

November  
1986

# New York Cycle Club

*Our 50th Year*

## November 1986

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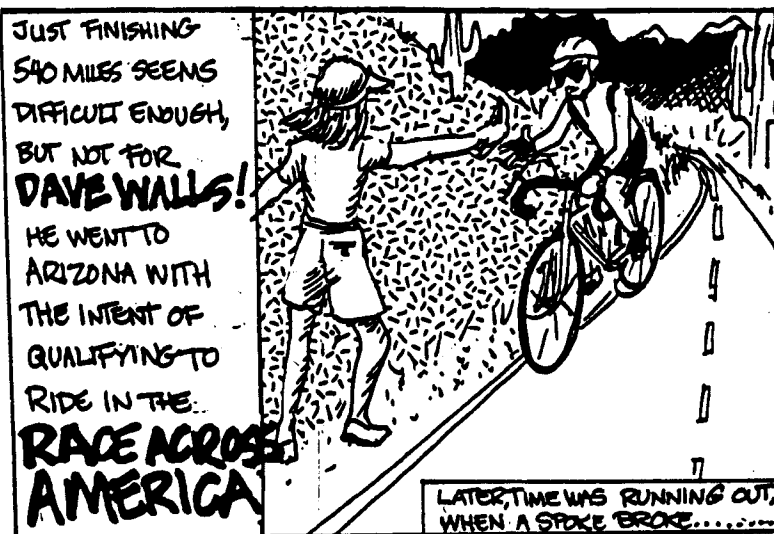
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# AMAZIN!



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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. Nov. 1  
9:00 AM  
A  
100-110 mi.
- HARRIMAN PARK (REALLY A RIDE TO NOWHERE). Leader: John Marks (212-923-2503) From the Boathouse. Ride SW to Nyack and then strictly black line and blue line roads to Harriman State Park. Over 50% chance of rain cancels.
- Sat. Nov. 1  
10:00 AM  
B+/B  
50 mi.
- NYACK OR NOTHING. Leaders: Rick Plate (718-788-1322) & Joyce Meyer (212-673-7692) From the Boathouse. Hey, if you led as many rides as we have, you would be short on good titles too. We will go in two groups, probably lunching at the fabled Skylark Diner. This is the third dual classification ride Rick will lead this year. Join in this last-ditch attempt of the "fast" group to get to the lunch stop first. Rick does not want to go C for 3 this year. This is a Halloween Ride, so wear your craziest socks!
- Sun. Nov. 2  
8:00 AM  
A-  
60-90 mi.
- NOT THE NYC MARATHON. Leader: Caryl Hudson (212-595-7010) From the Boathouse. I intend to go in a generally West(chest)erly direction, avoiding traffic snarls. Actual distance and destination will depend on weather, mood, state of late fall foliage, and whether or not I've been loading marathoners onto buses at 5:30 AM (NYRR would welcome other demented volunteers).
- Sun. Nov. 2  
9:00 AM  
B+  
70 mi.
- RIDE WITH THE HEADLESS HORSEMAN. Leader: Irving Schachter (212-758-5738) From Maxwell's Plum, 64th St. & 1st Ave. Join Irving for a fast ride through Washington Irving Country. Bring lunch or buy in Ossining to picnic if weather permits. Mostly rustic and scenic, and it seems all uphill, so ten or more speeds are recommended. 30% or more chance of rain cancels.

Sun. Nov. 2  
C NOVEMBER 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 6:00 PM the evening before. Although I may not be able to ride, I will try to get interested riders in touch with each other.

Tues. Nov. 2  
7:30 AM  
B/B+  
45+ mi. ELECTION DAY SPECIAL. Leader: Martha Ramos (718-856-9142) From 241st St. & White Plains Rd., Bronx (last stop on No. 2 train). First perform your civic duty, then come and enjoy the rest of the day. Board the "Special" at 241st in the Bronx. This will be a moderately hilly route into scenic Westchester. Indoor lunch stop. 70% chance of rain, or start temp. below 40 F cancels.

Sat. Nov. 8  
9:00 AM CALIBRATION OF THE PARKS. Help with the "calibration" by riding 25 miles (non-stop), at your preferred club pace, in Central Park or Prospect Park. The resulting data will enable the parks to be used for reliable self-classification by current and new members. All members are invited: however, ride leaders, riders of established class, and the participants in Steve's Autumn Time Trials are especially significant in this calibration effort. (4 laps in Central Park = 24.5 mi.; 7 laps on Prospect Park bike path = 24 mi.; on the roadway it is approx. 25 mi.) Meeting place and leaders: Central Park, E. 72nd St. entrance: Tony Nappi (212-737-1906) & John Mulcare (718-672-5272). Prospect Park, Grand Army Plaza, inside park (No. 2 or 3 trains to Grand Army Plaza); Irv Weisman (212-650-8075, of.; 212-562-7298, h.), Jackie Plate (718-766-1322), & Lee Gelobter (718-646-7037).

Sat. Nov. 8  
8:00 AM  
A  
96.5 mi. BEAR MOUNTAIN. Leader: Christy Guzzetta (718-596-9833, day 212-799-8293, eve.) From the Boathouse. Pacerline ride not to exceed 19 mph. Double pacerline non-stop from GWB to Bear Mountain. Pace will be set to enable those unaccustomed to pacerline riding to keep up. If you are an "A" rider, you can keep up. Grab a wheel and come along. Bad weather cancels.

Sat. Nov. 8  
C NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sun. Nov. 9  
9:00 AM  
A/70 mi. FALL BREEZE. Leader: Jay Rosen (718-657-2610) From Grand Army Plaza Arch, Brooklyn. Meet in Brooklyn (for once) for a quick ride to Point Lookout and back. Enjoy a flat ride in a crisp fall ocean breeze. See parts of Brooklyn and the Rockaways that your parents talk about.

Sun. Nov. 9  
9:00 AM  
B+  
60 mi. LAST BAYVILLE RIDE. Leader: Alinda Bartn (718-441-5612) From the Statue on Queens Blvd. (E or F train to Union Tpke/Kew Gardens). We'll go once more to Bayville, but via a different route (Alinda is sick of Wheatley Rd.). There will be an indoor lunch stop, but hardy outdoor types can picnic on the beach. Rain cancels. Call if the weather is uncertain.

Sun. Nov. 9  
C NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sat. Nov. 15  
7:30 AM  
A+/100 mi. BEAR MOUNTAIN ESCAPE. Leader: Alex Bekkerman (212-460-2220) From the Boathouse. Rt. 9W out and back. To the top of Perkins Drive with no prize for the first at the top. Lunch stop at Stony Point with Susan Glaubman's group. Pace will be flexible, but as listed.

Sat. Nov. 15  
7:00 AM  
B+  
100 mi. BEAR MOUNTAIN LANDSCAPE. Leader: Susan Glaubman (718-596-0477) From the Boathouse. Out and back on 9W (this is a "bootleg" all-class club ride). Coordinated lunch stop with A+ group at Stony Point. Our prize is no Perkins Drive!! On the hills...regroup at the top. Heavy rain cancels.

Sat. Nov. 15  
C NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sun. Nov. 16  
8:40 AM  
A  
70 mi. LATVIA'S INDEPENDENCE DAY. Leader: Maxim Vickers (718-728-7179). Ye sharp ones have noticed that we shall march (from the Boathouse) two days before the actual date, no matter. We will again have lox and bagels in Syosset and the group frolic before cameras on Bayville Beach. Red-white-red attire appreciated.

Sun. Nov. 16  
10:00 AM  
B/50 mi. BIKE TO NYACK. Leader: Irving Schachter (212-758-5738) From Maxwell's Plum, 64th St. & 1st Ave. Over the Gwd and up the Hudson for a brisk ride to Nyack. Bring or buy lunch in Nyack to picnic if weather permits. 30% or more chance of rain cancels.

Sun. Nov. 16  
C NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sat. Nov. 22  
9:00 AM  
A/65 mi. OSSINING ODYSSEY. Leader: Richard Herbin (212-666-2162) From the Boathouse. Follow a familiar and beloved route through Sleepy Hollow Country to an early lunch in Ossining. Return via Tarrytown Reservoir and Sprain Valley...back by 3 PM. 6 AM temp. below 32 F or rain cancels.

Sat. Nov. 22  
9:00 AM LEADERLESS "B" RIDE. Meet at the Boathouse for a ride to be determined by its participants.

Sun. Nov. 23  
7:00 AM  
A+/130 mi. BEACON/NEUBURGH WIND DOWN. Leader: David Walls (212-316-2336, h.; 212-943-9490, of.) From the Boathouse. This will be a low-key-end-of-season ride up Rt. 9 to the Newburgh/Beacon bridge and back down Storm King and 9W. A great way to wind down for winter training.

Sun. Nov. 23 6:30 AM B+ 76-80 mi. NEW JERSEY....?? Leader: Debbie Bell (212-664-5153) From the Boathouse. By now you know that DEB rides are meticulously planned in advance. Well, this one isn't. To avoid a hole in our schedule, I promise something through Bergen and Rockland. The faint-of-heart can call for more information. Precip./temp. below 30 F cancels.

Sun. Nov. 23 NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sat. Nov. 29 6:30 AM LEADERLESS "A" RIDE. Meet at the Boathouse for a ride to be determined by its participants.

Sat. Nov. 29 9:00 AM LEADERLESS "B" RIDE. Meet at the Boathouse for a ride to be determined by its participants.

Sat. Nov. 29 NOVEMBER DIAL-A-RIDE. Leader: John Mulcare (718-672-5272). See Sun., Nov. 2.

Sun. Nov. 30 9:00 AM A- 70 mi. WESTCHESTER ROUNDABOUT. Leader: Debbie Bell (212-864-5153) From the Boathouse. A straight-forward route along familiar roads in Westchester. Breakfast in Scarsdale or White Plains, then on to Chappaqua. Return via Pleasantville, Sleepy Hollow, and Tarrytown. Maps & cue sheets provided. Faster riders welcome. Precip./temp. below 30 F cancels.

Sun. Nov. 30 6:30 AM B 75 mi. SCOUTING RIDE NO. 2, ATLANTIC HIGHLANDS. Leader: Stanley Simon (212-777-1277) From PATH station, 14th St. & 6th Ave. Atlantic Highlands found! Now we correct all the mistakes of the first ride. Join Stan for his second scouting ride of the Atlantic Highlands. The ride on Ocean Highway offers spectacular views of the city and the island (Sandy Hook). We may use secondary highways, if necessary, to speed the return. Snow/rain/temp. below 32 F cancels.

## CLASSIFIEDS

Call the ADVENTURE CONNECTION for a free brochure on cycling, hiking, rock climbing and other adventures. Also; we are holding try outs this Fall and next Spring for cycling tour leaders/instructors. 212-744-8540

**FOR SALE:** Schwinn Super Sport. 24" fully-lugged frame. 27x1 $\frac{1}{4}$ " tires. Quick-release hubs. Pletcher rear rack. Both upright and drop handlebars with brake levers for each one. Brooks leather saddle. Front derailleur replaced with Huret Jubilee. 40-50 cranks; 14-28 rear sprocket. \$60

Steve Sklar or Diane Bruce 212-877-5235

ENGLISH BIKE FANS: 20" Condor frameset for sale. ca. 1972

-531 Reynolds D.B. tubing throughout

-Campy dropouts

-Stronglight crankset and headset

\$225.00

Call: Michael (212) 966-7728



SORRY. No "Dispatches" this month. It seems as though I've run out of space. Thanks for all the Post-Cards. Look for them in the December issue.

### COVER STORY

"In The Pink" by Caryl Hudson. Masthead by Tony Nappi.

By-the-way, Dave Walls did qualify, and will ride in the 1987 RAAM as an official entrant.

BRIEFLY SPEAKING by Judy Koper

A collision with a motor vehicle is one of the cyclist's nightmares. Fortunately, a little knowledge can make your life a lot easier if you do have a run-in.

First, call the police. If you need help, take the initiative and ask a particular person to call. If you receive a flat "no", deputize someone else. This eliminates the problem of "I thought you called."

Next, take down those names, license plate numbers, etc. of the owners and motor vehicles involved. You can do this with the felt tip pen and paper which you are always going to carry after reading this article. This is important. If you don't need them, throw them away...later.

You haven't forgotten the names, addresses, work and home phone numbers of witnesses have you? If you've got a reluctant witness, having the police available (and they have arrived since you followed the first step) will strengthen the odds of your getting this information.

If you have serious damage to your bike, you may want to take photographs of it before repairing or scrapping it. If you have serious damage to you, don't do anything to the bike before speaking to a lawyer.

It's worth taking the time to go through these steps even if you think you weren't injured. Some injuries take time to make themselves known. Even a minor injury can lead to medical costs in the hundreds of dollars. Of course the above procedure is the ideal. Do the best you can under the circumstances.

Now let's assume that besides the crumpled wheel, you have sustained some type of physical injury. Whether or not the impact was your fault, and whether you go for medical treatment immediately or wait until the throbbing becomes unbearable at 3 A.M., involvement with a motor vehicle entitled you to "No-Fault" protection.

I should tell you right off the bat that no-fault only covers personal injuries, not property damage. However, a driver unlearned in the law may nevertheless pay for repairs if he thinks he's at fault.

Several years ago, the New York Legislature established a fund through which persons injured in a motor vehicle accident are automatically insured, regardless of fault (what red light?). Which insurance company pays for which injured person is governed by a lengthy and involved statute. Mavens we don't need to be. A couple of basic scenarios will suffice for our discussion but be warned, the coverage varies with the situation and your particular involvement may differ.

Scenario #1: Bicycle and rider collide with one car. The insurance company of the car is responsible for providing no-fault coverage. The insurance company is required to send you an application for the benefits but I suggest, to save time, you contact it directly and request an application. Fill it out and the insurance company will do the rest. Or at least tell you what else to do.

What are no-fault benefits? The statute provides up to \$50,000 per individual for "basic economic loss" which very loosely defined is your medical costs, 80% of your lost wages if you miss work and all other "reasonable and necessary expenses incurred", up to \$25 per day for not more than one year. Because the payments are fixed by statute, you should advise those providing medical attention that you are entitled to no-fault benefits. (Their mouths will drop open to find an educated consumer.) If you have a serious injury (defined by statute as, among other things, fracture, loss of limb, scarring, etc.), you may, in addition, bring a lawsuit for your economic loss beyond \$50,000 and your pain and suffering.

Scenario #2: Bike and rider collide with one car which is either uninsured (or otherwise financially irresponsible) or leaves the scene as a hit-and-run. If you or a member of your household owns an automobile, the insurance company of that vehicle will be responsible for your no-fault benefits. If neither you nor a member of your household owns a motor vehicle, that is, if there is no insurance company, you can still collect benefits, but only if two conditions are met. First, the accident must be reported to the police within twenty-four hours. (See why I said call the police?) Second, within 90 days of the accident, you must formally notify MVAIC (Motor Vehicle Accident Indemnification Corp) of your intention to file a claim. If qualified, your benefits will follow the same general scheme as outlined above. You also may be entitled to a lump sum award (up to \$10,000) for your pain and suffering.

You do not need an attorney to receive no-fault benefits and, indeed, one of the purposes of this coverage is to avoid frivolous lawsuits. However, the no-fault statute can get tricky and insurance companies can be less than cooperative. So if your situation warrants it, it may well be to your advantage to consult an attorney who specializes in no-fault.

Finally, all this applies if you get knocked down in New York but not if you get creamed in Connecticut, nailed in New Jersey, mashed in Maine, flattened in Florida.....

Editor's Note: Judy Koper is a club member and attorney associated with the Manhattan law firm of Jacob D. Fuchsberg, former Judge of the New York State Court of Appeals.

JERSEY ALERT -- MANUFACTURES DELAY

The New York Cycle Club jerseys will not be available at the November meeting. You can pick up your jersey(s) beginning with the December meeting. Jerseys MUST be picked up they will not be mailed! Those of you who did not purchase jerseys in advance may do so beginning with the December meeting.

--- Lee Gelobter

# CITIZEN Barrett CHAIN Benton

La Dolce Vitus?

material to invade the bicycle frame on a massive scale: aluminum, to be followed soon afterward by carbon fiber.

The only reason bike materials and the Material Girl come to mind at once has to do with a certain mentality. Mrs. Penn's song courts the benefits, however ironically, of buying into avaricious behavior even where romantic love is concerned. Without getting too heavy with the analogy, I'll simply state that what I see in the fanfare over the new frames smacks suspiciously of matter-over-mind, or, if you can stand yet another pat Cit. Chain aphorism, a PF Flyer Affect, where the rider thinks he or she is running faster and jumping higher when in fact nothing much has changed, except for the feel.

"Hey! THAT counts for something, does it not, Dr. No?" you might ask, and I'll answer "yes", qualified by a sometimes hazily remembered fact: those chrome-moly cro-mags among us have been debating frame "feel" since beer cans were still made from steel. The idea that most if not all steel frames feel pretty much the same is quite a recent one. All that Columbus chatter and Reynolds rap fades into dim relief against Vitus élan (Alan?) and Cannondale chunk.

To those in Molytown, a Cannondale is simply a Schwinn that got in trouble, a Vitus is a can with it's pop-top missing (upon delivery of her new Vitus, an acquaintance was sure she heard someone whispering "This Dud's for you"), and carbon fiber...well, the Committee on Carbon Fiber Bicycle Frame Jokes and Witty Asides has yet to convene, but it will, just you wait.

In the meantime, just remember that it's not metal, but mettle, that makes it all go. God does NOT ride on 531, but that Carbonio hanging by a silk thread in Conrad's may not get you to heaven's gate any faster (though Robert Cimino may greet that thought with relief). Ben Serotta is toying with magnesium for his dream frame of the future, and you can rest assured that much head scratching and number-crunching is taking place around the world, with ideas that may make aluminum seem as humdrum as...SLX?

Fashion can be fun, and fashion can be cruel. The fun comes with having the latest, and leaves with next year's model, which always comes too soon. That's cruel. A friend dreams of a top-flight aluminum recumbent. A carbonized Moulton sort of tickles my curiosity. No one can do such tricks with the new miracle metals, but there's always Reynolds, Tange and Columbus, among several others, who let you bend it, shape it, any way you want it. So the new metals show up in familiar form, while the old stuff takes on new and daring shapes. Sort of evens things up, I think.

**LINKNOTES:** Watch This Space for the first annual CC Rider Survey, when you and I get to lock horns about the Best Bicycle in the World, whatever it is...Editor/enthusiast/candidate/fellow nutcase Greg D'agostino has branched out into oceanic touring--by kayak. Too much ain't enough, sometimes...I've been alerted that the current issue of Bicycle USA has an article on Moultons headed by a cartoon drawing of a helmeted rider on a ZZipper-faired AM. Five'll get you twenty yours truly was the inspiration; will someone tell me who the intrepid author is?...which reminds me, PLEASE WRITE TO THE CITIZEN! I'd love the company: Barrett Benton/Citizen Chain 136 West 91st Street, Apt. 8H, New York, NY 10024 Be seeing you!



"Perverted Turkey"  
by R.H.

PLATFORM

PRESIDENT

MARTHA RAMOS



# VOTE

Catch the wave to your personal outer limits.

Be it sightseer to marathon rider, the diversity of our membership is the vital spark that differentiates the NYCC from other clubs--a vitality and diversity to which I have contributed for over six years. Holding multiple board positions that ranged from C Rides Coordinator to Past President, my contributions include the formation of the ad hoc committee that resulted in bicycle access on the LIRR and Metro-North trains. I also initiated the relocating of the membership meeting into O'Hara's.

However, the accomplishment that I enjoy most, besides my non-traditional bicycle (see the September bulletin), is leading rides to unique and scenic areas. My commitment remains on maximizing the cycling adventure for our entire membership. If you share that passion, done with a sense of humor and style, then I invite you to catch that wave.

David Walls

I want to repay the Club for the benefits I've received from membership by serving as President, as nominated. The President is an administrative, directional and representational focal point who must be responsive to the consensus of membership. I have much experience - recently:

- Co-President PTA for PS 6 - large , very active group
- President of Park Avenue co-op
- both two terms - happy constituents

The current momentum of activity and interest within the NYCC must be maintained, requiring continued general participation. A natural evolution of activities should be nurtured by a Board responsive to the consensus of the membership. There is a place for all types of riders - special interest groups have a roll - ours is the only viable long term organization representing all cyclists. Our position and needs must be better communicated to authorities in general so that specific problems like the G.W. Bridge may be more effectively dealt with. I would appreciate your support.

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PUBLIC RELATIONS DIRECTOR

GREGORY D'AGOSTINO

You know me. I have served on the Board of Directors for three years as a Rides Coordinator and this past year as the bulletin Editor. If you like the job I've done as editor, I am sure you won't be disappointed with the job I'll do as Public Relations Director.



PUBLIC RELATIONS DIRECTOR (continued)

CHRISTY GUZZETTA

The New York Cycle Club is clearly a phenomenon of urban life. For on practically any Saturday or Sunday at all - and at other times as well you can ride as fast or as slow as you want; go for a couple of hours, a full day, or for more exotic places; and meet cyclists from every imaginable background. This is what happens every year in the New York Cycle Club, right here in New York City.

To communicate this message to the cycling public would be my objective as Public Relations Director.

EDWIN RUDETSKY

What public relations does the club want? Do we reach out to the media and for what purpose? Do we publicize our participation in local and national health and welfare activities, our selfless volunteer ride leaders, our super A riders, all the aforementioned, some or none? As Public Relations Director I would adhere to the policy as set forth by the Board of Directors.

As Public Relations Director I would continue to use the Club's good name to help establish a Brooklyn-Queens Bikeway. Since February, recognition of such a Bikeway has grown from near zero to affirmations of support: the Club, Congressman Schumer, Speaker Stanley Pink, and other legislators whose districts border the route. In addition, I have sent out two mailings to forty legislators, government agencies, and civic groups; I have met several times with representatives from the Brooklyn Borough President's Office, the Departments of Transportation, et al, in an effort to keep the Bikeway concept moving. I look forward to your support.

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C RIDES COORDINATOR

Alex Bekkerman

I am seeking office because I believe that the ride leadership can be expanded. Based on my A ride experience, I believe I can help to bring more rides and an enthusiastic social atmosphere into the C Rides Program. As many of you know, for the past 4 years I have participated in ultramarathon events throughout the country. With your help, I will share my acquired skills by gradually introducing ride clinics to help promote those who wish to move into the B or A category.

John Mulcare

When I was elected C Rides Coordinator for 1986 I decided to meet the challenge by confining all my Club riding to C Rides. This year I markedly increased the number of C Rides offered. More important, I have also been alert to the special needs of some C riders, e.g., alleviating their anxiety about the possibilities of falling behind the main group on a ride and of being overlooked and abandoned to find their own way home alone.

I've greatly enjoyed the company of the many old friends in the C group that I rode with this year and would consider it an honor and a privilege to serve again as C Coordinator, thereby qualifying as well to serve again as their representative and spokesman on the Club's Board of Directors.

5:20 a.m., August 30. I wake up and get out of bed without waiting for the detail. It is nippy outside. The mess hall is brightly lit and alive with other early risers. We wolf down alot of bread and jam and yoghurt and café-au-lait. From across the room - a wave and a smile of sunshine: the teenage daughter of a Vancouver rider doing the support duty with one of the Canadian cars. I amble over. Nothing like a good-morning kiss from a pretty girl! The surrounding cyclos, mostly French, wink approvingly between mouthfuls. It is the second morning, there are less than 480 miles left to go and I am feeling truly great!

Don Burch is sleeping later, so it is only John, Mike and myself heading off into the cold, dank haze which is just beginning to break up in the pre-sunrise twilight. By the time we are out of Loudéac and have regained the 164-bis, it becomes light enough to turn the generators off. We make sure it is OK when an official car stops to inquire whether we need any assistance; we standing on the road shoulder fumbling with the bunge cord around Mike's mechanism. It is decided to leave the bunge in place and to re-position the generator so that it does not drag or swing. Once more into the mist...

Uphill, past St. Caradec (an unmistakably Breton saint!), the gloom rises to reveal a rich farming valley. We are travelling a winding tract cut into the hillsides, forming its Northern boundary, high above its floor and can see all across and up and down the ancient stone homesteads, starkly delineated plots and the modern silo towers. Pines line the hillside above our heads. I am humming the lines of a freshly-baked ode:

O, put some fine Reynolds tubing between my legs,  
Lay the sweet land of Gaul before me, tall and wide,  
And, by Him who made both hill and dale,  
To the very Finistère I shall ride!

We are joined by a pair of Americans from the 10 a.m. start. The usual chit-chat follows. They rode through the night trying to stay up with the vanguard. Valiant efforts, glorious memories, weary legs.

It is on a downhill run that the avalanche overtakes us. Out of the blue, we are engulfed in flashing jerseys, hissing silk, screams and screeching brakes: the 4 p.m. boys are upon us. I sight Scott Dickson's star-spangled back tailing the diminutive form of DeMunck and yell out "Go, America!" at the top of my lungs. They are by in a flash. One of our newly-found co-riders hangs on to their slip-stream and turns his head back with an evident "let's go get them" expression on his face, but we are not in the mood to chase down.

The pack scurries up the next rise with astonishing rapidity and disappears around the bend. It is now eight in the morning: it has taken them sixteen hours, ten of them in darkness, to cover these three hundred miles. The mind boggles!

It occurs to me that the two thousand of us, slow randonneur folk, are mere spectator adjuncts to the main event featuring the 4 p.m. stars, or "tenors", as Lepertel labels them; hard-riding spectators to be sure, but every bit relaxed compared with the fierce intensity of the "cyclo-sportifs". (This pack will later be clocked up the mile-long 10% grade out of Landerneau at 20 m.p.h.!) I share my musings with John and Mike, but they are too engrossed in pedaling to consider philosophy.

Near Mur-de Bretagne the road, true to nomenclature, sweeps in a wide arc between towering pines and the cliffs rising to the right and ever up, higher and higher over the valley and the glistening waters of the lac de Guerledan reflecting the low morning sun. The roller-coaster continues, with every succeeding ridge rising higher than the one surmounted; then it is the straight, inexorable climb towards and along the low stone houses of Rostrenen and up into the fog enveloping the crest above it. The soup thickens. Truck headlights glow dimly, passing East. We are out of our saddles now, dancing on the broken white line. It is our only guide; visible some thirty feet ahead, at best.

The fog lifts as abruptly as it enveloped us. From here to Carhaix, the road, though still riding up and down on the whole descends. We regroup, discuss the appearance of the neat, whitewashed roadside houses, each sprouting a TV antenna, but still far more modest than their American counterparts would be. A major highway comes in to join with N164 and the merged lanes rise straight towards a high crest outlined boldly against the sky. From the top, it is all down and ever faster down and still faster down between copses, orchards and meadows into Carhaix, under the railway viaduct, past the market square and barriers, holding in crowds, over cobblestones of a narrow lane to the right and into a yard before a huge tent. The contrôle is by its entrance, under a separate awning. In the tent, there is a bar and a seen-to-be-believed spread of delicacies lining ample tables all the way to a very respectable stack of wine bottles. Bow-tied waiters with silver forceps and serving spoons are poised to shovel it on: "Que voudrait Monsieur, s'il vous plaît?" I settle on some pâté, back it up with fruit and pastries, and retire with the gang to a small, wrought iron round table. (Yes, covered with white tablecloth.) It is 9:30: we are not moving very fast.

Don Burch rejoins us. Well, gentlemen, let's do it! As we jump the railway tracks and head down the Hière valley, a cyclist comes briskly the other way, closely pursued by another, wearing a small pack on his back. Both their frames feature the familiar green-numbered plaques: these are the first people coming back from Brest. We will be seeing plenty more.

The sun is high now. Don and I pause on a grass bank to remove our leg warmers. Mike and John go ahead; we won't chase. It is balmy and we are still fresh enough to just enjoy the sparkling day. Besides, the big climbing is still to come, or at least that is how I remember it. Don is worried: he has been training even less than I have and is feeling the miles. I estimate that, given our current position and provided no earth-shaking developments take place, we shall make it back to Paris well under the time limit, but he is not equally confident.

This is one of my favorite parts of the ride: the enchanted forests of Brittany. The river winding its way among the trees, a quaint inn at the bridgehead, lichen-covered steps leading down the cliff sides to the rushing rapids below. At picnic tables in a roadside clearing, some aficionados are laying out the linen in preparation for alfresco partaking of victuals and cycling action. They are out here for us: all twenty-two hundred of us, to be sure, but at this time and in this space the applause is for the two American caps. Allez, Etats-Unis!

\*\*\*\* MIDDLE OF THE NIGHT MADNESS \*\*\*\*

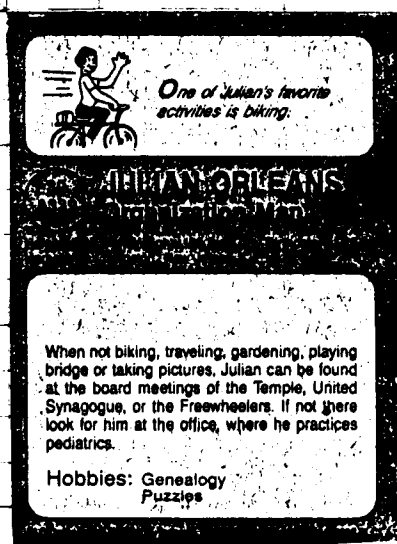
How Greg D'Agostino led us through the maze called "Brooklyn"

One has to be a little crazy, of course, to go on this ride, but nevertheless more than 30 bicyclists from the Princeton Freewheelers, The South Jersey Outdoor Club, the Morris Area Freewheelers, and the Metropolitan N.Y. Bicycle Club joined together for a real adventure on Sunday morning August 10th. The Jersey contingent gathered on Staten Island and took the ferry at 2.00 A.M. two of us catching it by about 1½ minutes. We enjoyed the slow boat ride past Miss Liberty, now without her scaffolding and all illuminated. On schedule, on the ferry landing at the Battery, we met our leader. Gregory D'Agostino is a prominent New York architect, who bicycles with the New York club and who two years ago led us through Manhattan's Wall Street, Chinatown, Little Italy, and Central Park, describing in detail among other structures, the Flatiron Building, St. Mark's Church, Grand Central Station, the Bethesda Fountain and the Dakota Apartments. His knowledge of the City and his architectural expertise combined to make that one wonderful tour! This time he decided upon Brooklyn!

So off we went at 3:00 A.M. across the Brooklyn Bridge with its intricate network of cables looking like a giant spider web as viewed from the pedestrian-bike ramp over the East River. Into Brooklyn Heights where the neighborhood homes and their history were described as we progressed through South Brooklyn into Owl Head Park with a beautiful view of the lower Hudson - kind of eerie at 4:00 A.M. Onto a bike path, under the Verrazanno Bridge, a necklace of lights reflecting in the lower bay, and along the shore all the way around to Coney Island! We learned the hard way that "Nathan's" the famous frankfurter restaurant, closes at 5:00 A.M. so settled for our gorp and water bottles as we moved on toward Sheepshead Bay. This area was fascinating, watching the party boats readying to go out for fluke and blackfish, a very busy marina. They tried to entice us aboard, "Bring your bikes", "Let's go fishing!" but we persevered on our wheels and as daylight was breaking, Greg shepherded us through Manhattan Beach to Prospect Park and the Grand Army Plaza. Then the last five miles, all downhill to the Brooklyn Bridge, entirely a different appearance in daylight, to Greeley Square, with the statue of Horace Greeley, the publisher of the Tribune. Finally past Trinity Church to a 7:00 A.M. breakfast on lower Broadway, - bagels, lox, French toast, omelettes, pancakes - each to his/her own taste, highlighted when Julian's helmet fell off the hat rack and knocked over three cups of hot coffee at one time! Then, we timed it perfectly to the 8:30 ferry, paid our 25 cents, embarked with our bikes, and the boat ride back to Staten Island.

Our thanks to Dick Bograd, Bob and Sandy Fellows, who organized this madness and especially to chain smoking Greg D'Agostino who really made it "A Night To Remember".

-Julian Orleans



EDITOR'S NOTE: It is true that Gregory D'Agostino is prominent and he holds degrees and a professional license in architecture, but, to put the two together is DEFINITELY a mistake. Also, much thanks to Lenny LoPinto & Bruce Scher, they were a great help.



Support Crew on the JMO  
by Valerie Walls

Not many of us get the chance to follow a dream, but, thanks to Alan Zindman and Alex Bekkerman, my husband, David, has the chance to do just that this coming summer.

At the end of September the four of us along with Mara Bovsun and Susan Glaubman headed for Arizona and the JOHN MARINO OPEN. This is one of the qualifying races for RAAM, the ultimate in marathon cycling. David and Alex were competing and the rest of us were the support crews.

After picking up two brand new rented mini-vans at the Tuscon airport we headed for the motel to adjust to the time difference. Friday we separated into our different teams to buy the necessary provisions to keep our riders fueled and as comfortable as possible. We also made last minute technical and mechanical adaptations to the vans so they would pass the safety requirements of a support vehicle. Late afternoon found us inspecting our magnificent suite of rooms only 10 miles from the starting point. Alan immediately went over David's bicycle very carefully while David supervised from a comfortable deck chair.

Saturday, the support crews planned sneaking out early for breakfast and attending the 8 o'clock rules and regulations meeting leaving our fearless riders to their beauty sleep. They couldn't sleep but were able to move at a leisurely pace, while their support crews learned about some of the intricacies of the route. (Thank goodness we didn't learn all of them, we might not have started!)

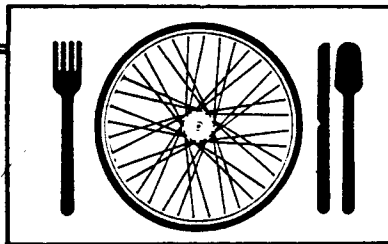
At 11 a.m. the riders took off, only 554 miles to go. The route was Tuscon - Flagstaff - Tuscon. Everyone looked good as they headed out through the desert towards the mountains. The support crews leapfrogged their riders as the miles past and the uphill outnumbered the downhill. At first Alan and I spent much of our time cheering not only David, but most of the riders. We found it strange that most of the support crews gave encouragement only to their own riders. By mile #110 the riders were so strung out we only kept track of David and the few riders around him, although the time stations provided valued information on the leaders.

Just before 6 p.m. we reached the Roosevelt Dam where we had 35 minutes to get David and his bike into the van, transport them across 6.6 miles of dirt washboard road, praying that we wouldn't have to give way to any one on the one lane dam crossing. Luck was on our side and we arrived at the pavement with enough time for Alan to check the bike while I got David dressed into warmer clothing (the temperatures ranged from 90 to 30 ) and massaged his feet. While I washed the bicycle Alan massaged David's legs and gave him a pep talk about many aspects of the ride especially the importance of eating in order to keep replenishing the used up nutrients. At the end of 35 minutes David was back on his bike and we were right behind him.

At this point it was starting to get dark so we were required to follow behind David with blinking orange lights while he used our headlights to see the road. After about an hour of this I found it very difficult to drive and even though Alan and I were taking turns I found I could not sleep in the car and therefore was even less alert when it was my turn to drive. The cactus at the side of the road took on characteristics of people and I was unable to keep David in my headlights. However he didn't stop and neither did we until we reached the turn around point in Flagstaff at 4:10 a.m.

Next episode: The Return Journey

**NEW YORK CYCLE CLUB  
MONTHLY MEETING  
Tuesday, November 11**



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

**Serotta Cycles**

Between high school and college, Ben Serotta went to London to work in a frame building sweat shop called "Witcomb Lightweight." This was the beginning of a long, constantly evolving career in building frames. He opened up a bike shop in Saratoga 13 years ago. In 1978, he bought a farm and renovated the barn into a small frame shop with 6 employees. He built a bike for Bill Watkins of the West Point cycling team, who became an instant success at Worlds that year. He has now built bikes for Thurlow Rogers, Scott Berryman, and since 1984 has built the bikes for the 7-Eleven Team. He also built Mike McCarthy's "Aero" (if Mike is in town that night, he might bring it over for us to ogle).

Ben says that frame building has developed so rapidly in the last 15 years that the only relationship to the London frame shop that he worked in and the frames he builds today is that they put metal tubes together to make racing bikes. He's going to bring the prototype frame he built for the 7-Eleven's Tour de France and his new "Colorado" model. He will also tell us his story in slides.

Come join us and give Ben Serotta of Saratoga a big New York Cycle Club welcome.

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.

A R R A N G E D B Y J O D Y S A Y L E R V . P . P R O G R A M S

THE PERSON WITH THE MOST THINGS (its not me, but I'm working on it).....Steve Baron

WINTER IS COMING....in case you hadn't noticed.

Black tights don't show the chain grease, and make your thighs look slender, but light colors could keep you alive if you ride in the dark. Bike-a-Lite cuff bands reflect a lot of light and will also help. And, of course, there are real lights; there is nothing like halogen front and back, and a two pound battery pack won't kill you; this is about survival, isn't it. If you ride early mornings in one of the parks, a car will get you from the back if a runner doesn't do it first from the front.

Special notes from the club member who works part time at AYH (the one whose penis doesn't get numb when he rides): silk undies will keep your buns warm. (Navy is more masculine than pink.) anti-perspirant on your feet will reduce sweating and keep your feet warmer. Is this guy for real?

And more on feet: I use liners of polypro, silk, wool, nylon and aluminum. Darned if I can tell which is best, but it just might be wool. Then a second layer of wool. My shoes are small so I remove the foam insoles, so this second layer can be medium weight, or so I can wear three pair of liners - trap lots of air. Then try baggies just inside the shoes. Wool socks over the shoes with holes for the cleats will help as long as you don't make more holes from the concrete, and shoe covers (finally) of neoprene will help. Any shoe covers must have concrete resistant soles. I've tried Fire-Feet; burns like hell when you get inside.

Electric socks provide heat, but they are heavy, not very comfortable because of the wires, and the batteries must be stored around your middle so they don't get cold. Cold batteries don't work.

Several friends tell me silk next to the skin is very warm, and it sure makes a sexy turtleneck. After a hard ride on a winter morning we could have the equivalent of a wet tee-shirt contest at the Skylark..... Sorry folks, I layer with polypro (zipper at the neck), wool bike jersey (zipper at the neck) and nylon front wool zipper sweater. Balaclavas may look as silly as fat-tube bikes, but in their way, I find that they are a wonderful way to keep head and neck warm and my usually cold ears stay toasty, and my helmet goes right over the polypro.

When I call Nashbar they usually have what I want and usually ship within 24 to 48 hours. Recently I tried to place an order with Performance (their new miracle fabric jersey, of course) and they didn't have stock on the first three items I asked for, and told me 7 to 10 days for delivery on the others.....

Finally, can anyone suggest a better tub cleaner than Comet cleanser. Leave word on my answering machine: 228-0555 (or tell me if the machine is out).

# New Members -- compiled by Irene Walter

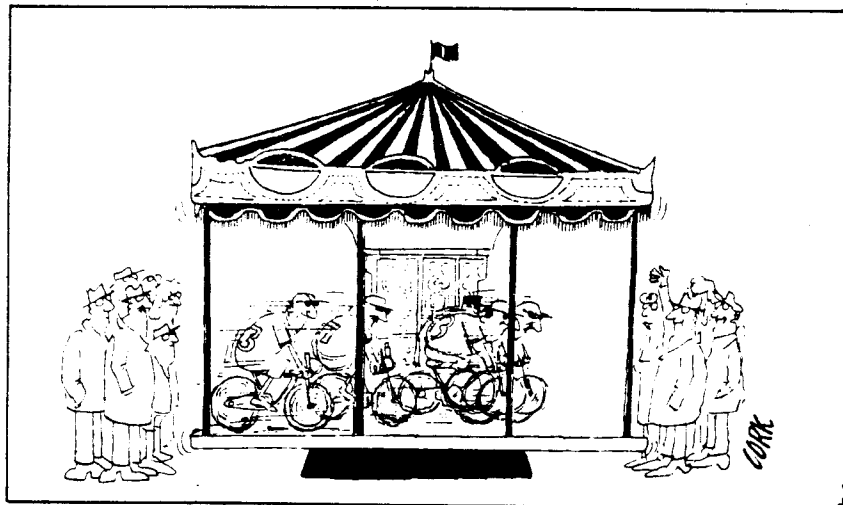
ALTER, Bernard M.	188 Montague St.	B'klyn	11201	516-868-8216
BELL, Wendy L.				
BERGER, Eric	1535 E. 14 St. #1D	B'klyn	11230	718-375-2774
CARDONA, Carlos	602 10th Ave. #IRN	N.Y.	10036	212-581-2858
CATALDO, Annie	8635 21 Ave. #6P	B'klyn	11214	718-449-5127
CONFORTI, Michele	7-13 Washington Sq. N. #46A	N.Y.	10003	212-505-9839
DALY, Karen	321 E. 48 St. #11G	N.Y.	10017	212-759-1921
DAVIS, Romel B.	1839 Loring Pl. #PH	Bronx	10453	212-583-6133
DE NARDO, Fran	60-06 82 St.	Elmhurst	11373	718-672-0047
DUNN, Sheila M.	100 Eastern Way 2nd Fl.	Rutherford NJ	07070	201-896-0657
FLESCH, Cathy	8 Hillturn Lane	Roslyn Hts.	11577	516-484-7025
FREMONT, Lucy	50 Horatio St.	N.Y.	10014	212-255-6235
GINSBURG, Jeff	2109 Broadway #4-02	N.Y.	10023	212-769-0436
GRINSPOON, Kenneth	240 E. 81 St. #2S	N.Y.	10028	212-570-1312
HAKES, Ellen	15 W. 53 St.	N.Y.	10019	212-315-2917
HAKES, Thomas	15 W. 53 St.	N.Y.	10019	212-315-2917
HAUPT, Samuel M.	201 E. 17 St. #7D	N.Y.	10003	212-995-0957
HOFFMAN, Sheila	170 West End Ave. #24K	N.Y.	10023	212-362-0277
HOROWITZ, Susan	80 N. Moore St. #17G	N.Y.	10013	212-732-0487
HUTNER, Amy	1152 2nd Ave. #4	N.Y.	10021	212-371-6976
JAY, Adam R.	10 Tonetta Circle	E. Norwalk CT	06855	203-838-3186
JOHNSON, Jamie	150 E. 56 St. #4D	N.Y.	10022	212-688-0499
KASDAY, Morton H.	Box 6624	Jersey City NJ	07306	201-332-5008
KRAUS, John	149 Church St. #2S	N.Y.	10007	212-732-3926
LEGGIO, Sal	423 15 St. #1C	B'klyn	11215	
LEWIS, Ms. Brett	149 Church St. #2S	N.Y.	10007	212-732-3926
MAYES, Charlotte	P.O. Box 1306, Cooper Sta.	N.Y.	10276	
MC CULLOUGH, John G.	176 Amsterdam Ave.	Hawthorne	10532	914-769-8406
MEILEN, Gerhard	495 West End Ave.	N.Y.	10024	
MOONEY, Michael J.	140-10 Franklin Ave. #B44	Flushing	11355	212-975-6003
MUZII, Roger A.	127 W. 96 St. #16G	N.Y.	10025	212-865-1787
PELTZER, Arnold	710 West End Ave. #14B	N.Y.	10025	212-866-5393
SACCO, Frances E.	1352 41 St.	B'klyn	11218	718-438-0125
SCHALLER, R.E.	809 Ocean Ave. #1B	B'klyn	11226	
SHLEIPER, N.	P.O. Box 184	Flushing	11367	
SICHEL, Mary	29 W. 15 St.	N.Y.	10011	212-620-7024
SORREL, Ann	25 Beaumont Pl.	Newark NJ	07104	201-485-6290
STARK, Lawrence	120-01 12 Ave.	College Pt.	11356	718-353-6035
TESTA, Jane	324 E. 6 St. #8	N.Y.	10003	212-443-4053

## NEW ADDRESSES:

KAUFMAN, Richard	215 W. 83 St. #15C	N.Y.	10024	212-787-9329
SCHMERTZ, Donald	880 W. 181 St. #4F	N.Y.	10033	

NYCC MEMBERSHIP, 10/1/86: 601 MEMBERS !

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# 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.

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

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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

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