

September  
1986

# New York Cycle Club

Our 50th year September 1986

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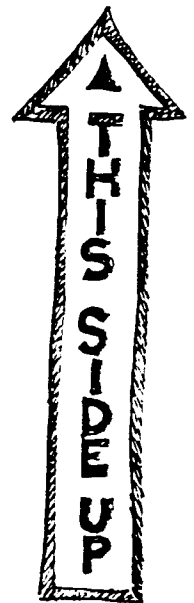
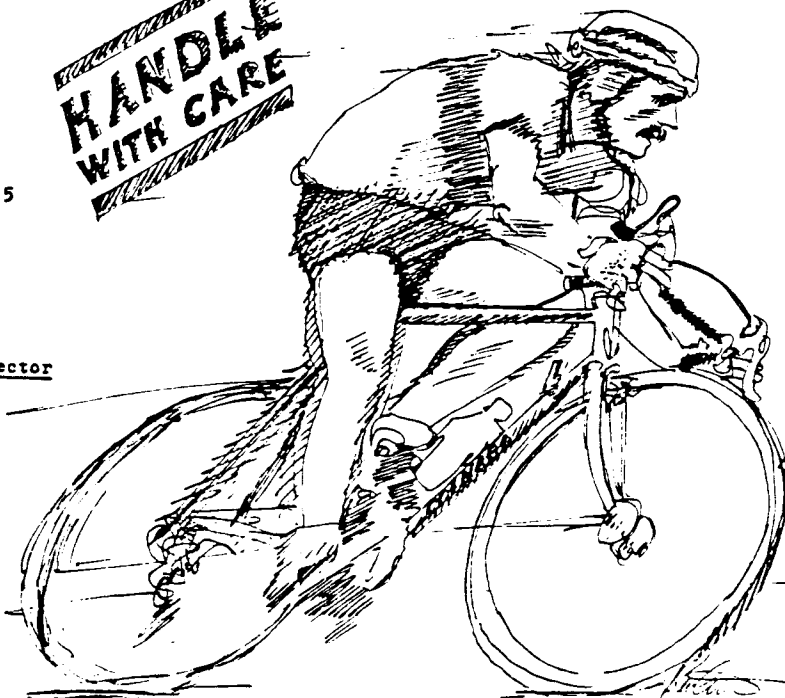
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**HANDLE  
WITH CARE**



**F · R · A · G · I · L · E**

P.O. Box 877, Brooklyn, NY 11202



# 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.

<u>RIDE AND RIDER CLASSIFICATION</u>					Self-Classification Central Park Times 4 full laps = 24.5 miles*
<u>Ride Class</u>	<u>Average Speed (not incl. food stops)</u>	<u>Cruising Speed</u>	<u>Riders</u>	<u>Ride Description</u>	
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

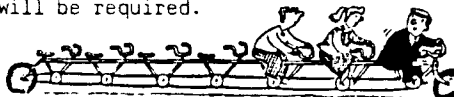
\* New members can assess their probable riding class by riding 4 full laps around Central Park, at a pace which feels comfortable to them, and comparing their times to those listed above. Ride with other cyclists or runners; the park can be dangerous at its northern end. Central Park Boathouse phone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

Sat.Sep. 6 SKYLINE TRAINING RIDE TO GREENWOOD LAKE. Leaders. Rick Plate (718-768-1322) & Debbie Bell (212-864-5153) From the Boathouse. Gear up (or down) for Shenandoah on a hilly ride that includes three major climbs, but also some glorious descents. 9W to Piermont breakfast in W. Nyack, then northwest through scenic Harriman Park to lunch at Greenwood Lake. Return by the Wanaque Reservoir. Skyline Drive (of course!). Allendale and Saddle River. Cue sheets and maps provided. The fast group, led by Rick, leaves at 8 AM, the slower group, with Debbie, at 7 AM. Rain cancels. Rain date: Sun., Sept. 7.

Sat.Sep. 6 LEADERLESS "B" RIDE. Meet at the Boathouse for a ride to be determined by its participants 9:00 AM

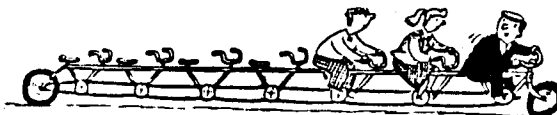
Sat.Sep. 6 BROOKLYN BRIDGE TO ROCKAWAY BEACH. Leader: Bill Clark (718-625-6072) From Brooklyn side of bridge (Tillary & Adams, across from post office). This ride is mostly flat. Be sure your bike is in good mechanical condition and the tires are o.k. Bring spare tubes, patch kit, tire irons, pump, water bottle(s), copy of medical insurance coverage ID card, and lunch (or money for it). Also, be sure to bring your swimming gear and a lock if you'd like to take perhaps your last swim of the season. Rain cancels. Call Bill before 9 AM if weather is uncertain. 10:00 AM 25 mi.

Sun.Sep. 7 HARRIMAN PARK RIDE. Leader. Alex Bekkerman (718-438-4746, h., 212-460-2220, of.) Let's meet at the boathouse and proceed to Seven Lakes Drive, climb Perkins Drive, get down and return home via Harriman Park hills and greenery. Somewhere midway we'll have lunch. Speed, cooperation, and some food will be required. 7:00 AM AA 120 mi.



- Sun.Sep. 7  
8:00 AM  
B+  
10+ mi.  
LAKE TIORATI. Leader: Irving Schachter (212-758-5738) From Maxwell's Plum, 1st Ave. & 64th St. We'll proceed along the east side of the Hudson River, cross Bear Mtn. Bridge, and then travel up Seven Lakes Rd. to Lake Tiorati which might still be open for swimming. After an hour's rest, we'll return home along the west side of the Hudson. Be prepared for a scenic but hilly ride. I would like to complete the trip in 10 hours (including stops) which will necessitate an average riding pace of approx. 14 mph. Bring sufficient snacks, as food stops will be far apart. 30% change of rain cancels. Joint AMC ride.
- Sun.Sep. 7  
9:30 AM  
B  
50 mi.  
RIDE WITH SARA AND SARA. Leaders: Sara Sloan (718-951-8017) & Sara Flowers (212-921-4317, of., 718-544-9168, n.) From the Statue (E or F train to Union Turnpike). We're going to a lovely bay picnic spot in Glen Cove at a social B pace. The route is lovely, but be prepared to carry your lunch for about 3 mi. If it is a warm day, bring your bathing suit. Rain or snow cancels; call if in doubt.
- Sun.Sep. 7  
9:15 AM/  
10:15 AM  
C  
30/25 mi.  
LIFE IS A BEACH. Leader: Bruce Scher (718-499-4568) From Grand Army Plaza, Prospect Park, at 9:15 AM, or Manhattan side of Staten Island Ferry at 10:15 AM. Join us for our third summer fun beach social, this time to Wolfe's Pond Beach in Staten Island, one of the least crowded of the Atlantic beaches in the city. We'll be having lunch at the beach, so don't forget your bathing suit and towel.
- Fri.-Sun.  
Sep. 12-14  
NYCC BUS TO THE 18TH ANNUAL SKYLINE DRIVE TWIN CENTURY. Leaders: Art Guterding (212-415-8920, of.); Debbie Bell (212-864-5153), & Julie Steyaert (212-496-1213). Thirty club members have already signed up for our chartered bus to this beautiful and challenging ride through Virginia's Shenandoah National Park. If you missed the bus, call for a place on the wait list.
- Sat.Sep. 13  
8:00 AM  
A/ 80 mi.  
WESTCHESTER HARBOR. Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.) From the Boathouse. Informal, easy-going "A" ride to Westchester. We'll stop at Mamaroneck Beach for lunch at the harbor. Pass through scenic mansions and enjoy the day.
- Sat.Sep. 13  
9:00 AM  
LEADERLESS "B" RIDE. Meet at the Statue (E or F train to Union Turnpike/Kew Gardens) for a ride to be determined by its participants.
- Sat.Sep. 13  
10:00 AM  
C-/C  
30 mi.  
GREAT NECK -- A TASTE OF THE REST OF LONG ISLAND. Leader: John Mulcare (718-672-5272) From the Statue (E or F train to Union Turnpike/Kew Gardens). This ride includes an introduction to some of the ground covered at the start of most, if not all, of the rides of all classes leaving from the Statue of Civic virtue in Queens, as well as a stretch of the bike lane on 73rd Ave. Bring the usual goodies to fix a flat, as well as a copy of your medical insurance coverage ID card, water bottle(s), and lunch (or money for it). Rain cancels. Call John before 8:45 AM if the weather is uncertain.
- Sun.Sep. 14  
9:00 AM  
LEADERLESS "A" RIDE. Meet at the Boathouse for a ride to be determined by its participants.
- Sun.Sep. 14  
8:30 AM  
B  
65-80 mi.  
IN SEARCH OF (NJ) ATLANTIC HIGHLANDS. Leader: Stanley Simon (212-777-1277) From PATH station, Sixth Ave. & 8th St., Manhattan. This is an opportunity to participate in a scouting trip to develop a new ride. It is a first time, and we can expect the unexpected. There will be rolling hills and charming old coastal villages and a possible swim, weather permitting. Don't expect early return, just hope we find our way back. Ride will go in most fair weather, above 40 and chance of showers. Rain drops should not freak you out. I've ridden in buckets of downpours; it usually clears up. Bring \$.75 for PATH.
- Sun.Sep. 14  
10:00 AM/  
10:45 AM  
C-/C  
40/20 mi.  
CITY ISLAND, THE POE COTTAGE AND NYU'S HALL OF FAME. Leader: John Mulcare (718-672-5272) From the Boathouse at 10 AM or 176th St. & Ft. Washington Ave. at 10:45 AM. Satisfy your gastro-nomic needs with seafood and/or ice cream (do they mix well?) at City Island, then purge yourself with a dose of culture on the way home. For those who may feel tired, there are several subway stops we can get to on the way home. Bring the usual necessities to fix a flat, plus a copy of your medical insurance coverage ID card, a lock if you have one, water bottle(s), and \$1 for admission to the Poe Cottage. Rain cancels. Call John before 8:45 AM if the weather is uncertain.
- Sat.Sep. 20  
7:30 AM  
A  
97 mi.  
IN SEARCH OF NUDE BEACH IN SANDY HOOK. Leaders: Ione Ohman (212-363-3921, of.) & Christy Guzzetta (718-596-9833). From Manhattan side of S.I. Ferry. With the permission of Michael and Jody, Ione and Christy will lead a new ride in search of the fabled nude beach at Sandy Hook, NJ. Ride starts off lousy (Goethals bridge, Northern NJ--ugh), and then gets surprisingly wonderful, especially if we find the nude beach.
- Sat.Sep. 20  
9:00 AM  
D  
20 mi.  
GARVEY'S POINT. Leaders: Joe Vaccaro and Joan Mayer (212-691-8515) From the Statue (E or F train to Union Turnpike). Join us for a pleasant and scenic ride to a nice beach. We'll ride at a brisk B pace in order to spend a couple of hours at the beach, so if it's a nice day, bring a suit. Cancellation policy: common sense. Call if in doubt.
- Sat.Sep. 20  
9:00 AM  
C+/C  
40 mi.  
PIERMONT TURNING POINT RESTAURANT. Leader: John Mulcare (718-672-5272) From 176th St. & Ft. Washington Ave. ("A" train to 175 St.). Work up an appetite and enjoy your lunch. (Last year the B ride I led to this popular restaurant included 14 riders. Let's show them the C's can do as well!) Bring a copy of your medical insurance coverage ID card, the usual flat-fixing things, a lock if you have one, water bottle(s), and money for lunch. Rain cancels. If the weather is uncertain, call John before 7:30 AM.

- Sun.Sep. 21 **THE LONG ISLAND HI-POINT HUNDRED / THE WESTCHESTER GOLDEN APPLE CENTURY.** Again, alas, on the same day. Each rally offers marked routes from 25- to 125-mi., cue sheets, a patch, sag support, food stops. The Hi-Point starts from Eisenhower Park (East Meadow); the Golden Apple, from Purchase. Hardsheill helmets are mandatory for the Golden Apple. Cost: \$7 for Hi-Point, \$6 for Golden Apple. For applications, send SASE to Debbie Bell, 526 West 113 St., NYC 10025. Debbie will also coordinate car pools; call if you need or can offer a ride (212-864-5153).
- Sun.Sep. 21 **AUTUMNAL EQUINOX RIDE.** Leader: Steve Sklar (212-877-5235) From the Boathouse. Mystery ride to uncover the secrets of the day (or thereabouts) marking the beginning of autumn. 30% or greater chance of snow cancels.
- Sun.Sep. 21 **BAYVILLE-CENTER ISLAND.** Leader: Irving Schachter (212-756-5738) From Maxwell's Plum, 1st Ave. & 64th St. A fairly flat ride with only a few hills. The ride is very scenic and quite rustic after we get out of city limits. Bring swim suits for a possible swim at the beach in Bayville. 30%+ chance of rain cancels. Joint AMC.
- Sun.Sep. 21 **PICNIC BY THE HUDSON.** Leader: David C. Miller (212-594-5269, of.; 212-794-9365, h.) Meet at the Boathouse for a flat to rolling ride with three steep hills. We will ride on the bike path through the woods in Tallman Mountain State Park, then on to Nyack State Park for a picnic on the Hudson River. Please bring your lunch. We should return to the Boathouse by 4:30 PM.
- Sun.Sep. 21 **OPERATION LEG-UP MEETING/RIDE FOR NEW OR INACTIVE MEMBERS PROBABLY BROADLY CLASSIFIED AS C RIDERS.** Leader: John Mulcare (718-672-5272) From the fountain opp. Plaza Hotel (59th St. & Fifth Ave.). We know some members hesitate to join other members on C rides because of a lack of self-confidence. This meeting is designed to help them get back in the saddle again, just in time for the beautiful fall riding weather. Is your bike giving you trouble, such as wheels wobbling, brakes too tight or too loose, chain coming off or jamming, seat and/or handlebars not at the proper height for your size, etc.? Or perhaps you've retired your 3-speed bike, and spent a bundle on a new 10-, 12-, or 15-speed bike, but can't operate the derailleurs properly to get the maximum benefit from them. John, perhaps joined by a few other tool-carrying C members, will see what can be done to help you get the most out of your membership. Rain cancels. Call John before 8:30 AM if the weather is uncertain. Rain date: Sat., Sept. 27.
- Sat.Sep. 27 **CARMEL CARNIVAL.** Leader: Richard Herbin (212-666-2162) From the Boathouse. A long and fairly hilly ride to northern Putnam Co., Kent Cliffs, & Carmel, with 50 mi. through an exceptionally scenic rural park. First food stop after 60 mi.; pocket foods are required. We'll do a steady, but not excessive pace (17 mph). Riders are encouraged to call the leader in advance. Bad weather will shorten the ride.
- Sat.Sep. 27 **SEPTEMBER SCENIC DIAL-A-RIDE.** Leader: Marty Wolf (212-935-1460, h., 212-572-7642, of.) It's a hot, humid night in August as I write this, and I think I'll want to ride on this date, but just in case -- I'm making this an A- Dial-A-Ride (to Bergen, Rockland, or Westchester). Call me on Thursday or Friday and I'll tell you the meeting place.
- Sat.Sep. 27 **THE "NEW" NYACK RIDE.** Leader: Alex Bruck (212-724-7206) From the Boathouse. To Nyack, stopping in Tallman Mountain State Park either on the way up or coming back. Good riding skills encouraged. Leader is sympathetic to the feelings/whims of participants at the time of the ride. Bad weather cancels.
- Sat.Sep. 27 **(I) OPERATION LEG-UP MEETING/RIDE OR (II) LOOSENING UP RIDE FOR TOMORROW'S ALL-CLASS CLUB RIDE.** Leader: John Mulcare (718-672-5272) From the fountain opp. Plaza Hotel (59th St. & 5th Ave.). If the (I) Meeting Ride was rained out last Sunday, it takes precedence over the (II) ride above. In any event, we'll dream up something to keep everyone who shows up busy at something or other. Again, rain cancels. Call John before 8:30 AM if the weather is uncertain.
- Sun.Sep. 28 **THE BILL BAUMGARTEN MEMORIAL ALL-CLASS CLUB RIDE TO KINGSLAND POINT PARK.** Join one of the rides listed below or follow the signs from Rte. 9 in Larrytown to the Park for lunch at 1 PM and our final all-class ride in 1986. We'll return to the city in our traditional mass ride.
- 8:15 AM  
A+  
90-105 mi. Leader: John G. Waffenschmidt (718-476-0880, h., 212-566-5935/7011, of.) From the Boathouse. The ride will be characterized by cooperative, steady riding. We may or may not stop prior to Kingsland. No matter what, I promise to be semi-cheerful and half-friendly and may even speak in a mildly distinguished fashion.
- 7:30 AM  
A  
90 mi. Leader: Claire Goldthwaite (212-228-6826) From the Boathouse. Ride the classic Chris Mailing Chappaqua route with an extra scenic loop if there's time. Pace will be civilized (mostly) with the aim of getting to Kingsland Point before the C riders.
- 9:30 AM  
B+  
50+ mi. Leader: Martha Ramos (718-858-9142) From 241st St. & White Plains, Bronx (last stop on No. 2 train). We'll be travelling into Sleepy Hollow country. Some of the ride will be variations of original Bill Baumgarten routes.

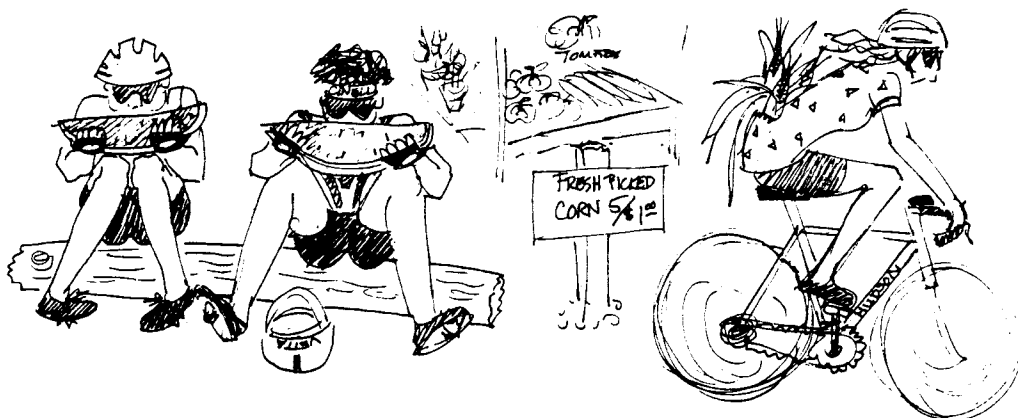


Sun.Sep. 28 All-Class Ride (cont.)

9:00 AM Leader: Karen Reich (212-674-7923) From the Boathouse. Join us for a 8-paced ride to  
B/ 65 mi. Kingsland Point Park where we will join the rest of the club. The usual stuff cancels.

9:00 AM Leader: Stanley Simon (212-777-1277) From the Boathouse to Kingsland Point Park. Any  
B-/ 50 mi. additional side trips open to group discussion.

10:30 AM Leader: John Mulcare (718-672-5272) From 242nd St. & Broadway (last stop on No. 1 train;  
C/C+ caution: allow extra time because of the service delays on weekends in connection with track  
30 mi. repair work). The club traditionally forms a so-called "all-class mass paceline" back to the  
city. Anyone on the C ride who wants to try a faster pace on the trip back is welcome to do  
so. John will hang back with riders who prefer a more leisurely return trip. Bring the usual  
flat-fixing gear, a copy of your medical coverage ID card, water bottle(s), and lunch or money  
for it. Rain cancels. Call John before 8:30 AM if the weather is uncertain.



Ah, August! Dog days! It's not the heat, it's the humidity. And the heat. And those early morning thunderstorms. Yech! Why ride a hundred miles in this heat? River Road on the Palisades is shady and cool, and that hill up to 9W is a good workout, especially if you do repeats, cooling off on the way down. Then there's "Barry's Stretch" from Piermont to Nyack - be even better if they'd smoothe out the bumps. Buy a sandwich and gallons of liquids and schmooze around on Nyack beach till the urge to pedal strikes again. Carb and liquid replacement at Trautwein's Farm Stand on 501 - share a watermelon and gawk at the strange outfits those Jerseyites wear while they gawk back. Corn's about the size and shape of a banana - fits nicely into a jersey pocket, elicits all sorts of comments at the boathouse. Maybe August isn't so bad.

Caryl Hudson

EDITOR'S NOTE: Normally Caryl Hudson knows when it's August or September. But I'm afraid she is in a bit of a tizzy --- Her husband has joined the mutinous crew of HMS BOUNTY & is on his way to Tahiti with her favourite VCR ("The pretty little one").

My First Bike by Lorenzo Perrone

"Poi cadi e ti fai male." (Because you'll fall & get hurt.)

"No, e troppo pericoloso." (No, it's too dangerous.)

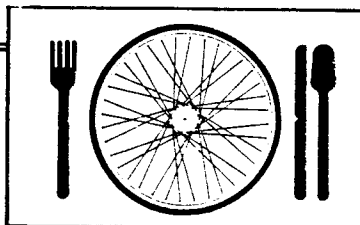
"Il prossimo anno." (Next year.)

Any vehicle more sophisticated than my little Legnano terrified my mother. But ever-aspiring toward greater machismo and speed, I asked her for a racing bike. Twice a year (Christmas and my birthday) from the time I was nine until the time I was 15, she would respond with the most unoriginal refusals. Even after I had long given up hope, I couldn't cease engaging the poor woman in the familiar ritual of pleading and denial. But finally, I must have worn her down. On the occasion of my 15th birthday, (February 8th, in case you're interested) I halfheartedly tried again. To my overwhelming surprise, she placed her hat firmly on her head, reached for her purse, took my hand and led me to the bicycle shop. It was that day that I bought my first racing bike, a Bianchi Campagnolo. I hadn't the heart to tell mama that at the age of 15, what I really needed to impress the girls was a motorcycle.

COVER STORY

Lorenzo Perrone pedaling toward Zion Canyon by Ren Crockett. The illustration was used as an identification mark on the bike boxes for the Utah trip.

**NEW YORK CYCLE CLUB**  
MONTHLY MEETING  
**Tuesday Sept. 9**



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

## CHARLIE'S NIGHT

CHARLIE MC CORKEL OF BICYCLE HABITAT IS COMING TO TALK TO US ABOUT HIS SHOP, AND HIS RACING TEAM.

COME JOIN US.

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 CHARACTER (PERSON) WITH THE MOST TOYS .... ON DREAM BIKES.... BY STEVE BARON

Caryl Hudson recently found her old Citadel lock broken (yes, broken) and didn't find her old city bike. Her new bike, to ride to the office every day, if not a fixed gear track bike, may include the following: a Vitus aluminum racing frame for those tight city corners, light weight and a comfortable ride. 5 speed Sturmey Archer internal hub gear (they are only a little heavy and should stay clean). 1 1/2" clinchers, for a somewhat smooth ride on our city streets, but not too heavy nor too bouncy. Kevlar reinforced to avoid flats (personally I think Wolber steel belts are better). A racing saddle that is color fast (does anyone know one that works?). Upright, straight, short handlebars, to get between the cabs and have good visibility, not just to avoid back bend. Cantilever brakes for those panic stops. 36 spoke wheels (at her weight she doesn't need 40 spokes in the rear as they would use in England). Pedals wide enough to hold her rubber soled street shoes, and plastic toe clips to scratch her shoes less than the metal ones do. A white helmet with reflective strips color-coordinated to the frame, which will be painted in a color to reflect light at night. A color-coordinated rack. A loud horn with an easy reach button. Nothing detachable, nothing stealable. A Kryptonite lock that is boobytrapped to explode if someone tampers with it. Gears equivalent to a 13/28 freewheel if only in 5 steps (why not?).

Martha Ramos thinks she might have an almost perfect bike now with Raleigh straight guage steel tubing, but some day might like a carbon fibre touring frame. She likes her Sturmey Archer internal 5 speed gears with 29" to 90" range, and also a double range front derailleur. Bar end shifters, natch. Rack in a color that matches the frame. 1 1/2" clinchers, probably Specialized Touring 2, which will carry the weight she likes to put on her rack. A handlebar mirror. A double water bottle cage that hangs at the stem (from the handlebars; they exist). A computer for entertainment when the ride gets dull; it should shut itself off when the bike stops. A Brooks B66 or B72 saddle with springs for a comfortable

ride. Matthäuser brake pads for good stopping (they work even on wet rims) even if they don't last forever. Centerpull brakes, Bullseye or Campy hubs and no toe clips. Currently trying Look pedals, but still prefers her old pedals with Patrick shoes (we part company on this point).

The old philosopher (no names please): At the top of the writer's notes is listed a Blackburn Expedition Waterbottle Cage. They are made with fillet welds and don't break like the spot-welded cages. Or, if you can find a steel cage, buy it..... Maybe a carbon fibre frame someday when they are in circulation and are cheap and reliable, but a racing Cannondale works just fine. With a loose \$2,500 or so, look at the Alex Moulton 14 speed take-apart model with 17" wheels. Resistance to pedaling is related to wheel diameter and weight by a squared factor so smaller is better even when the wheel is heavier. And, since noone makes rims strong enough, smaller is (again) better. Aluminum anodized frames are terrific because the finish looks great and is more durable than anything except anodized titanium. (Teledyne: are you listening? We love our new Waterpic shower head, but those 1970's titanium frames were terrific until they broke. Go back to work on that really good idea.) If you ride a Cannondale, which some club members look upon with disdain, I'm told: the tubing is fat but the ride is very forgiving if stiff. Plum is a good color. The waterbottle must be pink, the favorite Miami Vice colorscheme. Cinelli cork ribbon on the handlebars is great because it is best for absorbing road shock, and because it comes in colors. Bullseye hubs are fat and go well with the fat tubing of the Cannondale. (The writer does not look with disdain on any bike/riders that can/will push him up an occasional hill, but does point out that Cannondale frames may scale better on bigger riders.) An aero fairing on the Moulton would be a nifty plus to get to unbelievable speeds, but if you are only riding 22 mph or so, a fairing may not be worth the trouble.

2:35 p.m., August 29. Back on the road. Just outside of Villaines, a cyclo is lounging on a grass bank with a straw in his teeth, his bike in the ditch, his wave leisurely. On the other side of the fence, horses graze, their manes ruffled in the wind. It is very tempting to lie down in the grass in the cool shade of apple trees, but I do not yet dare to: it is an old given that any time spent idle in this game cannot be made up.

The red arrow at a "T" intersection points right, into the wind and up a wooded ridge. The climb is arduous but the thickly planted shade trees help and so do the vistas uncovered at every turn of the road. The descent on the other side leaves no time to sightsee; it is fast, rough and furious with blind turns where passing quarry trucks have been spilling gravel. The level crossing of N12 is manned by volunteers who hold the traffic up for individual cyclists. Once across, it is up, and up, and up.

Was this climb here four years ago? The memory is so haphazard. Stand up, sit down... "Courage!" - a woman tending her lawn calls out - "allez, allez! It is almost over!" Stand up, sit down, spin out; the welcome crest. John, Mike and Don are catching up.

We coast into Lassay together. A crowd of shoppers fills this marketplace too. I almost manage to lead the bunch off course (sic.), but the guys are looking out for arrows and, besides, some onlookers immediately cried havoc: getting lost on this ride is not easy.

Past Lassay I drop back, riding at a measured pace, enjoying the late afternoon. A Canadian rider, wearing the red-and-white complete with the Maple Leaf, draws even with me and we cruise together, conversing past orchards and horse farms. At Ambrières, I wave him ahead; here at the corner cafe four years ago, John Pixton and I and that fellow from Ontario split for a Coke after chasing down with a posse of French speed fiends. I enter, order; they correct my indefinite article; I drink; I tell them. Well, what do you know! And four years from now - another Coke? We all agree that the world is not a very predictable place.

Across the river into the fields and through the succession of small towns, dusty and deserted in the lingering heat, except for the inevitable children on the stoops, following our passage. The road keeps dipping down, then rising higher with each succeeding ridge. The wind is still helping me and on the way back; this will be a stepwise descent; so far, so good.

I sight John and Mike in Laramé. They have also stopped for a drink, evening things out. We are continuing together. This stage is taking an awfully long time. I am disappointed in failing to find the descent into Fougères behind every next ridge. Finally the familiar pines and between them - the burling drop.

We roar into town, barely pausing before a red light, and further and further down, through the business center and on to the sprawling sports complex out in the farming suburbs: 200 miles done.

It is after 7 p.m. and the sun is perceptibly lower by the time we appear, refuelled, out of the busy "self". A paceline forms naturally while we follow the red arrows pointing the way through the medieval lanes surrounding the massive fortress the Dukes built to keep the Kings out. Racing along the castle moat, we hop onto N12 and buck traffic for a few miles until, at Romagne, the signs point right, to St. Sauveur-des-Landes, into the mossy, piney, boulder-strewn hills of my beloved Brittany.

The pace is brisk and rotations are frequent: we are aiming to make Tinteniac before nightfall. Then, out of nowhere, applause: a house is set back into the long shadow of trees; the kids are hanging on the low fence with their elbows; the adults are toasting us at a table set up on the terrace in view of the road. We wave back and pick up the cadence.

#### Belated explanatory note:

Paris-Brest-Paris is the oldest continuing bicycling event in existence. It originated one year before the Tour de France as a professional race to be held every ten years, but gradually evolved into its current quadrennial format strictly limited to amateurs. It is 1200 kilometers (750 miles) long and a total elapsed time of 90 hours is allowed for its completion, although the winning times are typically half that. This being a touring trial (épreuve), the contestants are required to have their machines equipped with functional mudguards and running lights. No bicycle replacement is allowed and no material, technical or drafting assistance may be procured from non-participants, but cyclists may be re-supplied at official check points (contrôles) or may forage off the land. Over 2000 entrants are admitted on the basis of qualifying series of trials (brevets) of 200, 300, 400 and 600 kilometers administered by local organizations. The riders are started on Monday closest to the full moon in August-September at 4 a.m., 10 a.m. and 4 p.m. with the fastest contestants starting last. The overall management of the event is handled by the Audax Club Parisien.

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The New York City Traffic Violations Bureau racked up 6500 tickets in 1985. 2000 of these were given out to cyclist, mostly for red light crossings (\$60) & riding against traffic (\$40). Some summonses included insufficient reflectors in broad daylight.

Jim Rex

EDITOR'S NOTE: When I first met Jimmy Rex he told me "There is no such thing as a hard ride only a hard saddle". I guess that's true because Jim is fast approaching 80,000 cycling miles in 15 years of Club membership. I wonder how many miles Jim put on his saddle in Hungary before he came to NY Cycle Club?



# **CITIZEN Barrett** **CHAIN Benton**

Some Enchanted Evening

I had just completed a lap around Central Park when I spotted the recumbent, just north of Tavern on the Green. I still think recumbents are outrageous machines, but being the owner of a spaceframe Alex Moulton, whose only concession to conservatism is it's color, I no longer make faces. In fact I've come to feel a certain kinship with those who like to take things sitting down; funny bike riders have to stick together, you know?

What I didn't know that night was just how special this particular rider and bike were.

The rider was Martin Krieg, a man who had travelled cross-country from Santa Cruz, California to promote public awareness on a subject already near and dear to most thinking cyclists' hearts--the dangers of serious head injuries. Having very nearly lost his life in a 1977 car accident which left him comatose for nearly two months, Martin knows just how much there is to lose besides a little grey matter between the ears.

When I turned my funny bike around to check out this rider's funny bike, I received a bit of recognition myself, sort of. "Hey, a Moulton!" were the first words to leave Martin's mouth. From that moment on, I knew we'd get on just wonderfully. "That thing is just amazing" he continued.

"And that", I replied, "is the neatest recumbent I've ever seen." His was a Via Cycles recumbent. Crafted from Reynolds 531 and finished in glass-smooth grey (two traits it has in common with my Moulton, partially explaining my admiration) the sight of this thing made every other recumbent I've seen seem crude by comparison, from the overall design to the almost-seamless brazing work. I don't know how much it costs and I don't care; my not being Daddy Warbucks didn't deter me from scraping together dollars for my AM14 and, were I a confirmed recumbent fan, it wouldn't deter me from the Via.

After ogling each other's bikes for five minutes or so Martin introduced himself and explained his trip and his cause to me. The two years following his accident were a genuine struggle to regain the faculties his doctors had written off for good. After his explanation, seeing him snap into his Look pedals and wheel around with a wild grin on his face was revelatory for me. "Want to take a ride?" he asked. "Hey, why not!" I said, caught up in the enthusiasm of that moment.

On Eleventh Avenue I discovered just how fast this recumbent of Martin's could go. I found myself pushing 30 miles per hour in places I'd cautiously max at 20 on any other day, just to keep up with him. "Hey, that thing can really book!" he shouts at me as we streak past the UPS building on Forty-third street. I nodded my head, keeping one eye on the traffic light pattern ahead, the other glued to my Cateye Solar in utter disbelief, not of what we were doing so much as the velocity at which we were doing it. Accident or not, I mused, once a Californian...

Once we reached the Village the pace mellowed, but not the antics. Looking like something out of a pedal powered Road Warrior sequel, we zipped up and down every other side street, including a few I've NEVER been down (attention, fellow native NY'ers; if you think you know every inch of this town, try riding with a tourist, and prepare to be astounded), living out the Monkees theme song; Here we come/Rollin' down the street/Get the funniest looks from/Everyone we meet...

Did we ever; when you can command that many double- and triple-takes in a part of the Apple where strangeness is a virtue and complacency a vice, you know you're an item, if only for an hour or so. People would stop and point, shout and laugh. I struggled for an analogy to suit us for the evening; Batman and Robin? Rocky and Bullwinkle? Laurel and Hardy? This was fun, but the energy level required for all this was taking it's toll, perhaps revealing a slight difference in our responses to spontaneous zaniness: Martin was getting off on the hilarity; I was getting off at the next stop.

The next stop turned out to be a trendy Mexican food spot called Tortilla Flat, which would not be of any major consequence to me save for the fact that, not ten minutes after our arrival an old friend and fellow photographer shows up, surprised to see me at one of his favorite hangouts. We then proceed to take a sidewalk table and grab fresh chips, hoist Carta Blancas and talk each other blue about everything from the uniqueness of recumbent touring to the joy of rejoining the living in full health to why Deutsche Grammophon's compact discs sound so bad (all right, a lot of them). This goes on until eleven P.M. when the sidewalk tables have to be pulled in by law. I say good-night to my friend and depart with Martin for a little more crazy street action before going our separate ways for the night.

As I made the long haul uptown I thought about what a thrill it must be for Martin to flick that bike around as he does, getting the kind of kick many of us no doubt had when we first learned to ride. But then, he does refer to the life he now leads as his second, with a lot to live for. He's just happy to be among the living.

Glad to have you around, Martin.

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## FREEBIES by Daniel Creavy

For a FREE patch kit and tire levers send name & address to Performance Bicycle Shop, Post-Office Box 2741, Chapel Hill, NC, 27541. Be sure to mention you're a member of New York Cycle Club! In addition to the patch kit and tire levers you will be put on Performance's mailing-list for their catalog (nothing is really free).

## THE NEW YORK RIDE ACROSS THE STATE

Ken Kurtz

With a little hesitation, I sent in my registration for the first New York Ride Across the State held July 26 to August 3. The brochure promised that the ride, unappealingly known as NYRATS, would become a cycling event rivaling the well-known rides across Iowa, Missouri and other states, and that this year offered the opportunity to be one of the first cyclists to complete the ride. Nevertheless, the schedule for the ride — 630 miles from Dunkirk on Lake Erie to Rye in Westchester in nine days, including two 90-mile days over what promised to be hilly terrain -- seemed awfully demanding. My longest tour had been 375 miles and, although I'd completed a few centuries, I usually ride 60 to 70 miles per day on tour.

The first day seemed to prove the worst of my fears. Only 5 riders gathered at Dunkirk for what was supposed to be a major event. The weather threatened rain. All five of us lost track of the route at one time or another and, by day's end, the scheduled 90 miles turned out to be 100. But, on the bright side, the traffic was light and I did manage my best time for a century yet. Also, one of the riders had a humorous adventure when he got a flat tire while lost and had to hitch a ride in a Wise Potato Chip truck back to the route.

The next two days, as we rode through the Finger Lakes region, were much more encouraging and, at times, exhilarating. The weather was sunny and mild. The daily mileage was more moderate, 60 to 65 miles, helping me to recover from the first day and compensating for the increasingly hilly terrain. The scenery was growing more beautiful; I'd never been Upstate and I was finally able to enjoy what it has to offer.

Best of all, our group was growing closer together. We spent more time riding together, sharing our experiences, and encouraging each other when the going got tough. (Believe me there are some hills in the Finger Lakes region where the going does get tough.) One day we interrupted our ride to watch the end of Tour de France on television. Despite the diversity of the group, four men and one woman ranging in age from 23 to 48, we found we had much in common. We all disliked the name NYRATS, especially when people started calling us the "rats". All of us liked to finish off a good ride with a beer. Or two. Or more.

As the route headed up to Oswego on Lake Ontario then across to the Hudson Valley, the weather grew rainy and the mileage longer. Miraculously, we seemed to avoid the worst of the rain. The first three days seemed to have left me in good shape for three consecutive days over 80 miles. The satisfaction of accomplishing each day's ride and the knowledge that we were nearly over the hump carried me on. From Schenectady to Poughkeepsie we put in our longest day, 103 miles over hilly terrain. Although a long, tough day, we made good time and stopped for a slightly premature celebration at the Beekman Arms in Rhinebeck.

We still had our share of mishaps. The usual -- flat tires and one broken spoke. The unusual -- a broken seat post bolt! We had continuous problems following the maps; a number of times we selected our own, simpler route to avoid getting lost. Every day seemed to be slightly longer than planned. One day, confusion about where we were staying sent some of us to an isolated hostel on the wrong side of town. But my biggest disappointment was when, as we rode into Westchester, I realized the trip was ending. Any doubt I had felt at the beginning of the ride had long ago faded.



# New Members -- compiled by Irene Walter

BOGART, Valerie J. 120 First Pl. #4A  
 BRUCE, Kennet 148 W. 23 St. #12F  
 CAHILL, Margaret G. 12 Tuttle St. #1D  
 CAYCEDO, Alejandro 175-05 Wexford Terr. #6C  
 CAYCEDO, Conchita C. 175-05 Wexford Terr. #6C  
 COHEN, Frederick 239 Central Pk. W. #15C  
 DANTZER, Alex 420 E. 54 St. #12A  
 FLATLEY, Sheila A. 1540 York Ave. #20K  
 GOLD, David 55 W. 26 St. #504  
 HARNE, John 247 Water St.  
 KILBOURNE, John H. 444 E. 75 St. #8F  
 LAWTON, Stephen c/o Teknekron, 26 Broadway, 22 Fl.  
 LEKITES, Paula 124 W. 72 St. #12A  
 MARTIN, David R. 135-33 82 Ave.  
 MITCHELL, Duncan 550 Main St. #714  
 NADULEK, Simon M. 2294 E. 15 St.  
 OLMEZER, Barry 149-05 79 Ave. #326  
 PAGE, Gale 736 West End Ave. #3B  
 PALUTIS, John J. 36 Sutton Pl. South  
 RUBENS, Paul Box 2254  
 SCHULTZ, Lindon 101 Thompson St. #19  
 SHIVACK, Nadia 66 W. 94 St. #5B  
 SILVER, Stuart 106 Perry St. #2F  
 TRESTMAN, Bob 306 E. 96 St. #5F  
 UNDERHILL, Vicki 148 W. 23 St. #12F  
 VALENTINE, William Jr. 2473 Prisky Ave.  
 VANN, Barbara 116 Pinehurst Ave. #C14  
 YARROW, Leslie-Ann 2 Washington Sq. Village #10U

B'klyn 11231 718/855-5322  
 N.Y. 10011 212/989-9443  
 Stamford CT 06902 203/967-3548  
 Jamaica Est. 11432 718/739-4648  
 Jamaica Est. 11432 718/739-4648  
 N.Y. 10024 212/769-0427  
 N.Y. 10022 212/308-1186  
 N.Y. 10028 212/988-5939  
 N.Y. 10010 212/889-9550  
 B'klyn 11201 718/802-9409  
 N.Y. 10021 212/861-3254  
 N.Y. 10004 415/524-3484  
 N.Y. 10023 212/787-0474  
 Kew Gardens 11435 718/263-2849  
 N.Y. 10044 212/751-1787  
 B'klyn 11229 718/332-0908  
 Plushing 11367 718/591-6786  
 N.Y. 10025 212/666-6945  
 N.Y. 10022 212/751-7366  
 Peekskill 10566 212/431-8253  
 N.Y. 10012 212/864-0384  
 N.Y. 10025 212/989-1696  
 N.Y. 10014 212/996-0358  
 N.Y. 10128 212/989-9443  
 N.Y. 10011 212/931-2663  
 Bronx 10461 212/568-7847  
 N.Y. 10033 212/505-9839  
 N.Y. 10012 212/769-1557  
 Ossining 10562 914/41-5013  
 Ossining 10562 914/41-5013

## CONRAD'S

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 212-697-6966



### NAME/ADDRESS CHANGES:

ROTH, Ellen Goldner 562 West End Ave. #5B  
 HEYDORN, Clayton J. 20 Agate Ave.  
 SMITH, Simone S. 20 Agate Ave.

N.Y. 10024 212/769-1557  
 Ossining 10562 914/41-5013  
 Ossining 10562 914/41-5013

NYCC MEMBERSHIP AS OF 7/28/86: 530 MEMBERS



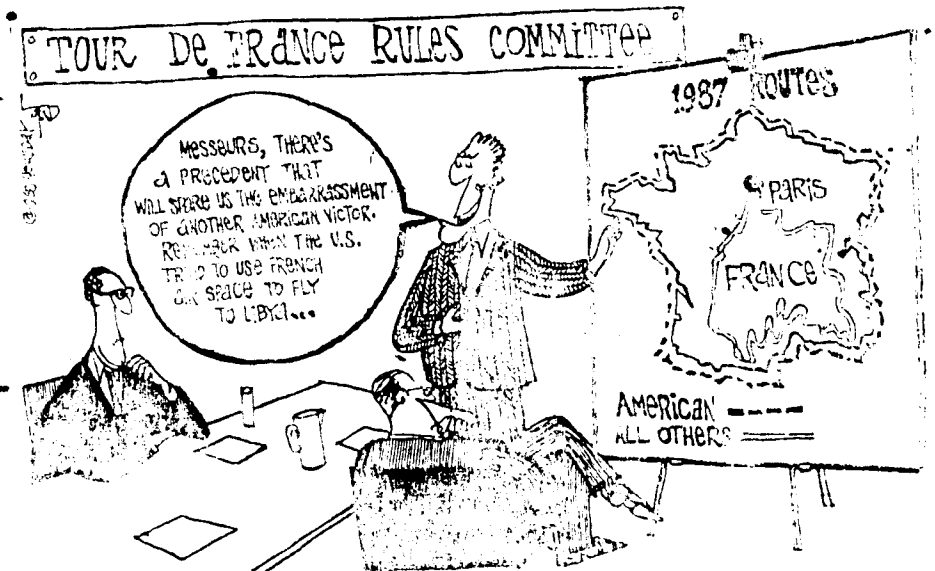
B 14 - NOS ELEGANTES BICYCLETES

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 avec Simi et Clay  
 pour la victoire  
 de Greg Lemond

Roger

Willis Galletto

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 12:00 PM - 3:00 PM  
 1:00 PM - 4:00 PM



Mrs. Mr. Clay Heydon  
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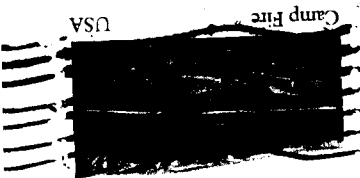
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