

June
1986

New York Cycle Club

Our 50th year June 1986

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RIDES PROGRAM

Roseann Korsa, former Bulletin editor and an active NYCC member, compiled this month's listing of rides while Debbie Bell was biking in Utah. Thanks, Roseann, for keeping this show on the road. DEB.

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.

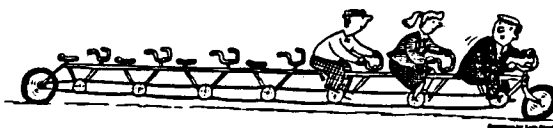
- 1) Select rides within your capability. Avoid downgrading the ride for your fellow riders and stressing yourself by trying to keep up, or conversely, demanding a faster pace than advertised.
- 2) AA, A+, and most A rides generally maintain pacelines. If you are unfamiliar with paceline riding be prepared 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					Self-Classification Central Park Times 4 full laps = 24.5 miles*
Ride Class	Average Speed (not incl. food stops)	Cruising Speed	Riders	Ride Description	
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	1:30 - 1:39
B	12-13	15-16		roads, including hills. Destination not so	1:39 - 1:49
B-	11-12	14-15		important. Stops every hour or two.	1:49 - 2:00
C+	10-11	13-14	Sight- seers	Leisurely to moderate riding. Destination	2:00 - 2:14
C	9-10	12-13		oriented: nature, historical, cultural.	2:14 - 2:30
C-	8-9	11-12		Stops every half hour or so.	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.-Sun. May 31-Jun.1 6:00 AM A/A- 250 miles	4TH ANNUAL MONTAUK TWIN CENTURY WEEKEND. Leader: Marty Wolf (212-935-1460). Keep the tradition alive--this is the easiest twin century you'll ever find! We'll take a central Long Island route on Sat., but will return on Sun. on the same route that AYH will be using for their ride out on that day (wave to your friends). Our group will stay in a motel on Montauk on Sat. night (after a fabulous seafood dinner). Call Marty for further details, motel phone number, and meeting place.
Sat. May 31 A 230 miles	MONTAUK DOUBLE CENTURY. Leaders: Clay Heydorn & Simone Smith (718-434-7176). From the Jamaica Train Station. This ride is a preview of John Waff's ride on June 1 (Clay's birthday). Anyone interested in riding out to Montauk and back at a reasonable pace as a preparation for John's ride the next day or in doing their first double century, please call the leaders for starting time and other fascinating information. Avoid the crowds, ride on Saturday!
Sat. May 31 9:00 AM B+/B 62 miles	GOLD COAST METRIC. Leaders: Sandy Geiger (718-428-9193) & Sara Flowers (718-544-9168). From 169th and Hillside Avenue, Queens (last stop on "E" and "F" trains). This pure gold ride has been designed by Sandy to demonstrate the superior riding terrain and scenery of Great Neck and Sands Point. He has planned a quick flat start through Great Neck and then some hills on the dash through and to Sands Point. We will lunch in Port Washington before looping back to Queens. Five NYCC'ers test rode Sandy's route with him and insisted he give others the chance to see Long Island and the sound through his wheels. Sara will "sweep up" the B's. Call Sandy or Sara for more details.

- Sat. May 31
C/C- DIAL-A-RIDE/SCOUT-A-RIDE. Leader: John Mulcare (718-672-5272) If conditions look promising, call John the evening before, or before 8 AM the morning of the ride. First caller may help select time, meeting place, and destination. Absent any better suggestions, we could scout a potential C/C-ride, or even one already scheduled but not scouted in advance. In such a case, a compass and the appropriate map(s), in addition to the usual lunch (or money for it), tools, patch kit, spare tube(s), water bottles, medical ID card, etc. would be in order. Rain or forecast thereof cancels.
- Sun. June 1
5:45 AM
AA/A
230 miles CLAY'S ROCK AND ROLL BIRTHDAY EXPRESS. Leader: John G. Waffenschmidt (718-626-9835, h; 212-566-5936, o) From the Jamaica Train Station. AYH is holding their annual ride to Montauk on Clay's day. To celebrate, we'll ride out in a single paceline, AA pace, dropping is o.k. We'll return from Montauk at 1:30 PM, "A" pace, no dropping, all are welcome on the return.
- Sun. Jun. 1
A/B
6:00 AM
115 miles MONTAUK CENTURY. Leader: AYH (212-431-7100) The annual trek from the Jamaica Station to the tip of Long Island for afternoon in the sun and a seafood dinner is the flattest century on the calendar. You must have advance reservation on the special LIRR train if you want to be brought back to the city rather than ride. Hurry, the space goes fast!
- Sun. Jun. 1
10:00 AM
C
30 miles JERSEY LOOP. Leader: Ed Flowers (718-544-9168) From the Boathouse. This is definitely a C ride. We will cycle down Manhattan to Chambers Street and take PATH to Hoboken. Bring money for PATH and lunch. We will eat in one of the parks along the Palisades with a good view of Manhattan. The ride will loop north over the GWB, and return via St. Nicholas Ave. and back to the Boathouse. Oil your chains, tighten your bolts, and let's go. Rain cancels.
- Wed. Jun. 4
A TRAIN WITH ART. Leader: Art Guterding (212-415-8920, o) From Tavern on the Green, Central Park. Meet at 6 AM for a few friendly miles before work.
- Sats./Suns.
during June
Time: TBA
A/A-
40-80+ miles COLUMBIA COUNTY CAR TOPS. Leaders: George and Theresa Schnepf (212-420-8939, weekdays and 518/329-4520, weekends) Each weekend we will be riding in beautiful Columbia County, New York. Located 120 miles north of the city, car-topping is required. The rides will vary in mileage depending upon weather and whims of the leaders. We will maintain a tight pace-line and pace-busters are encouraged to stay in the city! So, if you'd like to spend a day riding without traffic, stoplights, broken glass, potholes and the Bronx, give the leaders a call to find out our plans. For those who want to spend a weekend upstate, we can provide info regarding inns and motels in the area.



- Sat. Jun. 7
AA 6:30 AM
204 miles KINGSTON (SAUGERTIES). Leader: Alex Bekkerman (718-438-4746, h; 212-460-2220, o) This ride will be identical to April's ride. Take some food with you. Total time is expected to be 13 hours. First stop is at turnaround point.
- Sat. Jun. 7
8:25 AM
A
100 miles RIDE THE BIG ONE--the big one hundred that is. Meet at the Staten Island Ferry slip at Battery in time for the 8:30 ferry for a steady, fast-paced ride to Princeton. Total riding time: 6 hours. Leader: Josh Keller 212-674-0955.
- Sun. Jun. 8
8:30
A
80 miles RICH'S COSMIC RIDE. Leader: Rich Herbin (212-666-2162) An early start, followed by a transcendental journey will provide another day of enlightenment for all involved. Appear at the Boathouse at 8:30 to proceed through Saddle River, New City, and South Mountain Road. Discover ultimate truth returning home by way of Piermont.
- Sun. Jun. 8
9:15 AM
B+
55 miles THE DAY AFTER RIDE. Leader: John Waffenschmidt (718-476-0888, h; 212-566-5936/7011, w) Boathouse to New Jersey and back. The ride will be livened by discussions of life in New York City and the joys of spring. All smiling and semi-smiling faces will be rewarded with adulations.
- Sun. Jun. 8
8:30
B
65 miles POINT LOOKOUT REVISITED. Leader: Ed Rudetsky (718-436-3475) Meet at: Grand Army Plaza (Brooklyn) at entrance to Prospect Park. You can't have too much of a good thing: all-out flat ride to the beach (miles of beaches) in a strict "B" pace.
- Sun. Jun. 8
8:30 AM
B-
62 miles PROGRESSIVE TRAINING RIDE #6. Leader: Irv Weisman (212-650-8075, w) Meet at the G.W. Bridge bus terminal (Ft. Washington Ave. and 178 St. side--take A train to 175 St.) for a scenic and demanding ride. If you have not been riding extensively this season, this is not for you. Don't be misled by the modest rating. Return to G.W. by 5 PM. 70% chance of rain cancels. (Mileage: 62 in 7½)
- Sun. Jun. 8
10:10 AM
C/C
25 miles LIBERTY STATE PARK, NEW JERSEY REVISITED. Leader: John Mulcare (718-672-5272) This might be your last chance for a look at the Lady fore and aft before the big crunch that will accompany and follow the July 3 rededication ceremonies. We'll take the Staten Island Ferry (25c), ride across the Bayonne Bridge, and have a picnic lunch in or near the Park. We'll return to Manhattan via PATH (75c). Bring the usual tools, pump, patch kit or spare tube, medical insurance ID card, and lunch (or money for it) Rain cancels.

- Wed. Jun.11 TRAIN WITH ART. Leader: Art Guterding (212-415-8920, o) From the Tavern on the Green, Central Park. Meet at 6 AM for a few friendly miles before work.
A
- Sat./Sun. THE MATTITUCK STRAWBERRY FESTIVAL x 2. I'm thinking of biking out to the Strawberry Festival on Saturday, June 14, staying over in Riverhead Saturday night, and biking back to Manhattan on Sunday. If interested, call me as soon after you read this as possible at 212-935-1460.
Jun.14-15
A/A-
200 miles
- Sat. Jun.14 6TH ANNUAL STRAWBERRY SUPREME. Leader: Maxim Vickers (718-728-7179) This whirlwind rampage of Long Island's notable eateries and waterholes takes in some of the prettiest scenery on both Forks (at 18 mph cruising) en route to the Shortcake Tent at the Mattituck Strawberry Festival. Participation is limited to eight (8) riders WITH RELIABLE EQUIPMENT. Bring MONEY. Return is by AYH Biketrain. (Call AYH at 212-431-7100 to reserve a spot, or arrange your own transportation.) Contact me for sign-up and departure location.
5:30
A+
135 miles
- Sat. Jun.14 WESTMORELAND WILDLIFE SANCTUARY. Leaders: Joan Mayer and Joe Vaccaro. (212-691-8515) Meet at Bedford Park Boulevard and Grand Concourse in the Bronx (next to last stop on "D" train or take #4 to Bedford Park Blvd., and ride one block east). Join us for a very scenic ride through Westchester. Deli stop in Armonk. Be prepared to carry food about 6 miles to a beautiful, out of the way lunch spot by a lake in a wildlife preserve. On the return, we'll slice through Connecticut to enjoy the downhill on Riversville Road. Usual stuff cancels.
9:15 AM
B
75 miles
- Sat. Jun.14 THE CLOISTERS AND WAVE HILL. Leader: John Mulcare (718-672-5272) Meet at the Central Park Boathouse (on the left side of the East Drive about one block north of the 72nd Street entrance). We'll ride uptown to have a picnic lunch on the grounds of the Cloisters in Fort Tryon Park, after stopping at an 181st Street deli. Then off to Wave Hill in Riverdale for additional beautiful grounds, gardens, and views of the Palisades. (Admission: Adults \$2.00. Seniors: \$1.00). Don't be intimidated by the one mean hill--walk it if you must--you won't be alone. Bring tools, patch kit, pump, water, lock, and medical insurance ID card. Rain or 30% chance of rain cancels.
10:30 AM
C-/C
25 miles
- Sun. Jun.15 ROCKLAND LAKE HILL CLIMBER. Leader: Herb Dershowitz (212-929-0787) Simone and Clay's anniversary ride. Again I promise sunny weather and lively conversations. We'll take our time to the bridge and then zip to Rockland where we'll wiggle our way through the hills. Back at the Boathouse by 2:30 for a few cold beers.
9:00 AM
A
60 miles
- Sun. Jun.15 OLD WESTBURY GARDENS AND MANSION. Leader: Alinda Barth (718-441-5612) Meet at the Boathouse for the second historical house tour. We will visit Westbury Mansion, the former residence of Mr. & Mrs. J. Phipps. For garden enthusiasts, there are the extensive and beautiful formal gardens to explore. We will take time to see the mansion. Bring a lock and a picnic lunch (there are some limited snacks available at the gardens). Admission: \$5.00
9:00 AM
B
50 miles
- Sun. Jun.15 OLD WESTBURY GARDENS AND HOUSE TOUR. Leader: Sara Flowers (718-544-9168, h; 212-921-4317, w) Meet at the Statue on Queens Blvd. at Union Turnpike for a jewel of a ride to a spectacular destination. Old Westbury Gardens is 100 acres of trees and flowers and a lovely home in a formal setting. Roses will be in bloom with a primrose path for the brave. We will meet Alinda's "B" group (see above) for lunch (bring or buy at a snack bar), and we will informally tour the gardens (\$3.00 entry fee) and the Phipps home (\$2.00 additions). Be sure to bring a lock as well as water bottle, pump, etc. Call for additional info.
9:30 AM
C+
35 miles
- Sun. Jun.15 FATHER'S DAY RIDE TO SEA GATE. Leader: Jerry Nelken (718-871-8036) Bring ususal tools, patch kit, pump, water, medical coverage ID card, etc., as well as lunch or money to buy it. Rain or forecast of rain cancels.
10:00 AM
C-/C
30 miles
- Wed. Jun.18 TRAIN WITH ART. Leader: Art Guterding (212-415-8920, o) From Tavern on the Green, Central Park. Meet at 6 AM for a friendly conditioning ride before work.
A
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Join one of the rides listed below, or car-top to the school and join us. Maps will be distributed at the school and the routes are marked on the street. See article in this bulletin, and call Rick and Jackie Plate for registration forms (718-788-1322). We will ride out to the school in Syosset, sign in, have something to eat, and start out on the marked routes. From the school, we will tour different parts of Long Island depending on the length of the ride you choose. N.B. Starting time of the ride you want. Each one is different.
All Classes
(Raindate:
Jun.22)
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: Alex Bekkerman (718-438-4746) From the Boathouse, out to Wildwood State Park and return. Be ready for cooperative, intelligent, and demanding riding.
7:30 AM
AA
160 miles
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: John Waffenschmidt (718-476-0888) From the Boathouse to the VPSW school to connect with the Bike-a-Thon's 50-mile route to Lake Ronkonkoma and return. The ride will be spiced with lively conversation and a generally friendly atmosphere. All ex-schmos and other unsavory characters are welcome.
7:00 AM
A+
110 miles

- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leaders: Rick Plate and Alan Zindman (718-788-1322)
6:30 AM From the Boathouse, to Wildwood State Park and return via Syosset. Machos and
A Machettes, get an extra hour of sleep and go with Alex.
160 miles
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: Carl Faller (212-567-3601) From the
8:00 AM Boathouse to join the Bike-a-Thon route to Lake Ronkonkoma and return.
A
110 miles
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: Jackie Plate. (718-788-1322) From
8:00 AM the Statue of Civic Virtue to Syosset; then onward to Ronkonkoma town park for
B+ nourishment and back to the school in Syosset for the BBQ, and return to the
100 miles Statue.
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: Richard Matner (718-596-9010) From the
8:30 AM Statue of Civic Virtue in Queens, following a similar route as the B- group, but
B a faster pace. Join Richard on his debut ride as a NYCC leader.
75 miles
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: Stan Simon (212-777-1277) From the Statue
8:00 AM of Civic Virtue in Queens to Syosset, then onward to Massapequa Park via Bethpage
B- State Park bike path and back again to Syosset for the BBQ. Easy pace with very
75 miles few hills.
- Sat. Jun.21 NYCC VARIETY PSW BIKE-A-THON. Leader: John Mulcare (718-672-5272) From
10:30 AM 179 Street, Hillside Avenue (last stop, "E" or "F" train) via a scenic route to
C the school in Syosset for the BBQ and back again.
50 miles
- Sun. Jun.22 RIDE TO STONY POINT. Leader: Carl Faller (212-567-3601) Join fellow NYCC
8:00 AM members on a ride to Stony Point State Park, riding parallel to the Hudson
A River. Lunch stop on park grounds with a scenic view. Return through Bergen
70 miles County. (If the Bike-a-Thon is postponed until today, this ride is cancelled.)
- Sun. Jun.22 SILVER LAKE/WHITE PLAINS. Leaders: Debbie Bell (212-864-5153), Alinda Barth
9:00 AM (718-441-5612), Ed & Sara Flowers (718-544-9168), & Roseann Korsa (212-549-2034)
B+/75 mi. From Woodlawn and Jerome, Bronx (last stop on No. 4 subway). For new members,
B-/46 mi. and everyone interested in a friendly Sunday outing, we're repeating this
C/ 36 mi. rained-out ride. Choose your group and pace, with five leaders riding three
overlapping routes. If you have second thoughts after a few miles, you can drop
back and join the next group. Still uncertain? We'll have cue sheets for all;
or being your Metro-North pass and go home the easy way. All three groups will
meet at Silver Lake for a social picnic, followed by a flat and scenic return to
the Bronx. Rain cancels.
- Sun. Jun.22 MANHATTAN TO STATEN ISLAND. Leaders: Lorraine Gerwitz & Sherman Cohen (718-332-
9:30 1990) Easy ride to Alice Austin Park and Museum, a national landmark bordering
C- the Narrows, at the entrance to the great port of New York. Visit this Victorian
20 miles cottage and view the wonderful 19th century photos. Bring bike lock, inner tube,
picnic lunch or lunch money. Donations to museum: \$1.00. Ferry fare is 25¢.
Joint Outdoors Club. (50% chance of rain cancels. If in doubt, call leaders before 10:00 PM)
- Wed. Jun.25 RIDE WITH ART. Leader: Art Guterding (212-415-8920, o) From Tavern on the Green,
A Central Park. Meet at 6 AM for a friendly conditioning ride before work.
- Sat. Jun.28 BAYVILLE BEACH EXPRESS. Leader: Lee Gelobter (718-646-7037) Meet at Tramway Plaza
8:15 (59th at Second Avenue at 8:15) for a quick but civil paceline out to Bayville for
A lunch and a dip in the Sound. Proper bathing attire preferred, but not required.
75 miles Return at a not-as-quick but just as civil paceline. Snow, icy roads, or temperature
below 32° cancels.
- Sat. Jun.28 KINGS POINT PARK. Leader: John Mulcare (718-672-5272) This is the Saturday version
10:00 AM of a previous, very pleasant Sunday ride. Meet at 179 Street and Hillside Avenue,
C/C- Queens (last stop, "E" or "F" train). A ride to Great Neck with a stop for lunch
30 miles at John F. Kennedy Square. Bring pump, tire irons, patch kit or spare tube, water,
and medical insurance ID card. Rain cancels.
- Sun. Jun.29 TODD'S POINT, CONNECTICUT. Leader: Christy Guzzetta (718-596-9833) From
8:00 AM the Boathouse. Different route out of Manhattan. North on paved Bronx
A River Bike Path and up the Kensico Dam. Breakfast-stop location a craps shoot
92 miles near Kensico Dam, approximately 26 miles north, then east to Todd's point,
Connecticut. Maps available but would like to stay together because of
winding route.
- Sun. Jun.29 JONES BEACH RAMBLE. Leader: Scott Feldman (212-310-5256, o; 718-444-9321, h)
9:30 AM Meet at the Statue of Civic Virtue, Union Turnpike and Queens Boulevard to join
B-/C+ me for a 12+ mph pace to the beach for a full day of fun in the sun. We will
50+ miles try to do the ride with only one stop (for lunch), so we can have more time at
the beach. Please bring water, lock, spare tube, lunch or money for it. NO
WALKMAN PLEASE. Call me for more information.

COMPREHENSIVE TIME TRIAL RESULTS

RIDER	TIME		TIME		TIME		TIME		TIME	
	4/20/85	4/20 MPH	10/27/85	10/27 MPH	4/19/86	4/19 MPH	4/20-10/27	10/27-4/19		
BANCHIK, MARK										
BARON, STEVE	57:49	17.90	54:18	19.06	59:43	17.33				
BELL, DEBBIE							-3:31			
BELTRAN, IVAN					60:27	17.12				
BRADFORD, TOM	53:00	19.53			50:41	20.42				
BRIMER, ARLENE	55:57	18.50								
CLARKE, MAGGIE										
CLEVELAND, CHRIS			59:40	17.35	75:30	13.71				
DERSHOWITZ, HERB			55:28	18.66	51:23	20.14				
ETTENHEIM, TIM					57:06	18.13			-4:00	
EVERNGAM, HOWARD			50:54	20.33						
GELBERT, LEE	55:37	18.61	57:30	18.00	56:20	18.37	1:53			
GOLDTHWAITE, CLAIRE *	53:19	19.41	48:39	21.27	78:57	13.11	-4:40			
GUTERDING, ART	63:55	16.19			60:21	17.15				
HERBIN, RICH	48:12	21.47	47:22	21.85			0:50			
HEYDORN, CLAY	52:08	19.85	51:09	20.23	54:33	18.57	0:59			
HUDSON, CARYL					59:16	17.46				
IRWIN, MARK	56:20	18.37			57:02	18.15				
KLAVENESS, MIKE	56:41	18.26	49:55	20.73			-6:46			
LANIN, VLADIMIR					55:02	18.31				
LEEMAN, STEVE					56:55	18.18				
LEVITAN, BARBARA					60:39	17.07				
LORELLI, KATHY					63:30	16.30				
MAILING, CHRIS	54:39	18.94								
MANN, MARTIN			55:39	18.60						
MANTIONE, TONY			53:32	19.33	58:46	17.61				
MATTNER, RICH *	75:04	13.79								
MAYER, JOAN					66:21	15.60				
MOSES, DAVID *	70:44	14.63								
NAPPI, TONY					58:18	17.75				
OXNARD, JOE	54:23	19.03	57:40	17.95			3:17			
PEARLMAN, BERNIE					68:30	15.11				
PERRONE, LORENZO					57:11	18.10				
PLATE, JACKIE	60:29	17.11								
PLATE, RICK	54:15	19.08			53:38	19.30				
RAIMONE, MICHAEL					53:00	19.53				
REX, JIM	58:24	17.72								
RICHARDS, BILL					58:32	17.68				
ROSAR, JAMES	51:32	20.08	47:40	21.71			-3:52			
ROSEN, JAY	52:04	19.88			50:57	20.31				
SAYLER, JODY			55:52	18.53						
SILVERSTEIN, BARBARA					66:47	15.50				
SKLAR, STEVE	52:42	19.64	50:30	20.50	51:21	20.16	-2:12			
SMITH, DON	50:21	20.56								
SMITH, SIMONE	53:39	19.29	50:13	20.61	56:16	18.39	-3:26			
SMOLENS, AMY					57:47	17.91				
STEYAERT, JULIE					64:55	15.94				
TITUS, PETER	49:19	20.99			48:30	21.34				
TOOMEY, MICHAEL *	75:05	13.78	54:43	18.92			-20:22			
VACCARO, JOE					62:42	16.51				
VAN ARSDEL, BETH			54:54	18.85	57:24	18.03				
VICKERS, MAXIM			50:47	20.38	52:27	19.73				
WALLS, DAVID	45:45	22.62	43:55	23.57						
WEISMAN, IRV							-1:50			
WOLF, MARTY	60:08	17.21			79:08	13.08				

* INDICATES
MECHANICAL
PROBLEM

RACER'S CORNER

John G. Waffenschmidt

Our two NYCC stars, Kenny Sloan and Alex Bekkerman, have both been shining lately. Alex won the 24 hour time trial put on by the Ultramarathon Cycling Association in Wakefield, Mass. Despite temperatures down to 26°F, he went 406 miles, 18 miles ahead of the number two rider. Alex's friend, Stuart Stiffy, provided support for the last ten hours after he dropped out of the race. Kenny has quite a lot of accomplishments, as follows:

Saturday	April 19.	1st CRCA 1-lap time trial time 14:50
Saturday	April 26	1st CRCA 2 man time trial
Saturday	May 3	3rd CRCA Memorial Race
Sunday	May 4	2nd Lincoln Park, NJ Cat II/III points-criterium
saturday	May 10	4th CRCA club race
Saturday	May 11	8th Lincoln Park, NJ Cat II/III Veterans Race

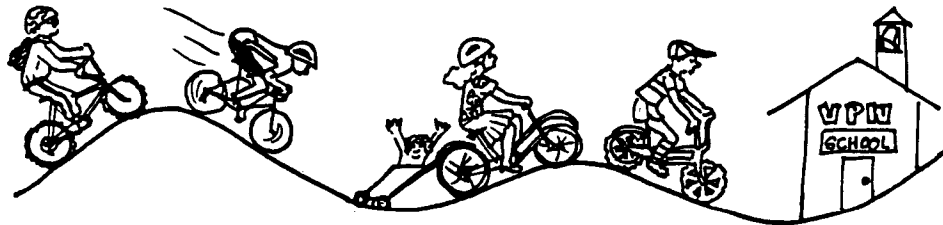


House Calls...

Lillian Harvey, M.D. and Mark Banchik, M.D.

60 miles down and its time for a snack. Reach into the lunch bag and, wait a minute, what happened to my last 2 fingers? I started the ride with 5 on each hand but somewhere in the last few miles they seem to have fallen off. These 2 useless things on my hand don't belong to me, do they? Relax, you've just fallen victim to one of the more common bikers' problems, cyclist's palsy. This happens when one of the nerves in your hand, the ulnar, is injured by leaning on the handlebars for prolonged periods. First, a short anatomy lesson. The ulnar nerve is one of the 3 nerves that innervate the hand and from our point of view the one most likely to be injured by riding. It runs down the 5th finger side of the arm from the elbow to the wrist and is the one referred to as the "funny bone" from that feeling you get when the elbow is hit. This, like all nerves, can be damaged by pressure, lack of blood, or stretching all of which can occur when you ride on the drops. In any or all of these events the nerve becomes inflamed, swells and then signals its damage by shutting down partially, so you get a 'pins and needles sensation' called paresthesias, or totally and you can end up with numb, paralyzed 4th and 5th fingers. The best way to take care of the problem is to try to prevent it so lets cover how to do that first. The obvious way to prevent palsy is to shift hand position often, from the drops to the brake covers etc. The important thing is not to wait for the numbness to occur before you switch. By that point the damage has already been done and shifting position won't help that much although it can prevent additional damage. The other thing that you can do pad your hands by wearing gloves and/or padding the handlebars with a thick pad such as Spenco or Grabons. This will help but not as much as moving frequently. In severe cases of recurrent palsy the biker may have to give up curved handlebars for mountain types which don't put as much pressure on the nerve.

Well, you didn't listen to this advice and you're stuck with a couple of useless fingers, now what? The first thing to do is wait. Most cases of cyclist's palsy will get better by itself if the pressure is take of the nerve so ride home sitting up and don't ride again until the numbness goes away. However, if it doesn't get better in a day or so more action is indicated. Anti-inflammatory drugs such as aspirin or ibuprofen (Advil or Nuprin) can help relieve the swelling and inflammation and speed recovery. (Tylenol will help with the pain but not inflammation so it doesn't work as well). If this is you're first episode of palsy and it's doesn't get better quickly a trip to your local doctor is indicated. Prolonged numbness can indicate severe nerve damage and may require more treatment than you can give yourself at home. In severe cases recovery can take months (it took Boyer 2.5 months to fully recover sensation after RAAM). Your doctor may give you stronger medication that you can get yourself or use other treatments to help the nerve recover. In the worst cases the nerve may never fully recover. Oh well, as you sit there spilling the shortcake from the strawberry festival down your shirt just remember the next time that the best way to treat cyclist's palsy is to prevent it.



June 21
A,B,C

** WIN A BIKE **

Look for our announcement in June Bicycling magazine.

New York Cycle Club, in cooperation with the Knights of Columbus in Seaford, is sponsoring a biketour full of giveaways, and the top prize is the choice of a touring or racing bike. A fully supported biketour is scheduled for June 21 as a benefit for Variety Pre-Schoolers workshop in Syosset, a school for disabled children. We have planned routes ranging from 10 to 150 miles through some of Long Islands most beautiful scenery.

In addition to a great bike ride and an opportunity to win some fabulous prizes, all participants will receive a Bike-A-Thon T Shirt and an invitation to a barbecue on the school grounds at the end of the ride. Rides of 50 or more miles feature sag stops every 25 miles, where food and beverages will be distributed, and bathrooms will be available.

In return, we ask you to help raise money for a great school. Interested, see Jackie and Rick Plate or call them at (718) 788-1322 for more information and registration forms. Club rides to join the tour are listed in this bulletin. We look forward to seeing you out there on June 21. If you can't join us, please sponsor a friend who can, or contribute \$20 in your own name and receive the T-Shirt.

For at least the past fifteen years there have been numerous proposals advanced to the New York legislature to curb or outlaw vehicular traffic from Manhattan island, primarily in the interest of air pollution control and better management of problems relating to traffic congestion. And, for almost as many years, predictable opposition from numerous motorist-allied interests, referring to the proponents of such laws as everything from straphanging cranks to left-leaning luddites and closet commies bent on stripping the public of its freedom of mobility. The pro-motor contingency then hastily proffered up its own solution to the Island's traffic congestion, including a massive rebuilding of the city's existing roadway network, as well as new, wider thoroughfares (i.e. Westway), with increased funding for mass transit mentioned only in passing and with muted conviction.

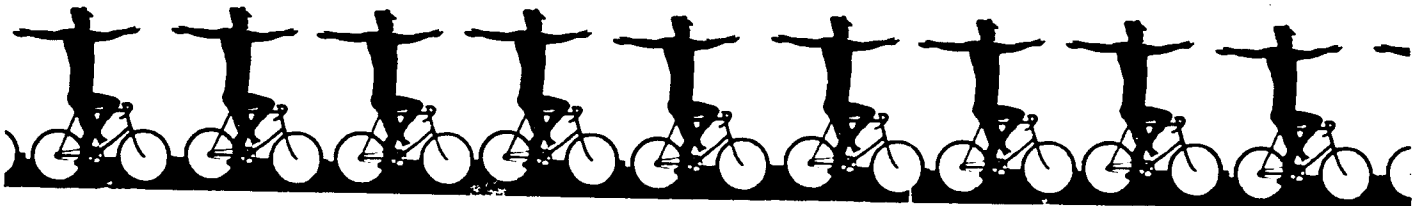
The situation has been one of stalemate. Those opposed to private motoring in Manhattan obviously didn't get what they wanted, while friends of the four-wheeled wonder got quite a bit less than they wanted (the coffin on Westway having been nailed shut last year, at least in present form), but nonetheless were content with having their driving privileges in the heart of the Apple left intact.

During this bakers-dozen years of mobile conflict I have undergone a change of allegiances, from neanderthal would-be hot rodder to motorcycle marauder to bicycle renaissance man (an easy transition to make in a city like this). And with each change of allegiance naturally came a change of perspective on independent mobility and territorial imperatives. My previous infatuation with the octane cult has been tempered not only by awareness of the finite supply of said octane but also by bearing witness to the little and not-so-little atrocities New York motorists inflict upon one another every day, and the wear and tear such street warfare exacts upon both the driver and the driven. Shattered safety glass, scarred paint and trim, creased sheet metal and unscheduled disappearing acts (be they care of the Department of Traffic or Midnight Auto Supply) make you think twice before asking "How much is that Fiero in the window?" As a cyclist, I don't preoccupy myself with problems of that magnitude. Traffic congestion becomes a playful challenge, parking problems don't exist for me (the back of the office serves just fine), I get a good six miles of exercise each day just commuting to and from work, and by the current transit fare structure I save roughly ten dollars per week, which adds up rather quickly. Only inclement weather works against me, but driving in the wet isn't such a joy either, is it?

Which now brings me to the nub of the matter: inasmuch as I have forsaken the siren song of electronic fuel injection, turbocharging, all-wheel drive and rich Corinthian leather, I'm here to make my case against a car-less Manhattan. Far from having Zenned-out, and especially as a matter of my bicycle-bound status, I have what I think is an important argument in favor of keeping modern Mecca motorized, and I think it's something other pro-cycling advocates could agree upon, albeit clandestinely. The argument pivots upon a part of the city's traffic matrix that is not really recognized as such, and therefore is the least regulated of all, including cyclists. I'm referring, of course, to pedestrians. More often than even your typecast zonked-out bike messenger, many more pedestrians regard their right-of-way as a given, even if the evidence at hand (a traffic light, for example) shows otherwise.

Yet when was the last time you saw someone being issued a summons for jaywalking? Your chances of getting tagged for "running the red" on a bike are infinitely higher. The reason is simple. There are far fewer of "us" than "them", and in the realm of traffic control, the path of least resistance is often the most appealing, to put it charitably. The only time your average in-a-rush New York sidewalk stomper will yield to your right of way is if the vehicle you are in is sufficiently large enough to engage that person's sense of their mortality, assuming he or she still has one.

Now, try and imagine a Manhattan without cars. How can we, as cyclists, blithely assume that we'd be cock of the walk when, in the absence of all those engined behemoths to keep them in check, the walking populace would turn the borough into one mammoth pedestrian mall? Without the threat of malevolent Mustangs and subversive Supras, the pedestrian arrogance quotient will advance tenfold at the very least. If you think life in the bike lane is treacherous now, keep in mind that you don't need a car to be a potential threat. Bernhard Goetz would be the first to agree.



"... and I roll out to the forest of Fontainbleu or Rambouillet. I stop the car, I break out the bike, and I am off through the woods, a wheeled deer, the brakes jutting out like antler branches from the racing handlebars. The air bites, the oxygen gets into blood and brain, the wheels sing on the narrow strip of a tarred forest lane, an idea comes to mind".

--- Daniel Behrman

THE MAN WHO LOVED BICYCLES:
 The Memoirs Of An Autophobe

2:30 a.m., August 29. Wind is driving shaggy cumuli from the North-East. Street signs sway. It has been like this for a few days. Well, ce que sera - sera. I have been wet before and the time to worry about the return is at Brest.

I am taking the long way to the stadium. There is an observation ledge just as the climb out of Nanterre crests below Mont Valerien and I steer over there for a look. The City of Lights lies before me. I can make out the Eiffel Tower, the Etoile. Sacre Coeur basks in the floodlights far, far away. What a time to be up and going away!

By the time I wheel my machine into the fenced-off starting area, it already counts quite a few bikes. I lean mine against the railing equidistantly from either end-gates and make my way to the breakfast hall, some distance up the street. People are awake and putting food away with vengeance. Halfway down the line towards the counter are Jimmy Rex, John Lubazska and Mike DeLillo, waiting. As I am surrendering my chit to the dispensing personnel, Steve Bauman shows up. I eat slowly, taking in the scene. Yes, the cyclos are gathering for another one!

Back at the pen, I have to elbow my way to the bike. It is facing the wrong way, so I upend it and turn it around. Lon Haldeman is towering a dozen feet away. Two Texans are joshing nervously behind me. The wife of a Frenchman standing next to me peers at the patchy sky skeptically, her arms crossed in a warmth-seeking way, though it is not cold. In fact, I sit down in the crowd to remove my leg warmers. She notices the Patricks on my feet and points to them in halting English. My response is in French; all smiles.

Lepertel mounts the scaffolding wielding a bullhorn. After the usual preliminaries, we are asked for a moment of silence in memory of the two cyclos killed in traffic in '75. Then the countdown. We are off at 4:10.

First, a downhill run into lower Rueil, then a circuitous route via one-way streets. The great snake of a thousand burning eyes is swallowed by the dense trees at St. Cucufa and we begin to climb the inimitable 20% goat-track, shoulder to shoulder. The enthusiasm is such that moves mountains.

In Celle-St. Cloud, we take a major avenue, deserted at this hour, and the head escort "motardes" revv up. I am still quite a ways back in the pack, but am beginning to make my way forward through the crowd in the finest (most pest-like) New York fashion. The tailwind being what it is, there is no bunching the way it was in '79. After St. Cucufa, I will never again see the endless ribbon of tail-lights wrapping between trees and hills. The view forward is very unexceptional: it is dark, but here and there are short strings of red lights on which I am methodically gaining.

My game is simple: get as far forward as early as possible to guarantee uncrowded mess halls and a bunk for the first night. It is psychologically valuable to stay ahead of my '79 pace, even if this difference is only minutes. Profiting by the tailwind is another consideration. It is exhilarating rolling downwind through the night at the head of a thousand-odd cyclists.

Here are Lon and the Texans. I guess this is it; ahead there are only the night and, perhaps, a few dozen diehards drafting the "motardes". Past St. Nom-la-Breteche, the course turns into the suburban fields and ever up into the darkness. In Beynes, a motley crew of children (it is 5:30 a.m.!) has set up a pot-and-pan noise band at an intersection. The banner reads: "Allez, Cyclos!"

The loose gravel at the fast left before Marcq occasions some acrobatics and elicits curses. Then it is a hurtling downhill with brakes screaming into the 130° right at Boissy. A bridge at La-Queue-les-Yvelines takes us over N12: now we are in the country.

The back fences of Montfort-l'Amaury flash by. A trooper motions with an electric torch to the right fork at the entrance to the forest of Rambouillet. Even in darkness, the ancient trees obscure the heavens. Their shapes jumble fantastically in the light of our headlamps, like the moss-hung giants of Goethe's midnight ride. Another screaming descent, tail-lights winking among the tree trunks. At night, things appear faster and we are all aspiring hot-shots. This nocturnal careening sure does feel good!

A pair of over-zealous speed-fiends miss the right turn at Gambaiseuil. I yell after them, but am not heard. Tant pis! Lon had gone ahead some uphill ago; the conversation turns to how much easier life is now that we are not hanging on to his rear wheel.

We emerge out of the forest with the first glimmer of dawn. The road is a rectilinear roller-coaster which can be surveyed from each succeeding crest a long way ahead. It is amazing how many red tail-lights can be counted! I continue my piecemeal advance. At Bourdonnée, I attach myself to a large group of riders among whom there is one woman, drafting her husband's wheel for all it's worth, and the Canadian Dutchman, Hans Breuker, whom I know from the Syracuse 600K trials. He has donned a Brancale helmet and the Maple Leaf. "Hullo, Canada!" "How's tricks, New York?!" The French stay mum. We pull.

I have my first banana just before we arrive over Nogent-le-Roi at 7:00 smack. Fifty miles down. We rumble across a low bridge over the sleepy Eure, race along the deserted streets, zigzagging between half-timbered houses and burst onto the wheat-bearing plain - the Beauce.

The wind is side-sweeping; the pavement turns to that coarse, boneshaking macadam of which I retain such unpleasant four-year old memories. It is light enough now and I stop to disengage the generator. It takes a while to re-capture the pack headed by Breuker. There are four of us on the chase. One of the Frenchmen is humping along on a machine which would not look out of place on the wonton delivery circuit, the other two are wary of people on their wheels and turn down mine when I offer it. Still, we catch the main body by Tremblay-les-Villages and all pull together into Chateauf.

On the outskirts, an older couple has set up a roadside table lined with plastic liter bottles full of water. Some cyclos stop there to refill, others, including Breuker, seek a cafe in town. I continue on.

MORE RIDE DATA WANTED, and SOME WORDS FOR NEW MEMBERS
Irv Weisman

Early ride data for 1986 show that our B and C rides are consistent with the Club's ride classification system. This is a credit to the ability of our ride leaders to maintain their advertised paces, and to the majority of the riders who select rides which match their abilities. The A rides may be just as consistent, but I have no data as yet.

Why the fuss about ride classifications? Does it serve a useful purpose, or is it merely a scheme for boasting? Or for putting down other riders? Or for keeping me busy with useless calculations?

I do confess to being inordinately intrigued by the mathematical relationships which exist between bicycles and their riders. Over the years, this has resulted in a study of gearing and the subsequent design of gearing combinations for touring and club riding which are at variance with the designs emanating from racing circles and even from the manufacturers of wide-range gearing clusters. And, of course, I think that my designs are better. Spinning, too, has come under scrutiny. While I still advocate a pedalling rate which is faster than the 60 rpm which many beginners prefer, my analysis shows that for the touring cyclist, spinning is an over-rated and inefficient technique (in terms of energy consumption). (My workshop at GEAR'86 presents my reasons and supporting evidence.)

The study of ride classifications started in the late 70s when Jim Rex, another former president and serious data collector, and I tried to establish useful guides for club rides. We struggled with criteria involving aerobic points, ride distances, and riding times before we arrived at the obvious, namely, that the aerobic points per minute or, more simply, the power demand of the ride (energy expended per minute), is the determining factor for riders being able to stay comfortably together. Power is directly related to speed of riding; and it is "speed" which we use today to specify the various classes of club rides. (See the listings on p.2.) Although only 1 mph separates the classes from their neighbors, that gap is not easily bridged without much effort. If you ride merely 1 mph faster than your normal pace, you will tire at approximately twice your normal rate. And a comfortable eight hour day will become a premature four hour collapse.

The purpose of Ride and Rider Classifications is to promote riders of similar capability to ride together in order to increase their riding pleasure. I don't know why congenial group riding enhances one's riding pleasure, but it does so for many of us. Many newcomers also enjoy the security of having other, and presumably more competent, riders nearby. In order to promote familiarity among all the riding members, the All-Class Club Ride was devised when I was president in 1977. It has grown steadily in popularity with the support of the succeeding presidents: Bill Cooper, Jim Rex, Chris Mailing, Martha Ramos, and Lee Gelobter. In addition to the pleasure of riding in a group, the training effect is also enhanced considerably. Doug Blackburn, an A level rider leader who left the NYC area and has since ridden with two large clubs, reported in the May '86 Bulletin that because of our "finely tuned rides", "NYCC rides provide an optimum opportunity to meet a physical challenge and to see a lot of country, all in the company of others who share the great joy of cycling." Cue sheets and marked routes, which are necessary when a ride is intended for many people of diverse abilities, do not promote the group riding which is so enjoyable, but rather the breakup of the starting group into individuals tracing a common route.

A newcomer to the Club can enhance his/her riding pleasures by selecting rides which match his/her abilities. It is unpleasant to find oneself struggling to keep up while your riding companions have to repeatedly wait for you to catch up. This is especially troublesome on rides which have many twists and turns, and therefore a likelihood of getting lost if you lose sight of the group.

To find your probable riding class, do the Self-Classification Ride in Central Park at your comfortable pace, not your heroic best. (See Ride Guidelines, p.2.) Then select appropriate rides from our monthly ride listings. At first, it is better to underestimate your ability rather than overestimate it. (And, men, don't be misled by our women riders. They may look, and actually be, cute and cuddly, but many of them are high performers who can outperform many men, especially wise asses who think that they can ride better and faster than any woman.) But don't look upon your ride class as a fixed stratification for all time. Rather, see it as a step in your growth to greater aerobic fitness, endurance, and long distance touring ability. Once you get going, there is plenty of upward mobility open to you. We will encourage you, give you advice (if you ask), and may even recognize you officially as "The Most Improved Rider of the Year" at our Annual Meeting in Dec.

From my observations, most riders can progress from one class to the next in one season (e.g. from C+ to B-), rarely do they progress two classes in one season (e.g. from C+ to B). From time to time, you can push your growth by riding with the class next above your, but be prepared to work like heck to maintain the pace and/or to drop out after a while without getting upset about it. And, of course, you are always welcome to ride with any class below yours, sociable riding is what NYCC is about.

Finally, a request to all riders, especially A riders whose rides have not been sufficiently reported. I would like to get more data on ride performances for 1986 to verify that our Ride Classifications do predict our actual club performances, and to determine whether A riders really live up to, or possibly exceed, their advertised paces. I've reduced the record keeping to a minimum, and assume that most of our rides are over rolling terrain. (Hilly terrain reduces performance by one class; Very Hilly terrain reduces it by two classes.) A 3X5 card is convenient for recording the pertinent data. I need all the Start and Stop Times: for snacks, lunch, flats; but not for traffic lights.

RIDE LEADER	Listed Class/	Listed Miles	
RIDE NAME	Day/	Date	
START TIME	:	:	:
STOP TIME	:	:	:
ODOMETER	:	:	:
COMMENTS	:	:	:

You don't have to be a leader to record this data. Just record your ride performance on a club ride, and get it to me at a club meeting or by mail. I'll be so glad you did.

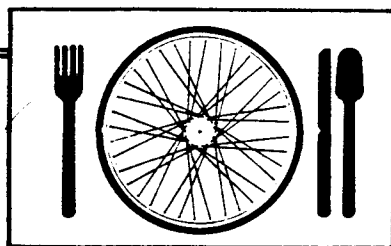
Irv Weisman Box 97 Kingsbridge P.O.
Bronx, NY 10463

COVER STORY

It's not a Hudson. It's a Xerox of an illustration from National Geographic. The whimsical Caryl Hudson will be back in July.

**NEW YORK CYCLE CLUB
MONTHLY MEETING**

Tuesday June 10



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

THE UTAH TRIP

13 of our own New York Cycling Club members are now on a grand tour of the national parks of Utah. Art Gutterding is leading our group through some of the most exciting desert landscape in the country. Everybody on the trip took a camera. Some are professional photographers so the trip should be well documented.

Come join us for this great
"Ride Review."

Join us at 6pm for spirits or bubbles and schmoozing
Dinner starts at 7pm
Fixed Price*

Meat, fish or poultry \$10
Vegetarian 7.50
Desserts extra

*Must be purchased by 7pm
Diners will receive color-coded coupons
Non-diners seated separately

O'Hara's 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 upstairs to our private room.

Bicycle parking is provided. Take the elevator to the 4th floor and leave your bike in the storage area provided. Bring a lock for security.

ARRANGED BY JODY SAYLER V.P. PROGRAMS

New Members -- compiled by Irene Walter

Angelo Arimborgo
Daniel Arimborgo
Stephen Barr
Richard Berger
Joan Chanin
Jeanne Chapman
Santee Cohen
Lincoln R. Davis
Richard Del Monte
Janis Ekdaht
Jacques G. Floyd

Karen Garbe
Susan Glaubman
Suzannah Glidden
Larry Goldberg
Jack M. Goldman
Daniel Hall
Chuck Harris
Ronald Kappes
Mary Leonard
Harvey Lerner
Laura Lerner

Oscar Masciandaro
Julie Mendoza
Adele Mengersen
Duncan Mooney
Joan Moskowitz
Laurie J. Moulton
Beth Olmstead
Carlos Ortiz
Deke Palecek
Dorothy Poole
Lenny Preheim

Tyrone Ramsey
Haydee Ramsey
J. Patricia Reilly
Greg Robinson
D. Saunders
Mitchell Solomowitz
Juan Trinidad
Diane Ungar
Tom Wilkinson
Tyra L. Wright

Addresses and phone numbers are in the accompanying roster
as are new addresses/phone number for Beth Van Arsdel and John G. Waffenschmidt.

THE NEW YORK RIDE ACROSS THE STATE

Have you ever read about or participated in those bicycle tours across Iowa, Michigan, or other midwestern states and wish such a ride could be offered in New York? In the summer of 1986, the inaugural New York Ride Across the State (NYRATS) will take place. Here is the opportunity to experience the small communities, scenic countryside, and the diversity of upstate New York from the ideal vantage point.

NYRATS begins July 26, 1986 on the shore of Lake Erie at Point Gratiot Lighthouse, Dunkirk and travels nine days across New York State.

Final deadline for registrations is July 10, 1986.

If you are interested in riding NYRATS, please write to

Richard Budd, Jr.
c/o World on Wheels
P.O. Box 566
Glenham, NY 12527

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 _____
 CITY _____
 STATE _____
 ZIP _____
 DATE _____
 APT. _____
 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): AYC AVH LAW TA CRCA CCC
 Other: _____

1986 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



First Class