December
1986
And May Your Cadence Be Merry & Bright.
RIDES PROGRAM

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 approximately 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.

<table>
<thead>
<tr>
<th>Ride</th>
<th>Average Speed (not incl. food stops)</th>
<th>Cruising Speed</th>
<th>Riders</th>
<th>Ride Description</th>
<th>Self-Classification Central Park Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>17+ mph</td>
<td>20+ mph</td>
<td>Animals</td>
<td>Anything goes. Eat up roads, hills and all.</td>
<td>Less than 1 hr. 12 min.</td>
</tr>
<tr>
<td>A+</td>
<td>16-17</td>
<td>19-20</td>
<td>Sports</td>
<td>Vigorous riding over hill and dale.</td>
<td>1:12 - 1:17</td>
</tr>
<tr>
<td>A</td>
<td>15-16</td>
<td>18-19</td>
<td>Sports</td>
<td>High regard for good riding style.</td>
<td>1:17 - 1:23</td>
</tr>
<tr>
<td>A−</td>
<td>14-15</td>
<td>17-18</td>
<td>Sports</td>
<td>Can take care of themselves anywhere.</td>
<td>1:23 - 1:30</td>
</tr>
<tr>
<td>B+</td>
<td>13-14</td>
<td>16-17</td>
<td>Tourists</td>
<td>Moderate to brisk riding along scenic roads, including hills. Destination not so important. Stops every hour or two.</td>
<td>1:30 - 1:39</td>
</tr>
<tr>
<td>B</td>
<td>12-13</td>
<td>15-16</td>
<td>Telrats</td>
<td></td>
<td>1:39 - 1:49</td>
</tr>
<tr>
<td>B−</td>
<td>11-12</td>
<td>14-13</td>
<td>Sightseers</td>
<td>Leisurely to moderate riding. Destination oriented: nature, historical, cultural.</td>
<td>1:49 - 2:00</td>
</tr>
<tr>
<td>C+</td>
<td>10-11</td>
<td>13-14</td>
<td>Sightseers</td>
<td></td>
<td>2:00 - 2:14</td>
</tr>
<tr>
<td>C</td>
<td>9-10</td>
<td>12-13</td>
<td>Sightseers</td>
<td></td>
<td>2:14 - 2:30</td>
</tr>
<tr>
<td>C−</td>
<td>8-9</td>
<td>11-12</td>
<td>Sightseers</td>
<td></td>
<td>2:30 - 2:48</td>
</tr>
</tbody>
</table>

* 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. Rides with other cyclists or runners; the park can be dangerous at its northern end. Central Park Boathouse phone numbers are: 650-9521; 744-9813; 744-9814. The Boathouse is located inside the Park, along the East Drive, near 72nd St.

Sat. Dec. 6 SCHMALIZY "A" RIDE. Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.) From the Boathouse. Social ride, "A" class, to Thornwood, NY. Cruise along the Bronx River bike path. A For those of you who haven't ridden this path, you will enjoy it. For those of you that have, you will enjoy it again. We'll come back through White Plains, Scarsdale, Bronxville, and such. Bad weather cancels.

Sat. Dec. 6 NO, IT'S NOT NYACK! Leader: Debbie Bell (212-864-5153) From the Boathouse at 8:30 or 242nd St. & Broadway (last stop on the No. 1 subway) at 9:45. A leisurely ride north to Tarrytown where we pick up Sleepy Hollow Rd. to Thornwood. If our timing is right, we may see some familiar faces at the indoor lunch stop. We'll return through White Plains, etc. and can either drop off at the No. 4 subway or bike back to Central Park. Precip./temp. below freezing cancels.

Sat. Dec. 6 DECEMBER DIAL-A-RIIDE. Leader: John Mulcaire (718-672-5272). If you're interested in a ride for this day, and the weather forecast is promising, call me before 8 PM the evening before. Although I may not be able to ride, I shall try to get interested parties in touch with each other.

Sun. Dec. 7 BACHELOR'S RIDE TO THE TURNING POINT. Leader: Art Guterding (212-415-8920, of.) From the 11:00 AM Boathouse. A late start lets you get those morning chores done and still have lunch in Pierrmont.
Sun. Dec. 7 9:30 AM BRUNCH IN SCARSDALE. Leader: Alinda Barth (718-441-5612) Meet at the Boathouse for a ride to a nice, recently-discovered indoor lunch stop in Scarsdale at an easy B+ pace (Alinda is tired and out of shape already). Call if the weather is uncertain.


Sat. Dec. 13 6:30 AM SYOSSET AND BAGELS. Leader: Alex Bekkerman (212-213-5359) From the Boathouse Riding to Northshore via Syosset. On the way back, we will have a coordinated lunch with Susan Glaubman's group in Syosset for traditional bagels. Pace, route, and logistics will be as usual. Very very miserable weather cancels.

Sat. Dec. 13 SYOSSET FOR BAGELS. Leader: Susan Glaubman (718-596-0477) From the Boathouse. "Put a hole in one" (bagel) in Syosset for lunch, coordinated with Alex Bekkerman's group. Riding through Queens, LIE Service Road, Jericho Turnpike. Pace as listed. Rain, snow, sleet cancels.

Sat. Dec. 13 DECEMBER JEWEL. Leader: Caryl Hudson (212-595-7048) From the Boathouse. Come see "The Jeweler's Eye" -- an exhibit of 19th century jewelry at the Hudson River Museum in Yonkers. The route is scenic, but the price is hills. Bring a lock to secure your mount while in the museum. The cafeteria is projected to be open by then, so we'll lunch there. You may meet us at the B-way/Dyckman triangle at 10:30, but we will not wait beyond then; call if you're planning this option. Precip. or temp. below 32 F cancels.

Sat. Dec. 14 9:30 AM (MY SISTER'S BIRTHDAY) RIDE TO NYACK. Leader: Joyce Meyer (212-673-7692) From the Boathouse. We'll venture forth yet again to Nyack, but this time we'll try a circuitous route with minimum traffic and maximum hassle-free riding. Crazy sox not mandatory, but appreciated.


Sat. Dec. 20 6:30 AM UP TO NYACK. Leader: Alan Zindman (212-989-8529) Meet at the Boathouse for a leisurely ride to Nyack and back. We will go every hill from here to eternity and then some. Lunch at Nyack and then more hills. Rain, snow, or just plain cold (20 F or below) cancels.

Sat. Dec. 20 DECEMBER DIAL-A-RIDE. Leader: Debbie Bell (212-864-5153). If I've finished my shopping and the weather is encouraging, I may want to ride. If not, I'll put more organized riders in touch with each other.


Sun. Dec. 21 9:00 AM WINTER IN WHITE PLAINS (FREEZE TO THE FLAGSHIP?). Leader: Claire Goldthwaite (212-228-0928) From the Boathouse. Over the river and through the woods to the French toast/Belgian waffle capital of Westchester. Winter is the time to relax, ride leisurely, and gain weight: March will come soon enough. Fast riders can find their own way and hold tables for the rest of us.


Sat./Sun. Dec. 27/28 LEADERLESS "A" RIDES. Meet at the Boathouse at 9 AM.

DIAL-A-BM-RIDE. Leader: Martha Ramos (718-856-9142). Although I may or may not be riding (depending on the weather), I will suggest routes and help riders to get in touch with each other. Call if you're interested in riding and the weather looks promising.


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To help you plan your riding schedule, the Calendar will soon include rides for the first weekend of the next month. Thanks in advance to the ride leaders who help our Rides Coordinators in this effort. DEB.

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Th. Jan. 1 10:00 AM NEW YEAR'S BRUNCH IN WHITE PLAINS. Leader: Marty Wolf (212-935-1460) From the Boathouse. Start the New Year off right with an entry in your mileage chart. (No chart? I'll make copies and bring you one.) We'll leave promptly at 11 AM -- the objective being to brunch at the Flagship Diner in White Plains. Any precip. or temp. below 25 F cancels. Call Marty if you're in doubt.

Sat. Jan. 3 JANUARY DIAL-A-RIDE. Leader: Alinda Barth (718-441-5612). Are you interested in riding this weekend? Although I may or may not be riding (depending on the weather), I will try to get interested riders and leaders in touch with each other. Call if the weather looks promising.


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

BIKE TOUR SLIDE SHOWS

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

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

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

START THOSE TIMES AND DOLLARS COMING

Unless you've been off cycling on a distant planet for the last month or haven't read your November bulletin (tsk, tsk) you know that David Wells rode in the John Marino Open and has qualified for and will ride in the 1987 RACE ACROSS AMERICA. Besides exceptional cycling ability, (of which David has plenty), an undertaking of this magnitude takes money, (of which he needs plenty), for equipment, support vehicles, travel expenses, etc.

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

If you would like to help David in his efforts send your contribution payable to:
NEW YORK CYCLE CLUB, RAAM FUND
C/o Lee Gelober
2856 Ocean Ave. Apt. F3
Brooklyn, NY 11229

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SALE: OGK HELMET/visor, color: white, never used, foam sizing pads - $35, value - $75.

TONY NAPPI, DII 212-907-1222, AFTER 9 PM 212-737-1906.

WINTER IS COMING IN,
Lhude sing Goddam!
Raineth drop and staineth slop
And how the wind doth ramml
Sing: Goddam.
--- Ezra Pound

The election produced the following 1987 Board of Directors:

President: Martha Ramos
VP Programs: Jody Sayler
VP Rides: Debbie Bell
Secretary: Steve Baron
Treasurer: Maxim Vickers
FR Director: Edwin Rudetsky
Editor: Caryl Hudson
Membership Director: Arlene Brimer
Circulation Manager: Hannah Holland
A Rides Coordinator: Josh Keller
B Rides Coordinator: Sara Flowers
C Rides Coordinator: John Mulcare
OH, MY ACHIN' BACK  
by Barbara Johnson

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

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

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

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

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

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

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

Ed. note: Barbara Johnson is a Systems Consultant specializing in application development. Currently on leave from Chemical Bank, she is International Coordinator for the First Earth Run, a global torch relay. Barbara is a NY State Licensed Massage Therapist with a private practice in Manhattan.
1983 Paris-Brest-Paris Chrono. - Installment six

Maxim Vickers

Noon. August 30. Huelgoat. The celebrated rocking boulder, the size of a large van, is deep in the woods, out of sight, and all we will see are the neat little houses, the war monument in the square and the café terraces facing the promenade along the pond lined with shade trees. I do not recollect the vacation houses on the outside like so many white sails of a regatta against the grey-water-like grass. The road turns North across a bridge and past a sand quarry. And up! here we go! We have been anticipating the Roc Travezel for so long that the actual climb is anti-climactic. (I am referring to the final installment, above the tree line, over the windswept heather and bramble towards the great television tower.) It does not amount to much, since most of the altitude was gained on the twisting wooded road well out of view of the summit. The wind is behind us and the pacing is swift. As four years ago, many cars are parked at the top and their occupants line the shoulder giving a big hand to the passing heroes. We crest and rattle downhill on the coarse and uneven macadam pavement.

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

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

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

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

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

John and Mike meet us at the contrôlé door. With them is Sak Wathananan, the British Thalander from Princeton, whom we have not seen since the start. Don and I have our cards stamped and follow the gang along the "sense unique" - roped corridors to the bar concession where we cash in the chips given out for getting this far for some Kronsbourg. We sit down in a bay window with our dismembered feet up and a puzzle. Boy am I tired.

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

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

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

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

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

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

In Sizun, I stop at a café on the main square to take on water. People are crowding the bar but yield room at the sight of a cyclo. I down one bottle immediately and have it refilled. There go another ten minutes. I am shooting for Loudeac and it is again a race against nightfall.
Trash Canyon got off to a shaky start on its first day out. The five-speed rear hub was missing shifts on account of a broken trigger shifter, a high-tech edition of Sturmey-Archer's famed three-speed shift control that launched millions of budding cyclists on their way. This shifter had broken because of an attempt to solve a sticking problem that developed in the bike's final stages of development. Scott Fitzgerald, who was supervising the project at The Bike Buff, had attempted to gently pry the plastic cover from the shifter when the thing suddenly flew apart; it's vital inside all over the shop floor.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

You really can do without insurance that will protect you against liability for personal injury and property damage to others. There is absolutely no limit to how much you can be sued for or held liable for.

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

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

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

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

Another problem is that the limit on personal property of the type we are here concerned with is usually limited to the greater of $1000 or 10% of the applicable policy limits. In my own policy, these limits are $1600, subject to a $100 deductible. Therefore, it would seem I could collect up to $1500 on the loss of my bike if its actual cash value was $1600 or more. However, if the loss occurred on the premises, especially through fire, other property would be involved and, since my $1600 limit applies to the entire loss, I would be unable to recover the full actual cash value of the bike or any other items unless the total value of all items were less than $1590. This can be a Catch 22 if the insurance company rules limit the amount of personal property coverage to a ratio related to the value of the real property covered by the policy.

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

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

Another variation on the replacement cost theme which you may wish to consider if you own a valuable bike is the Bikecentennial Insurance Program, available only through Bikecentennial, P.O. Box 3006, Missoula, MT 59807. Although this is not an all risk policy, the named perils are those you really need --- theft, vandalism, malicious mischief, collision, fire, lightning, windstorms. You have to produce a valuation signed by the vendor of your bike and submit an application for insurance of up to $4000 for each bike and up to $1000 worth of equipment, subject to a deductible of $50 per loss. The annual premium is $5 plus $.44 per each $100 of declared value. The basis of recovery is replacement cost.

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

EDITOR’S NOTE: Bill Clark is a retired insurance company executive. For 30 years Bill’s specialty was crime and certain kinds of marine insurance.
NEW YORK CYCLE CLUB
MONTHLY MEETING
Tuesday, December 9th

ANNUAL AWARDS DINNER &
HOLIDAY BALL

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

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

ARRANGED BY JODY SAYLER V.P.
PROGRAMS

1986 NYCC WINDUP DOLLS

The Rich Herbin doll: wind him up and he'll paint your shoes black.
The Caryl Hudson doll: wind her up and she'll make another pit stop.
The Greg D'Agostino doll: wind him up and he'll stay on the phone all night.
The Marty Wolf doll: wind her up and she'll talk your leg off (same doll as last year).
The Irv Weisman doll: wind him up and put him in a room with Marty Wolf to see who
can talk more.
The Jody Sayler doll: wind her up and........just watch....
The Dennis Lopez doll: wind him up and - Dave Walls watch out!
The Debbie Bell doll: doesn't even need winding to do A rides this year.
The Art Guterding doll: wind him up and he'll plan another trip...Italy???
The Richard Rosenthal doll: after eleven jobs in advertising, we wonder what winding
him up would do.
The Susan Glaubman doll: wind her up and watch her try to hitchhike to Front Royal.
The Steve Baron doll: wind him up and he'll try out another new piece of equipment.
The Jackie Plate doll: wind her up and watch her mother us all.
The Rick Plate doll: put him on Queens Blvd. and watch him wind himself up!
The Maxim Vickers doll: wind him up and he'll find another holiday to celebrate.
The Mike Klaveness doll: you'll have to wait - he'll be the last to be wound up.
New Members -- compiled by Irene Walter

ALLEMAN, Annie 324 Pearl St. #3D  N.Y.  10038  212-732-4492  
ANDREWS, William 201 E. 81 St. #3D  N.Y.  10028  
BROWN, Barbara 139 E. 33 St. #3H  N.Y.  10016  212-685-6080  
BYKOWSKY, John G. 302 W. 79 St. #29  N.Y.  10024  212-877-3614  
CORCORAN, Ferguson N. 140 E. 2 St. #1T  B'klyn  11218  
DOLAN, John H. 400 E. 70 St. #2701  N.Y.  10021  212-734-6384  
DINNING, George H. 18 E. 84 St. #3B  N.Y.  10028  212-865-9379  
EAGLE, Gene 201 3rd St. #2N  Union City NJ  07087  201-865-3587  
ELLIS, Richard 75-08 60 Pl.  Glendale  11385  718-366-8399  
FASANO, Anthony 47-38 45 St.  Woodside  11377  718-392-1122  
HAAR, Jack  
HAUSER, Elaine 73-18 180 St. PH  Flushing  11366  718-969-2260  
JONES, Carl 206 W. 106 St. #26  N.Y.  10025  212-886-1042  
KELLY, Barbara A. 335 First Ave. #4F  N.Y.  10003  212-777-4551  
KENT, Andrew S. P.O. Box 200, Kensington Sta.  B'klyn  11218  718-648-9308  
KRUGER, Patricia 302 W. 79 St. #29  N.Y.  10024  212-877-3614  
LEUNG, King  
MAEURER, D. 203 W. 19 St. #2R  N.Y.  10011  212-989-6775  
MASLANSKY, Samuel M. 39 Hooper Ave.  W. Orange NJ  07052  
MCDONALD, William H. 393 Park Pl. #3-Rear  B'klyn  11218  718-230-9735  
MEDIOLO, Alfred 1310 Sussex Rd.  Teaneck NJ  07666  201-833-4795  
MINO, Peter 7 Melody Ln.  Warwick  10990  914-986-6466  
O'NEILL, Eileen M. Fantastic Animation Machine  
12 E. 46 St.  N.Y.  10017  212-697-2525  
O'ROURKE, Theresa C. 520 E. 79 St. #2B  N.Y.  10021  212-772-9549  
PERRY, David 81 4th Pl. #4R  B'klyn  11231  718-237-5963  
POMOLO, Linda  
PROSA, Jennifer 200 Congress St. #2E  B'klyn  11201  718-875-7094  
PULI, Gene 29-16 164 St.  Flushing  11358  718-461-7894  
SCHER, Gerry One Marine View Plaza, Mailbox D-37, Hoboken NJ  07030  201-799-5244  
SHUSTER, Richard 60 W. 76 St. #4A  N.Y.  10023  212-595-7396  
SILVERMAN, Andrew  
TREIGER, Betsy 60 W. 76 St. #4A  N.Y.  10023  212-595-7396  
TRIVELL, Chris 34 Gramercy Pk.  N.Y.  10003  
WACHS, Evan 98 Lafayette Ave. #2  B'klyn  11217  718-596-4244  

NEW ADDRESS:

Seltzer, Richard 41-B Addison Pl.  Clifton NJ  07012  201-471-4240  
Van Arsdale, Beth 941 Calle Mejia #331  Santa Fe NM  87501  505-989-9258  

OFFICIAL NYCC 1986 MEMBERSHIP COUNT:  636 MEMBERS !
APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

Name(s) ____________________________
Address ____________________________
City ____________________________ State ________
Date ____________________________

If applicable: I do not wish to be listed in the roster

Where did you hear of NYCC?

Other Cycling Club Memberships (circle): AMC AVH LAV TA CRCA CCC

1987 membership dues are $12.00 per individual; $15.00 per couple residing at the same address. Send this application, with a check made payable to the New York Cycle Club, to: NEW YORK CYCLE CLUB, P.O. Box 877, Brooklyn, N.Y., 11202

First Class

Arlene Brimer, Mailing
110-30 Myrtle Ave
Richmond Hill, NY 11418

Hannah Holland
211 West 106 Street
New York, NY 10025