next to the Hudson River, under the Palisades and up a very steep but short hill to Rockland Lake. A quick view of this lake as we escape the noise of the big radios and on to the lunch stop at a quiet city park at Congers Lake. Bring your own lunch for the best quality food, but there is a good deli 2 miles from the lunch stop. We'll then ride across Lake DeForest, around a couple of more lakes and up and down a few steep hills before we return across the G.W. Bridge. Don't bring a lock, but do bring two water bottles and low gears.  
B  
75 mi.  
9:00 AM
- Sun. July 14 INSOMNIACS BICYCLE TOUR. Leaders: Gregory D'Agostino (718-272-4271), Rich Lenat Why sleep? Put away your dancing shoes... forget about Saturday Night Fever and join the Nighttime Madness. Ride your bike up to the Plaza Hotel for the 2:30 AM start of the 4th Annual Insomniacs Bike Tour. Here is your chance to become one of those legendary people you've heard about, and learn a bit about Manhattan's history to boot. Leave your mileage counters at home. This ride is for the Romantics & Eccentrics. Sunrise breakfast at the Battery. Lights advisable. Bring your breakfast. Joint FRIENDS OF CENTRAL PARK ride.  
C  
? mi.  
2:30 AM
- Sun. July 14 RICHMOND RAMBLE. Leader: Roseann Korsa (212-549-2034). Meet at the Manhattan Staten Island Ferry Terminal or at 10:00 on the Staten Island side for a leisurely ride around the Island. We'll pass through the Richmond town Restoration on our way to Snug Harbor for lunch. If you wish you can take a FREE tour of Snug Harbor and still be back in time to catch the 4:00 Ferry. New Members ESPECIALLY welcome.  
C  
25 mi.  
9:15 AM

- Sun. July 21 A/B/C BILL BAUMGARTEN MEMORIAL ALL CLASS CLUB RIDE TO KINGSLAND POINT PARK. Due to the uncertainty surrounding the opening of the G.W. Bridge walkway this annual fall classic has been rescheduled. Join one of the rides listed below or follow the signs from Route 9 in Tarrytown to the park for lunch with the rest of the club. Rendezvous at 1:00 PM. Return to the city will be en-mass, exhibiting the impeccable style that has become the standard of these events.
- A  
90-100 mi.  
7:30 AM Leader: Steve Sklar (212-245-3245) Meet at the Boathouse for a brisk paceline ride around the reservoir(not the one in Central Park) and up to Verplanck, on the Hudson Shore opposite Bear Mt. State Park. We'll then ride down to Tarrytown, staying off of Route 9 of course, and climbing as many hills as possible before meeting the rest of the club at the park for lunch. There will be one food stop before the one for lunch.
- B  
60 mi.  
9:00 AM Leader: Alinda Barth(718-441-5612) Meet at the Boathouse for a ride through the Westchester Reservoir country. We'll join the rest of the club for lunch at the park.
- C  
30 mi.  
10:30 AM Leader: John Mulcare(718-672-5272). Meet at the northernmost end of the #1 IRT (B'way & 242nd St) for a pleasant ride up the eastern bank of the Hudson to Kingsland Pt. Park. Bring your lunch or buy it nearby.
- B-  
50+ mi  
9:30 AM Leaders: Maggie Clarke, Annette Dieli (212-567-8272, 212-569-9788) Meet at Triangle Park(Dyckman St, B'way & Riverside Dr.) for a somewhat shorter and slower version of the "B" ride listed above. We'll do the same loops in the hills around Pocantico Hills and Sleepy Hollow before lunching at the shady green strip overlooking the Hudson & Tappan Zee Bridge. Bring tubes, pump and money for lunch. Call Maggie for travel instructions and cancellation conditions.
- Sat. July 27 A  
80-90 mi.  
8:00 AM HIGH TOR WET & WILD. Leader: Lee Gelobter(718-646-7037). Meet at the Boathouse for a friendly paceline ride via a route yet to be determined to High Tor State Park in Haverstraw. Bring a swimsuit unless you are a fan of riding in wet clothes and 50¢ pool fee unless you are a fence climbing expert. Call Lee for details.
- Sat. July 27 B+  
80 mi. SUNKEN MEADOW. Leader: Tom Barth(718-441-5612) Meet Tom at the statue on Queens Blvd.(E or F train to Union Tpke.) for a quick-paced ride(14-15MPH) to Sunken Meadow State Park. Climb the best hills on the north shore. Bring your lunch or buy it at the deli and carry it to the beach for a picnic. Rain cancels.
- Sun. July 28 A  
100 mi.  
7:15 AM LOOP THROUGH SOUTHERN CONNECTICUT. Leader: Carl Faller(H 212-567-3601, W 212-365-7400). Meet at the Boathouse for a journey through the southern corner of Connecticut. Pace will be steady so as to make the ride enjoyable for all, but stops will be limited so that we can take in as much scenery as possible. Join us for this ride over rolling terrain and through some beautiful residential neighborhoods.
- Sun. July 28 B  
70 mi.  
9:00 AM POCANTICO HILLS. Leaders: Ellen Goldner, Richard Marvin(212-222-0548, 212-532-3346) Meet at the Boathouse for a ride at a steady "B" pace through some hilly and scenic Westchester terrain. Lunch at Rocky's, al fresco on some private real estate turned public. Bring low gears and means to carry lunch a few miles. Usual stuff cancels.
- Sun. July 28 C  
25 mi.  
9:15 AM NAPAL, STATEN ISLAND. Leader: Stanley Simon(212-741-3214) A royal visit to the Tibetan Temple, picnic grounds, beautiful views, 45 minute program(\$2 admission). We go out the easy way(flat) 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, Rain threat cancels. Bring 25¢ for the ferry and all the usual accoutrements.

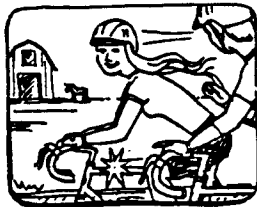
## THE BIKERS

BY COLYNN KERR.

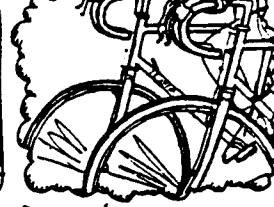
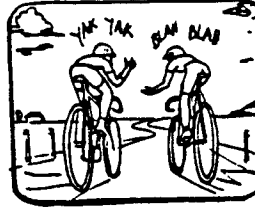
Colynn Kerr — Elbow Valley Cycle Club — Calgary, Alberta



"...WELL 'OL PAINT',  
WHAT DO YOU SAY WE GO  
UP AND INTRODUCE OURSELVES.



HI!  
SAY, THAT'S QUITE  
A NICE BIKE YOU'VE GOT.



"ER... HI! NICE HUMAN  
YOU'VE GOT. DOES IT TAKE  
YOU TOURING OFTEN?"

BICYCLE USA

# New Members

Compiled by Irene Walter

AITCHISON, Brian	21-03 45 Ave.	Long Island City	11101	718-392-3540
ASHWELL, Andy	334 E. 82 St. #2RW	N.Y.	10028	212-744-1595
BASSETT, Alison	515 5th St.	Brooklyn	11215	
BUTCHER, Patricia	105 Ellwood St. #3D	N.Y.	10040	212-304-2530
CHAVANNE, Carole	1030 Beverly Rd.	Brooklyn	11218	718-462-7623
COHEN, Ted				212-362-3426
CORYELL, Nancy	161 Court St.	Brooklyn	11201	718-875-9365
COUSINS, Vicki	115 78 St.	No. Bergen, NJ	07047	201-869-4877
COUSTARD, Marie G.	1365 St. Nicholas Ave. #4J	N.Y.	10033	212-795-1803
FINKEL, Harold M.	440 Neptune Ave. #16G	Brooklyn	11224	718-373-2030
GILBERT, Pamela	520 W. 110 St. #9A	N.Y.	10025	212-865-8618
GOODMAN, Julie	1825 Riverside Dr. #6D	N.Y.	10034	212-569-8460
GRAY, Holly	272 Carroll St. #1	Brooklyn	11231	718-596-6336
HOLLAND, Jessica	155 E. 93 St.	N.Y.	10128	212-410-3768
JACKSON, David A.	c/o Washington, 101-125 W. 147 St. #26-F	N.Y.	10039	718-596-3871
KEREKES, Eugene	2259 E. 24 St.	Brooklyn	11229	718-648-7680
LOPEZ, Jay T.	30 Joralemon St. #26a	Brooklyn	11201	718-643-2370
MILLER, Jon R.	2790 Broadway, #6B	N.Y.	10025	212-866-6088
NORTON, Sharon	HQ MATCU, JFK Int'l Airport, PanAm Worldport			
		Jamaica	11430	718-748-6042
OLSEN, Chip	240 E. 27 St. #9B	N.Y.	10016	212-689-3489
PERRONE, Lorenzo	105 W. 13 St.	N.Y.	10011	212-807-6583
ROTH, Ellen Ann	213 Henry St. #8	N.Y.	10002	212-732-3790
RUTKIN, Seymour	445 E. 65 St. #2B	N.Y.	10021	212-535-7357
SOLANO, Alquimide	144 Skillman St.	Brooklyn	11205	718-852-0547
TEICHER, Anne	445 E. 65 St. #2B	N.Y.	10021	212-535-7357
VER ECKE, Jim	1030 Beverly Rd.	Brooklyn	11218	718-462-7623
YETERIAN, Lisa	115 E. 87 St. #21C	N.Y.	10028	212-369-4985
ZAMPELLA, Frank, Jr.	100 Belmont Pl. #3-J	Staten Island	10301	718-981-9861

## NEW ADDRESS:

BLACKBURN, Douglas      7 Concord Sq.      Boston, MA      02118

## CORRECTED TELEPHONE NUMBERS:

BEKKERMAN, Alex	718-438-4746
WAFFENSCHMIDT, John G.	718-626-9835
WALTER, Irene	914-793-6209

TOTAL 1985 NYCC MEMBERSHIP AS OF JUNE 15: 437.

# Coming Events

Sat. Aug 4    RYE BEACH. Leader Maggie Clarke (212-567-8272)  
B-  
60 mi.

Sat-Mon    PHILADELPHIA. Leaders: Debbie Bell(212-864-5153) and Martha Ramos(718-858-9142)  
Aug.31-Sep.2  
B+  
200+

# Rides Re-ridden

## CALLING ALL RIDE LEADERS

Ride Results for the first half of the year will begin to be compiled shortly. We need your completed sign-up sheets as soon as possible. Please send them either to your Rides Coordinator or to me directly. Thanks

Lee Gelobter, V.P., Rides

## ***SAFETY TIPS***

Now that spring is upon us we will be preparing our bikes and ourselves for bicycling in the warm days to come. In preparing for those wonderful days ahead here are some words of wisdom.

**STOP & HELP** other members of the group with any breakdowns that occur.

**INFORM** a group member if you are leaving the group.

**RIDE** a straight line - don't weave, wobble, or wander.

**INFORM** a rider you are about to pass if you are "on his right or left".

**INFORM** the person in front if you are drafting.

**POINT** and **CALL** out road hazards.

**REGROUP** at the top of major hills, especially when slow, inexperienced riders are with the group.

**CHECK** for cars and bicyclists before lane changes and turns.

**USE** hand signals for turns and stops.

**SINGLE FILE** is the rule. **DOUBLE FILE** is permissible when conditions allow. Three or more abreast, **NEVER!!!**

**RIDE WITH CONTROL** - Apply both hand brakes together or apply back brake just before applying front brake. Always apply brakes before entering a turn or curve; braking in a turn could cause loss of control. **INEXPERIENCED CYCLISTS** tend to accelerate too fast on downhill.

**USE A SAFE INDIVIDUAL PACE** - Pace is influenced by road and traffic conditions as well as your riding ability. A good cyclist rides more with his brains than his feet.

**SECURE ALL LOOSE OBJECTS** to yourself or bike. If you lose something or see a fellow cyclist lose something avoid any sudden change in pace or direction. Continue on a straight course until it is safe to leave the group and recover the lost item.

**CROSS** railroad tracks at right angles so your wheel doesn't catch or slide on the track.

**OBEY** the vehicle laws of Maryland.

**DO NOT YELL** at auto drivers, instead get his license number and **REPORT** illegal behavior to the police.

**DO NOT ARGUE** with police officers - They mean well, but some are not completely familiar with the rights and responsibilities of the bicyclists...

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## **Tips For Leaders**

By Bill Vojtech

In the event of an accident, leaders should:

1. See that the injured get proper treatment, do what you can, and know when to get help.
2. If it becomes necessary to call someone's emergency contact, when possible, have the victim make the call. He will be better at calming the emergency contact. If the victim can't call, try to have the doctor or police officer make the call. They are trained in this, you are not.

If for some reason you feel you must make the call, do not call unless you can provide the information that the contact could want or need to handle the situation. e.g. What is the extent of the injury? Where is the victim? Why can't they speak to them? How do they get there?

If you are not a doctor you can't properly assess the extent of injury to someone being taken away in an ambulance. Delaying the call until the extent of injury is determined is no big deal. The emergency contact can't really do much to help; at best they can bring the victim home.

# Roadworthy quiz for your bicycle

By Jim Fremont  
BICYCLE USA News Service

Now that you're probably getting in more cycling time, your bike's getting more use. All the more reason to check it over frequently to be sure it's worthy to hit the streets.

Sheldon Brown, who for several years was head mechanic for a chain of 15 bike shops, and who's taught bicycle mechanics for 10 years at the Boston Center for Adult Education, recommends a 30-second pre-ride check. Call it a roadworthy quiz. If your bike passes, it should be a safe vehicle.

Here's what Brown says to do:

1. Grab hold of your front wheel with your fingers and squeeze the tire with your thumb to check the pressure. If you think it might be low, check it with a pressure gauge.
2. Spin the front wheel. It shouldn't rub on anything and should be relatively in true, with little or no side-to-side wobble.
3. Drop the front end six inches and listen for rattles.
4. Repeat steps one through three with the rear wheel.
5. Give the brakes a hard squeeze to be sure the levers don't bottom out on the handlebars. If they do, your brakes need to be adjusted. You might not have enough stopping power in an emergency.
6. Inspect the chain to see that it's reasonably clean and has a light film of oil on it.

"This routine check takes less than thirty seconds and covers a multitude of important things," says Brown. "You should give it to your bike often, not just once in a while. Of course, if you find something out of kilter, then you'll need to fix it, have a friend fix it, or take it to a shop."

"All cyclists should check the tire pressure often, preferably before every ride," says Brown. If you're new to biking, he recommends checking the pressure with a gauge and, at the right pressure, squeezing the tire. Before long, you'll educate your thumb to tell if the pressure is within the proper range.

Brown also recommends performing the following safety check from time to time:

Stand in front of your bike, squeeze the brakes, and look at the cables in the brake lever housings to see if they're frayed. When a brake cable breaks, it's usually in this area, Brown says. If fraying has started, it's a good idea to replace the cables. If they're OK, put a drop of oil on the cable where it enters the housing to help keep it working smoothly and to prevent fraying.

It's also good to be sure all nuts and bolts on your bike are tight, and that your quick release wheels are secure and the levers tight.

If your bike doesn't seem as zippy as it did last fall, it's probably due to air friction

caused by excessive dust on the bike.

"It's amazing how the dust that collects on a bike during winter can cause it to go slower during its first few trips in the spring," explained Brown. "But as you ride more, the dust gradually wears off, air friction is reduced, and the bike becomes easier to pedal. It goes faster too. The amazing thing about this phenomena is that it still occurs even if you've dusted off your bike."

So now you've checked over your bike, tightened a nut here and there, and it's ready to go. How about you? Have you remembered that your bicycle is a vehicle and that you have the same rights and responsibilities as the operators of other vehicles? Think about your head? Is it enclosed in a hard-shell bicycle helmet to protect the most important thing you own? It is! Good. Now, you're ready to go.



## Advice To New Members, From An Old Timer

By Irv Weisman

We have all joined the club because we enjoy riding in the company of kindred spirits and sharing bicycling experiences. I have been a member for 17 years. I was never an A-Class rider, and at this time I am a Class B- rider. (Not all bicycling enthusiasts are high performers, but if they can be, more power to them.)

The Club leadership tries to present a selection of rides suitable for a broad range of abilities, and expects riders who show up for a ride to be capable of riding at the advertised pace. If you select a ride beyond your capabilities, you will soon find yourself struggling to keep up and may find yourself dropping off the back.

If the leader holds up the group for you, the other riders may complain. (After all, there is only one Saturday or Sunday to each week, and they do not want a day of riding to be spent waiting for mismatched club-mates.) Generally, the higher the class rating, the more that is expected from the rider in matched performance, and the more ready are the others to drop those who can't keep up.

Test your club-riding performance with lower-classed rides, in the C group or B- class, and/or classify yourself using the complete Central Park 6.1-mile loop and the chart accompanying the Time Trials Report.

Once you feel confident that you know your riding class, you can "stretch" yourself by selecting rides one class higher, i.e. from C+ to B-, or B- to B. But do not select rides two classes higher, i.e. from C+ to B, or B- to B+ because a two-class jump is excessive.





# Cycling Shorts

By Gregory D'Agostino

Dan Sorenson writing for CYCLIST magazine tells us he and his wife would rather ride their bikes than play "Trivial Pursuits." If you are less parochial than the Sorensens, try the Road Race Board Game (\$13 from Cycle Accessories, Dept. C, 2780 Tenth Street, Sacramento, CA 95818). This game of "peloton pursuit" pits six players against each other in an effort of blocking and drafting to get around the course first. The game cards won't give you much help in your quest for the maillot jaune as they dish out bad luck on the whole. Since racers make a lot of money, buy a Monopoly game as well.

Here is a trivia question from the Hoyle Pocket Trivia series. "What is the shape of the modern city of Brasilia: bicycle, airplane, jungle, canoe, or automobile.

Sir Arthur Conan Doyle wrote a Sherlock Holmes story entitled "The Solitary Cyclist." Of the numerous Sherlock Holmes clubs which have sprung up the world over, the most exclusive is the one member Solitary Cyclist Club of Washington, D.C.

Dorino Vanzo raced professionally in Italy for six years. He is now a partner in Italia Velo Sport and a consultant to the Sidi cycling shoe company. Here are some of his thoughts about cycling shoes ... "Many cyclists complain about hot or tingling feet. In most cases, it occurs because the foot is shifting in the shoe. They don't realize that if the foot moves constantly in the shoe, it will get hot. To remedy this, buy leather shoes that are tight, about a half-size smaller than is comfortable. Wet them, and then go for a ride. Do this for about a week until the leather uppers stretch and mold to the feet. After 100 miles of riding, the shoes will fit perfectly."

Our Jim Rex, Hungarian Junior Team Champion in the mid-50's, feels the above is better suited to racers than tourists. Ancient Magyar Wisdom Prescribes....

In a few weeks, the 23-day European ritual of the Tour de France will be under way. Our Fernando Gonzalez tells me that you can catch all the action on the EUROPEAN JOURNAL, UHF Channel 31, 7:30 pm on Saturdays and 4:30 pm on Sundays.

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Playboy's June centrefold pictures something every boy wants--a big old Schwinn cruiser.

By way of the Princeton Freewheelers, we learn that Alan Horwitz, instructor of architecture at Mercer County Community College, is conducting a three-credit bicycle study tour of small towns in Vermont and New Hampshire this August. The 20-day study tour will examine settlement patterns, historical development, significant architecture, and current-day problems of small towns. For more info, contact: Alan Horwitz, Architecture Department, Mercer County Community College, Post Office Box B, Trenton, NJ 08690. If you take this trip, ask Mr. Horwitz to explain why those picturesque New England bridges are covered while the road is exposed. That's architecture!

With a new patriotism spreading across the land, it's good to know that one of the wizard frame builders is right here in New York State. The road bikes coming out of the Saratoga Springs workshop of Ben Serotta are so good that 7-ELEVEN and CAMPAGNOLO have commissioned him to build their team and technical support bikes, as did Warner Brothers for its bike-race movie, "American Flyer." All the best people are riding a SEROTTA: Davis Phinney, Connie Carpenter, Annette Osterlund, Dale Stetina, and Ron Kiefel.

My very special thanks to Mr. Tom French of Jim Blackburn Designs for his help.

## Executive Board Note:

Maxim Vickers has resigned as V.P. of Rides. We are fortunate to have secured the very capable service of Lee Gelobter, who will serve as V.P. of Rides for the remainder of the year.



# The Admiralty Space

By Maxim Vickers

The following is a reasonably embellished account of true and remarkable events. No names are changed. Little attempt it made either to suppress the innocent or to protect the guilty.

The night of Tuesday, June 4th of this year, Ms. Ramos opened the Board meeting by leveling a charge of "shoddy" job performance against yours truly. She inveigled at fair length about some offset paragraphs and uneven margins in the June ride listings, but eventually arrived at my refusal to bow to the Board's recent decision to let ride leaders have the final authority in classifying their rides. (You may judge the extent and merit of my interference for yourselves by examining the said ride listings. The four rides where reclassification was suggested mark a numerical high for this year. Some of the leaders involved are repeat offenders. Those also appear to have friends in high places).

This inculpation delivered, Ms. Ramos cited an obscure footnote to the Bylaws which endowed her with certain executive license and proceeded to employ this latter to relieve me of further duty to prepare the ride listings. She also advised me that this would make my life easier and that I would, in fact, retain the title of Vice President which, of course, was neither hers to give, nor to take away. With no stake in preserving appearances or saving faces (least of all my own), I speedily offered her my resignation. It was greedily accepted.

Throughout these goings on, the remaining Members of the Board (all present, I must admit) remained mum, staring intently at whatever vacant spaces the intimate seating afforded.

I finished my coffee, reminded Ms. Ramos of the slenderness of the plurality which elevated her to executive power, and left. I am no longer your V.P. of Rides. This is the last appearance of this column. I shall not perform any Club functions under this administration. You are now left with one single Member of the Board elected by a majority of popular vote.

I have nothing further to add, except a citation of Montesquieu to the effect that "... All Peoples have the kind of Government which they deserve ...". Remember this next time you badmouth ours!

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## ToNYCC Members:

By Bill Vojtech

The May club meeting was filled with conjecture, second guessing and hearsay about the accident on the 'A' section of the all-class-club-ride.

The most upsetting thing to me was that a lot of people who heard bits and pieces from here and there were condemning Maxim Vickers for doing nothing in a situation where more than likely there was nothing for him to do that could have improved the situation.

I was there having lunch with Maxim when the report came in. Tony was hit, he was several miles away. He was conscious and an ambulance was called. Some people considered going back, but realized this was futile, because the ambulance would be gone. It was mere chance that the police officer was still there when George arrived on the accident scene.

I do not know enough about this case to pass judgement on anyone. I do not know if Tony dropped out, or if he was dropped. I do not know what went through Maxim's mind when he was told of the accident.

I do know that on past rides, Maxim has been an excellent leader who has looked out for his fellow riders. I do know that given the lack of direct knowledge of the situation and considering the physical distance between the leader and the victim there was little that could be done that might not have worsened the situation. In such a case, it is best that nothing is done. It is often difficult to accept the fact that you are powerless; we want to do something, anything, maybe even the wrong thing.

In closing, I would like to say that I hope that Maxim doesn't take offense at me defending him; he can defend himself. I do not see this strictly as a defense of him, but of anyone who takes on the responsibility of leading a ride and carries out their duties as they see fit at that moment. We don't need to be second guessed by those of you with 20/20 hindsight. (See my submission of guidelines for leaders on page 6 of this issue.)

# Time Trial Results

By Irv Weisman

The Central Park Time Trials, on May 12, attracted 28 riders, primarily from the B group. I tentatively conclude the following:

- Active club members have a good knowledge of their class and capabilities and are able to predict their performances quite accurately.
- Experienced and conditioned riders were able to maintain constant lap times for all 3 laps, and their pulses remained relatively constant in the range of 128-140 beats per minute.
- Experienced riders who were out of condition were able to maintain constant lap times, but their pulses steadily rose; in one case to 160 beats per minute.
- Inexperienced riders showed both a rising pulse and increasing lap times.

The Central Park course of 6.1 miles, run for 3 or 4 laps, is good for self-classification, especially if one avoids the 9 o'clock runners' crunch. If you ride the course at your preferred cruising pace (instead of all out for a world record), you will be able to make an accurate prediction of your cruising pace on actual rides. (Cruising pace, average riding pace, and overall speed are defined below.)

The participating ride leaders also predicted their performances accurately. I assume this holds true for all of our ride leaders, and that most rides run at their advertised paces unless inexperienced riders depress the levels of the rides.

The following definitions will help you understand the terms I use.

- Riding Time. The time spent in actual riding; it does not include time stopped for water, snacks, lunch, fixing flats, or scooping up accident victims. However, stops for traffic lights are included.
- Overall Time: The total time from the beginning of the ride to the moment of interest including all stops.
- Cruising Pace: The speed of riding on level or mildly rolling terrain. It can be read on an electronic speedometer. It is approximately 3 mph faster than the Average Riding Pace (See below.)
- Average Riding Pace: Distance/Riding Time. This is not an instantaneous value, but rather the distance ridden, divided by the time taken to ride that distance. Hills, traffic, maneuvers, etc. will make the Average Riding Pace approximately 3 mph slower than your Cruising Pace. It is a good predictor of the distance you can expect to cover for each hour of actual riding time.
- Overall Speed. Distance/Overall Time. This is the effective speed of the ride during the course of the day, including time for all breaks and stops. It is the basis for deciding how many hours will be required to cover a given distance with appropriate rest and lunch stops factored in. The Ride Classification Graph (April issue) shows how the overall speed is expected to decrease throughout the ride.

Class	Average Riding Pace (mph)	Cruising Pace (mph)	Central Park Lap Time (minutes)
AA	17	20	18
A+	16-17	19-20	18 - 19
A	15-16	18-19	19 - 20
A-	14-15	17-18	20½ - 21½
B+	13-14	16-17	21½ - 23
B	12-13	15-16	23 - 24½
B-	11-12	14-15	24½ - 26
C+	10-11	13-14	26 - 28
C	9-10	12-13	28 - 30½
C-	8- 9	11-12	30½ - 33
D	8	11	33+



## July Club Meeting Program

arranged by Sara Flowers  
VP Programs

### RACE ACROSS AMERICA

The July program is just in time to prepare us for this year's Race Across America. Thanks to club member Amy Smolens we will view the 1984 RAAM--uncut and uninterrupted.

The '84 Race focused in on Lon Halderman and Peter Penseyres with plenty of surprises, disappointments and pleasures--regardless of the ultra-marathoner you were pulling for. So, join us to view the '84 RAAM and be ready to match your prognostications with Howard and Marino, Bekkerman and Sloan, Brimer and Ehrlich.

DATE: Tuesday, July 9, 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 7PM. 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.

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## Classified

For Sale:

GIOS-TORINO 57 cm. (22½") Super Record Factory Frame Kit, new, never assembled, mint condition. Color: GIOS blue and white. Includes Cinelli Stem, Campy chainrings, Campy seatpost--all engraved. Also, wool jersey, hat, water bottle, and original touch-up paint for future scratches. \$675.00 (paid \$750.00). Gary Krzynowek. 212/931-5367. After 6 p.m. weeknights except Thursday.

UTILITY WHEELS. Clincher. Alloy Rims. 3-star spokes, Normandy hubs with 14-28 cluster. \$35.00. Pair. Gary Krzynowek.

SUPER CHAMPION ARC-EN-CIEL TUBULAR RIMS. 36°. New. 1 pair gold adonized. 1 pair plain. \$8.00 each. Gary Krzynowek.

FRONT UTILITY WHEEL. Solid Axle, steel rim, tire and tube included. \$5.00. Gary Krzynowek.

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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 CCC  
Other:

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

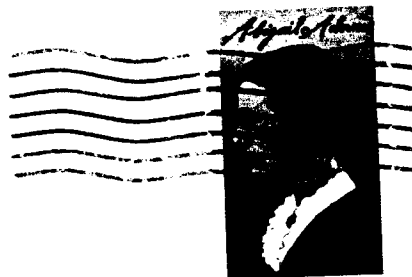
Circle if applicable: I do not wish my (address) (phone number) listed in the roster which is published in the bulletin semi-annually.

DATE \_\_\_\_\_ AMT. OF CHECK \_\_\_\_\_ NEW \_\_\_\_\_ RENEWAL \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
ADDRESS \_\_\_\_\_ APT. \_\_\_\_\_  
NAME(S) \_\_\_\_\_ PHONE (H) \_\_\_\_\_ (B) \_\_\_\_\_

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 Saylor**  
**49 West 75 Street**  
**New York, NY 10023**



**First Class**

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