

January  
1987

# New York Cycle Club 1987

## January

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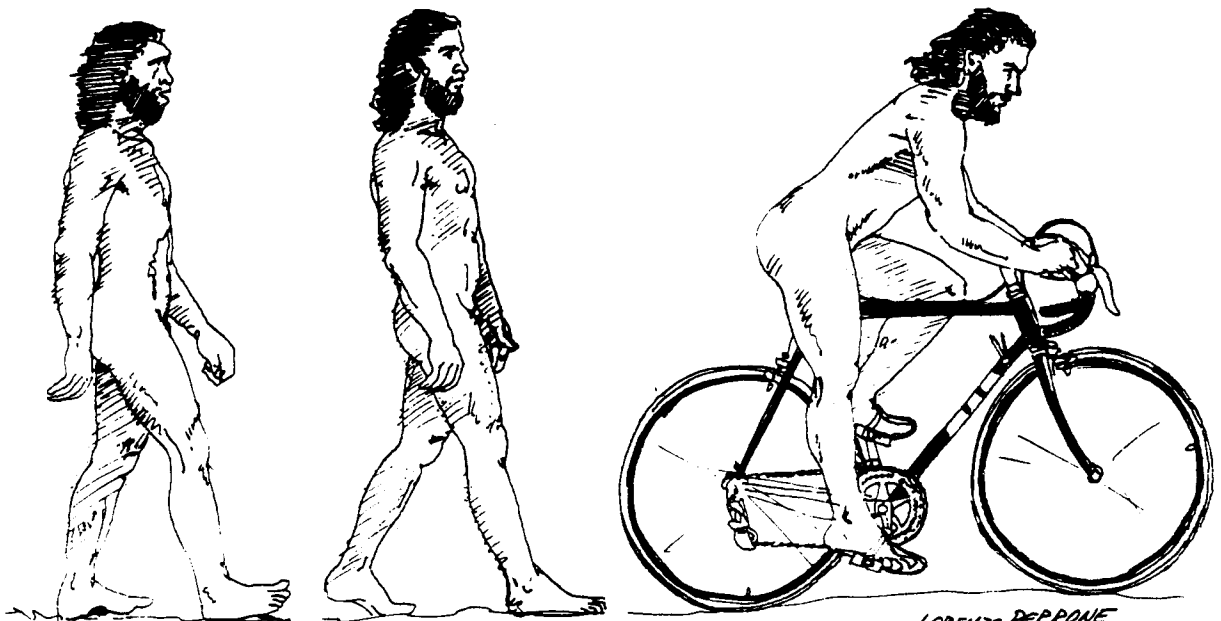
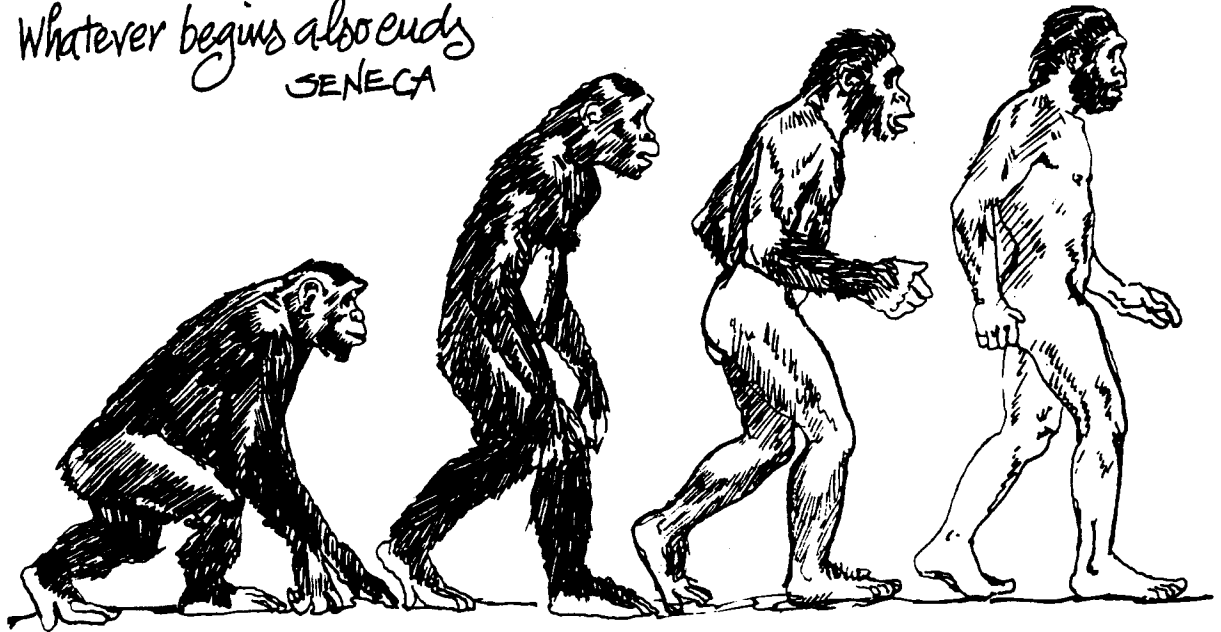
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*Whatever begins also ends*  
SENECA



LORENZO PERRONE  
REN CROCKETT

NEW BEGINNINGS SPRING FROM THE END  
Pliny the Elder

# RIDES PROGRAM

Compiled by Debbie Bell, V.P. Rides

## GUIDELINES FOR CLUB RIDES

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

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

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

## RIDE AND RIDER CLASSIFICATION

Ride Class	Average Speed (not incl. food stops)	Cruising Speed	Riders	Ride Description	Self-Classification Central Park Times 4 full laps = 24.5 miles*
AA	17+ mph	20+ mph	Animals	Anything goes. Eat up roads, hills and all.	Less than 1 hr. 12 min.
A+	16-17	19-20	Sports	Vigorous riding over hill and dale.	1:12 - 1:17
A	15-16	18-19		High regard for good riding style.	1:17 - 1:23
A-	14-15	17-18		Can take care of themselves anywhere. Stops every two hours or so.	1:23 - 1:30
B+	13-14	16-17	Tourists	Moderate to brisk riding along scenic roads, including hills. Destination not so important. Stops every hour or two.	1:30 - 1:39
B	12-13	15-16			1:39 - 1:49
B-	11-12	14-15			1:49 - 2:00
C+	10-11	13-14	Sight-seers	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half hour or so.	2:00 - 2:14
C	9-10	12-13			2:14 - 2:30
C-	8-9	11-12			2:30 - 2:48

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

- Th. Jan. 1 NEW YEAR'S BRUNCH IN WHITE PLAINS. Leader: Marty Wolf (212-935-1460) From the Boathouse. 10:00 AM 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 10 AM -- the objective being to brunch at the 55-60 mi. Flagship Diner in White Plains. Any precip. or temp. below 25 F cancels. Call Marty if you're in doubt.
- Sat. Jan. 3 LEADERLESS "A" RIDE. Meet at the Boathouse at 9 AM.
- Sat. Jan. 3 JANUARY DIAL-A-"B"-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.
- Sat. Jan. 3 JANUARY 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. Precip., icy roads, and/or temps. below 40 F cancels.
- Sun. Jan. 4 BED OR BREAKFAST SPECIAL. Leader: Steve Baron (212-228-0555) From the Boathouse. Last year we did our first century of the year this weekend. If the weather is abnormally warm, we'll do it again. If it's abnormally cold, we'll stay in bed. If it's in-between, well...call for details or just show up.
- Sun. Jan. 4 JANUARY DIAL-A-"B"-RIDE. Leader: Alinda Barth (718-441-5612). See Sat., Jan. 3.

Sun. Jan. 4 10:00 AM C 25 mi. **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.

Sat. Jan. 10 8:30 AM A+ 80 mi. **NORTH SHORE SCHMOOSE.** Leader: Alex Bekkerman (212-213-5358, h.; 212-460-2220, of.) From the Boathouse. This ride will feature brisk pace (around 20 mph), cooperative riding and coordinated lunch stop with Susan Glaubman's group (lunch place will be announced at the start). We'll explore some nice North Shore roads. Snow cancels.

Sat. Jan. 10 8:00 AM A- 60 mi. **NORTHERN SHORTER SCHMOOTH.** Leader: Susan Glaubman (718-596-0477) From the Boathouse. We'll explore some shoreline roads, with occasional stops to warm up, as the weather dictates. Coordinated lunch stop with Alex Bekkerman's group. Nice views of the bay, and back roads (the never-ending search for truth and blacktop!). Cancellation policy: 30 degrees or snow.

Sat. Jan. 10 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sat. Jan. 10 **JANUARY DIAL-A-"C"-RIDE.** Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.

Sun. Jan. 11 **LEADERLESS "A" RIDE.** Meet at the Boathouse at 9 AM.

Sun. Jan. 11 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sun. Jan. 11 **JANUARY DIAL-A-"C"-RIDE.** Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.

Sat. Jan. 17 9:00 AM A / 50 mi. **SNOWFLAKE FANTASY II.** Leader: Jay Rosen (718-857-2610) From the Boathouse. Leisurely ride to Nyack. Long range weather forecasts predict flurries again with a one-inch accumulation for an exciting return. Temps. below 20 F or greater than 2" on road cancels.

Sat. Jan. 17 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sat. Jan. 17 **JANUARY DIAL-A-"C"-RIDE.** Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.

Sun. Jan. 18 9:00 AM A / 65 mi. **MYSTERY RIDE.** Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.). Meet at the Boathouse for a mystery ride to ... breakfast. Bad weather cancels.

Sun. Jan. 18 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sun. Jan. 18 11:30 AM C 20 mi. **BIKE AND SWIM.** Leader: Elly Spangenberg (212-737-0844) From 59th St. & Fifth Ave., Manhattan. That's right -- swimming in January. Bring your bathing suit and a towel, and we'll ride to the Bronx and the Olympic-size swimming pool at Fordham University. Bring \$5 for admission to the Vince Lombardi Sports Center, lock for bike, and lunch or money. Ride is cancelled if any of the following are forecast or exist one hour before the ride: temp. below 32 F, any precip., wind in excess of 15 mph, any snow or ice on road. Phone US Weather Bureau (976-1212) for current conditions and forecast. Be sure to wear warm clothing, including a cap to cover your ears and a pair of warm gloves. Joint AYH.

Sat. Jan. 24 9:00 AM A / 65 mi. **NYACK.** Leader: Alan Zindman (212-989-8529) From the Boathouse. Ride to Nyack with some of my hills. I have some that you probably would like to avoid. Start training for the Skyline Drive early.

Sat. Jan. 24 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sat. Jan. 24 **JANUARY DIAL-A-"C"-RIDE.** Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.

Sun. Jan. 25 11:00 AM A- **WEATHER WATCH RIDE.** Leader: Art Guterding (212-415-6920, of.). From the Boathouse. Temp. above 30 F at 9 AM, 50 mi. to Nyack. Temp. below 30 F, ride 30 mi. to Hoboken. Temp. below 25 F, meet at PATH train station in Hoboken at noon for a short walk to brunch.

Sun. Jan. 25 **JANUARY DIAL-A-"B"-RIDE.** Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.

Sun. Jan. 25 **JANUARY DIAL-A-"C"-RIDE.** Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.

- Sat. Jan. 31 MAMARONECK HARBOR. Leader: Christy Guzzetta (718-596-9833, day; 212-799-8293, eve.). From the Boathouse. Easy-going "A" ride to Mamaroneck Harbor. Early breakfast, 25 mi. out, in Scarsdale, then past beautiful mansions and on to Mamaroneck Harbor. Maybe even a second deli stop on the way back. Need to have a nice forecast (somewhere in the 30s to 40s, no rain, high winds or other bad stuff) to get this ride off.
- Sat. Jan. 31 JANUARY DIAL-A-"B"-RIDE. Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.
- Sat. Jan. 31 JANUARY DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272). See Sat., Jan. 3.
- Sun. Feb. 1 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 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 FEBRUARY DIAL-A-"B"-RIDE. Leader: Sara Flowers (212-921-4317, of.; 718-544-9168, h.). See Sat., Jan. 3.
- Sun. Feb. 1 EXPLORING SACRED SPACES, I. Leaders: Elly Spangenberg (212-737-0844) & Mark Banchik (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.

#### Ride Preview

- 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. The first section is filled, but we're working on a second section (10 people) to go simultaneously with the first. Airfare, \$268 RT; land in Salt Lake City; leave from Jackson, Wyoming. Sag wagon and lodging, \$450. Meals extra. Initial deposit of \$100 due Jan. 31. Balance due by June 1 for ground arrangements. Airfare payment due May 15 to Guardian Travel, 777 Third Avenue, New York, NY 10017 (Valerie Rhodes, 212-688-2661). Call Art Guterding (212-415-8920, of.) or Debbie Bell (212-864-5153, h). B+ and above riders only.

THE JERSEYS ARE COMING!, THE JERSEYS ARE COMING!!

### THE JERSEYS ARE HERE!!!

The waiting is finally over! The new club jerseys will be available beginning with the January meeting. If you paid for your jersey in advance it will be held until you can pick it up. Additional jerseys will be available for sale while the supply lasts.

Lee Gelobter

#### Winter Training Tips by Josh Keller

To maintain top level fitness through the winter months I have developed the following training program after years of experimentation. Follow it religiously!

- 1) ADJUST MILEAGE --- increase hours spent under a blanket and in front of the television. Spend time with noncycling friends & family.
- 2) MODIFY DIET --- to fight winter cold, try to gain five to ten pounds. Increase intake of chocolate and alcoholic beverages.

I realize not everyone has the discipline to adhere to such a rigorous program to the letter but remember every little bit helps.

A consistent and varied winter program will improve your season by not only building strength and endurance, but also by improving your attitude and motivation.

--- Connie Carpenter-Phinney

CALLING ALL B LEVEL RIDERS AND LEADERS.....

We are having a January meeting to plan our training rides and the 1987 ride schedule. Please call Sara Flowers (212/ 921-4317 days, 718/ 544-9128 evenings) if you would like to attend or offer suggestions. Call before January 24.

START THOSE DIMES 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 Walls 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 TV screens that America knows what club he rides for.

If you would like to help David in his efforts send your contribution payable to:

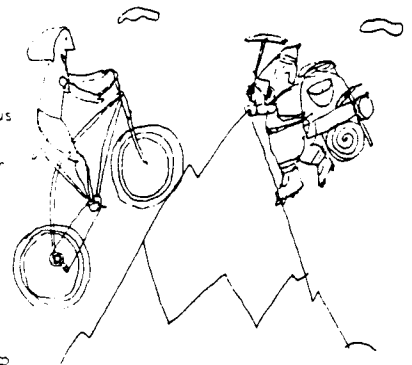
NEW YORK CYCLE CLUB, RAAM FUND  
c/o Lee Gelobter  
2686 Ocean Ave. Apt.F3  
Brooklyn, NY 11229

SLIDE SHOWS -- "AT HOME"

Irv Weisman

Karen Sauter's slide show of her solo bike-camping tour, from Seattle to San Francisco, was enjoyed by 15 people who responded to the notice in the Dec. Bulletin. Karen climbed many hills and captured many lovely views; all we had to do was enjoy them, with no physical effort at all. The would-be campers among us, and the just plain curious picked Karen's brains about her equipment, campgrounds, and details of her adventures with interesting people she met in her travels and with many of whom she still corresponds. She had along some slides, taken the day before she returned home, for which she apologized because "...they were not really biking slides." No, they were merely about her 18 mile hike to, up, and from the famous Half Dome in Yosemite National Park. By "up", I mean she actually climbed the vertical face of the Half Dome to its very top, albeit with the help of ropes and posts which are installed on the face for adventurers like Karen. The slides of this hike were a beautiful topping (pun intended) to an already beautiful show. Karen has plans to leave NYC area early in 1987, so we especially appreciate the time and effort she took to share her Pacific bike tour with us, "At Home."

Our next "At Home" slide show will be held at Bernie Pearlman's home, which is accessible from many subway lines. on Sun. Jan.25 at 4PM. After the show, those so inclined will have dinner in nearby Chinatown. Please call Bernie (212) 285-1235 to make your reservation and to get travel directions.



DECEMBER 1986 BOARD OF DIRECTORS' MEETING MINUTES SUMMARY

Alinda Barth, Secretary

A letter from Sara Sloan, head of the Ballot Counting Committee 86, with suggestions for next year's election procedure was tabled for discussion closer to election time next year.

Martha Ramos resigned as NYCC member to the Bicycle Advisory Committee.

Ed Rudetsky will serve as the new member and Martha will serve as alternate.

The Club's finances were discussed. A surplus of \$ 300 is expected for 1986.

The Board decided to sell surplus Club jerseys for \$ 37 each.

The Board reaffirmed its decision to set aside for Dave Walls' support in RAAM 87 any profits it realizes from the sale of the Club jerseys.

The next Board of Directors' meeting will be on Tuesday, Jan. 6, 1987.

TO ALL CONTRIBUTORS: I can't publish everything, BUT.....I give priority to items typed on 8 1/2 x 11 paper crossways (in the 11" direction) because this works well with the reduction function of my copy machine.

*Caryl*



Tuesday, August 30, 5:00 p.m. The eastbound climb to the top of the Roc Trevezel is lonely and hard. The full one thousand feet of it are accentuated by gusty headwinds ripping across the bare slope. The spectators are still massed at the crest and I get a good hand; well, nobody passed me on this stretch! As soon as I start down, however, a tight pack overtakes me; I am too tired to hang on.

I want a rest. I want to lie down in the grass and watch the clouds gliding hurriedly towards the sun declining in the Western sky, to sense the freshness of the evening breeze, to let my aching muscles slacken contentedly. The temptation is growing. I pedal as long as the descent continues, but as soon as it levels out, I yield. For fifteen minutes.

I am lounging on a grassy knoll overlooking a lovely river gorge, when a disciplined formation, splendid in Gold and Royal, floats majestically by on its way to Brest. We have all been rooming together in the "Foreign Compound" at the FIAPAD and I call out "Heya Sverige!" The roused Nordic chorus booms something in return; was that "Heya Lettland"? It's time to get moving.

Past Huelgoat, two riders gain on me. They wear red number plates: the 4 p.m. boys. One of them is evidently hurting. He is middle-aged, lean, sinewy, his calves practically stand away from the leg bones. The fresher younger man is ahead, pulling; the one behind is keeping up, sometimes getting out of his saddle in order to maintain his grip onto the preceding wheel. They look like sacrificial riders, "workers" flung by contending clubs on to the road to pave the way to Brest for the designated stars. Their job done, they would still like to make it back. For the record.

I join in. Their pace agrees with me. We are climbing up the river valley towards Carhaix with no words spoken. The breathing comes hard and uneven in the effort, but it feels nice to be keeping up.

Post on the railway tracks: Carhaix. It is dusk. I order a coffee and a pair of croissants at the bar; this stop will not be for long. While I am munching, a tall, sandy-haired cyclo taps on my shoulder. He is Belgian and would like to trade his cap for the Stars and Stripes. I want to keep them till the end of the ride to preserve appearance of identity, but would be happy to let him have the cap afterwards. He is in a hurry to get underway - his club is leaving. He wants that I keep his cap anyway. He should be arriving at Ruell about 8 on Thursday morning and will be hanging around there till noon. We shake hands. He leaves and I stuff the Gold and Lilac "Cycles Doumont" into my handlebar bag.

Just as I am getting ready, John and Mike roll in. They stopped to eat in Landerneau and are not hungry. We set off together.

Under the viaduct and uphill; and mostly uphill; and still uphill. The land is a succession of enormous rollers rising ever higher, luxuriantly green in the bright setting sun. We enjoy roughly an hour of this drama until, by Rostrenen, it becomes prudent to turn on the lights. While we are fumbling with our dynamos (here comes the bungie again), a car comes lurching out of a dirt driveway. Its occupants inquire, awe mixed with interest, whether the P-B-P is really tough. (Est-ce dure?) We assure them that it is.

Into the second night. It is eerie to ride in pitch darkness, where the visible world is limited to the reach of one's headlamp. The legs feel the resistance of rising grades, the face senses the air speeding by on downhill runs; every once in a while, a dog raises a rucus from an unseen front yard, but, except for the periodic faint glimmer of distant lightning, we are aware of nothing beyond our little cavalcade and the road surface some thirty feet ahead, at best. From time to time, one paceline or another spins busily by, intent on securing some sleeping cots in Loudeac no doubt, but we do not have what it would take to hang on to them. We are doing 12 mph, I guess.

We are beginning to wander all over the roadway. The downhills are never long enough and the uphills are ever more exhausting. I espy the sign for St. Caradec and a long argument with John ensues about how far from Loudeac this would place us. He claims to have seen another sign which showed 15km, whereas I remember that the map said 9. We get hot and testy. Fortunately, the dispute is cut short by a shout and a flashlight waving from the darkness, they are making sure that we do not miss the turnoff.

The contrôle is softly lit. Cyclos are lounging and snoring in every nook. It is 11:30 and there will not be any cots until midnight, but then we would like to have food first in any case. I make the reservations and we proceed to the kitchen. Ravenous, I pick up a steak, some potatoes and a half-bottle of Bordeaux. We sit down and chew as hard as our condition allows. Not much is said.

The wine is somewhat rough young stuff, but it exudes the desired warmth and contentment, relaxation. Too much of it suddenly. Something does not feel quite right. The world begins to swim and, uttering "I don't feel good...", I sense myself sliding off the bench onto the floor. I am told that Mike followed me in seconds.

I come to with my eyes closed and no force to open them. The relaxation is total: it feels like all sorts of inkept matter are about to creep out unless I get my muscles under control immediately. I hear people crowding around me excitedly. Questions are shot at me by the attending medics, in French of course, and I answer these apace, with my eyes still closed, husbanding the available resources. I tell them about feeling tired, of wanting to throw up, then I am being heaved onto a stretcher; carried; set down. I finally open my eyes to face a pretty, petite nurse who is keeping track of my unhurried pulse rate. Once my eyes are open, the vigor quickly returns, but the cots are few, Mike and I have been out for a few minutes and we shall spend the night in the stretchers. I have no objection, but Mike wants to sleep in a bed and keeps the fuss up long after the attendants leave and turn the lights out. I hiss at him to be quiet and entertain a brief thought of strangulation but, happily, sleep gets the better of both of us posthaste.

## 1986 NEW YORK CYCLE CLUB ANNUAL AWARDS



Rookie of the year	Roberta R. Pollock
Best dressed rider	Tony Nappi
Flat queen	Claire Goldthwaithe
Flat king	Herb Dershowitz
Best on the road repair	Christy Guzzetta
New Horizons Award	Art Guterding
Most Scenic ride: Skyline Drive	Guterding, Steyaert, Bell
Best ride: Greenwood Lake	Debby Bell, Ric Plate
Comeback rider of the year	Caryl Hudson
Couple of the year	Roberta & her husband (Steve)
Entertainer of the year	Tony (Pesto) Nappi
Most improved rider	Debby Bell
Best Buns Female	Julie Steyaert
Best Buns Male	Christy Guzzetta
Wrong way Corrigan award	Lorenzo (Pasta) Perrone
Ride Leader of the year	John Mulcare
Animal of the year	Alex Bekkerman
Rider of the year	David Walls

## THE PERSON WITH THE MOST TOYS.....

baron

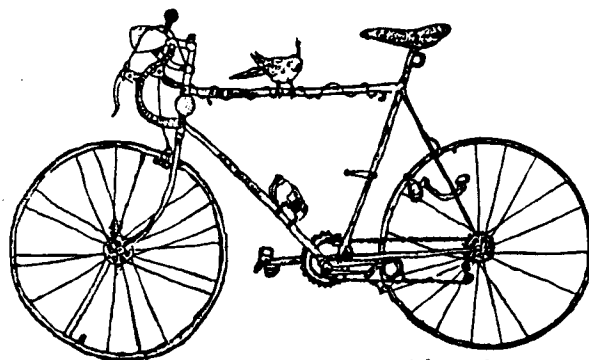
ONE LESS TOY. Three months ago I reported on a friend's bike, left on a city street, locked with a Citadel. The lock was snapped off and the bike gone. I'm sorry to report a similar story about a Kryptonite lock. One of my sons had a white Nishiki International with Brooks saddle and his social security engraved (by the police) on the bottom bracket. He left the bike, for three or four hours at a time, in front of NYU's security office, until someone slipped a piece of pipe over the end of his Kryptonite and snapped it off at the lock-in part. There is a solution to this particular problem: a plumbing joint "T" will make it impossible break the lock in the above-mentioned way, and the "T" should only cost a couple of bucks and weigh a half-pound. Three years ago the Nishiki was insured with the new lock, and 2 years ago we had separate insurance, but those companies don't send automatic renewal notices, and last year we let the insurance lapse.

And, don't forget, if your saddle is worth \$15 or more, it is also a target. Secure it with a length of old bicycle chain to the seat stays. The urban code doesn't allow thieves to carry chain tools (or to use them to steal saddles).

Bikes need maintenance, and many shops run winter special on tune-ups. Unless you have sealed head set, hubs and bottom bracket, it is probably a good idea to do this work annually. I urge you to buy a good repair manual or two for \$10 or \$15 and a few necessary tools as required, and do your own work. Chances are you'll do better work than the shops, and at \$65 or so you'll have enough change left for double strawberries at the Flagship even after you buy tools. Next year you'll be in even better shape, of course, and can buy my doublestrawberries and French toast.

When my repair work isn't so good I blame it on inexperience, not on the lousy mechanic, but when a shop does poor work, well.....

If, finally, you have work done by a shop, be sure they do everything necessary (the lubing mentioned above) but nothing unnecessary. Look at brake pads and cables at stress points (up inside the brake hoods, for instance) and replace frayed cables, and pads that are getting close to the metal. But keep in mind the axiom of the wizard of odds: IF IT AIN'T BROKE, DON'T FIX IT!



It's 1987.

Did you renew your NYCC membership?

The form is on the back cover.

Mail it or bring it to the next meeting.

Thanks,

*Alene*

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### Bikers Oatmeal Breakfast - Distance Tested - by James Rosar

Oats are great for horses, it's where they get their horsepower, and you'll be surprised at how much mileage you'll get from a bowl of this stuff. I prefer regular rolled oats; they have a more agreeable texture than the processed instant kinds.

Into bowl-	2/3 cup	rolled oats (Quaker Old Fashioned)
	2 tbs	7 grain cereal (optional)
Into small pot-	1 c 4 oz	water
	1 tbs	nuts (peanuts, walnuts, anything)
Bring to boil, add grains.		
Simmer 5 minutes -		stir occasionally.
Meanwhile- Into bowl-	2 tbs	dried fruit (dates, raisins, anything)
	2 tbs	wheat germ
When oats are cooked, stir in fruit & wheat germ.		Let stand 1 minute.
To serve, dump oatmeal into bowl, carve your moat, (doesn't anyone carve moats anymore?)		
Smooth-	2 tsp	applesauce on top (yum)
Sprinkle-	to taste	brown sugar, cinnamon, nutmeg
Pour-	moatful	milk
And then- Engorge!		

This preparation is especially recommended for those bleak, blustery mornings when a portable furnace seems like a great idea. Happy Cycling!





# TO SPIN OR NOT TO SPIN, THAT IS THE TOURIST'S QUESTION

Irv Weisman

Conventional cycling wisdom advises spinning (pedalling) at 80 rpm and higher. While this advice is appropriate for racers and other high performance riders, it is of questionable value for class B touring cyclists. Briefly stated, for any given speed, a lower cadence, in a slightly higher gear, is more efficient than is a higher cadence in a proportionately lower gear. Spinning, in fact, is effective for an aerobic workout precisely because of its lower efficiency - it consumes more energy and stresses the heart more than does a lower cadence for the same speed.

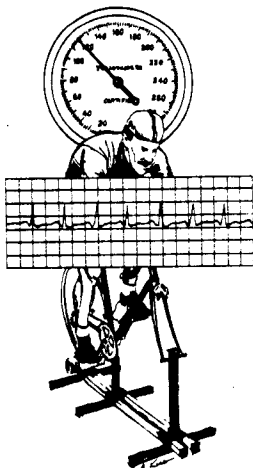
On the other hand, a lower cadence requires higher pedal pressure, and therefore runs the risk of wrecking your knees. This, unfortunately, is what happens to many beginners who ride in their highest gear for long periods because they think it proper to push hard on the pedals in order to get exercise value from their riding. It can also happen to more experienced riders who climb too many hills with inadequate low gearing, often getting out of the saddle and "dancing" or "honking" their way up the hills. Although this hill climbing technique is more energy-efficient than is spinning, it will tire your leg muscles sooner than necessary and will, if prolonged, lead to knee damage. It should be obvious by now that we each have to make some compromise between spinning, for its knee preservation characteristic despite its inefficiency; and pressing, for its efficiency accompanied by its tiring of muscles prematurely and its propensity for wrecking knees.

The long distance touring cyclist is best served by cadences between 65 and 75 rpm. This range avoids the inefficiencies of the 80 and higher cadences and also the knee-damaging cadences below 60 rpm. If high performance is your ultimate goal, then you have to train yourself to both spin faster and press harder. Spinning is the safer first approach in that it will only tire you, whereas pressing hard before you have very gradually trained your knees to withstand the higher loading will induce knee injury.

No doubt many readers are surprised at this challenge to the efficacy of high cadences. My conclusion is based on my theoretical analysis and on data taken some years ago using a Racer Mate. This winter, I hope to augment the original data with the help of three "laboratories" located in Manhattan and Queens. A data-taking session of approximately 2 hours will include two sequences of riding with a break in between. The sequences will be adapted for the different classes of riders so that for most of each run you will be well within your comfort range, and only towards the end of the runs will you be working hard, but not necessarily at your maximum. The tests will show the effect on your heart of 1) different pedalling rates for the same bike speed, and 2) increasing work load, while you maintain constant pedalling cadence. This second test is, in fact, a measure of your overall work capacity. The test results should be of interest to anyone who has an interest in his/her body's response to different workloads and riding conditions, not only to high performance riders and racers. Call for an appointment, the price is right.

The theoretical analysis and the results of this study are scheduled for presentation in my GEAR'87 workshop, "Spinning is The Way To Go - Or Is It?" Your participation in the tests will help establish a large data base from which reliable conclusions can be drawn; I hope that you will be able to schedule a session at one of the three "laboratories" during the coming off-season. When you call to volunteer, please provide your leg length (crotch to floor), and your preference for a weekday evening or Sun. afternoon test time. The "laboratories" are at:

Ed & Sara Flowers	111-50 76 Road (4L)	Forest Hills	(718) 544-9168
H. Holland & R. Herbin	211 W. 106 St. (8c)	Manh.	(212) 666-2162
Maggie Clarke	1795 Riverside Dr. (5F)	Manh.	(212) 567-8272



Time Trial Results 10/18/86 Approximate Distance: 17.60 miles			
No.	Name	Time	Place
1		1:03:15	
32		1:20:43	
33		1:48:07	
34			
35		1:30:58	
37			
38		1:48:07	
39		1:04:36	
40	Kathy ?	1:02:17	
41		59:29	Third (W)
42		1:00:18	
43	Debbie Bell	1:07:51	
44		58:34	Second (W)
45			
46			
47			
48	Jay Rosen	53:44	
49		57:35	
50		1:04:10	Second (M)
51		52:59	
52		56:25	
53	Pat Minervina		
54			
55			
56			
57			
58			
59	Roberta Pollack		
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Dear NYCC,



When I wrote my postcard confessing infidelity to the club, Greg wrote back with only a slightly accusatory tone: if you're gonna cheat, at least give us a seething account so we all can enjoy it! So here you are...

On the bright yellow and orange license plates of New Mexico, it says "Land of Enchantment". I have come to whole heartedly agree. Santa Fe is a city 7000 feet above sea level and surrounded by mountains, the Sangre de Christo to the east, the Jemez to the west, and the Sandias to the south. Because of its excellent climate and rich cultural heritage (it was founded in 1609 by the Spaniards, yes that's before the pilgrims) it has become a center for the arts. The Santa Fe Opera brought me here this summer. The Opera is known worldwide for its premieres of new works and innovative performances of older ones (for those of you who spend time at the Metropolitan Opera and tire of the woofy, abused voices there, you should give this company a try).

When I first arrived in town, I began commuting to the Opera on my bike, ten miles each direction. But the Opera is on a busy highway, the main northern route to Taos and beyond, and people drive loco here-very fast-no policemen. Also New Mexico does not have an abundance of paved roads, so the ones that do exist tend to be busy highways. Where to turn for help?! Of course your local cycle club. I started riding with the Sangre de Christo Cycle Club and they showed me some wonderful spots though many you need to drive to get to. Here are a few of my favorites:

**Puye Cliffs:** drive to Pojoaque with the bike in the car, take the Los Alamos turnoff and make the first right after the Rio Grande River. Park and here you have a beautiful highway all to yourself. Ride 10 miles on the flat plain below huge mesas on both sides, turn left up the mesa (mucho grande hill) and the Puye Cliffs appear ahead. It is another 8 miles or so to get there. These are cave dwellings like Mesa Verde inhabited in post-Roman times by several thousand farming Indians. You can't climb them in your bike shoes, go in the car for that. Coast back to your patiently waiting auto. Total 40 miles if you go to the canyon and the Pueblo.

**Cochiti Lake:** drive toward Albuquerque on I-25 and take the Cochiti Pueblo exit, drive to the lake campground and park. The road you ride on encircles Cochiti Lake (really the dammed Rio Grande River). Ride the Dam Crest Road to the Cochiti Pueblo (20 miles) turn around and go back the way you came. Tetilla Peak looms to the East and the Sandias are to the South. A very scenic and totally flat ride, 40 miles total.

**Lamy:** If you take the Amtrak to Santa Fe, this is your stop. Ride south out of Santa Fe on the Old Pecos Trail, turn east towards Los Vegas (NM, not the famous one), then turn south towards Clines Corners. Take the Lamy turnoff, gee, here's a train station, where's the town? This is the town! There is a very old church here as most small towns have, some with huge buttresses. This is a hilly, very pretty ride, great for after work. 36 miles.

And these are just a few. So pack your bike and come to New Mexico. You don't have to get vaccinations and the water is safe. I've found my little spot on the face of the earth so this is a farewell, I won't be back to NYC except to visit. So make your reservations and come to the Land of Enchantment.

*Beeth Van Arsdel*

#### QUERY: NEW ORLEANS TO HOUSTON RIDE

Well, folks, once again the weather has gotten cold, and my thoughts are turning to a warm-weather tour this winter. Y'all probably remember my RAFL (Race -- snail-style, that is -- Across FLorida) between Xmas and New Years a year ago. I'm going to a Biophysics meeting in New Orleans Feb 22-26, 1987, and thinking of following it up with a bicycle ride to Houston, where I have cousins. Looks like about 350 miles, and in my typically leisurely manner I'll do it in about 5 days of cycling (fully loaded).

Now the questions:

- (1) What's the weather like down there in February? Is it really going to be Spring?
- (2) Any suggestions -- roads to stay on or off? I'm thinking of heading up to Baton Rouge keeping on the East side of the Mississippi, but heading more-or-less due west from New Orleans looks interesting too. There seem to be few roads from Louisiana into Texas in the Port Arthur area, and I'm a little concerned about traffic, since the area is industrial.
- (3) How 'bout good eatin' places? (Cajun country and all that....)
- (4) Do you know anyone who lives along either route, and might be interested in putting up a cyclist / biophysicist / Western-swing musician for the night?

I promise a trip report, and maybe another recipe (if I can convince Paul Bocuse to give one up....).

You can mail me a reply or call me up.... Thanks!

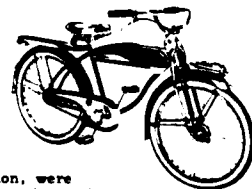
Peter S. Shenkin  
1522 Unionport Rd. #4-G  
Bronx, NY 10462

home: (212) 829-5363  
work: (212) 280-5517



## MEMOIRS OF A PARVENEY CYCLIST

by Richard Rosenthal  
Part I



In Detroit in the late '40s and early '50s, a young boy's thoughts, to the extent they were about transportation, were of the Soap Box Derby and the Body by Fisher automobile design contest. My school-mates (in addition to Ivan Boesky) were the sons of senior executives of General Motors, Chrysler, Ford, and American Motors. (Their daughters were consigned to a sister academy.) Only recently have I learned that Detroit was a major source of outstanding cycling talent, e.g. Sheila Young Ochowicz and, I believe, Connie Paraskevin. I was (briefly) a copy boy at the Detroit Free Press, on occasion serving time in its sports department, while (also briefly) in law school. I can testify that cycling was unreported in the Motor City, where a youngster came of age knowing a car was his rightful inheritance and upon which inheritance his parents were relieved of their primary parental responsibility: driving their kids. I had, as my sole mode of transportation, a car in my teens, motorcycles in my twenties, and bicycles in my thirties: I am downwardly mobile.

I recall some early bicycle riding. I recall my father's running alongside me up and down our street with a guiding hand on my seat. (The ambiguous duality of that last word is deliberate.)

I recall losing my much bigger brother's newspaper route book when he came down with the vapors or some other dubious illness for which Twentieth Century medical science has yet to find a cure. He prevailed on me by force of sheer reason--my own future good health--to take his route. I did. And, I swear, accidentally lost his route book with its notations of who got a paper and who owed how much--an early indication of my astute business acumen since borne out in full.

I've recently seen a photograph of me, c. age twelve, with my bike, a three-speed Raleigh or Rudge. When it was new it had fenders, front and rear lights, a fully encased chain guard, a kickstand, and a huge tool bag. By the time the photo was taken, which could have been as soon as a week after I got it, the chain guard, lights, fenders, kickstand, and tool bag had been removed, the handlebars had been reversed into an ersatz downswEEP, and the entire bike had been made faster by the addition of horizontal white stripes of Johnson & Johnson adhesive tape around the three main tubes. (Years later I would again turn to Johnson & Johnson for my cycling needs.) This customizing work presaged what I would do to my first car a few years later to remain on the cutting edge of fashion: strip it of all its chrome and lead-in the plug holes. That was cool.

But the fact remains that, except for the usual amount of bike riding a young boy does, I never really rode a bicycle until I was forty years old. Were it not for a single act of grace on the part of the New York Transit Union I might never have discovered the joy of cycling in my adulthood, and I will never, ever be able to sufficiently repay them for it. They went on strike in 1980 and that obliged me to turn to a bike I bought during my three-year, utterly mis-spent Hegira to Hollywood a few years before.

It is a State of California requirement that all citizens manifest some form of outdoor exercise. I complied by buying a Schwinn LeTour at Beverly Hills Bicycles, now either out of business or, worse, moved to the Valley. It being in Beverly Hills, the bike shop was fully carpeted. I recall insisting on a kickstand, a chain(ring) guard, and safety (sic) brake levers. I was determined to get as much for my money as I could. And if I was going to pay top dollar for the bike (around \$175 as I recall), I was going to have some real weight to show for it.

Actually, its purchase was calculated to further a relationship that, as it happened, expired after two months; but, Zelig-like, for those two months I would be whatever Trisha wanted me to be. It wasn't until a few years later that I learned just how qualified she was to be an arbiter of Things California as, I heard, she undertook her fourth marriage. Nevertheless, cycling remains from that relationship the longest-lasting, most positive force I'm left with from any relationship.

The chain from my Schwinn derailed in the course of the bike's being moved to New York. I was completely undone by that. I mean, totally flummoxed. I caved in to total despair at ever having this fixed--and so it sat, occupying 20% of my new New York apartment with me swearing that United Van Lines was going to pay, and pay plenty for this damage. I was in one of my periodic deep recessions and was in no position to pay the. I imagined, some twenty or thirty dollars to have this repaired. And, god knows, as a well-born Jew, bred of a fine Episcopal prep school, I was utterly unprepared to fix the bloody thing myself, having neither the required knowledge or skill. So there the bike sat. Until the transit strike.

My office was only a fifteen minute walk from home (or twenty minutes by bus when they were running). But I liked the idea of wheeling a bicycle into the lobby of an office building. And I liked, maybe even courted an image of eccentricity. So I biked the one mile.

Company management, eager to encourage employee attendance during the strike, suffered bicycles being brought onto its floors--but only during the strike. Management did not think it a fine idea to continue this policy beyond the end of the strike. I did.

I don't mean to suggest a cause and effect relationship when I next report I celebrated my getting fired from this job some months later by taking my new Trek to Koblenz, Germany, at the confluence of the Rhine and Moselle Rivers.

I've mentioned there a new bike. I went to a bike store and presented myself to its owner for what I was: a wholly uninformed, aging tourist with no other wish in life than to go up an Alp without getting off my bike. The owner assured me he understood fully what I wanted and needed and told me to come back in a week, that my new bike would be ready. When I presented myself to pick it up, he presented me with a nifty racing package--short and steep with maybe a twenty-three, twenty-four tooth low cog. Seems that store couldn't (and, some say, still can't) see past a racer's needs. I demurred on the bike and ripped up the Master Charge slip. The owner is still pussed. He should be. I was an easy pigeon. I still have the bill. Close to \$1100. In 1980 dollars. For a Trek, yet. Imported all the way from Wisconsin.

I was in the thrall of Trek because (then, not now) it was a small production bike with, putatively, some handwork; both those qualities fed yet another one of my affections. So I delivered myself to D.J. Cycles in Belmar, two hours from New York on the Jersey Shore. I regarded traveling to anywhere in New Jersey as a sacrifice but I liked the idea of sacrificing for cycling.

I struggled at D.J.'s to understand Derek's explanation of how a presta valve works. It was no use. I flunked physics in college, although I tend to attribute that to the fact that lab was held on Saturday mornings from eight to noon, a schedule inconsistent with my educational objectives. Now, twenty-two years beyond that lab, I was assured anew my failure had been richly deserved. Here I was, a man who had at one time proposed to create beautiful buildings which presumably had to also stand up, but I couldn't grasp the Concept of a valve locknut. Some things, I balmied myself, simply aren't easily learned in adulthood.

Back in New York I unloaded my new bike from the rental car trunk. The chain had wound itself around the rear derailleur in an impenetrable molbus strip and the rear derailleur had wound around itself. I wrestled them to a draw on the floor of the Avis office, to what I, in my newfound paranoia, felt was the undisguised amusement bordering on sheer glee of the garage attendants. Finally I called my new rabbi long distance, Derek.

My career as an expert bike mechanic was underway. I was suffused with the feelings of self-sufficiency and independence that is the rightful due of all cyclists. Twenty-two years before I had also summarily quit my one previous attempt at fraternity. This one, my fraternity with cyclists, I felt sure might last.

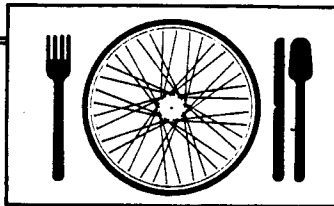
Copyright 1987 by Richard Rosenthal

(NEXT MONTH: The first of six solo adventures in Europe--this one from the Rhine to Italy without the benefit of knowledge, experience, skill, training, muscle, or itinerary. Also, the first of four stolen bikes.)

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



**NEW YORK CYCLE CLUB**  
MONTHLY MEETING  
Tuesday, January 13



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

## CHRIS MAILING'S ANNUAL RACE ADDRESS

Chris is going to give a quick slide presentation of pace-line riding. Then he's going to cover problems he sees that often come up in club rides. (Don't worry, he won't mention any names.) Chris will then open the floor to individual problems. This is the time to ask questions, solve problems, tell stories, etc. Please come join us and our own Chris Mailing for an informative evening.

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

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

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

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

ARRANGED BY JODY SAYLER V.P. PROGRAMS

### HAPPY NEW LIFE -- HAPPY NEW E (FOR "ENFANT") RIDER

By Cyclops

ED and BARBARA MAJOR had planned to bike across the country. Instead they bought a home in Glendale and had "the icing on the cake" -- a 10-pound 2-ounce baby boy. Dennis Christopher was three weeks late, born on Monday, August 4, but at 6:47 a.m. -- an early riser like his father. Dad Eddie's other creative outlets are: his job (innovative party and events lighting, like for the recent Wollman Rink opening), renovating his 100-year-old house, and gearing up his riding status to B. With such a good first baby, former medical social worker and second grade teacher Barbara has time to ride her Bianchi, converted to rollers, in the basement.

Ed and Barbara's "major" effort joins our growing E riders contingent: TONY MANTIONE's Michelle (who recently attended a club meeting), and LEE GELOBTER's Michael -- both three years old; and LARRY REILLY and WINIFRED ZUBIN's Timothy, and LENNY LoPINTO's Leonard Jr. -- both two years old this month.

Welcome, Dennis Christopher -- and Happy New Year, E riders, and all!

## **New Members** -- compiled by Irene Walter

COLVIN, Bruce	2413 E. 26 St.	B'klyn	11235	718-934-2660
DOTY, Kathy	225 E. 72 St. #709	N.Y.	10021	212-650-1353
HOLLAND, Jessica	155 E. 93 St. #3B	N.Y.	10128	212-410-3768
LUTZ, Dave	423 Hicks St.	B'klyn	11201	
McGOWAN, Brian G.	160 E. 26 St. #6F	N.Y.	10010	212-689-8785
PALM, Patti	2120 Broadway #3	Astoria	11106	718-956-1527
PAPPAS, Gregory	170 Ave. B #2S	N.Y.	10009	212-677-4722
PRINCIPE, Richard	210 W. 101 St. #6A	N.Y.	10025	212-662-6025

### NEW ADDRESSES:

BEKKERMAN, Alex	150 E. 27 St. #L-A	N.Y.	10016	212-213-5359
SPERGEL, Howard	30 Dogwood Lane	Port Washington	11050	516-883-3091
VOJTECH, Bill	2214 64 St.	B'klyn	11204	718-259-3036

NYCC MEMBERSHIP AS OF 12/1/86: 644 MEMBERS

# 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.

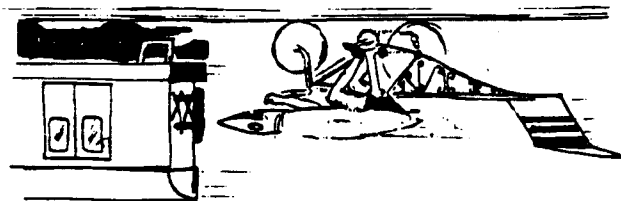
WHERE DID YOU HEAR OF NYCCT?

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

## Time to Renew!

Hannah Holland  
 211 West 106 Street  
 New York, NY 10025



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