

December  
1986

# New York Cycle Club

*Our 50th Year*  
December 1986

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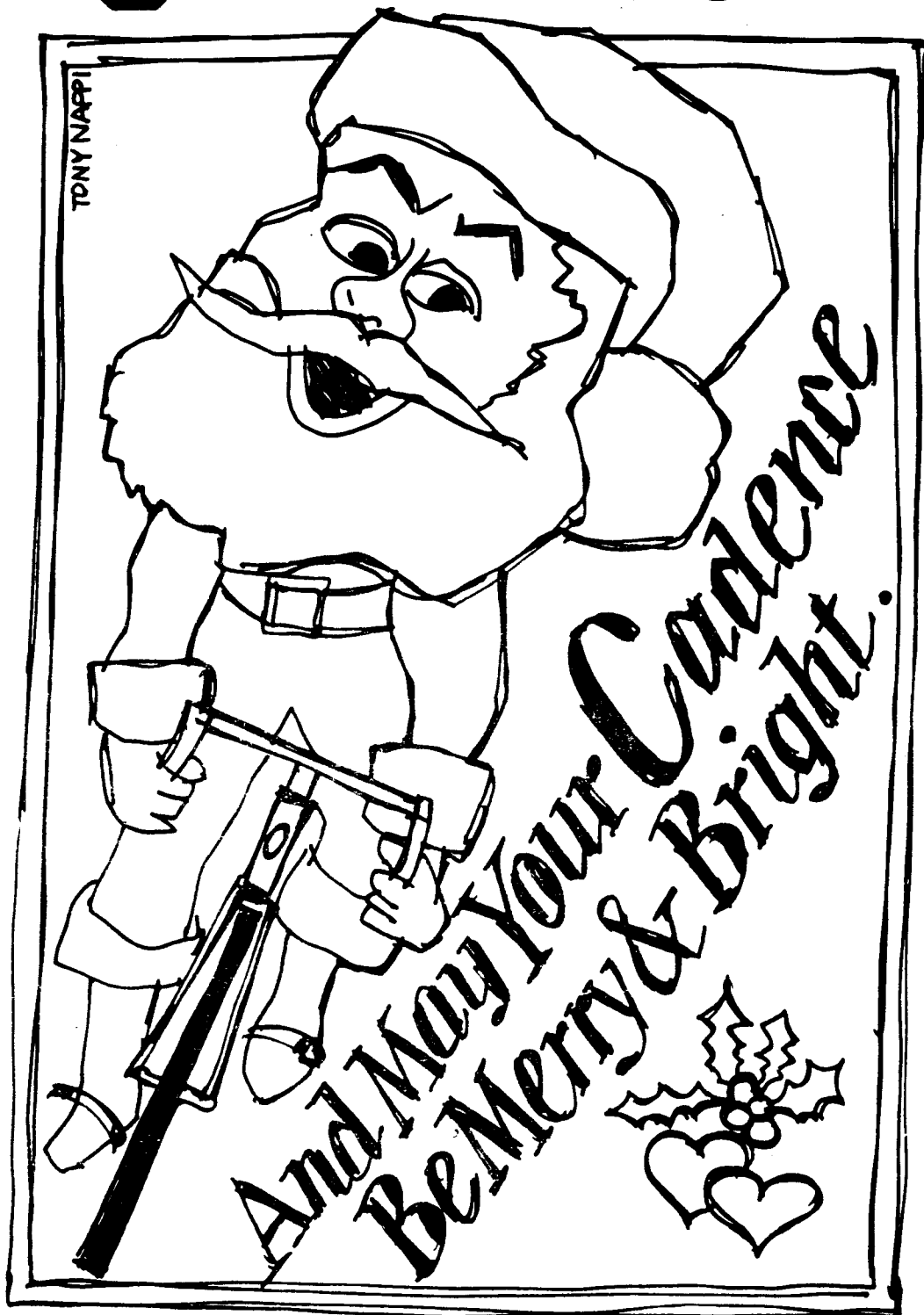
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# RIDES PROGRAM

Compiled by Debbie Bell, 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. However, leaders should turn back riders whose physical or bicycle condition seems inadequate, or when this is not feasible, those whose riding ability early on in a ride seems inadequate. Our leaders are truly reluctant to do this; so please cooperate with them.

In choosing a ride note the estimated "cruising speed," listed below. This number approximates the speed of a typical rider of the indicated category while moving along a flat road with no wind or other adverse riding conditions. Average riding speed will show the effects of varying terrain.

- 1) Select rides within your capability. Avoid downgrading the ride for your fellow riders and stressing yourself by trying to keep up, or conversely, demanding a faster pace than advertised.
- 2) AA, A+, and most A rides generally maintain pacelines. If you are unfamiliar with paceline riding be prepared to learn.
- 3) Be on time or a bit early. Rides will leave promptly.
- 4) Have your bike in good condition: both brakes working, properly inflated tires, adjusted derailleurs, no loose parts.
- 5) Bring water, snacks, spare tubes, patch kits, pump and lights if the ride will begin or end in the dark.
- 6) Eat a good breakfast.

## RIDE AND RIDER CLASSIFICATION

| Ride Class | Average Speed (not incl. food stops) | Cruising Speed | Riders      | Ride Description   | Self-Classification Central Park Times 4 full laps = 24.5 miles* |
|------------|--------------------------------------|----------------|-------------|--|--|
| AA         | 17+ mph                              | 20+ mph        | Animals     | Anything goes. Eat up roads, hills and all.  | Less than 1 hr. 12 min.  |
| A+         | 16-17                                | 19-20          | Sports      | Vigorous riding over hill and dale.  | 1:12 - 1:17  |
| A          | 15-16                                | 18-19          |             | High regard for good riding style.   | 1:17 - 1:23  |
| A-         | 14-15                                | 17-18          |             | Can take care of themselves anywhere. Stops every two hours or so.   | 1:23 - 1:30  |
| B+         | 13-14                                | 16-17          | Tourists    | Moderate to brisk riding along scenic roads, including hills. Destination not so important. Stops every hour or two. | 1:30 - 1:39  |
| B          | 12-13                                | 15-16          |             |  | 1:39 - 1:49  |
| B-         | 11-12                                | 14-15          |             |  | 1:49 - 2:00  |
| C+         | 10-11                                | 13-14          | Sight-seers | Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half hour or so.       | 2:00 - 2:14  |
| C          | 9-10                                 | 12-13          |             |  | 2:14 - 2:30  |
| C-         | 8-9                                  | 11-12          |             |  | 2:30 - 2:48  |

\* New members can assess their probable riding class by riding 4 full laps around Central Park, at a pace which feels comfortable to them, and comparing their times to those listed above. Ride with other cyclists or runners; the park can be dangerous at its northern end. Central Park Boathouse phone numbers are: 650-9521; 744-9813; 744-9814. The Boathouse is located inside the Park, along the East Drive, near 72nd St.

- Sat. Dec. 6 9:00 AM A 68 mi. SCHMALTZY "A" RIDE. Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.) From the Boathouse. Social ride, "A" class, to Thornwood, NY. Cruise along the Bronx River bike path. For those of you who haven't ridden this path, you will enjoy it. For those of you that have, you will enjoy it again. We'll come back through White Plains, Scarsdale, Bronxville, and such. Bad weather cancels.
- Sat. Dec. 6 8:30 AM/ 9:45 AM B+ 65/45 mi. NO, IT'S NOT NYACK! Leader: Debbie Bell (212-864-5153) From the Boathouse at 8:30 or 242nd St. & Broadway (last stop on the No. 1 subway) at 9:45. A leisurely ride north to Tarrytown where we pick up Sleepy Hollow Rd. to Thornwood. If our timing is right, we may see some familiar faces at the indoor lunch stop. We'll return through White Plains, etc. and can either drop off at the No. 4 subway or bike back to Central Park. Precip./temp. below freezing cancels.
- Sat. Dec. 6 C DECEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). If you're interested in a ride for this day, and the weather forecast is promising, call me before 8 PM the evening before. Although I may not be able to ride, I shall try to get interested parties in touch with each other.
- Sun. Dec. 7 11:00 AM A-/50 mi. BACHELOR'S RIDE TO THE TURNING POINT. Leader: Art Guterding (212-415-8920, of.) From the Boathouse. A late start lets you get those morning chores done and still have lunch in Piermont.

- Sun.Dec. 7 BRUNCH IN SCARSDALE. Leader: Alinda Barth (718-441-5612) Meet at the Boathouse for a ride to a nice, recently-discovered indoor lunch stop in Scarsdale at an easy B+ pace (Alinda is tired and out of shape already). Call if the weather is uncertain.
- Sun.Dec. 7 DECEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sat., Dec. 6.  
C
- Sat.Dec. 13 SYOSSET AND BAGELS. Leader: Alex Bekkerman (212-213-5359) From the Boathouse Riding to North Shore via Syosset. On the way back, we will have a coordinated lunch with Susan Glaubman's group in Syosset for traditional bagels. Pace, route, and logistics will be as usual. Very very miserable weather cancels.
- Sat.Dec. 13 SYOSSET FOR BAGELS. Leader: Susan Glaubman (718-596-0477) From the Boathouse. "Put a hole in one" (bagel) in Syosset for lunch, coordinated with Alex Bekkerman's group. Riding through Queens, LIE Service Road, Jericho Turnpike. Pace as listed. Rain, snow, sleet cancels.
- Sat.Dec. 13 DECEMBER JEWEL. Leader: Caryl Hudson (212-595-7010) From the Boathouse. Come see "The Jeweler's Eye"--an exhibit of 19th century jewelry at the Hudson River Museum in Yonkers. The route is scenic, but the price is hills. Bring a lock to secure your mount while in the museum. The cafeteria is projected to be open by then, so we'll lunch there. You may meet us at the B'way/Dyckman triangle at 10:30, but we will not wait beyond then; call if you're planning this option. Precip. or temp. below 32 F cancels.
- Sun.Dec. 14 (MY SISTER'S BIRTHDAY) RIDE TO NYACK. Leader: Joyce Meyer (212-673-7692) From the Boathouse We'll venture forth yet again to Nyack, but this time we'll try a circuitous route with minimum traffic and maximum hassle-free riding. Crazy sox not mandatory, but appreciated.
- Sun.Dec. 14 DECEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sat., Dec. 6.  
C
- Sat.Dec. 20 UP TO NYACK. Leader: Alan Zindman (212-989-8529) Meet at the Boathouse for a leisurely ride to Nyack and back. We will go every hill from here to eternity and then some. Lunch at Nyack and then more hills. Rain, snow, or just plain cold (20 F or below) cancels.
- Sat.Dec. 20 DECEMBER DIAL-A-RIDE. Leader: Debbie Bell (212-864-5153). If I've finished my shopping and the weather is encouraging, I may want to ride. If not, I'll put more organized riders in touch with each other.
- Sat.Dec. 20 DECEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sat., Dec. 6.  
C
- Sun.Dec. 21 WINTER IN WHITE PLAINS (FREEZE TO THE FLAGSHIP?). Leader: Claire Goldthwaite (212-228-0828) From the Boathouse. Over the river and through the woods to the French toast/Belgian waffle capital of Westchester. Winter is the time to relax, ride leisurely, and gain weight; March will come soon enough. Fast riders can find their own way and hold tables for the rest of us.
- Sun.Dec. 21 DECEMBER DIAL-A-RIDE. Leader: Debbie Bell (212-864-5153). See Sat., Dec. 20.  
B
- Sat./Sun.  
Dec. 27/28 LEADERLESS "A" RIDES. Meet at the Boathouse at 9 AM.
- DIAL-A-"B"-RIDE. Leader: Martha Ramos (718-858-9142). Although I may or may not be riding (depending on the weather), I will suggest routes and help riders to get in touch with each other. Call if you're interested in riding and the weather looks promising.
- DIAL-A-"C"-RIDE. Leader: John Mulcare (718-671-5272). See Sat., Dec. 6.
- \*\*\*\*\*  
To help you plan your riding schedule, the Calendar will soon include rides for the first weekend of the next month. Thanks in advance to the ride leaders who help our Rides Coordinators in this effort. DEB.  
\*\*\*\*\*
- Th. Jan. 1 NEW YEAR'S BRUNCH IN WHITE PLAINS. Leader: Marty Wolf (212-935-1460) From the Boathouse. Start the New Year off right with an entry in your mileage chart. (No chart? I'll make copies and bring you one.) We'll leave promptly at 10 AM -- the objective being to brunch at the Flagship Diner in White Plains. Any precip. or temp. below 25 F cancels. Call Marty if you're in doubt.
- Sat.Jan. 3 JANUARY DIAL-A-RIDE. Leader: Alinda Barth (718-441-5612). Are you interested in riding this weekend? Although I may or may not be riding (depending on the weather), I will try to get interested riders and leaders in touch with each other. Call if the weather looks promising.
- Sat.Jan. 3 JANUARY DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sat., Dec. 6.  
C

Sun. Jan. 4 JANUARY DIAL-A-RIDE. Leader Alinda Barth (718-441-5612). See Sat., Jan. 3.  
B

Sun. Jan. 4 BRONX BOTANICAL GARDEN. Leader: Elly Spangenberg (212-737-0844) From 59th St. & Fifth Ave.,  
10:00 AM Manhattan. Enjoy warmth in January during a trip to the warm climate, deserts and jungles.  
C Lunch under orange trees at the NY Botanical Garden in the Bronx. Bring \$2.50 for admission to  
25 mi. the Garden's Conservatory. Dress warmly for the ride, and bring a lock and lunch or money.  
Joint AYH. Any precip., temp. below 32 F, wind above 15 mph, or snow/ice on road surfaces  
cancels.

## BIKE TOUR SLIDE SHOWS

Irv Weisman

For the past year or so, some of us have felt that the touring aspect of the club and the sharing of tours through slide programs has fallen off. Therefore we are planning to meet outside of the monthly club meetings to view members slides of their bike tours. During the winter season, we plan to meet for these shows at members' homes on occasional Fri. or Sat. nights, or late Sun. afternoons. These times may be modified later to meet the preferences of the participants. Unfortunately, space limitations of 15 to 20 people will require prior reservations.

Our first slide show, Karen Sauter's 1985 solo tour down the Pacific coast, will be held Fri. night, Dec. 5, at 7:30 in a Manhattan location. The Registrar for this show is Arlene Ellner (212) 677-3306; call her to make your reservation and to get directions to the meeting place.

If you have a slide show to present at some later date, or can host a show in your home, please drop me a note with some details: locale of tour, season, major points of interest, number of people you can accommodate, etc. Your show should be edited to remove poorly exposed or otherwise deficient slides, and should be planned to run from 1/2 to 1 hour (100 to 200 slides). Write to me at Box 97 Kingsbridge P.O. Bronx, NY 10463 soon, so that we can make plans for the next few shows. I can also be reached at my lab during the day at (212) 650-8075.

## START THOSE DIMES AND DOLLARS COMING

Unless you've been off cycling on a distant planet for the last month or haven't read your November bulletin (tsk,tsk) you know that David Wallis rode in the John Marino Open and has qualified for and will ride in the 1987 RACE ACROSS AMERICA.

Besides exceptional cycling ability, (of which David has plenty), an undertaking of this magnitude takes money, (of which he needs plenty), for equipment, support vehicles, travel expenses, etc.

Let's make certain that when David rides through all of those towns and across all of those ~~towns~~ screens that America knows what club he rides for.

If you would like to help David in his efforts send your contribution payable to:

NEW YORK CYCLE CLUB, RAAM FUND  
c/o Lee Gelobter  
2686 Ocean Ave. Apt. F3  
Brooklyn, NY 11229

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TDNY NAPPI, DAY 212-907-1222, AFTER 9 PM 212-737-1906.

## The election produced the following 1987 Board of Directors:

|                      |                |
|----------------------|----------------|
| President:           | Martha Ramos   |
| VP Programs:         | Jody Sayler    |
| VP Rides:            | Debbie Bell    |
| Secretary:           | Steve Baron    |
| Treasurer:           | Maxim Vickers  |
| PR Director:         | Edwin Rudetsky |
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| Membership Director: | Arlene Brimer  |
| Circulation Manager: | Hannah Holland |
| A Rides Coordinator: | Josh Keller    |
| B Rides Coordinator: | Sara Flowers   |
| C Rides Coordinator: | John Mulcare   |

Winter is icumen in,  
Lhude sing Goddamm,  
Raineth drop and staineth slop  
And how the wind doth ramml  
Sing: Goddamm.

--- Ezra Pound



## OH, MY ACHIN' BACK

by Barbara Johnson

You know the scene all too well. You've been here before and promised yourself not to do this again. Yet, somehow, you just couldn't resist the opportunity. So, you took advantage of the unseasonably mild weather to go for a good long spin before the snow and ice set in. And now you're paying the price - sore, aching muscles.

The first ten miles flew by without a hitch and the warm sunshine felt terrific; the next twenty went smoothly - not even a flat tire; by the time you hit forty miles you had begun to notice some muscles you hadn't used for a few months. When you finally returned home, with a modest sixty or seventy miles on the odometer, you knew that you'd had a workout!! And those sore, aching muscles in your legs, back, arms, neck and shoulders won't let you forget it.

If vigorous exercise is supposed to be so good for the body, why does it cause pain?? Let's take a look at what is happening in your body when you exercise - whether biking, running, swimming or any other sport. The muscles need energy to perform. The body is fueled by the food we eat, particularly carbohydrates, which are converted via a series of chemical reactions to glucose.

During strenuous exercise the body must call upon its reserves to produce the energy required. Glycogen is converted to glucose and further broken down to release energy. During a vigorous workout, when the lungs and blood can not supply sufficient oxygen (required to complete the chemical process) to the muscles, lactic acid is produced as a waste product. Insufficient oxygen and the accumulation of lactic acid cause muscles to weaken.

So, what can massage do for sore muscles? Why do you instinctively rub the areas that hurt? Physical manipulation helps relieve the discomfort and stimulates the body's natural healing powers to attain the benefits of relaxation and pain relief. Massage, before or after an athletic workout, can prevent soreness, relieve swelling and tension, as well as improve muscular performance. By stimulating the circulation of blood and lymph, massage helps speed the body's recovery from stress or injury.

Sports massage, with techniques designed specifically for the athlete, has been shown to increase by twenty percent the performance, protection and time of an athlete. The deep and repetitive compressions of the fiber-spreading techniques of sports massage induce hyperemia and increase the space between capillaries which run parallel to the long axis of the muscle fibers. This permits more oxygenated blood to be delivered and metabolic waste material to be removed from the area of stress. By making the tissue fibers more pliable, it increases the ability of the muscle to utilize fuel efficiently.

The benefits of massage are numerous. By improving the circulation of blood, increasing the supply of oxygen and nutrients to cells, and increasing the movement of lymph through the body, massage helps to accelerate the recovery process and to strengthen the immune system. Massage not only relieves muscle tension and relaxes muscular spasms, but also helps eliminate or prevent muscle adhesions resulting from injury. Massage is beneficial to all athletes, whether training for the Olympics or a "weekend warrior" type.

Ed. note: Barbara Johnson is a Systems Consultant specializing in application development. Currently on leave from Chemical Bank, she is International Coordinator for the First Earth Run, a global torch relay. Barbara is a NY State Licensed Massage Therapist with a private practice in Manhattan.

Noon. August 30. Huelgoat. The celebrated rocking boulder, the size of a large van, is deep in the woods, out of sight, and all we will see are the neat little houses, the war monument in the square and the café terraces facing the promenade along the pond lined with shade trees. I do not recollect the vacation homes on the other side, like so many white sails of a regatta against the green water-like grass. The road turns North across a bridge and past a sand quarry. And up; here we go!

We have been anticipating the Roc Trevezel for so long that the actual climb is anticlimactic. (I am referring to the final installment, above the treeline, over the windswept heather and bramble towards the great television tower.) It does not amount to much, since most of the altitude was gained on the twisting wooded road well out of view of the summit. The wind is behind us and the pacing is swift. As four years ago, many cars are parked at the top and their occupants line the shoulder giving a big hand to the passing heroes. We crest and rattle downhill on the coarse and uneven macadam pavement.

The Atlantic is hidden in low-lying haze. Halfway down the mountain, I touch the brakes to pick my way through a mild auto collision. No cyclists involved, thank God, although with my New York savvy, I wonder if they managed to cause it. The trees re-appear, beginning with a thick growth of firs.

Two riders on the way back. It's the Best Girl! Susan Notorangelo, sunshine all over her face, with a broad "Hi!" Lon Haldeman bringing up the rear, en domestique, glum, bursts out something unintelligible. Don and I let go with "Go get 'em, Suzie baby!" and that is it -- it's so easy to roll downhill!

Through Sizun and on to Landerneau, the riding is faster and the returning cyclists are thicker. The final descent to the Elorn bridge winds majestically around the hillside, bringing the town with its small-boat anchorage into view. In Landerneau, there are narrow streets and many traffic lights. I first mistake a built-over slope for the site of a "wall" of horrid memory and breathe easier, assuming a merciful change in the course, but am disabused soon enough; after leading us along the river and the rather picturesque barges and fishermen resting on the low tide, the arrows send us North, under a viaduct, into a traffic circle and then there it is, rearing up on the left. Don't they believe in grading? How do 2CV's do it?

I drop into my 35" marvel and crank the bike up the cliff with reassuring swiftness. Behind me, a French rider is admonishing his son to keep it easy. I make it to the top way ahead of everybody in that contingent. On the way back down, I wave cheerfully to Alex Bekkerman who is grinding back towards Landerneau alone with an expression of pained disgust on his face.

At the foot of the hill and across a tiny stream, it is my turn to hurt. From now on, through Guipavas and all the way into Brest, the riding is over an excruciating succession of steep ridges à la Eastern Pennsylvania. Finally, we creep up the traffic-infested avenue leading into the city and wheel into the courtyard of the Pen Ar Creac'h (Breton for Commons House). It is 1:35 p.m.; we have arrived half way.

John and Mike meet us at the contrôle door. With them is Sak Wathanansan, the British Thaiander from Princeton, whom we have not seen since the start. Don and I have our cards stamped and follow the gang along the "sense unique" - roped corridors to the bar concession where we cash in the chits given out for getting this far for some Kronenbourgs. We sit down in a bay window with our dis-shoed feet up and guzzle. Boy am I tired!

Out in the yard, a young man is busy slicing loaves of fresh bread open and stuffing them with ham and paté de campagne. The sandwiches are free to the cyclos, courtesy of the Brestoïis. I take one, then another and wash them down with more beer, chased by water. Mike and John leave first. Don pleads off for some rest. I finally pick my aching muscles up and stagger back to the bike leaned against a hedge, perform a quick Lanocain lubrication on my hemorrhoids and climb on. After a few blocks of riding it feels fine.

The roller-coaster is no easier in reverse. The traffic is thick and the absence of a good shoulder makes the riding difficult and nerve-wracking. The weariness is a definite factor in the difficulty with which I maintain composure in the face of this crap. These ten miles to Landerneau rank with "least pleasant" in my riding experience.

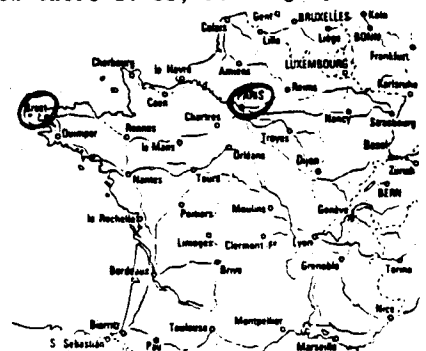
Riders are coming towards Brest in a heavy stream and I am on a constant lookout for the familiar faces. I see the pair of girls from the Midwest, the young Englishman with whom I rode into Villaines, but no New Yorkers; the lot must be further back.

Down the wall into town, the speed is breathtaking. Jeez, the grade probably is 17% I somehow preserve sanity through the seemingly interminable red lights (temper! temper! getting real tired; this irritability is a sure sign) and cross over the Elorn back into the countryside. It greets me with a climb.

It's a long one. I do not recollect it from four years ago, though, logically it must have existed then too. Now it is a struggle. The bike jerks and bucks on the rough macadam. The wind is still East, which now is right on the snout. Far ahead and above me, I keep seeing cyclists cresting the top, outlined for an instant against the clear sky, and accelerating towards me, downhill, on their way to Brest.

There they are: first Guy goes by, then Jimmy, Steve Bauman waves with a toothy grin, Carl Calnek raises his cap and his whiskers, Craig Cook gives me thumbs up. Gary Kryznovek squints at me against the sun and shouts something; he is the last one. Good: New York is still all in one piece.

In Sizun, I stop at a café on the main square to take on water. People are crowding the bar but yield room at the sight of a cyclo. I down one bottle immediately and have it refilled. There go another ten minutes. I am shooting for Loudeac and it is again a race against nightfall.



Trash Canyon got off to a shaky start on it's first day out. The five-speed rear hub was missing shifts on account of a broken trigger shifter, a high-tech edition of Sturmey-Archer's famed three-speed shift control that launched millions of budding cyclists on their way. This shifter had broken because of an attempt to solve a sticking problem that developed in the bike's final stages of development. Scott Fitzgerald, who was supervising the project at The Bike Buff, had attempted to gently pry the plastic cover from the shifter when the thing suddenly flew apart, it's vital insides all over the shop floor.

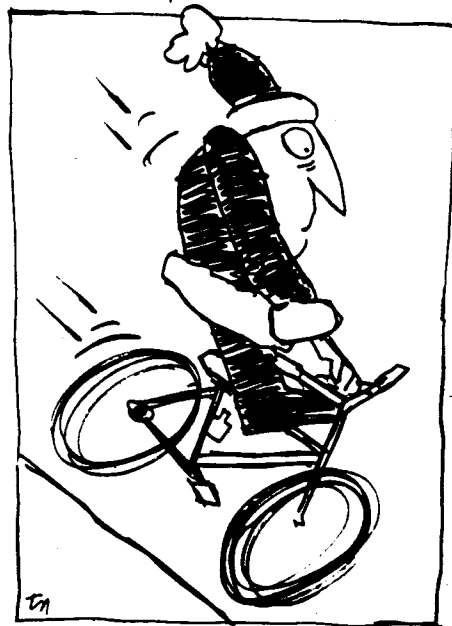
Somehow we managed to recover all the vital pieces, but, as often happens, they didn't quite fit back into one functional unit again. It took Scott a few good tries before he could get any positive action, but get it he did, however limited. A new shifter would have to be ordered, regardless. "About a week, I'd say", Scott said. Fine, I said, but I told him I wanted to take Trash out tonight. This project had been nearly six months in the making; Seeing the finished product of all this pipedreaming and then walking home from it seemed as loony as standing up Kathleen Turner, so off I rolled that night with this new stranger on wheels.

I suppose that if God had meant for prototypes of anything to be foolproof there would be no need for prototypes, ay? That night I had meditated on what I will now refer to as the F-19 Syndrome. The F-19, for those unfamiliar with some of the more offbeat toys your tax dollars are buying, is the prototype for the so-called "stealth" aircraft designed to evade military radar systems. The Air Force refuses to acknowledge that such an aircraft exists, although it appears that they have crashed several of them, losing a few pilots in the process. With that sort of track record, I'd be pretty tight-lipped too. I think back to the day Bruce McLaren died while testing what was to become one of the most invincible racing cars of the '70s; sometimes even a good idea can do you in, just from taking it along too fast (figuratively as well as literally) without any kind of pacing. Even NASA now knows the perils of haste; abrupt starts often bring abrupt endings. The drawing board beckons us yet again, almost tauntingly.

My week with Trash Canyon passed quickly. The bike did so many things right that its few rough edges weren't so much of a bother. It turned into such a ball to ride that I felt I had finally hit upon the real secret of the Great Urban Bicycle; gears galore, but without derailleurs; all-weather braking power, without caliper brakes and their slippery-when-wet vagaries; versatility without complexity, agility without quirkiness, strong in foundation yet gentle in disposition. This was my very first try at designing a bike from the ground up, and having it work--and even look--much better than expected was making modesty an arduous virtue for me at best. When the new shifter came in the following week, Trash Canyon was transformed in character; with its shifting maladies gone, the not-so-ugly duckling became a street-smart swan. People began asking me about it, how well it worked and how they might get hold of one. My boss wants something like it. Three-speed commuters love it. They all wish someone marketed such a bike.

Unfortunately, the birthplace of Trash Canyon is no more. Scott decided that Fun City wasn't much fun anymore, and closed up shop for good a short time ago. Florida's weather agrees with him and his wife and young daughter quite well. I, among others, will miss him, and wish him and family the best. Terrific and capable, there can never be too many people like him up here. There aren't nearly enough by half.

**LINKNOTES:** MOULTON OWNERS, NOW HEAR THIS! I'm compiling names and addresses for sending my occasional newsletter, The Moulton Gang. Why a Moulton newsletter? I'm just lonely, that's all. (Didn't I use that reason for this column too?) Write and tell me where you are, if you are....Personal note to the Port Authority of New York & New Jersey; I'll cross that bridge when I get to it, one way or the other. Anyone for a petition drive to repeal the Walk-Only Rule, please send ideas....In a recent issue of Bicycling James C. McCullagh was pushing titanium as a viable frame material, feeling that the problems encountered in ti-frames of the mid-seventies can be or have been overcome. All except one, James; guess from what country much of that miracle metal will be coming? And Rodale prides itself on progressive thinking....There is a preliminary sketch of a son-of-Trash Canyon project bike, a mountain bike for pikers (in the less pejorative sense of the word). The project is currently codenamed Mt. Vernon...  
**OPEN LETTER TO SYDNEY SCHUSTER:** Love your writing/wit/looks. Can we meet?.... One Down, One To Go: Now that Greg LeMond finally Did It In France, can we get televised coverage of the Coors Classic? How 'bout it, CBS? You owe us another one, next year if not this....After reading Meg Roland's BikeReport piece on Portland, Oregon Mayor J.E. "Bud" Clark, I said to myself "How nice it would be if our man in City Hall would try his hand at pedal-pushing". Then I saw Ed Koch slumping to his limo from the Boathouse. Perish the thought....**WATCH THIS SPACE** For the Citizen's Obligatory Audience Response Special Edition, when the topic will be the Best Bicycle In The World. Start thinking hard on this one, there'll be an essay to write later. As Ian Shoals says, I Gotta Go.





## COLD TIPS

Joe Furman

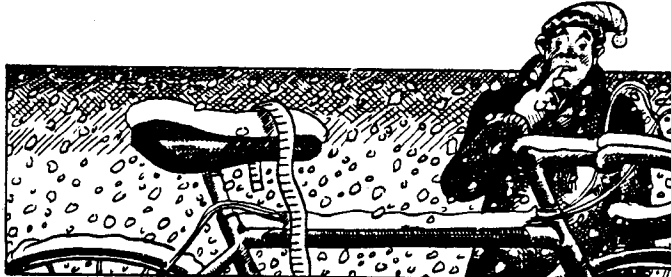
Gore-Tex, polypropylene and Thermax are examples of fabrics that wick away perspiration, allow freedom of movement and retain body heat. For those who haven't heard yet, Thermax is a new material patented by Dupont and produced in the U.S. What makes it work is a fiber with a hollow air filled core that provides the insulation while the weave of the fabric allows for the vapor permeability. In my experience, I have found that Thermax greatly outperforms any other fabric in keeping an active body warm and comfortable. These fabrics would be perfect if worn in layers, however this can be very expensive. A more practical combination would be a polypropylene or preferably Thermax undergarment with a cotton/polyester middle and a fairly loose fitting wool outer garment. All of these materials are good at wicking away moisture. Cotton/polyester is better than pure cotton because the latter tends to absorb and retain moisture. By wicking away moisture and simultaneously retaining body heat, you are much more comfortable and help prevent hypothermia which is a disastrous loss of body heat that affects your coordination and thought process and ultimately can lead to death. For more severe weather conditions, you will want to add a Gore-Tex windbreaker material, which is breathable and waterproof. At this point we're talking about winter training in the Rockies or for temperatures in the range of 30 to 40 degrees Fahrenheit. I mention all of these expensive goodies so that you have a guideline on which to compromise while you are spending your money on other adventures such as food and rent.

Speaking of food, it is a good idea to carry a chocolate or granola bar while riding in cold weather. When your body temperature starts dropping, small sweets can be eaten occasionally to help maintain your body heat. Also, I've read articles that state cigarette smoking lowers your body temperature. I'm not a smoker, so I cannot offer any advice on this except the idea of having a waiting thermometer at home and compare for yourself.

Getting back to clothing. I've found that polypropylene glove liners are good for the hands. Double layer or heavy duty is best and still allows freedom of movement. Some people may prefer thin shells to wear over the liners to help cut down on wind chill. Another good technique to use if you have problems with cold hands is to mount a handlebar pack on your handlebars. By placing your hands behind the pack while riding, you have an effective wind breaker and also have a useful carrying container in which to place your sweets and ear muffs.

Since most of your body heat is lost through your head, a polypropylene helmet liner or dome cap is a good idea. Any head and/or neck covering is better than nothing and can dramatically enhance your comfort outdoors.

Shoe covers are available for your feet, although I've never tried them. I usually use a wool blend sock over a thin cotton/synthetic sock and then lace up in a pair of soft leather shoes. Thermax socks are now available and that will be my next experiment. If the weather gets too cold for this or for any of the ideas I've mentioned above, you'll find me in my living room on my trainer and listening to my favorite radio station.



## RISK MANAGEMENT FOR BIKE RIDERS by Bill Clark

One of the hot seats in the corporate hierarchy is the job of the risk manager whose thankless function is to identify all potential ways in which the maniacally multiplying corollaries of Murphy's Law could have a negative impact on profit and then to find ways to ward off or soften the blow.

Since this is obviously a field for those who like to live dangerously, it should be attractive to bicyclists. In fact, bicyclists are their own risk managers.

Basically, there are four possible ways of managing risks --- avoidance, loss prevention, loss absorption and insurance.

Risk avoidance for bicyclists is going to extremes. It means not riding. This may be a suitable solution for those who would rather stay in bed and do a re-write on Proust. If you think that way, o-kay, but don't blame me in case of an earthquake. Without being a fuddy-duddy, or course, you can avoid easily identifiable high-risk places and ways to ride.

Loss prevention should be more popular. We all know about helmets, rules of the road etc, but as organized bicyclists we could and should encourage the powers that be to clamp down on the anarchists on wheels who insist on riding the wrong way on one-way streets, riding at night without lights, riding on sidewalks and other cute way to alienate or maim the public.

Loss absorption means simply eating the loss or at least as much of it as you can afford. If your bike is worth about \$200, for example, don't insure it. Just put \$200 in the bank and buy a new one when you get ripped off. Unless you have unusually bad luck, in the long run, this will be cheaper than insurance.

Unfortunately, you are exposed as a bicyclist to other kinds of loss which could far exceed \$200. For these you need insurance.

If you are employed, one of your benefits probably is broad health insurance which will protect you against financial loss through personal injury.

You really can not do without insurance that will protect you against liability for personal injury and property damage to others. There is absolutely no limit to how much you can be sued for or held liable for.

If your bicycle is worth more than you could afford to replace, you should also consider insurance to protect yourself against its loss or damage through theft, collision, fire, etc.

Personal liability and personal property insurance are probably already included in your Homeowner's or Tenant's Policy and may require no special endorsements to cover your bicycling exposures. If you do not have these broad policies, get in touch with your insurance agent or broker right away, before something happens.

There are a few problems, even if you do have such a policy. One problem, with the property insurance is that most policies of this type pay off on the actual cash value of the property involved. That is, you don't get what you paid for it or what it would cost to replace it. You get its present value, which reflects depreciation, wear and tear, market condition etc.

Theoretically, replacement cost coverage is available, but there are formidable practical obstacles, such as appraisals, inventories and a negative attitude on the part of underwriters, to whom cynicism about human nature is necessary for survival.

Another problem is that the limit on personal property of the type we are here concerned with is usually limited to the greater of \$1000 or 10% of the applicable policy limits. In my own policy, these limits are \$16000, subject to a \$100 deductible. Therefore, it would seem I could collect up to \$1500 on the loss of my bike if its actual cash value were \$1600 or more. However, if the loss occurred on the premises, especially through fire, other property would be involved and, since my \$16000 limit applies to the entire loss, I would be unable to recover the full actual cash value of the bike or any other item unless the total value of all items were less than \$15900. This can be a Catch 22 situation if the insurance company rules limit the amount of personal property coverage to a ratio related to the value of the real property covered by the policy.

A possible way around this is what is often referred to as an inland marine floater policy, or endorsement, covering one or more specified articles of property --- such as a bike --- against all risks of loss except those specifically excluded. These are expensive, but, if obtainable, may be worth the money for the amount of hassle they save. Comments above regarding actual cash value versus replacement cost coverage also apply.

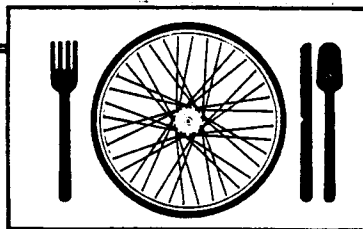
The fact that floater coverage is "all risk" unlike the Homeowner's Policy, which covers named perils, is an advantage, but does not mean quite literally what it seems to mean. What it actually means is that if the insured shows that the insured property was lost or damaged as specified in the policy terms & conditions, the Company must pay or replace the property unless it can show that an exclusion applied. In practical terms, this means that the insured's burden of proof may be somewhat less onerous than under a named perils form of coverage.

Another variation on the replacement cost theme which you may wish to consider if you own a valuable bike is the Bikecentennial Insurance Program, available only through Bikecentennial, P.O. Box 8308, Missoula, MT, 59807. Although this is not an all risk policy, the named perils are those you really need --- theft, vandalism, malicious mischief, collision, fire, lightning, windstorms. You have to produce a valuation signed by the vendor of your bike and submit an application for insurance of up to \$4000 for each bike and up to \$1000 worth of equipment, subject as a deductible of \$50 per loss. The annual premium is \$5 plus \$4 per each \$100 of declared value. The basis of recovery is replacement cost.

Finally, a word of caution apropos all my comments. DON'T TAKE MY WORD FOR IT! What you get is what's in the policy, not in my very general description, so read the policy and talk to your agent or broker.

**EDITOR'S NOTE:** Bill Clark is a retired insurance company executive. For 30 years Bill's specialty was crime and certain kinds of marine insurance.

**NEW YORK CYCLE CLUB**  
MONTHLY MEETING  
Tuesday, December 9th



**O'HARA'S**  
120 Cedar Street  
New York, NY 10006

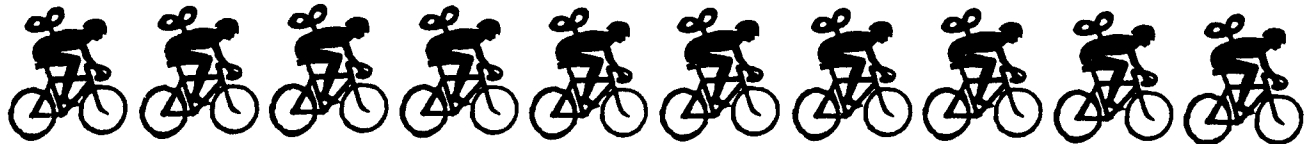
## ANNUAL AWARDS DINNER & HOLI DAY BALL

6 PM O'Hara's Famous Cash Bar Opens  
6:30 Buffet Dinner \$15 at the door  
8:00 Installation of Officers  
Debbie Bell Presents  
Ride Leader's Awards  
8:45 Our Very Own D.J.,  
John Waff(enschmidt) Presents  
Christmas Dance Party, Part I  
9:30 Dessert & Coffee  
A Special Cake From  
Ferrara's of Little Italy  
Awards Nomination Of  
Ride of the Year  
Animal of the Year,  
Couple of the Year,  
And Other  
Selected Celebrities  
10:15 John Waff's Dance Party,  
Part II



The NYCC is in a "boom" cycle. Or (said another way) we're on a ROOOOOOOOOOOOLLLLL! Come, dress 'festive', bring your sweetheart, feast, dance and celebrate our many achievements of the year past.

ARRANGED BY JODY SAYLER V.P. PROGRAMS



### 1986 NYCC WINDUP DOLLS

The Rich Herbin doll: wind him up and he'll paint your shoes black.

The Caryl Hudson doll: wind her up and she'll make another pit stop.

The Greg D'Agostino doll: wind him up and he'll stay on the phone all night.

The Marty Wolf doll: wind her up and she'll talk your leg off (same doll as last year).

The Irv Weisman doll: wind him up and put him in a room with Marty Wolf to see who can talk more.

The Jody Sayler doll: wind her up and.....just watch....

The Dennis Lopez doll: wind him up and - Dave Walls watch out!

The Debbie Bell doll: doesn't even need winding to do A rides this year.

The Art Guterding doll: wind him up and he'll plan another trip...Italy???

The Richard Rosenthal doll: after eleven jobs in advertising, we wonder what winding him up would do.

The Susan Glaubman doll: wind her up and watch her try to hitchhike to Front Royal.

The Steve Baron doll: wind him up and he'll try out another new piece of equipment.

The Jackie Plate doll: wind her up and watch her mother us all.

The Rick Plate doll: put him on Queens Blvd. and watch him wind himself up!

The Maxim Vickers doll: wind him up and he'll find another holiday to celebrate.

The Mike Klaveness doll: you'll have to wait - he'll be the last to be wound up.



# New Members -- compiled by Irene Walter

|                      |   |               |       |              |
|----------------------|---|---------------|-------|--------------|
| ALLEMAN, Annie       | 324 Pearl St. #3D                               | N.Y.          | 10038 | 212-732-4492 |
| ANDREWS, William     | 201 E. 81 St. #3D                               | N.Y.          | 10028 |              |
| BROWN, Barbara       | 139 E. 33 St. #3H                               | N.Y.          | 10016 | 212-685-6080 |
| BYKOWSKY, John G.    | 302 W. 79 St. #29                               | N.Y.          | 10024 | 212-877-3614 |
| CORCORAN, Fergus N.  | 140 E. 2 St. #1T                                | B'klyn        | 11218 |              |
| DOLAN, John H.       | 400 E. 70 St. #2701                             | N.Y.          | 10021 | 212-734-6384 |
| DUNNING, George H.   | 18 E. 84 St. #3B                                | N.Y.          | 10028 | 212-LE5-8379 |
| EAGLE, Gene          | 201 3rd St. #2N                                 | Union City NJ | 07087 | 201-865-3587 |
| ELLIS, Richard       | 75-08 60 Pl.                                    | Glendale      | 11385 | 718-366-8399 |
| FASANO, Anthony      | 47-38 45 St.                                    | Woodside      | 11377 | 718-392-1122 |
| HAAR, Jack           |   |               |       | 212-PL9-6369 |
| HALE, Carolyn        |   |               |       | 212-PL9-6369 |
| HAUSER, Elaine       | 73-18 180 St. PH                                | Flushing      | 11366 | 718-969-2260 |
| JONES, Carl          | 206 W. 106 St. #26                              | N.Y.          | 10025 | 212-866-1042 |
| KELLY, Barbara A.    | 335 First Ave. #4F                              | N.Y.          | 10003 | 212-777-4551 |
| KENT, Andrew S.      | P.O. Box 200, Kensington Sta.                   | B'klyn        | 11218 | 718-648-9308 |
| KRUGER, Patricia     | 302 W. 79 St. #29                               | N.Y.          | 10024 | 212-877-3614 |
| LEUNG, King          |   |               |       |              |
| MAEURER, D.          | 203 W. 19 St. #2R                               | N.Y.          | 10011 | 212-989-6775 |
| MASLANSKY, Samuel M. | 39 Hooper Ave.                                  | W. Orange NJ  | 07052 |              |
| MCDONALD, William H. | 393 Park Pl. #3-Rear                            | B'klyn        | 11238 | 718-230-9735 |
| MEDIOLI, Alfred      | 1310 Sussex Rd.                                 | Teaneck NJ    | 07666 | 201-833-4795 |
| MINO, Peter          | 7 Melody Ln.                                    | Warwick       | 10990 | 914-986-6466 |
| O'NEILL, Eileen M.   | Fantastic Animation Machine                     |               |       |              |
|                      | 12 E. 46 St.                                    | N.Y.          | 10017 | 212-697-2525 |
| O'ROURKE, Theresa C. | 520 E. 79 St. #2B                               | N.Y.          | 10021 | 212-772-9549 |
| PERRY, David         | 81 4th Pl. #4R                                  | B'klyn        | 11231 | 718-237-5963 |
| PORTO, Linda         |   |               |       |              |
| PROGA, Jennifer      | 200 Congress St. #2E                            | B'klyn        | 11201 | 718-875-7094 |
| PULA, Gene           | 29-16 164 St.                                   | Flushing      | 11358 | 718-461-7884 |
| SCHER, Gerry         | One Marine View Plaza, Mailbox D-37, Hoboken NJ |               | 07030 | 201-792-5244 |
| SHUSTER, Richard     | 60 W. 76 St. #4A                                | N.Y.          | 10023 | 212-595-7396 |
| SILVERMAN, Andrew    |   |               |       |              |
| TREIGER, Betsy       | 60 W. 76 St. #4A                                | N.Y.          | 10023 | 212-595-7396 |
| TRIVELL, Chris       | 34 Gramercy Pk.                                 | N.Y.          | 10003 |              |
| WACHS, Evan          | 98 Lafayette Ave. #2                            | B'klyn        | 11217 | 718-596-4244 |

## NEW ADDRESS:

|                  |                      |             |       |              |
|------------------|----------------------|-------------|-------|--------------|
| SELTZER, Richard | 41-B Addison Pl.     | Clifton NJ  | 07012 | 201-471-4240 |
| VAN ARSDEL, Beth | 941 Calle Mejia #331 | Santa Fe NM | 87501 | 505-989-9258 |

OFFICIAL NYCC 1986 MEMBERSHIP COUNT: 636 MEMBERS !



## CONRAD'S

25 TUDOR CITY PLACE  
NEW YORK CITY 10017  
212-697-6966



# 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, its 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 \_\_\_\_\_

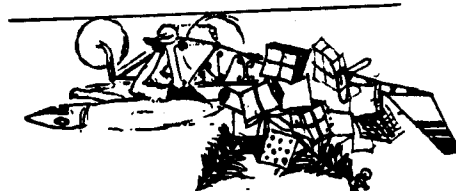
Circle if applicable: I do not wish my (address) (phone number) listed in the roster which is published in the bulletin semi-annually.

WHERE DID YOU HEAR OF NYCC? \_\_\_\_\_

OTHER CYCLING CLUB MEMBERSHIPS (circle): AMC AYH LAW TA CRCA CCC  
Other: \_\_\_\_\_

1987 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

Hannah Holland  
211 West 106 Street  
New York, NY 10025



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