

October
1986

New York Cycle Club

Our 50th year October 1986

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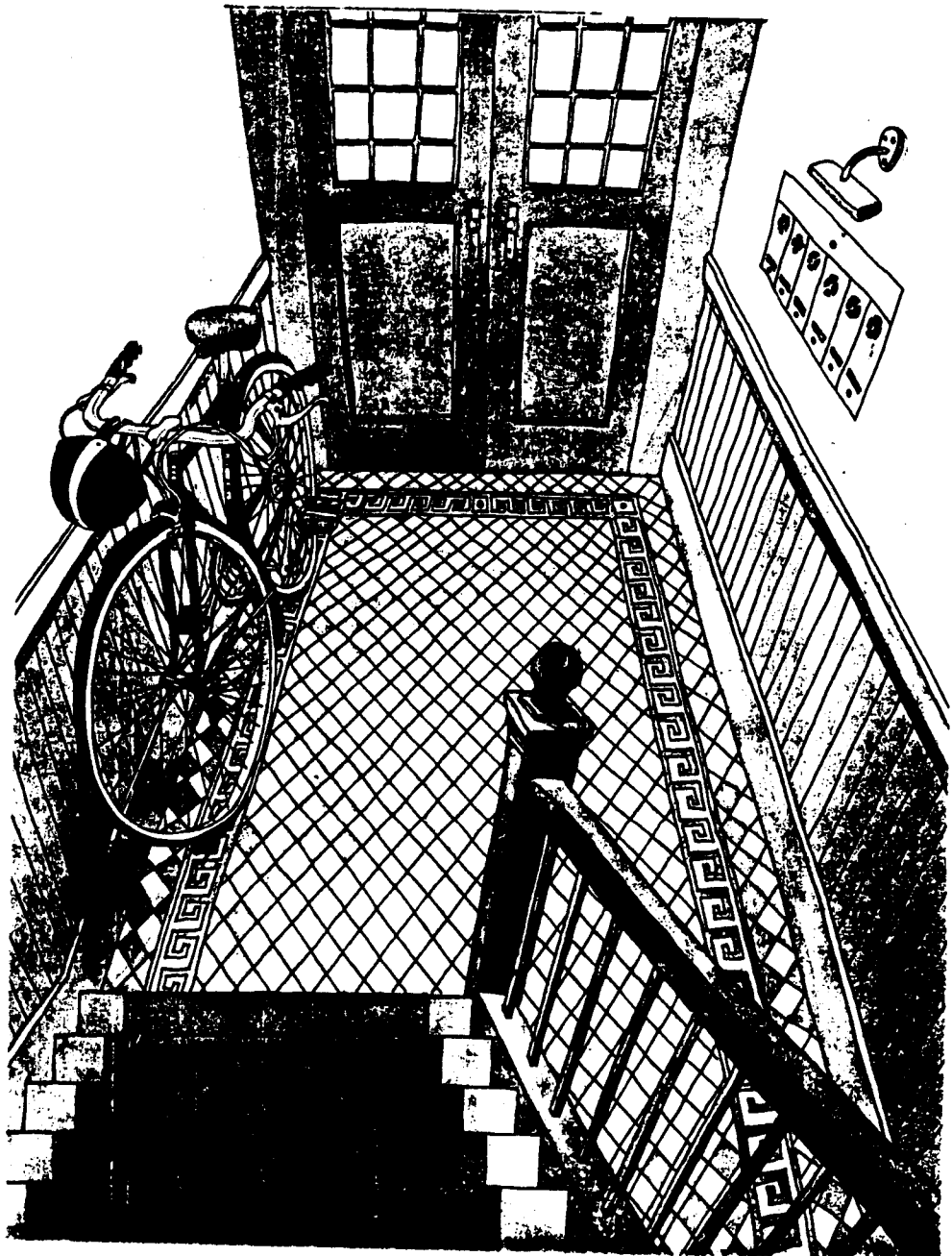
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RIDES PROGRAM

Compiled by Debbie Bell, V.P. Rides

GUIDELINES FOR CLUB RIDES

NYCC rides are intended to be friendly group rides: we don't like to "drop" or lose anyone. However, leaders should turn back riders whose physical or bicycle condition seems inadequate, or when this is not feasible, those whose riding ability early on in a ride seems inadequate. Our leaders are truly reluctant to do this; so please cooperate with them.

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

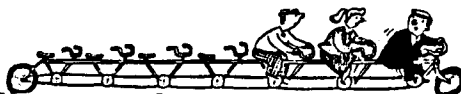
- 1) Select rides within your capability. Avoid downgrading the ride for your fellow riders and stressing yourself by trying to keep up, or conversely, demanding a faster pace than advertised.
- 2) AA, A+, and most A rides generally maintain pacelines. If you are unfamiliar with paceline riding be prepared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

RIDE AND RIDER CLASSIFICATION

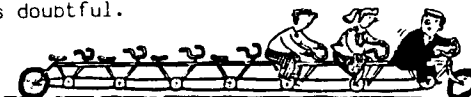
Ride Class	Average Speed (not incl. food stops)	Cruising Speed	Riders	Ride Description	Self-Classification Central Park Times 4 full laps = 24.5 miles*
AA	17+ mph	20+ mph	Animals	Anything goes. Eat up roads, hills and all.	Less than 1 hr. 12 min.
A+	16-17	19-20	Sports	Vigorous riding over hill and dale.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

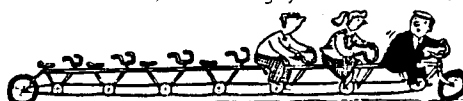
- Sat./Sun. Oct. 4-5
A/A-
240 mi.
- MATTITUCK TWIN CENTURY. Leader: Marty Wolf (212-935-1460) We'll take the long route to Mattituck on Saturday, through the Hamptons, Sag Harbor, Shelter Island & Greenport. Saturday night we stay in Mattituck, and then return to the city on a shorter century on Sunday. Call Marty for meeting place and time, and motel information.
- Sat. Oct. 4
8:00 AM
A
92 mi.
- SAXON WOODS GOLF COURSE. Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.) From the Boathouse. "A" paced ride to Westchester. Breakfast stop at Saxon Woods golf course. What terrible food!! We'll cruise around Westchester on an old-fashioned "A" ride. Maps available. Rain cancels.
- Sat. Oct. 4
6:45 AM
B+
100+ mi.
- GREENPORT/SHELTER ISLAND LOCAL. Leader: Martha Ramos (718-858-9142) Meet at 179th St. & Hillside Ave. (last stop on "E" or "F" train) for a leisurely fall ride out to the undiscovered portions of the North Shore of Long Island. Return the same day via the LIRR (you must have a pass); fare is \$8.25. If we arrive before 4 PM, we can dine on beer, wine, and sumptuous seafood before the train ride back. 70% chance of rain, or starting temp. below 40 F cancels.
- Sun. Oct. 5
7:30 AM
A
110 mi.
- SKYLINE-NORTH. Leader: Maxim Vickers (718-728-7179) You have ridden the one in Virginia; now it's the turn of the Ramapos. See how the Empire State Building looks with a foreground of wooded mountaintops. I expect some excellent foliage color on this ride. Leave from the Boathouse, lunch on the shores of Greenwood Lake, plus two snacks. Bring low gears (honest!).



- Sun.Oct.5 "PIG-OUT-ON-PANCAKES" Leaders: David Moses (718-375-0816) & Bernie Pearlman (212-285-1233). From the Statue of Civic Virtue, Queens. A cyclist's dream, "All the pancakes, sausages, coffee, milk, and juice you can eat" for a \$2.00 donation. The Seaford Knights of Columbus (the same guys that cooked the burgers and franks at the Bike-A-Thon) sponsor this pancake breakfast every year to raise money for the Variety Pre-Schoolers' Workshop. David's B+ group will leave at 9:30, and Bernie's B- ride at 10 AM, for an easy flat ride to the south shore on Long Island; bring a lock and your hearty appetite.
- 9:30 AM B+/B+ mi.
- 10:00 AM B/45 mi.
- Sun.Oct.5 FROM C TO SHINING SEA, OR SURF AND TURF. Leaders: Gregory D'Agostino (718-272-4271) & Duncan Mooney (718-729-2896) From the Central Park Boathouse, we'll be traveling down to the boat-house of the Sebago Canoe Club in Brooklyn, for an afternoon of boating on Paerdegat Basin, an inlet of Jamaica Bay. Since the waters here are calm and friendly, no boating experience is necessary, but an ability to swim is required. For you landlubbers, this may be your last chance to get on the water before cold weather sets in. For the birders, don't forget the binoculars, plenty of sea-birds to be seen; Jamaica Bay is 20 sq. mi. of protected sanctuary. Any boat/water questions--call Duncan, he's the Sailing Master at the canoe club. All equipment courtesy of the Sebago Canoe Club, but bring your own lunch. (There is a nice little sea kayak just waiting for Josh Keller.)
- 9:30 AM C+/B- 40 mi.
- Sun.Oct.5 "PANCAKES AND MORE" Leader: John Mulcare (718-672-5272) From 179th St. & Hillside Ave., Queens (last stop on "E" or "F" trains). Join John for an easy ride to a fabulous pancake breakfast with the B and B+ groups (see "Pig-Out-on Pancakes" above). Bring lock and \$2.00.
- 9:00 AM C/40 mi.
- Sat.Oct.11 NEWBURG-BEACON CLASSIC. Leader: Alex Bekkerman (718-438-4746, h.: 212-480-2220, cf.) From the Boathouse. We'll go up to Beacon via Rt. 9, cross the bridge, and proceed to 9W. Perkins Drive, and Seven Lakes Drive, with standard return to the Boathouse for beer prize for the first person at the top of Perkins Drive. The ride is not limited to my personal friends. However, cooperative, intelligent, and demanding riding is expected.
- 7:00 AM AA 150 mi.
- Sat.Oct.11 FALL FOLIAGE IN CROTON. Leader: Steve Baron (212-228-0555) From the Boathouse. Beat the Circle Line, dodge arrow heads. Stop for two minutes to aah the water. Bring snacks, as lunch will be in Bedford, about 60 mi. out. Art says it was the most beautiful, unlisted May ride. Try it now. Bad weather will shorten the route. Bring climbing gears.
- 8:00 AM A/A- 100 mi.
- Sat.Oct.11 SYOSSET-OYSTER BAY ROUNDABOUT. Leader: Martha Ramos (718-858-9142) From 179th St. & Hillside, Queens (last stop on "E" or "F" train). Join me for a Saturday quickie. A great way to warm up for Alinda's Sunday ride. Enjoy the scenery and still get back at a civilized time. 70% chance of rain, or starting temp. below 40 F cancels.
- 9:15 AM B+ 45 mi.
- Sat.Oct.11 FOURTH ANNUAL CROTON AQUEDUCT/POCANTICO HILLS FOLIAGE TOUR. Leader: Maggie Clarke (212-567-8272). Now that the Dyckman Triangle has been renovated, we'll meet at Broadway, Dyckman, & Riverside (200th St./Dyckman stop on the "A" train). In the hope that the early cold snaps will hasten the arrival of the fall colors, this on-road/off-road tour will be a week early. Otherwise known as THE ride to tune your bike handling skills, the tour offers peaceful riding on the Croton Aqueduct right-of-way (dirt bikes welcome, very narrow wheels discouraged -- I use 1-1/8") and quiet roads with views of the Hudson, large estates, and a picnic lunch on or near the Rockefeller estate in Pocantico Hills. Bring money for lunch, your camera, and for emergencies, your Metro-North pass. 70% chance of rain cancels.
- 9:00 AM B- 45-50 mi.
- Sat.Oct.11 THREE-BORO BIKE TOUR. Leader: Bill Clark (718-625-6072) From Columbus Circle (s.w. corner of Central Park) at 9:45, or join us at the S.I. Ferry entrance in Battery Park at 10:45, to ride to Fort Wadsworth in Staten Island. After returning via ferry, we cross the Brooklyn Bridge for a mystery tour of the Brooklyn tourists never see, then back to Columbus Circle. Bring money for ferry and lunch, or brown-bag it. Rain cancels. If weather is threatening, call Bill before 8:45 AM.
- 9:45/ 10:45 AM C 30/22 mi.
- Sun.Oct.12 ZIPPY'S BIG ADVENTURE: WARWICK VIA GREENWOOD LAKE. Leader: Alan Zindman (212-989-8529) From the Boathouse. A nice, fun ride through the hills and around the lakeside. Cooperative riding and joke-telling are essential. There will be a food stop.
- 7:00 AM A+/140 mi.
- Sun.Oct.12 WESTCHESTER TOUR DE CHANCE. Leader: Alinda Barth (718-441-5612) From the Boathouse. If you have been on Alinda's rides recently, you know that just about anything may happen. So if you are adventurous, hate boring rides, and like to take chances, meet at the Boathouse for another Westchester ride. If our luck holds, we may have lunch in Bedford Village. If not -- who knows? It will be a hilly ride. Rain definitely cancels.
- 8:45 AM B+ 85 mi.
- Sun.Oct.12 TO THE ATLANTIC OCEAN, AT A PLACE WHERE COLUMBUS DID NOT LAND. Leader: John Mulcare (718-672-5272) From 74th St., between Broadway & Roosevelt Ave., Queens, opp. bus terminal ("E" or "F" train to Roosevelt Ave./Jackson Hts. stop). We'll travel out through Queens and return through part of Brooklyn, to end the ride near the Grand Army Plaza, or across the Brooklyn Bridge, as you please. Bring lunch (or money for it). Rain cancels. Call John before 8 AM if the weather is doubtful.
- 9:00 AM C/C- 32/36 mi.



- Sat.Oct.18 9:00 AM A/B/C 35-40 mi. SECOND ANNUAL AUTUMN TIME TRIALS. Leaders: Steve Sklar (212-877-5235), Ed Rudetsky (718-436-3475), & Irv Weisman (212-650-8075, of.; 212-562-7298, h.). From the NJ side of the GW Bridge. This ride is timed to coincide with the fall foliage peak weekend in the NYC area. So you can divert yourself from nervously tapping your bike computer by looking up once in a while. We encourage riders of all abilities to give it a try. Leaders will give advice on time trialling techniques, tailored to individual interests. After the time trials and a social lunch in Nyack, the return rides will be split into A, B, and C sections. Please call Steve Sklar if you would like to help at the starting gate.
- Sat.Oct.18 10:00/ 10:45 AM C-/C 28/12 mi. THE CLOISTERS AND, WITH LESS TRAFFIC THIS TIME, WAVE HILL. Leader: John Mulcare (718-672-5272) From fountain opp. Plaza Hotel (59th St. & Fifth Ave.) at 10 AM, or 178th St. & Ft. Washington Ave. at 10:45 AM. Thanks to Jim Lane, who substituted for John as leader on an August ride, we have a new route to Wave Hill which avoids most of the traffic congestion usually encountered in the Bronx. Bring lunch (or money for it). Rain cancels. Call John before 9 AM if the weather is uncertain.
- Sun.Oct.19 7:30 AM A 110 mi. RIDGEFIELD FALL FOLIAGE RIDE. Leader: Chris Malling (718-847-8004) Meet at the Boathouse for the 7th annual ride to Ossining, the Croton Reservoir, Ridgefield, and Bedford. The ride is hilly and scenic, especially at the peak of the fall foliage season, and will be ridden as a group ride at an "A" (as distinct from "A+") pace. Maps will be available. Portions of the ride will be ridden in a pace line. Estimated riding time: 6-1/2 hrs. Rain cancels.
- Sun.Oct.19 9:00 AM A-/B+/B 60/60 mi. HOLMDEL REVISITED. Leaders: Alinda Barth (718-441-5612), Debbie Bell (212-864-5153), Karen Reich (212-874-7923), & Joe Vaccaro (212-691-8515). A car-top trip, starting at the snack bar in Holmsel Park (Longstreet Rd. entrance), near Exits 117 or 114 on the Garden State Parkway. Join us for this year's final visit to a spectacular cycling area less than one hour's drive from NYC. Ride a 60- or 80-mi. loop through with gorgeous foliage, horse farms, and gentle terrain. Lunch stop on the longer route will be midway; on the shorter route, nearer the end of the ride. Call Debbie Bell if you can offer or need a ride. Rain cancels.
- Sun.Oct.19 8:30 AM C/C+ 40 mi. EISENHOWER PARK. Leader: John Mulcare (718-672-5272) From 179th St. & Hillside Ave., Queens (last stop on "E" or "F" train). This is a relatively flat ride to a restful park. Any tigers who come to ride with the lambs will be permitted to ride at their own pace on certain stretches of the route. Bring or buy lunch. Rain cancels. If weather is uncertain, call John before 7:30 AM.
- Sat.Oct.25 8:30 AM A- 55 mi. TOUR DE BRUNCH, AKA CARYL'S COPOUT. Leader: Caryl Hudson (212-595-7010, h.: 212-840-0333, of.) From the Boathouse. Save your energy for Sunday's ride. Enjoy the grandeurs of the Hudson and the gourmet pleasures of Nyack on a sybaritic Saturday. We may detour for pumpkins (pumpkins???) on the return, so bring a big musette.
- Sat.Oct.25 7:30 AM B+ 75-80 mi. THE GILDED GOLD COAST. Leader: Susan Glaubman (718-596-0477) From the Boathouse. Hills at a reasonable pace, and there will be dessert after a visit to Uncle Louie in Port Washington for steamers and clam chowder.
- Sat.Oct.25 9:00 AM C-/C 30 mi. ROOSEVELT ISLAND, G.W. BRIDGE, AND FORT LEE PARK. Leader: John Mulcare (718-672-5272) From Tramway Plaza (59th St. & 2nd Ave.). Even some native New Yorkers have not yet biked on or to all three of the above, so let's help rectify that oversight now. Bring lunch or money for it, as well as \$1 for the Roosevelt Island Tram back to Manhattan if some of us have never experienced that trip. Rain cancels. Call John before 8 AM if the weather is uncertain.
- Sun.Oct.26 8:00 AM A 90 mi. YE MERRIE LEAVES OF GLEN COVE. Leader: Maxim Vickers (718-728-7179) From the Boathouse. For the third year in a row, I shall dish out peak North Shore foliage and mansionry galore. This will be an eminently civilized "A" ride, with breakfast in Roslyn and bagels in Syosset. (You know the routine.) Rain cancels.
- Sun.Oct.26 9:30 AM B+ 55 mi. CONNECTICUT FALL FOLIAGE. Leader: Martha Ramos (718-858-9142) From 241st St. & White Plains, Bronx (last stop on No. 2 train). This is a hilly ride into Westchester and Connecticut. The location of the lunch stop depends on the weather. If you think this is a hilly ride, you should see the ones I eliminated, including reversing Dingleton and Cat Rock Rds. 70% chance of rain, or start temp. below 40 F cancels.
- Sun.Oct.26 8:30/ 9:10 AM B- 50 mi. PATERSON FALLS VIA AL GOLDBERG'S (former Treasurer) ROUTE. Leader: Irv Weisman (212-650-8075, of.; 212-562-7298, h.) The clock was moved back last night, so we'll meet at the Coliseum (Broadway & 60th St.) at 8:30 AM (and feel like it is 9:30), or at 9:10 AM at the top of the PATH escalators in the World Trade Center, for the 9:25 AM train to Newark. Fare is 75 cents in coin. Al's route is on low-traffic roads through several pretty suburbs which will, hopefully, be adorned in their fall foliage colors. We'll return to the G.W. Bridge by 4:30 PM, encountering several demanding climbs along the way. (Stronger riders will be encouraged to dash for the bridge after we get past the twists and turns of the return route.) Food facilities are uncertain near the falls, so bring your lunch and snacks. 60% chance of rain cancels.



Sun.Oct.26 ROYAL TIBETAN-CHINESE CLOISONNE. Leader: Stanley Simon (212-777-1277, from the Staten Island Ferry, Battery Park. Flat ride going out, easy pace, short stop at Gateway National Park for all-out sprint, and polar bear swim. Then on to Tibetan Museum for lunch, meditation, and short program at 3 PM (by Mr. Fong Chow, Curator of Far Eastern Art at the Metropolitan Museum of Art). A little hilly on the way back. Bring \$.25 for the ferry and \$2 for the museum.

Sun.Oct.26 THE LAST BUT NOT THE LEAST IMPORTANT TRIP TO LIBERTY PARK THIS YEAR. Leader: John Mulcare (716-672-5272) From the Coliseum (Columbus Circle) at 8:45 E.S.T., or Staten Island Ferry toll booth (\$.25) at 9:45 AM for the 10:00 AM ferry. According to John's 1986 (not 1886) diary, the Statue of Liberty was initially dedicated on October 28, 1886. Lest the Lady feel neglected now because of the beat-the-gun antics in July, let's pay our respects to her again, as close to her birthday as your normal work schedules permit. Bring or buy lunch. We'll return by PATH (\$.75), but those who prefer may return to Manhattan on their own via the G.W. Bridge. Rain cancels. Call John before 7:15 AM if the weather is uncertain.

Ride Previews

Sun.Nov.2 NOT THE NYC MARATHON. Leader: Caryl Hudson (212-595-7010). A-/ 26.2+ mi.

Tues.Nov.4 ELECTION DAY SPECIAL. Leader: Martha Ramos (718-858-9142). B+/ 55+ mi.

IT'S TIME TRIAL TIME, AGAIN

Irving Weisman

Steve Sklar has again scheduled a time trial at the end of the long-distance riding season. The course is 17 miles along Route 9W, from the Geo. Washington Br.(NJ side) to Nyack, and is mostly flat with some ups and downs - for touring realism, and because it can't be avoided. After being clocked in, and a picnic lunch (weather permitting), we head back in compatible groups, explaining our trial times to sympathetic club-mates, while Steve rides back with a new set of performance times to sort out and to tabulate.

I strongly urge you to participate in this event even if you are not interested in high speed or competitive riding. First of all you'll get a measure of your very own performance for future assessment of improvement, or, heaven forbid, degeneration. And if you are an avowed competitor, you will get an idea of your relative standing vis-a-vis the other participants. But of greatest importance, despite Steve's thoughts on the subject, is the chance for me to get additional data for confirming and/or fine tuning the club's ride classifications; clearly a matter of transcendent importance. (By the way, because some riders are reluctant to boast about the great times in which they make the run, Steve will check with each rider about using a suitably anonymous listing, if that is your preference.) I plan to do the trial to establish a B- standard time, so most members can be reasonably assured of having someone slower than themselves in the listings. But why fret over the question of actual performance? I am I and you are you, and we each enjoy cycling in our own ways. For instance, I use wide range gearing, and you probably use narrow range gearing. But, if your knees don't complain, I won't either.

My original purpose in developing the Club Ride Classifications was to enhance the riding pleasure of our members by helping them find riding companions of similar riding interests and abilities. And, today, with a membership exceeding 500, and with an active ride program, there are enough riders in each class to satisfy this goal. Your participation in the time trials will provide a spectrum of riding performances to guide the riding program. Riders of known classes are especially helpful in providing reference points. Leaders, are you paying attention?

The next step after the time trials is to get enough time trialers to ride in Central Park and/or Prospect Park so that we can "calibrate" those parks for individual self-classification efforts. (Central Park is calibrated quite well now, but additional confirmation couldn't hurt. Prospect Park, which is so convenient to many of our Brooklyn members, has never been calibrated, it is about time that we did so.) The calibrated parks, ridden for at least 20 miles in order to preclude self-delusionary attempts at impressively fast times, will provide a convenient way for newcomers to the club to determine their probable riding classes. This will enable them to join our rides without fear of overselecting or underselecting, and thus avoid the frustrations of significant mismatches between their capabilities and the demands of the rides they select.

So do come out for the time trials; your cooperation will really be helpful to our ride program. And Steve and I will love you for giving us data to play with.

WANTED: BICYCLE/TREKKING COMPANION for 3-5 months in South America beginning March 1987. Law grad, 27, who's done 22,000 miles on a South Asian bike tour, with interests in Third World development and adventure travel seeks kindred spirit preferably Spanish-speaking male. Call Ann (201) 485-6290.



House Calls...

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



Congratulations, you've just finished the first double century of the season. You come home, store your bike and crawl into the bathtub for a well deserved soak. The beer's cold and the water's warm (or is it the other way around?). Anyway, you're ready to get out and suddenly a blood curdling shriek splits the room. No, an ax murderer hasn't struck, although you almost wish he would and put you out of your misery. You're in the grips of that dreaded condition - THE CHARLIE HORSE. Those agonizing spasms in your legs are the result of the buildup of acids in muscle, acids that occur when you try to do more than you're capable of. The muscles are screaming for more blood and voicing their disapproval of you by knotting up into painful cramps. To start, a quick review of muscle metabolism. Muscles require sugar, fats and oxygen, all brought by blood, to work properly. Ideally, sugars are completely burned into carbon dioxide and water, but if the work load exceeds the blood supply, fat and sugar is incompletely burned producing lactic acid instead (producing the "burn" that the exercise books talk about). Normally the muscle can handle this without problems and the excess acid is carried away in the blood, but if the stress goes on too long the acids build up and spasms occur.

The muscle's preferred source of energy is a starch called glycogen which is stored in the muscle itself. While exercising, the muscle cell uses it's glycogen for energy and when used up fatigue occurs. Continued exercise leads to anaerobic (without oxygen) metabolism which means that the muscle begins to burn fat and glycogen inefficiently getting less energy for more fuel used. (Sounds like something new and improved at the A&P). Suggested methods of increasing available glycogen include carb loading 8 to 12 hours before exercising. Some of the difficulties of bike riding include long, sustained periods of continued exercise (4-10 hours) in which much, if not all, of the available energy is utilized early on. However, you cannot eat a large, heavy meal during a ride and expect to perform afterwards. Therefore early carb loading will increase available glycogen thus increasing exercise endurance.

Another method preferred by some riders is caffeine loading. Caffeine has both advantages and disadvantages. On the minus side, it is a mild diuretic (causes dehydration) which must be compensated by increased water intake. The advantages include a mild feeling of euphoria (the morning coffee fix), release of the body's fat (no you can't lose weight by drinking coffee) for energy instead of glycogen. Additionally, sweetened coffee towards the end of the ride will also give an added kick which can get you over those last few miles.

Another way of avoiding cramping is to stretch every hour or so while in the saddle. Changing position frequently utilizes different muscle groups allowing the others to recover somewhat. As always, a few minutes not spent pedaling is a good restorative.

Having pushed yourself those extra few miles you're now in the grips of severe muscle cramps. This is one of the few times that stopping what you're doing won't help. The main way to cure the cramping is to restore the blood flow to the muscles and get rid of the built up acids. If you stop too suddenly, (fail to "cool down"), the blood supply to the muscle will fall off rapidly and the acids will remain. Try to keep walking or pedaling slowly, at a steady pace. If you can't, then the blood flow should be increased by other methods. If you have a willing partner, massage works well. Find the most painful areas of the muscle and press firmly to release the spasms. Then start rubbing firmly stroking from the foot towards the body to stimulate blood flow. If you're too chicken to have the sore spots touched or your friend is unwilling (remember the story about the snake bite?) then heat is the second best method to increase blood flow. Get back into the bath, stand under a hot shower (massage heads help also) or wrap a heating pad around the leg until the spasms ease off. Once they have released it is important to keep moving slowly so that the blood keeps flowing and the remainder of the acids are removed. Anti-spasmodic drugs are rarely if every necessary and are downright dangerous to take while riding.

The only good thing about all of this, is while painful, cramps are rarely fatal. Getting over them is easy, as so many of us have done so many times.



CITIZEN Barrett CHAIN Benton

Death Of An Adman

Ever since the age of ten, all sorts of adults, mostly those in the field of education, have been trying to convince me that the proper profession for my then-seemingly-incredible wit and writing talent was that of advertising. For a while, I gave the prospect of my own window office on Madcap Ave. fairly serious consideration; two weeks later, such thoughts were well behind me, partly on account of what TV-from-the-cradle-on had done to my attention span by then, but mostly because I was fairly suspicious of people in advertising. Just what did these people do in such a line of work? What were these people like? How would I fit into all this? These answers would come much later, surprisingly confirming my childhood misgivings. Even now, the more I rub elbows with the slogan and jingle crowd, the less enthused I become. Chances are, with the usual effort, I would have been rather successful, maybe with a nice position at Y&R, O&M, McCann-Erickson etc. But every time I get wistful over what might have been, all I have to do is pick up a copy of one of the too-many magazines I subscribe to and scan the ads. Bicycle ads in particular.

Not that I might have done one hell of a lot better, given the condos-and-Bimmers motivational conditioning I would, without a doubt, have fallen captive to. My idea for a Specialized bike ad, a two-minute music video-in-a-commercial, To Live And Die on Allez, was too esoteric, too expensive, and too long. (On another creative plane, my idea of an unofficial biography of Kurt Waldheim was politely received--until I insisted on the book's title being *The Reich Stuff*. When they ordered me out, I could swear they were pointing toward the window)

Yet ads that I see from the likes of Schwinn and Fuji seem scarcely better thought out, and not as potentially amusing. They don't make me want to go out and ride, which I thought was part of the idea (the other part having to do with getting you to buy the product while you're at it). Bicycling, in fact, seems to have been quite apart from whatever was on the art director's mind at the moment of creation. Have any of these folks experienced a heart-stopping descent over some fast country two-lane? The challenge of racing storm clouds home at the end of a long ride, and winning by a hair and a raindrop? Who bothers to infuse those dozens of pages with the tactile essence of cycling? Are these ad people capable? Or are they afraid that too much honest enthusiasm will scare away the Uninitiated Potential Consumer that everyone who makes or markets anything is so anxious to find? If they'd only stop hustling bikes the way they hustle food processors and cheap VCRs they might surprise themselves. A little creativity never killed anyone, except perhaps during the Inquisition, and since NOBODY expects an inquisition anytime soon, I feel that loftier, more engaging ads are in order, especially since the ads themselves are slowly becoming preferable to what little editorial copy makes it into at least one major cycling monthly.

on nothing but silly thematic non-sequiturs, then I'll just smirk and wish 'em a nice life. But later, I'll slip a large manila envelope (do these envelopes really come from the Phillipines?) containing one last stab at an offbeat bike ad. It's a goodie I cooked up for Trek, an ad that builds on the heritage of their name, with an easily accessible tie-in. See, we'll get William Shatner and Leonard Nimoy...

But if they insist

LINKNOTES: A few weeks ago, a man thought to be the George Washington Bridge Bike Bandit was collared by police. A short time later, on my street, a hit-and-run bike thief is chased down and cornered by a 24th Precinct squad car. Heavens, this could be the start of a radical trend for New York's Finest.

Bicycling magazine's hard-sell editorial approach is getting harder on my nerves all the time. Fast-forward seems to be the only speed the writers seem to know. Perhaps they think that's what sells best. Perhaps they are right, but I'm not buying. Are you listening, Mr. McCullagh?

The Kodak Liberty Ride was an interesting, though somewhat overpriced, event. I had a fairly good time, (slowly) rolling along the 22 or so miles of the trip, highlighted by a run through the Holland Tunnel where the air, to everyone's surprise, was remarkably breathable. I also took a few snaps, loaded up on all the lunchtime goodies that were handed out, had a nice chat with Nelson Vails on Liberty Island, and got thoroughly assaulted by what had to be the world's biggest home entertainment center, complete with live satellite downlink, Diamond Vision video screen and stacked banks of speakers in a stereo arrangement, with solid performances by the Neville Brothers, Hall and Oates, the Hooters, and Huey Lewis and the News. It took about a day for my hearing to return to normal, but for someone who dislikes the whole music-video concept in general (and MTV in particular) this event was a class act.

"It's mother was a Raleigh Sprite. It's father was a Stumpjumper. The street never knew what hit it" The Trash Canyon commuter bike project will soon hit these mean streets with a vengeance. Based on four years of urban infrastructure analysis (i.e. what passes for city streets) and frequent speculation on what a good urban utility should (and should not) do, this bicycle will swiftly and deftly demonstrate the folly of current "city bike" design, and prove that a near-maintenance-free design can be both sane and fun to ride. All with off-the-shelf components, decked out in Mandarin Orange. Coming to a park bench near you!



8:00 p.m., August 29. The shadows grow very long. The air temperature drops perceptibly as the sun sinks below the tree tops. A winding descent leads down towards Couesnon. Once across the bridge, I shift and stand up to tackle the west bank. We regroup at the top and continue on our way, pacing furiously past one group of weary riders after another. The few vehicles encountered now already have turned their lights on, but we hang on in the race with the regulation deadline, hoping to sneak in the last few kilometers remaining to the contrôle without the added drag of electric generators.

We are not successful. At Dingt, the generators are finally engaged and we are swallowed by a large peloton whose combined illuminating power approaches that of a large bus. From here to Tinteniach, it is less than twenty minutes, though in complete darkness. Past the support vehicles lining the entrance to the contrôle compound, a narrow strip of asphalt snakes towards the rural school buildings bathed in bright spotlights. A young boy with an autograph pad waylays us before we have a chance to get our route card stamped. We add our signatures to his already impressive collection and the kid is visibly awed by the entered club affiliation.

This stop is brief. We get some cold chicken, which platters are being hand-assembled under a broad, well-lit awning, reminding of a market place, and pull on our leg and arm warmers, for the proximity of the Atlantic makes it quite cool here only thirty minutes after sundown. After the final equipment check, we retrace the winding path back to the front gate, cross the main street where the late supper is being served in the two or three local inns (and cozy beds are being made in the rooms above them...) and follow a sparse pattern of red tail-lights into the black night.

The speed is no longer the same. The way out of Tinteniach is up and in the darkness, the riding is as much by feel as by the light of our headlamps. At times, the aircraft-warning lights on the huge television tower in Becherelle have to be relied on for navigation, since it is difficult to see the arrows and the land is full of criss-crossing roads. Finally, we arrive at the foot of the beast and zoom downhill towards Quedillac.

Across the railway tracks, they flag us down for a "secret" contrôle. It is actually a completely stationary establishment and we come in to sit down, bleary-eyed, over a cup of coffee. On the other side of the partition, all over the floor of what in peacetime is a gymnasium, are laid out mattresses, many of them occupied. The consensus, following a listless discussion, is to go on to Loudeac.

Back in the cold darkness with a few minutes left to midnight. It is sometimes difficult to distinguish the road surface from the shoulder and we steer mostly by the centerline which, at times, also disappears.

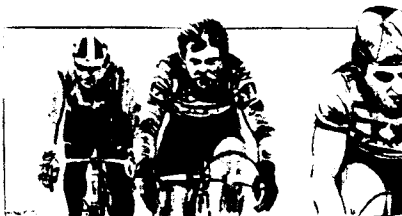
The few towns are eerily deserted under the moonlight; people turn in early in the country. We are making steady, though not spectacular, progress. I munch on some more raisins stuffed in the back pocket of my handlebar pack. At St. Meen, we pick up the 164 bis which shall take us the rest of the way into Brest. The "faux plats" begin: the roadway climbs so steadily that only the legs are aware of the upgrade, then the long, as steady, descent into the trough between the huge rollers. The dashed white line demarcating the shoulder has a veritably hypnotizing effect and we try to keep up a conversation in order to stay awake. This places an additional drain on stamina.

Then Mike DeLillo's headlight beam gracefully fades out. We stop. The tension spring on his bottom bracket generator has snapped. Riding without lights is prohibited and for a moment, Mike is just standing there slack-jawed; it looks like curtains. Then John remembers how once Steve Bauman fixed the problem with a bungee cord. I produce a bungee from my toolkit and we rig it around the generator onto seat stays. It works!

But now where is Loudeac? It is way past midnight and there is no sign of it. Not a soul either ahead or behind us, no traffic or any other signs of human presence. There is no doubt that we are going in the right direction. The wind still is driving us before it, but with all that, I'll be damned if we are averaging above twelve mph. We are very tired and quite sleepy. These last ten miles are endless.

Finally the traffic circle on the outskirts. From here on, it is still a fair hike downtown, but the psychology is revived. The contrôle is in the foyer of a boarding school built around a floodlit courtyard. I interpret in the required formalities for the French non-speakers and we proceed into the mess hall to stuff our faces. It is 2:00 a.m. and while we are supping, they are serving breakfast to cyclos on the other side of the centrally located kitchen, those who have already gotten their sleep!

After eating, we cross the yard to the dormitories. The individual cubicles with tables and closets are a novel luxury and the showers are hot and mercifully soothing. I leave instructions to wake us up at 5:30 and hit the mattress. The onset of oblivion after this 280 mile day is practically instantaneous.



DISPATCHES



Dear Greg ~~Passantino~~ ^{Passantino} ~~Postcode~~ ^{Postcode}
 "Good Beds for Cyclists"
 This was in a Museum!
 England is filled with cars
 + oversized tour buses, all
 driving on the wrong side
 of the road. Beautiful
 countryside, lots of small
 towns, cows + sheep; castles
 + cathedrals Don Passantino
 York Castle Museum
 King William Hotel in Half Moon Court CM2

☐ BERIC TEMPEST
☐ COLOURCARD

AIR MAIL
 ADDRESS

26

7 1989

New York Cycle Club

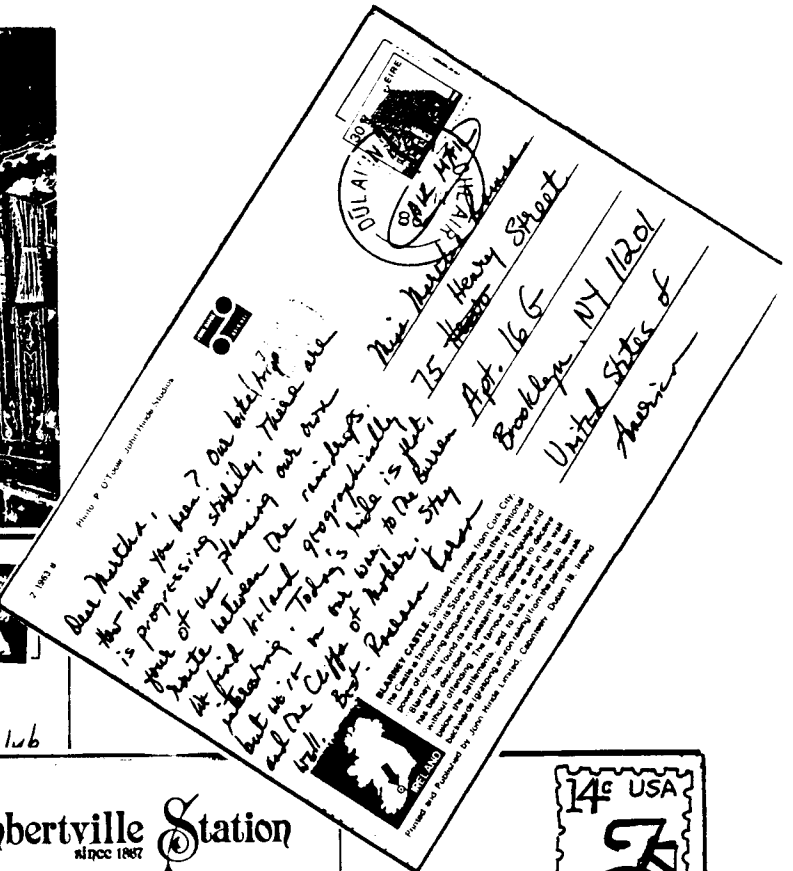
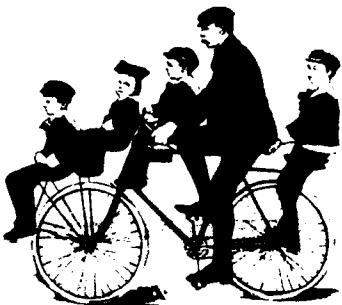
% Greg

1061 E

Brooklyn

A.I.

If they have good beds for cyclists in the museums can you imagine what the hotels must be like! ... Hey I gotta go there...



Lambertville Station
 since 1867
 11 Bridge Street, Lambertville, NJ 609-397-8300
 08530

-FROM THE OVER-THE-HILL GANG-

ADDRESS

MR GREG
 D'AGOSTINO
 % NY CYCLE CLUB

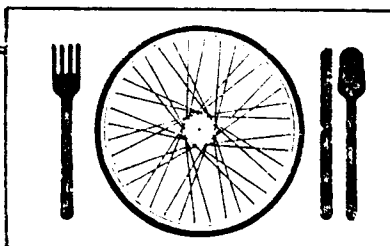
14c USA

NAPP, ROBERTA SILVER, ALIDA, DEBBIE, JOE, MARTY, SALLY, MARIE

1810546



NEW YORK CYCLE CLUB
MONTHLY MEETING
Tuesday Oct. 14



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

JOE SAILING "Racing in America"

Joe Sailing has been racing for 30 years and announcing races for 12 years. The Sommerville Classic, the Olympic Festival in Houston and last month--the Worlds! He has seen bike racing all over this country.

This year he has also won 5 medals, including 2 National Championships, the pursuit and the points race in his Veterans category. Joe is quite a show. Come join us for a very racey evening.

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

At the September 9th meeting of the NYCC, the following people were nominated for the 1987 Board of Directors:

President:	Claire Goldwaite, Martha Ramos, David Walls
VP Programs:	Jody Sayler
VP Rides:	Debbie Bell
Secretary:	Alinda Barth
Treasurer:	Christy Guzzetta
PR Director:	Edwin Rudetsky
Editor:	Caryl Hudson
Membership Director:	Gregory D'Agostino
Circulation Manager:	Hannah Holland
A Rides Coordinator:	Josh Keller
B Rides Coordinator:	Sara Flowers
C Rides Coordinator:	John Mulcare

Nominations will also be taken at the October 14th meeting.



TITLES DO NOT REFLECT HONOUR ON MEN, BUT RATHER MEN ON THEIR TITLES

New Members -- compiled by Irene Walter

Charles Agius
Ed Alter
Elaine Berel
Patricia Crowell
Timothy Crowell
Jerry Derman
Carlos Dominici
Bill Fitzpatrick

Carol F. Garfein
Daniel Gaulin
Nancy Gaulin
Sue Girard
Cynthia Green
Seth Hammer
Michael Harvest
John C. Hopkins

Carla Hunter
John Kling
Janet Klutch
John D. Marks
William Marshall
Florian Pamer
Jean Rigg
Ellen Ann Roth

Allison Salerno
Hayedeh Sepahpur
Margaret Shields
Donna Sims
Aron Walzman
Abe Wertenteil
Ira Wertenteil
Andrew J. Zuckerman

Addresses and phone numbers are included in the accompanying roster.

NYCC MEMBERSHIP AS OF 9/3/86: 562 MEMBERS.

"I'm sick of this old thing! I wish someone would steal it so I can get a new one," I said as I picked up my 20 year old bike from the shop. Three days later the bike fairy blew apart the Citadel lock and disappeared with the bike. Didn't leave a new one, though.

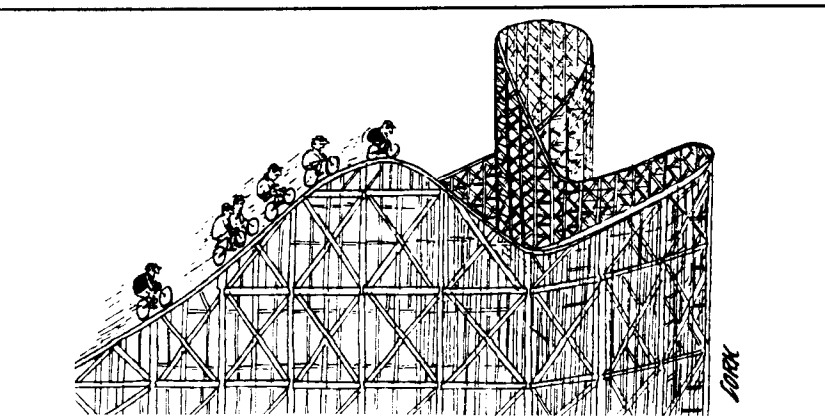
Everyone had an idea of what I ought to ride around the city on: an ATB, a 3-speed clunker, a 5-speed metro, a Moulton foldable..... After some thought, I came up with an ideal city bike, as reported by Steve Baron last month. It was light enough to carry to a 4th floor walkup, manoeuvrable and narrow enough to get through tight spaces, as waterproof and visible as I could make it.

Reality set in and I didn't get my dream bike. You see, the explosive-booby-trapped-indelible-ink-and-skunk-juice-spitting-Kryptonite hasn't been marketed yet, so I wasn't ready to put up the money for my high-tech urban vehicle. My new New York riding style is right in fashion - MINIMALIST. I LOVE my bright red messenger bike - no derailleur, no fenders, no rack, no water cage, no quick release - just one gear, good brakes, and two locks.

But it may get me into trouble. The temptation to keep going is hard to resist. Every time I run a light, I think of Claire Goldthwaite's remark shortly after getting her Vitus: "The bike made me do it." Riding to work is such fun, I wish I had a longer ride. I arrive grinning, to the chagrin of the grim grey crowds emerging from the underworld. It's so manoeuvrable! Turns on a dime - just think left and you're around the corner! The drive train is so direct that it seems to transfer forward energy right to the wheels.

"Those BICYCLISTS!", I hear as I whizz around a rudely awakened jaywalker. (Jaywalker: an antiquated term that aptly describes 99% of New York pedestrians.) I haven't gotten a ticket yet - I do look to see if there's anyone in uniform lurking at intersections - and I've never hit a pedestrian who didn't deserve it. Once in a while, if I've been working late, I take a few loops around Central Park to let off steam before I go home. And I let out a whoop or two!

Caryl Hudson



AMERICAN BICYCLIST & Motorcyclist

CONRAD'S
25 TUDOR CITY PLACE
NEW YORK CITY 10017
212-697-6966



APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the Club, its officers, and ride leaders blameless in case of accident.

NAME(S) _____

PHONE (H) _____

(B) _____

ADDRESS _____

APT. _____

CITY _____

STATE _____

ZIP _____

AMT. OF CHECK _____

NEW _____

RENEWAL _____

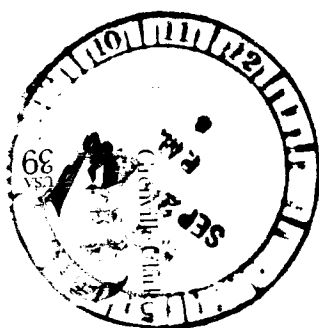
Circle if applicable: I do not wish my (address) (phone number) listed in the roster which is published in the bulletin semi-annually.

WHERE DID YOU HEAR OF NYCC? _____

OTHER CYCLING CLUB MEMBERSHIPS (circle): AYC AVH LAW TA CRCA CCC

AFTER LABOR DAY,
DUES ARE HALF
THE ANNUAL PRICE!

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



Hannah Holland
211 West 106 Street
New York, NY 10025

First Class

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