

February  
1987

# New York Cycle Club 1987

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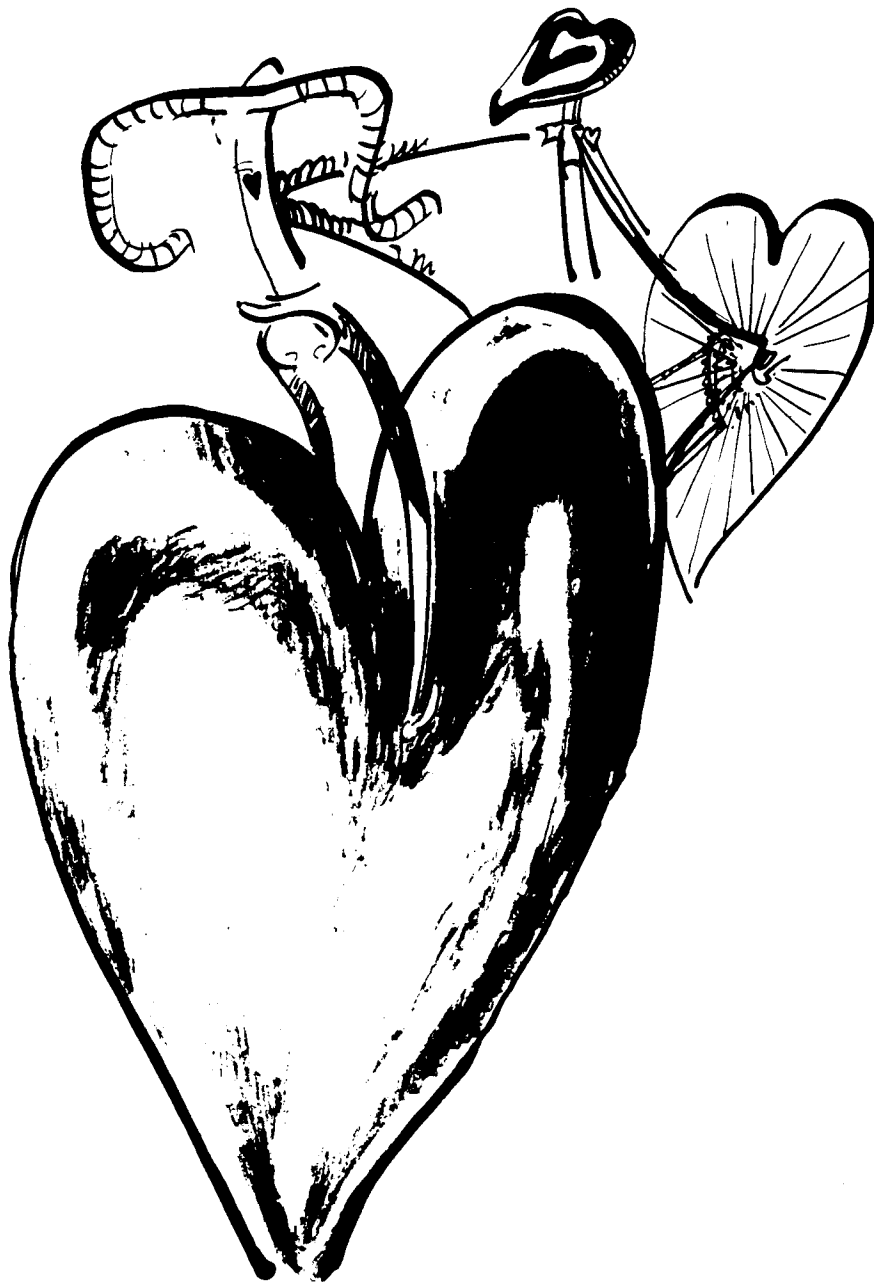
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# RIDES PROGRAM

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

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

### Every weekend

DIAL-A-"B"-RIDE. Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). 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. Note: there is a B ride listed on Sat., Feb. 21.

### Every weekend\*

DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272). If the forecast is promising, call me before 8 PM the evening before. First caller may help select destination. If I am unable to ride (not likely), I'll try to put interested riders in touch with each other. Temp. below 40 F, any precip., wind in excess of 10 mph, and/or any snow or ice on roads cancels. \*No Dial-A-Rides on Sun., Feb. 1, and Sun., Mar. 1; see C rides listed below on those dates.

Sat. Jan. 31  
9:00 AM  
A-  
50-70 mi.

MAMARONECK HARBOR REVISED. Leader: Debbie Bell (212-864-5153). From the Boathouse. Note this last-minute change in the schedule. If the weather cooperates, we'll try a different lunch spot in Greenwich. Otherwise, it's Scarsdale or the Flagship. Temp. below 32 F, precip. cancels.

Sun. Feb. 1  
10:30 AM  
A / 55 mi.

COLD RIDE. Leader: John G. Waffenschmidt (718-476-0888) From the Boathouse. Christy once found a contact lens; we'll now try to find a cozy place to eat. 9 AM temp. lower than 28 F or higher than 40 F, or precip. in the air or on the ground cancels. Call if a question.

Sun. Feb. 1  
8:30 AM  
A- / 60 mi.

HUDSON IN FEBRUARY. Leader: Caryl Hudson (212-243-0763) From the Boathouse. Ride the River Road and see if any groundhogs are out early. We'll decide where to eat on the way. Rain, snow, ice, bitter cold -- the usual -- cancels. Call if doubtful.

Sun.Feb. 1 12 noon C 15-20 mi. EXPLORING SACRED SPACES, I. Leaders: Elly Spangenberg (212-737-0844) & Lillian Harvey (212-686-6063) From 59th St. & Fifth Ave., Manhattan. Exploring churches, cathedrals, synagogues, and temples of various faiths in Manhattan. Easy-paced ride with stops at 2-3 houses of worship. Bring lock and dress accordingly. Temp. below 32 F, any precip., wind in excess of 15 mph, and/or any snow or ice on road cancels. Joint AYH.

Fri.-Sun. Feb. 6-8 BERKSHIRES WEEKEND. Leader: Debbie Bell (212-864-5153). Ready for a change of pace? Join us for an all-class, social weekend of cross-country skiing. Beginners welcome. Call Debbie for information on accommodations and car pooling.

Sat.Feb. 7 LEADERLESS "A" RIDE. Meet at the Boathouse at 9:00 AM.

Sun.Feb. 8 9:00 AM A+ /60 mi. A TRIP TO NOWHERE. Leader: Jay Rosen (718-857-2610) From the Boathouse. Enjoy a brisk ride in the hills of New Jersey and New York. Precipitation of any nature or temps. below -3 C cancel.

Sat.Feb. 14 8:30 AM A+ / 80 mi. VALENTINE'S RIDE. Leader: Alex Bekkerman (212-213-5359) From the Boathouse. See Susan Glaubman's description, below. Ride pace will be as shown above.

Sat.Feb. 14 9:00 AM A- 60-70 mi. VALENTINE'S DAY. Leader: Susan Glaubman (718-596-0477) From the Boathouse. Bring your honey or your favorite bike for a scenic backroads route to Bayville. Lunch stop is coordinated with Alex Bekkerman's group. We got rained out on Jan. 9. Cancellation policy: below 25 F or precip. (any kind)... But not if it's pouring hearts of cats and dogs.

Sun.Feb. 15 10:00 AM 25 mi. THE DOWN(UP) AND DIRTY MOUNTAIN BIKE RIDE. Leader: Herb Dershowitz (212-929-0787) The first NYCC mountain bike ride! Start from the Boathouse, ride up to the GW Bridge, cross, ascend the stairs where the time trial starts, and get ready to get dirty. Nothing cancels.

Sun.Feb. 15 9:30 AM A- 50-70 mi. STEVE'S WIFE'S SPECIAL. Leader: Roberta Pollock (212-864-6182) From the Boathouse. For people without mountain bikes! Let's go somewhere in Westchester -- the destination won't be Nyack! Temp. below 25 F, precip. cancels.

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B and C Riders -- see Dial-A-Ride information at top of this month's schedule.  
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Sat.Feb. 21 9:00 AM A-/A 50-70 mi. GUESS WHERE? AGAIN. Leader: Lee Gelobter (718-646-7037, eve.) From the Boathouse. To Nyack of course. Depending on what shape I'm in, either a direct or indirect ride to the infamous Skylark. Snow, rain, icy roads, 8 AM temp. below 30 F, or other such nonsense cancels.

Sat.Feb. 21 9:00/9:45 B 55/40 mi. GET YOUR "B"-HIND BACK ON THE BIKE. Leader: Debbie Bell (212-864-5153). OK, you're totally out of shape, haven't been on the bike in three months, and are never-ever again going to be able to keep up. So is everyone else. Turn your computers off, and join us (9 AM at the Boathouse or 9:45 at the NY side of the GWB) for a very relaxed ride to the Skylark. Our objective is to go to Nyack and back, period. Faster riders know the route. Temp. below 32 F, precip., or icy roads cancel.

Sun.Feb. 22 8:30 AM A+ /70 mi. HILLS! Leader: Alan Zindman (212-989-8529) From the Boathouse. Hills!!

Sun.Feb. 22 9:00 AM A/ 50 mi. STARTING OVER. Leader: Josh Keller (212-674-0955) From the Boathouse. All are invited for a short, nicely-paced non-competitive ride in Lower Westchester. Wet or icy roads or starting temp. below 28 F cancels.

Sat.Feb. 28 9:00 AM "A" TRAINING RIDE NO. 1. From the Boathouse. The 1987 training ride series begins! More details in the March bulletin.

Sun.Mar. 1 9:30 AM "A" TRAINING RIDE NO. 2. From the Boathouse.

Sun.Mar. 1 9:00 AM C 35 mi. BARGAIN HUNTING. Leader: Elly Spangenberg (212-737-0844) From Woodlawn & Jerome, Bronx (last stop on No. 4 train). Does your weekend cycling activity prevent you from snopping for clothing bargains? Combine the two activities with an easy-paced ride to a factory clothing outlet in Mt. Kisco. Return on Metro-North; call leader for further details. Must have Metro-North bike permit, \$5.25 for train fares, money or credit card for shopping, lunch and lock. Temp. below 32 F, any precip., wind in excess of 15 mph, and/or any snow or ice on road cancels. Joint AYH.

## Ride Previews

- Apr. 26 FIVE-BORO BIKE TOUR (Marshals' Pre-Ride on Apr. 12).
- May 3 NYCC ALL-CLASS CLUB RIDE, TALLMAN  
9-10 TOSRV  
17 MONTAUK
- May 20-27 MEMORIAL DAY IN SOUTHERN UTAH. Arches, Bryce, Zion and Capitol Reef. Seven days of adventure cycling in Utah's Red Rock region, led by the guide for the 1986 NYCC tour. Ground transportation and lodging, \$400. Airfare and meals not included. Minimum, 10 people. Contact Todd Arenson, 801-581-0479.
- May 22-25 NYCC MEMORIAL DAY BIKE WEEKEND, BERKSHIRES
- June 20 MATTITUCK
- July 7-14 GRAND TETON NATIONAL PARK, YELLOWSTONE NATIONAL PARK, IDAHO, WYOMING, AND UTAH. Seven days of dream cycling in some of the most beautiful country in the world. Limited to 16 riders. The trip is filled, but call to be placed on the waiting list. Airfare, approx. \$280 RT; land in Salt Lake City; leave from Jackson, Wyoming. Sag wagon and lodging, \$450. Meals extra. Call Art Guterding (212-415-8920, of.) or Debbie Bell (212-864-5153, h). B+ and above riders only.
- July 17-20 GEAR '87 LONG ISLAND. The 24th annual Great Eastern Rally, at Stony Brook, on the beautiful north shore. Don't miss this inexpensive, fun-filled weekend as 2,000 cyclists convene for rides, workshops, and special programs. More details in the March bulletin on registration (we'll try to house NYCC members in one building), opportunities to help out as a volunteer, and other activities. Call Debbie Bell (212-864-5153) if you have immediate questions.
- July 26 NYCC ALL-CLASS CLUB RIDE, BETHPAGE

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### SPECIAL INTEREST GROUP, PROGRESSIVE "A" RIDE SERIES

Christy Guzzetta is forming a "Special Interest Group", a progressive "A" ride series, for those individuals who want to ride on "A" rides in 1987. This series, consisting of approximately 17 rides, will be geared specifically for those people who have never before ridden on "A" rides; or those who haven't in a very long time. Other interested parties will be certainly welcome to participate.

We will cover all the requirements of "A" riding (conditioning, equipment, technique). Series will begin during the first weekend in March. Schedule of rides and other details will be available during the break in the regularly scheduled February meeting. Or call Christy Guzzetta, 718-596-9833.

P.S. A top designer in New York has volunteered to provide certificates to those who complete the entire series and ride on a regular club "A" ride on schedule.

### SPRING 1987 "A" TRAINING RIDES

1. Learn and review group riding techniques.
2. Get strong.
3. Have fun.
4. Become a better citizen.

These are but a few of the goals of our 1987 Spring Training program. The schedule is now being assembled. Please call me to offer your suggestions and assistance.

Josh Keller  
"A" Rides Coordinator

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## A TALK ON GEARING FOR TOURING, IF THERE IS ENOUGH INTEREST

Irv Weisman

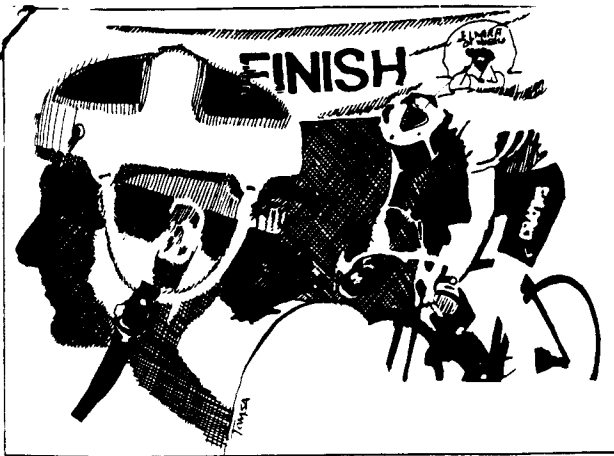
If you have discovered, to your sorrow, that you and your bike have trouble climbing hills, you might benefit from a seminar on gearing for touring cyclists. I am scheduled to present a workshop on this topic at GEAR '87, but with the March training programs only one month away, you may want to customize your gearing now so as to participate in the programs without hill-climbing difficulties. (You may not climb very fast, but you will be able to climb.)

My observation over many years has convinced me that most bikes, as sold, are equipped with higher gears than most touring cyclists can use, and with too few, poorly spaced, low gears. But, you can modify your bike to obtain better gearing, and should do so if you plan to ride in nearby NJ, Westchester, and the north shore of L.I., even if only on the shorter rides of 25 to 50 miles. These areas have hills; especially the return climb up the NJ palisades at the end of the day.

If a dozen or so members are interested in this topic, I will arrange for dinner at O'Hara's on Tues. evening, Feb. 24 at 6:30PM, after which I will present my slide-illustrated analysis of gearing requirements for hill-climbing, with additional suggestions for customizing your gearing and for shifting easily on the hills. Please call me at work, (212) 650-8075, or drop me a card at Box 97 Kingsbridge P.O. Bronx, NY 10463, before Sat. Feb. 21; the sooner the better to insure our reservation.

In preparation for this meeting, it would be a good idea for you to count the number of teeth on your chainrings and, if possible, on your freewheel cluster, especially the largest. Also, make a note of the combination of chainring and sprocket which you prefer to use on level terrain. That is the baseline from which your customizing begins.

# THE RETURN JOURNEY



Flagstaff, Arizona. - 4:10a.m.

- Temperature 34 degrees

The turnaround point of the John Marino Open, one of the qualifying races for RAAM '87.

By this time David Wallis had travelled 176 miles from Tucson, most of it uphill and more than half of it in the dark. Alan Gindman and I were his support crew and we were almost as tired from the mental exertion as David was from the physical. Cacti had taken on human characteristics and continued to do so whenever it was dark.

Even though David had changed earlier into warm clothing, the almost frigid temperature had really penetrated. After Alan and I hustled David into the warm van where he could stretch out, we went in search of hot nourishing food for him. The best we could do was an instant "Soup O' Noodles" which hit the spot according to our fearless racer while he warmed up his insides as well as his outsides. Alan and I had the opportunity to check the bicycle, massage his legs and feet, fuel the van and the not so great part - watch four other racers come in. One was Alex Bekkerman. Some of these guys didn't stop for anything so David was pushed back into the cold again to pursue them.

Alan and I had been exhilarated by the cold. We were still dressed in shorts and T-shirts and the opportunity to speak with the Pensveres (sans Pete) who were manning the turnaround point along with other volunteers. We even picked up a few hints on dealing with the mesmerizing signal flashers on the van's dashboard (cover them with tape). Always the words of encouragement from all the volunteers lifted the spirits of both rider and crew.

We were wide awake and David was starting the road to home so we flew. One by one we would see the flashing lights of the support vehicles ahead and David would slowly pull them in. He was ninth or tenth leaving the half-way point but by the time we reached the Roosevelt Dam he was back in seventh place.

Once again our timing was pretty good and, despite having to back across the one lane bridge on the dam so a large motorhome pulling a boat could take right-of-way, David was able to consume much milk and a special yogurt mixture. He also had time to receive a massage and was able to get into different clothing since the sun was warming things up and he was starting some hard climbing. Alan wasn't able to do as thorough a check on the bike as he would have liked but time was precious because the leader was three and a half hours ahead of us. We were warned that from this point on the riding could be quite dangerous because of all the traffic leaving Roosevelt Lake pulling their boats behind them. Apparently not too many of them enjoyed sharing the road with bicyclists. Only 134 miles to go!

The next 50 miles were the hardest uphill on the whole route. Often Alan and I made the conscious decision not to tell David exactly what was ahead or how many miles were left but just to give him all the encouragement we could. For 100 miles David and another rider had been passing one another which certainly added excitement to our own progress and made both of the riders push a little harder. At one point when the other rider passed, David stood up to counter attack when one of the back spokes broke. In less than 2 minutes Alan had the van stopped, the wheel changed and was yelling to David to "Get the #@% out of here!" Poor David was trying to enjoy having both feet on the ground and a leisurely drink!

One thing that both Alan and I were aware of was that in a race like this the cyclist will often try to find excuses to get off the bike. None of David's worked! "Sore, hot feet? Here, I'll squirt water on them while you keep pedaling. Need a massage? Do you want to win this race or enjoy a massage? Gas? Pass it!"

At the eleventh checkpoint we realized that David definitely had the chance to qualify if he didn't let himself go less than 20 m.p.h. Fine! Except the last 51 miles were all uphill! By this time it was getting dark so the van once again took its position behind David and the flashing amber lights signaled all traffic of our limited pace. We stayed right on David's tail and every time he slowed down too much the horn would honk at him to go faster.

The desert at night was very dark and we found some of the roads were not marked too well. At that point we were not functioning that well either. Conversation between Alan and myself was sometimes very mixed up and what made us laugh was that we could still understand each other perfectly. We knew we had one more left turn to make before heading straight for Tucson but we couldn't find the signs so when we came to what we thought was the correct spot we yelled to David to turn left and we would catch him when we had determined where we were. Luckily we saw a police vehicle off to the right and Alan took off, horn honking and lights flashing! "Highway 89 south to Tucson?" "Yer on it, but going north!" "Y'all with the bicycle race?" "Yup! Thanks!" Unfortunately it was a divided highway but that didn't stop Alan, he just U-turned across the median while I waved our thanks and looked to see if the police car was going to come after us. In the meantime David had been completely enveloped in the darkness and decided to venture only to the middle of the road. He saw us coming and as soon as our headlights gave him enough illumination he swung out in front of us and we were on the way again.

Because of this delay and the necessity of stopping for David to put on warmer clothes Alan and I realized that David didn't have enough time left to qualify when we reached the last time station we figured out that he had to cover the last 11 miles in 20 minutes. Should we tell David and let him relax a bit or let him do the best he could? I know that David is determined he is tenacious so we said nothing.

As we turned in the final gate to the Catalina State Park, Alan called out "Epprit to the finish! Show them how its done in New York!" And David did! We out of the saddle and on to the finish in time form. Alan and I tumbled out of the van and raced over to let David know that even though he hadn't finished in time we thought he had done exceptionally well and that we were very proud of his effort. We reached him in time to hear this dialogue:

David: Did I make it?

John Marino: Yeah! Well done! You are officially invited to participate in RAAM, 1987!

WE DID IT!

by Valerie Wallis

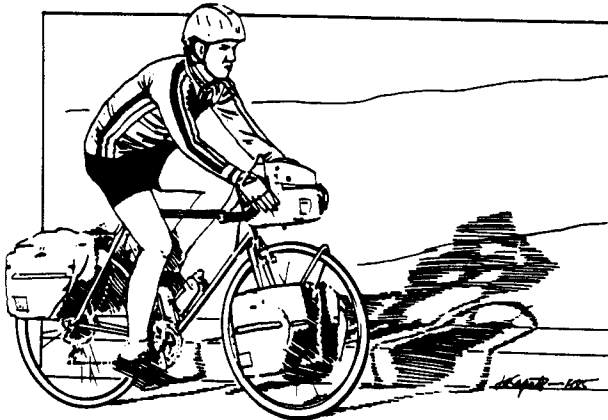
## I NEED WATER, WATER, WATER ... Roberta Pollock and Steve Schuetze

We thought that Arizona is a dry, flat desert. Wrong. We learned otherwise last October on the "Grand Canyon to Mexico Almost Across Arizona Bicycle Tour," sponsored by GABA (Greater AZ Bicycle Association). We took the 9-day, 600-mile extended trip with 98 other cyclists, while a day later another hundred cyclists took the shorter "traditional" route. For under \$200, GABA supplies round trip transportation between Tucson (or Phoenix) and the start and end of the tour, maps, sag wagons, and most dinners. Not a bad deal. The fee also includes campground sites (they carry your gear), though you can stay in motels at your own expense if you prefer. We started off with a bus trip from Tucson to the South Rim of the Grand Canyon. The next 9 days offered wonderful cycling over incredibly varied terrain, including steep climbs, screaming downhills, and beautiful rolling roads with spectacular vistas. And, of course, lots of cacti, everywhere. In Arizona you get flats from thorns, not glass--but the flats give you time to admire the breathtaking hills covered with forests of saguaro cacti (you know, the cactus that everyone sees in Westerns).

The real cycling started the next day with a trip along the rim of the Grand Canyon to Cameron, located in the Navaho reservation. The views were spectacular and in the past have inevitably led to spills by inattentive cyclists. Ours was the first trip without an accident. The high altitude (>7000 ft) is challenging no matter what your conditioning. After leaving the chilly canyon we passed through forests and high deserts, giving us our first taste of the temperature extremes we would experience in the days to come. The last 25 miles dropped 3000 ft which, combined with wide shoulders and little traffic, made for easy biking through the reservation (except for the time that we lost Steve's brother and had to backtrack 8 miles uphill!). We camped at Cameron and had a tasty dinner of "Navajo tacos."

Early the next morning we headed off on a 40 mile ride to see the Indian ruins at Wupatki National Monument--sprawling red sandstone condominiums that were deserted around 1210 A.D. This "complex" contained a ball court, an amphitheater, and a natural wonder termed a blowhole. Leaving Wupatki, we biked along rolling hills leading to a 12 mile, 2000 ft climb to Sunset Crater, enjoying (?) spectacular views of the San Francisco Peaks along the way. One of us climbed fast and got the tent up before the rain began. The rest of us got wet... However, the park ranger generously opened up the visitor center to us for the evening, and we stuffed ourselves with pizza and beer while learning about the volcanic eruption that had formed Sunset Crater.

The rain stopped by the next morning, but since the temperature had dropped to 25° everything was frozen, including our bikes. Spenco grips are great except for when they get soaked and freeze. We eventually warmed up as the temperature slowly rose to the high 80's. After passing through Flagstaff, we were treated to the best cycling of the trip down into Oak Creek Canyon. Pulling out onto a turnoff, we first admired the breathtaking beauty of the canyon from above, with its massive red rock formations. Then we headed down into it, dropping 1000 ft in 1 mile through a series of harrowing hairpin curves. That's when we decided to take Chris Mailing's next cornering clinic. After eating lunch at what was optimistically called a "deli" in Sedona (where "rolls" are Wonder hamburger buns), we visited an Indian cliff dwelling called Montezuma's Castle and went on to Camp Verde, our resting place for the night. This was the first of several nights that we camped on a high school football field. We pitched our tents around the edges of the field as the kids at late afternoon practice bashed into each other screaming "kill."



TAKEN ANY GREAT BIKE TOURS LATELY?  
We are looking for well documented (slides, maps, stories) trips for 2 future NYCC programs. If you know of any such adventures please call Jody Sayler 0627 4863 H 799 8293 or Irv Weisman 0 650 8075

## THE JERSEYS ARE HERE!!!

Club jerseys are now here, and they look smashing! Jerseys are available at the monthly meeting. If you paid for yours in advance it will be held until you can pick it up. Additional jerseys will be available while the supply lasts. Lee Gelobter

## TIME TRIAL UPDATE

Last month's listing of the time trial results incorrectly identified the fastest riders. The fastest woman was Claire Goldthwaite (No. 74) with a time of 54:08. The fastest man, who was listed as a "?", was Barry Shapiro (No. 72) with a time of 49:48.

Our next day started with one of the harder climbs of the trip, 4400 ft over 30 miles. When you got to the top of that one, you felt like you had accomplished something. As a reward, we had a wonderful screaming downhill into the village of Strawberry for lunch, followed by a more gradual descent into Payson. Once again, the spectacular vistas distracted us from our pain. Our night on Payson's football field was short. It seemed that someone forgot to turn off a little timer, so that the sprinkler system came on at 4 a.m. As most tents are not designed to withstand water coming up from the ground, everyone woke up early and up in record time.

Our early start was not such a bad move, as we had a tough 85 mile day. The first 30 miles were mainly downhill with beautiful skies and mountain views. Then we pulled into Punkin Center, which is a slice of the Western past. The sign on the door of the general store/bar/pool hall says "No firearms allowed." When you enter and see the clientele, you see why they need the sign. We had brunch at the nearby Hill Top Cafe, which featured some of the best food of the trip: fresh biscuits and gravy, spicy tomato soup, and, best of all, apple cobbler (fresh from the oven) a la mode. Then it was off to Roosevelt dam, which we reached via 6 miles of dirt roads. This was serious dirt--we really envied the few folks who had mountain bikes. After going and ahing over Lake Roosevelt and its surrounding mountains, we ended the day with yet another climb (1500 ft. in 6 or 7 miles) followed by a very fast descent into Miami, in the heart of Arizona copper mining country.

The following day we once again started out with a climb with views of rugged canyons and mining in action. This led to what is normally the best (i.e. fastest) downhill of the trip. Unfortunately the road was under construction and we rode our brakes the entire way down. In good years, they say, you have to brake frequently to keep your speed below 50! From there we went on to Florence, a town that loves bikers and knows how to entertain them. The chief of police and the owner of the local saloon had a keg of beer awaiting us, and they threw a party for us later that night at "Big Dan's" bar. The chief promised "funny women" would be around for any single males who needed one. We then had a flat, fast day, stopping at Casa Grande National Monument to admire still more Indian ruins. We finished the day's ride to Marana by early afternoon and spent the afternoon at Marana's only (and sleazy) bar, managing to clean them out of popcorn. It was a good thing, because that night we had the worst dinner in recent history at the new John Wayne Lodge, which was like an Elk's lodge with pictures of John on the walls.

The next day it was on to Tucson, where we met up with the riders from the Traditional Tour for a police escort through town. Together with local bikers who joined in, we had a bike parade three abreast and about a mile long. We stopped for lunch and sightseeing at the lovely San Xavier Mission south of town, which dates from the 1700's. Although it was delicious, our lunch of Indian fry bread didn't help us heading into a strong wind to the Tubac Country Club, our home for the final night. We camped on the golf course and had a terrific banquet dinner featuring "awards" and a slide show of previous trips. The next morning it was a short ride to Nogales, Mexico, again with a police escort through town. We packed our bikes into the waiting semis, and had a farewell banquet of Mexican food and all the beer you could drink. The buses returned us to Tucson, our re-entry to the real world.

The Almost Across Arizona Tour is a fantastic trip. We are planning to return next year, and maybe you want to go, too. For information and applications, write soon to: Grand Canyon to Mexico Bike Tour, 7464 E. Broadway, Suite 102, Tucson, AZ 85710.

New York Cycle Club, Inc.  
Statement of Changes in Cash Position  
Year ended November 30, 1986

Cash balances at December 1, 1985:

Checking Account	305.96
Savings account	2,335.70
Certificate of Deposit	1,168.93
	<u>3,749.99</u>

Revenue Generated:

Membership dues	3 6,607.00
Jersey sales	3,535.00
Bulletin ads	115.00
Interest	341.95
Total Revenue Generated	<u>10,598.95</u>

Expenses Incurred:

Bulletin printing	3 3,469.23
Bulletin postage	1,747.00
Jersey costs	4,771.85
Membership expenses	358.89
Program expenses	221.62
Bank service charges	202.08
Board costs	141.12
VP Rides and Coordinators' expenses	92.00
Editor's expenses	75.53
AYM and LAW affiliations	65.00
Secretary's expenses	26.33
P. O. Box rental	22.00
Circulation expenses	21.60
Public relations expenses	10.12
Total Expenses Incurred	<u>11,224.37</u>

Net Decrease in Cash

( 625.42 )  
3,124.57

Cash balances at November 30, 1986:

Checking account	622.54
Savings account	2,502.03
Total Cash at November 30, 1986	<u>3,124.57</u>

Other Assets: Typewriter, projection screen, silk screen, heat transfers, jerseys, stationery, corporate seal and PBP trophy.

respectfully submitted,

*Lawrence A. Rutkowski*  
Lawrence A. Rutkowski  
Treasurer  
Fiscal 1986

HANDMADE  
COLNAGO  
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23" FRAME  
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## 1983 Paris-Brest-Paris Chrono. - Installment huit Maxim Vickers

3:30 a.m. August 31. I wake up fit and ready, make my way quietly out of the ambulance room, take a shower and stumble upon haggard and bleary-eyed Guy Flanders in the feedroom. We decide to set off together. Mike and John are still asleep. I delegate the task of waking them up at 5:00 a.m. to the petite nurse, still on duty, and plant a parting peck of gratitude on her (dimpled) cheek. She is radiantly ravishing actually.... Well, back to the business at hand.

A few sparse raindrops that greet our appearance in the courtyard quickly thicken and it is pouring by the time we reach the outskirts of Loudeac. Guy does not feel confident heading into the rain storm and bids me to go ahead alone. It is pitch-black and coming down cats and dogs.

The rain is warm. Soaked as I am, raingear and all, it does not bother me. What soon becomes a problem, however, is the hydroplaning which the pick-up wheel of my generator performs on the tire tread at high speed. It skips and my headlight beam fades accordingly exactly where I need it most: downhill. Paradoxically, I am beginning to welcome climbs, where the traction is re-established and the beam resumes its full strength! Some fun doing 20-25 m.p.h. by the (mercifully frequent and splendid) bursts of lightning and the headlights of overtaking trucks in whose wake fully loaded trailers sway uncomfortably close to my posterior. What a way to discover the limitations of one's equipment! The truckers, though, are careful.

This rollicking entertainment lasts for about an hour. As I pass through Merdrignac, the dawn rises. The secret contrôle has been moved to St. Meen. I sign in and chomp up a pear saved from yesterday's dinner while I am taking my raingear off. A mixed British tandem comes in. A young couple. Does she have legs!

Tailwind in the morning. Farmers are driving their tractors into the fields. Fog is still hugging the ground, filling in ravines, blanketing meadows. The sun is beginning to break through the snaggy clouds. At Quedillac, I stop to have a mug of café-au-lait to wash down some waffles crumpled from riding in my jersey pocket. A few cyclists are still sleeping on the cots lined up on the other side of the partition. As I leave, I spot a familiar green-painted Mercian leaned against the fence. That fellow from Michigan must be there on the gym floor.

From Becherelle, it is all down exhilaratingly and exuberantly down, swooping around hills and orchards, over running streams, past ancient stone walls and wrought iron fences enclosing pleasant chateaux. Somewhere in the North is the Channel with its galloping tides. Life is gorgeous.

It is down all the way into Tinteniac. The clouds are gone. As I sit down to remove my leg warmers, I am accosted by a remarkably familiar-looking autograph seeker. The kid emphatically denies having collected on the way out and I see no reason not to oblige him on the way back.

The front wheel cones are being playful again, so I re-tighten them before heading out. It is only 10 a.m., but, this being the third day of the ride, weariness is already setting in. I am working steadily, but not overly. Though I pick it up under the gaze of an elderly pedestrian who turns about to watch my performance on the short, steep bump leading into Feines. I can sense his eyes on me as I jump out of the saddle to muscle the rise in the big-boy style. In the town square, pre-snobier-pavot in the fountain. I am greeted and followed by their ringing encouragement. Kids are beautiful.

At Redon, I am swallowed in a large peloton led by a pair of young, blue-numbered Brits. They carry panniers; one of them is shirtless, the other sports a bandanna around his head. You would say a couple of students on a vacation trip. We strike up a conversation and pull together for a while, then fall back to let the French have their turn. We grow quickly disenchanted, however. Much as they would like to emulate the dancing poise of the Badger, the Gallic masses do not quite possess his prowess and when confronted with a climb, slow down to a painful crawl in high gears. After nearly running into some fear wheels during one of these maneuvers, we decide that even if it may be harder in the front, it is immeasurably safer and go back up. The Brits are scornful.

I let the peloton go on 4.12 before the final heave into Fougeres. Once over the top, the castle comes into view. A loop around it, following the arrows through narrow medieval alleys, and coast down past live and war-made fences, under overhanging apple tree branches. Hang a sharp left towards the sports complex. Gravel crunches underneath. It is 4.13.

I am met by Ron Ryan, a RAAM veteran from California, who left Brest with the 4 p.m. boys and found park riding at 20 m.p.h. over hill and dale, slick and gravel, too disconcerting for enjoyment. He tried it up front, where, at least, there was some elbow room, but one can only last that long there. He was unceremoniously dropped before Belleme and missed the cutoff time in Fougeres, which spelled curtains. Out of the game, he chose to stay around the contrôle in order to assist in any way doable whatever fellow Americans were still riding.

He immediately suggests that I put my cap away. Souvenir seekers have apparently made themselves quite busy here and hiding the colors would make such progress through the compound a great deal easier. In fact, one plausible suspect was already proceeding in our direction, but turned around in disappointment when I stuffed the cap into one of my jersey pockets in a demonstrative "no trades" manner.

Nothing much eaten since breakfast and a sixty-mile stage ahead made this a logical refueling stop. The problem was appetite; I could not bear looking at beauty food and opted for fizzies, fruit and yoghurt which I blimed for the runs I got latter on. Ron hanks around pervasively, does not let me make an extra step, all the time filling me in on the goings of the people in contention. Suzie is riding fine; Alex is bravely bumping along; there are just over 200 miles left to go.

Just as I start back to the bike, Mike and John roll in pissed and out of breath. My "escape" really bought out the best in them, as they have made up close to one hour on me over some eighty miles. I only meant to let them have some sleep, but they still look jiggers at me as we set off for Villaines.

Remember to renew for 1987. The earlier, the better.

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

When You're Having More  
Than One \_\_\_\_\_

Monogamy is a strange if not alien concept to most cycling enthusiasts. Childhood fantasies that once revolved around a single pair of spoked wheels have long since been parked in the minds' attic, usurped by the adolescent's quest for speed and flash, which in turn is overtaken by the adult's desire for fit, finish and sophistication. What most adult types won't admit to, however, is a desire for variety. Asking a cyclist friend why he or she (usually the former in this case) has more than four racing bikes when one or two would seem to suffice, will often result in a defensive and detailed review of each bike's unique attributes, some interesting bits of background history ("My friend's distant cousin's boyfriend placed 26th in the Tour of Italy on this bike!") and possibly some unwanted trivia ("It was the last to leave the factory before the chief brazer burned his mustache off by accident")...none of which really **answers** the question at hand, at least not very well.

The one-for-each-day-of-the-week theory stuck with me for a while, but when I tried to think of someone I knew who was able, let alone willing to hit the road each and every day, I drew nothing but blanks; most avid bikers I've known could make do with four bikes for the same effect.

Name-dropping is a big possibility ("Yeah, I'm doin' the Kingston double too! Dunno what I'll be packin', though. Might take the carbon Vitus this time, maybe the candy-apple Klein you didn't see yet. I know! The gold-dipped Tommasinni...). The desire for "a new toy" is another biggie, but that suggestion will set the hair on many a man's head, since few are willing to describe the manifold devices in their day-to-day lives as mere playthings. Women are generally much more observant of this; a close friend recently tried to convey the importance of play in adult life, and how toys can be of psychological benefit. She also noted how most men regard the term "toy" as a pejorative one, hence the defensiveness when the term is applied to, say, one of my tape decks. (Which was how the conversation got started. Sigh!)

Utility? Ha! I can cop that plea, maybe; Trash Canyon is in charge of braving the potholes and deckplates of Gotham whilst rolling to and from home and work/supermarket/friend's place/Tower Records/etc. Next is Lil' Ivory, the Maruishi 12-speed and allegedly the only "normal" bike of the trio, the road rocket. Finally, Tiny Dancer, the Moulton AML4 which currently defies description, except perhaps as a high performance touring bike....that was beamed down from the Enterprise by mistake.

A tourer, a tearer, a trash-er...one each, and a place for each, however cramped. There's no room for smugness, however; there are quite a few people who rely on one bike for virtually everything, including their livelihood. "The Bicycle Thief" was hardly farfetched in storyline. One bicycle means more to some than all of ours mean to us.

Finally, there's Personal Importance. I once met a man, well into middle age, who had managed to hang on to a bicycle given to him on his 14th birthday. He's had other bikes since then, and they all have their importance of meaning for him, but never above or beyond the first one, the one which sent him on his way to bigger and better things, as it were.

My first two-wheeler was a bona fide wreck, yet I was fond of it regardless. But as the saying goes, that's another tale for another time. Soon, though.

## ♥ KEEP THOSE DIMES AND DOLLARS COMING ♥

You know by now that Dave Walls not only qualified for RAAM in the John Marino Open, but he's going to ride in the 1987 RACE ACROSS AMERICA.

Besides exceptional cycling ability, endurance and determination (all of which Dave has in abundance), an undertaking of this magnitude takes lots of money for equipment, support vehicles, travel expenses, etc.

Let's make certain that when Dave rides across those TV screens, America knows what club he rides for. If you would like to help Dave in his efforts send your contribution payable to: NEW YORK CYCLE CLUB, RAAM FUND c/o Lee Gelobter  
2686 Ocean Avenue Apt. F3, Brooklyn, N.Y. 11229

♥ HAPPY VALENTINE'S DAY TO ALL -- ESPECIALLY...

by Cyclops

Was it just coincidence, or a lovely plot by that chubby little archer? First, our B rider signs up for a two-week bike tour of the Emerald Isle during the summer of '86. Then she just happens to take a Gaelic dance course in Kingsbridge last February, which a certain Irish-American from Greenwood Lake chances to attend. Three months later, on May 31, IT&T accountant Jack Graham (who owns a bike) proposed, and aspiring teacher ROSEANN KORSA, who works as a secretary at Commentary Magazine, said yes. They became engaged officially on July 31...with Jack's 35mm Minolta, Roseann toured (and loved) Ireland...and they will marry on the anniversary of that big question accepted -- May 31, 1987 ("We do everything on the 31st"). May Cupid always blow the wind on your backs, Roseann and Jack!

When he emigrated from Odessa, USSR, seven years ago, little did he know he would be named Animal of the Year in New York in 1986. Now he is Citizen of the Year, as far as we're concerned. Congratulations to ALEX BEKKERMAN, who became a United States citizen on January 13, 1987!

We have another E (for Enfant) rider: The son of ALEJANDRO and CONCHITA CAYCEDO of Jamaica, born October 14, 1984, bona fide back rider (Daddy's) on a recent C ride, joins our growing MANTIONE-GELOBTER-REILLY/ZUBIN-LOPINTO-MAJOR "E riders" contingent. Welcome, Baby Gabriel!

(If you have any news, please let Cyclops know, in care of Irene Walter.)

## New Members - - compiled by Arlene Brimer

ABRAMS, Judy	128 W. 59th St.	N.Y.	10019	212-787-6308
BERKOWITZ, Ken	35 Bethune St. 3fl.	N.Y.	10014	212-691-4116
BIRMINGHAM, Barbara	133 Barrow St. #4A	N.Y.	10014	212-691-5587
BRYAN, Charles	1220 E. 28th St.	B'klyn	11210	718-258-0640
CAPKANIS, Eve	32 W. 96th #2B	N.Y.	10025	
FOROGLU, Athena	531 E. 78th St. #2A	N.Y.	10021	212-570-9726
HINTERMEISTER, Anne	523 E. 78th St. #1D	N.Y.	10021	212-628-0948
HOMER, Dwight B.	150 W. 79th St. #5	N.Y.	10024	212-874-0973
HOWARD, Gordon F.	73-27 260 St.	Glen Oaks	11004	718-343-4249
KELTZ, Jeffrey	21 E. 3rd St.	B'klyn	11218	718-854-1492
MILLETT, Mitchell W.	119 E. 64th St. #2B	N.Y.	10021	212-517-5337
MORRIS, Charles F.	101 E. 16 St. #1G	N.Y.	10003	212-477-3281
ROTHMAN, Richard A.	230 E. 18th St #5E	N.Y.	10003	212-533-3006
VENIZELOS, Steven	5707 21st Ave.	B'klyn	11204	718-837-3452
WARNER, Natalie J.	150 W. 79th St. #5	N.Y.	10024	212-874-0973

### NEW ADDRESS

GOLD, David	77 W. 15th St. #4D	N.Y.	10011
-------------	--------------------	------	-------

NYCC MEMBERSHIP AS OF 1/1/87: 659

## CLASSIFIEDS

"GIANNI MOTTA" PERSONAL 2001 WITH SHIMANO DURA ACE, MAVIC SSC RIMS, LOOK PEDALS. 53cm C to C. EXCELLENT CONDITION, SELLING CHEAP - MAKE ME AN OFFER !!!  
CALL KEVIN : DAY - 212 546 2546, NIGHT - 212 753 6941.

WIND TRAINER SPECIALIZED '4000'  
\$65- Will deliver & set up  
Used on Sunday once for 15 min  
Ed Rudetsky 718 4363175

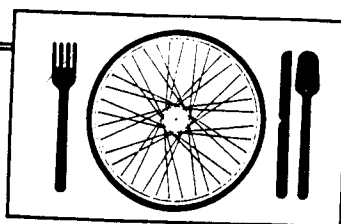
23" SW EVANS 12 Speed; made in England; Reynolds 531 Double-butted hand-built frame; excellent condition-1½ years old. Best offer.  
KEVIN: 212-685-0629 nights; 212-977-2233 days.

VORTEX BICYCLE TRAINING STAND \$50 (new \$110). Call STEVE GEIGER 212-496-8898

\*PALETTI 56cm Columbus SL Tubing, CHROME dropouts, fork & rear stays, Cinelli fork crown & lugs, Campy HS,B.B. Cranks,Derailleurs, Modolo brakes, Dura Ace hubs, 6P4 rims or with clinchers. \$625 or will sell frame separately. Call Peter after 9 PM 914-986-6466

# NEW YORK CYCLE CLUB MONTHLY MEETING

TUESDAY FEBRUARY 10



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

## ELLY SPANGENBERG'S TOUR FROM SEA TO SHINING SEA

Elly left from Montauk on June 8 with her bike and her camera as company to travel across the country. Through purple mountain majesty and spacious skies- some 4300plus miles later she arrived in Seattle on September 26. And guess what she found out? There's no such thing as flat! You're not surprized?  
Come join us as Elly shows us her wonderful adventure with a slide show and stories.

Join us at 6pm for spirits or bubbles and schmoozing  
Dinner starts at 7pm  
Fixed Price\*  
Meat, fish or poultry \$10  
Vegetarian 7.50  
Desserts extra

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

O'Hara's is one block south of the World Trade Center between Trinity and Greenwich Streets. Enter the restaurant on Cedar Street, go through the door on your right and go upstairs to our private room.

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

ARRANGED BY JODY SAYLER V.P. PROGRAMS

## BICYCLE HABITAT'S

### PRESEASON SALE

#### WIND TRAINERS

One of the nicest ways to stay in your best cycling shape is with an indoor trainer. At Bicycle Habitat we stock 12 different brands and they are now on sale for 20% off:

	REG	SALE
Specialized 4000	110.00	88.00
Vetta Lugano	85.00	68.00
Avenir	90.00	72.00
Medalist T-1000	110.00	88.00
Medalist T-2000	130.00	104.00
Blackburn Track Std	140.00	112.00
Eclipse Vortex	120.00	96.00
McLain	110.00	88.00
Magturbo	150.00	120.00
PIGGYBACK	80.00	68.00

#### ODDS AND ENDS

LOOK PEDALS	10% OFF
WINTER CLOTHES	25% OFF
(INC: Tights, long sleeve jerseys, booties, winter gloves and jackets)	
ALL OTHER CLOTHES	15% OFF
1987 CANNONDALE BIKES	10% OFF
ALL TUNE UPS AND	
OVERHAULS	10% OFF
ALL ACCESSORIES	10% OFF

#### FIT KIT SALE

As many of you know the Fit Kit was developed by the New England Cycling Academy to assure the best bicycle fit possible for the riders they were training. After a Fit Kit session you will know your best frame size, top tube-stem length combination, crank arm length, saddle height, handlebar width, drop and height, and your cleats will be fully adjusted. This is quite a lot and the best part is: it is on sale.

REG - \$50.00 SALE - \$35.00  
(Fit Kit sessions by appointment)

#### WOMAN'S SPECIALTIES

At Bicycle Habitat we carry several items for/by or of particular importance to the woman cyclist. Including: TERRY - CYCLES FOR WOMEN the only bicycle designed and built for the American woman, (we stock several other brands in small frames) specially designed woman's saddles, shoes cut on a last for a woman's foot, clothes designed for a woman's body, brake levers with a short reach and much more.

#### BICYCLE BARGAINS

As 1986 draws to a close, Bicycle Habitat is preparing to receive our 1987 bicycle lines. This means some big bargains for you. We have radically reduced the prices of all our 1986 (and earlier) bicycles in an effort to start 1987 with a clean slate. Some sample prices include:

CANNONDALE	LIST	SALE	SHOGUN	LIST	SALE
SR 600	680.	550.	100	210.	180.
SR 500	600.	510.	300	295.	250.
SR 400	480.	399.	400	340	295.
ST 500	600	510.	600	375.	310.
ST 400	480.	399.	800	440.	360.
SM 700	780.	625.	1000	640.	525.
SM 600	780.	625.	City 1	265.	215.
SM 500	580.	470.	3-Speeds	195.	160.
TREK - 1986			TREK - 1985		
400	400.	350.	400	320.	280.
500	465.	399.	460	475.	225.
560	580	500.	470	525.	399.
700	640.	580.	560	560.	399.
1000 (Alum)	680.	600.	660	640.	470.
1500 (Alum)	870.	725.	620	600.	470.
TERRY - CYCLES FOR WOMEN			SPECIALIZED		
Precision	840.	750.	Rockhop	479.	449.
Despatch	540.	450.	Sjump sp	589.	529.
			Allez	600.	510.
FUJI					
Club	400.	300.			

BICYCLE HABITAT 194 - 7TH AVENUE AT 21st STREET. 691-2783  
BICYCLE HABITAT 244 - LAFAYETTE ST. NEAR SPRING ST. 431-3315

Sale ends February 23, 1987

This is a special sale for NYCCC members only. Please bring the sale price to our attention when making a purchase. Thank You.

First Class

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211 West 106 Street 8C  
New York, N.Y. 10025



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 \_\_\_\_\_

DATE \_\_\_\_\_ 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 MEMBERSHIPS (circle): AMC AYH LAW TA CRCA CCC Other: \_\_\_\_\_

1987 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

# Have You Renewed Yet?