November 1987

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RIDES PROGRAM



CUIDELINES FOR CLUB RIDES

NYCC rides are intended to be friendly group rides: we don't like to "drop" or lose snyone. 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.

- 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.
- 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 + A A -	16-17 15-16 14-15	19-20 18-19 17-18	Sports	Vigorous riding over hill and dale. High regard for good riding style. Can take care of themselves anywhere. Stops every two hours or so.	1:12 - 1:17 1:17 - 1:23 1:23 - 1:30
8+ 8 8-	13-14 12-13 11-12	16-17 15-16 14-15	Tourists	Moderate to brisk riding along scenic roads, including hills. Destination not so important. Stops every hour or two.	1:30 - 1:39 1:39 - 1:49 1:49 - 2:00
C+ C C-	10-11 9-10 8-9	13-14 12-13 11-12	Sight- seers	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half hour or so.	2:00 - 2:14 2:14 - 2:30 2:30 - 2:48

* New members can assess their probable riding class by riding 4 full laps around Cental 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.

********PLEASE NOTE THE FOLLOWING CHANGES IN THE RIDES PROGRAM FOR OCTOBER 31*******

Sat.Oct. 31 FOR STEVE SCHUETZE: A RIDE IN MEMORY OF OUR GOOD FRIEND, ROBERTA'S HUSBAND. Steve and Roberta had listed a ride to Ossining today. We will ride in his memory, leaving the city in several groups, and reassembling in Tarrytown. From there Clay Heydorn and Simone Smith will lead us through Sleepy Hollow country to Ossining and lunch at the Highland Diner. Rain date: Sun., Nov. 1.

From the	e Boathouse		
A	Leaders:	Christy Guzzetta (718-596-9833) & Bob Trestman (212-996-0358)	8:00 AM
A –	Leaders:	Brian McCaffrey (718-634-1742) & John Waffenschmidt (718-476-6888)	8:36 AM
B+		Susan Glaubman (718-596-0477)	8:30 AM

From 242nd St. & Broadway, Bronx (last stop on No. 1 subway) at 9:66 AM -- 66 hilly miles B/B-/C+ Leaders: Sara Flowers (718-544-9168, h.; 212-921-4319, of.) & John Mulcare (718-672-5272)

- every

 NOVEMBER SUNRISE. Leader: Joe Furman (212-861-5067) From the Tavern on the Green, Central Wednesday

 6:15 AM

 NOVEMBER SUNRISE. Leader: Joe Furman (212-861-5067) From the Tavern on the Green, Central Park. Warm up for your weekend ride with 2 or 2-1/2 laps at a B to B+ pace while the city air is in its cleanest state. Emphasis is on body maintenance and time in the saddle (1 hr.) rather than pacelines and speedwork. RSVP Tues. eve., 7-10 pm. Rain date: Thursdays.
- Sun.Nov. 1

 9:00 AM

 A

 75 mi.

 BOB'S BAYVILLE BULLET (AKA LEE'S BAYVILLE BEACH EXPRESS). Leaders: Bob "The Rocket" Foss (212-594-5402) & Lee Gelobter (718-646-7037). Description by Gelobter. From the Boathouse. Join us for a friendly-paced ride over a classic route to Bayville. Enjoy the remainder of the North Shore's foliage. Quick breakfast stop in Roslyn. Lunch in Bayville. Most of this ride will be ridden in a tight paceline. Anyone riding outside the formation will be shot, twice. Temps. below 32, above 90; thunder, lightning, or tornados cancel. This ride will also be cancelled if the Oct. 31 Steve Schuetze memorial ride was postponed.
- Sun.Nov. 1
 7:45 AM
 (maybe) loading tens of thousands on buses to Staten Island, meet at the Boathouse for a ride to Nyack or Piermont for brunch and return to Central Park in time to see the leaders. Rain, snow, sleet or hail won't stop the NYC marathon, but will cancel the ride. This ride will also be cancelled if the Oct. 31 Steve Schuetze memorial ride was postponed.
- Sun-Nov. 1
 9:Uu AM
 B
 50+ mi.

 ONE MORE LOOK AT THE SOUND... Leader: Sara Flowers (718-544-9168, h.: 212-921-4319, of.)
 From the Statue of Civic Virtue ("E" or "F" train to Kew Gardens/Union Turnpike). A few zigs and zags (some new -- to me, anyway) toward Bayville as conditions permit. We will eat in or out as conditions dictate. There are still a lot of good, brilliant days left before winter; maybe this will be one. Call for info. or to make suggestions. This ride will be cancelled if the Oct. 31 Steve Schuetze memorial ride was postponed.
- Sun.Nov. 1
 9:00 AM/
 9:45 AM
 C/C25/14 mi.

 THE CLOISTERS AND WAVE HILL, SUNDAY VERSION. Leader: John Mulcare (718-672-5272) From Statue opp. Plaza Hotel (59th St. & Fifth Ave.) at 9 AM, or 178th St. & Ft. Washington Ave. at 9:45
 AM. This is possibly the last chance this year for those who are primarily Sunday riders to catch this ride, but, as always, it's open to all riders. The Cloisters has suggested admission charges (we won't stay there long, so be guided accordingly) and the admission is \$2 (\$1 for seniors) at Wave Hill. See note at end of Rides Listings for "C Ride Recommendations and Cancellation Conditions." This ride will also be cancelled if the Oct. 31 Steve Schuetze
- Tues.Nov. 3 ELECTION DAY 100K. Leader: Debbie Bell (212-864-5153) From the Boathouse. Where we go depends on my whims and your suggestions, but in any event we'll be back by mid-afternoon. A-/ $62\pm$ mi. Questionable weather may cancel: call if in doubt.
- Sat.-Sun.

 Nov. 7-8

 SOUTHERN BERKSHIRES POST FALL FOLIAGE WEEKEND. Leaders: Joe Furman (212-861-567) & Karen Reich (212-874-7923). A cool, crisp weekend for those who can't get enough. The roads were B+ scouted from scratch and will be peaceful, beautiful and different. Moderately hilly. Inns fill up fast, so call well in advance for information on reservations and transportation. A Friday or Sunday night stay is possible for those interested in staying longer. Rooms range from \$40-\$70/night incl. breakfast (this can be divided by two people). Transportation, if
- Sat.Nov. 7 TURN AT THE TURNING POINT. Leader. Herb Dershowitz (212-929-0787) From the Boathouse. 8:00 AM Because of today's memorial to Steve, this will be a quick ride to the Turning Point in Piermont.
- Sat.Nov. 7

 B+/B/B
 DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.; 212-921-4319, of.). If you want to ride, call me and I will let you know who on your level is ready to join you. Call in advance and leave your number and name with me if forecasts seem promising. I will find
- Sat.Nov. 7

 9:00 AM

 0/2 CONEY ISLAND AND OTHER BROOKLYN SITES. Leader: John Mulcare (718-672-5272) Meet at the northern end of Prospect Park. (The leader recommends that you use the subway, if necessary, to get there and avoid the Brooklyn Bridge if the bans on biking through the construction areas are still in effect.) We'll ride on the bike path bordering the waterfront, stop at Nathan's for the usual, and explore some other points of interest in Brooklyn. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions."
- Sun.Nov. 8 LATE FALL. Leader: Christy Guzzetta (718-596-9833) From the Boathouse. Going to NJ and NY. 8:30 AM A different route off the GWB. Through Ft. Lee, Saddle River Rd., South Mountain Rd., through Nyack on home. Wet roads, promise of rain cancels.
- Sun.Nov. 8 DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.; 212-921-4319, of.). See Sat., B+/B/B- Nov. 7.
- Sun.Nov. 8
 16:00 AM
 17 Ammay Plaza, 59th St. & 2nd Ave. We'll see some parts of the city you don't usually see on our rides out towards the central and eastern parts of Long Island. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions."

- Sat.Nov. 14 SYOSSET. Leader: Alex Bekkerman (212-213-5359) From the Boathouse. I will be recovering from my birthday. Please be prepared to schmooze. You don't have to make any preliminary arrangements, but during the ride I will ask you to follow the advertised pace. Food, stops and general mood will be A (not AA).
- Sat.Nov. 14 MID-AUTUMN RIDE IN QUEENS AND NASSAU. Leader: Alejandro Caycedo (718-739-4648) From the 9:60 AM Statue of Civic Virtue, Queens ("E" or "F" train to Kew Gardens/Union Turnpike). A good ride through familiar terrain. The ride is on if there is no precipitation and the temperature reads over 40F at 8 AM. C'mon out, we'll have fun.
- Sat.Nov. 14

 JAMAICA BAY WILDLIFE REFUGE. Leader: John Mulcare (718-672-5272) From Broadway & 75th St.,

 Queens ("E" or "F" train to Roosevelt Ave./Jackson Hts.). We've stopped at the Visitors'

 Center many times in the past. so let's satisfy our curiosity by exploring some of the trails on the West side of the area. No picnicking is allowed, so we'll stop at a deli on Cross Bay Blvd. before entering the restricted area. You may then eat lunch inside or out-of-doors. Dress warmly, preferably in layers, and bring gloves, a lock, comfortable shoes, and, if you wish, a camera and binoculars. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions." Rain date: Sun., Nov. 15.
- Surf.Nov. 15 A+ FLEXIBLE ADVENTURE NORTH. Leader: David Walls (212-316-2336) From the Boathouse. Pace a 9:00 AM function of the group (up to a point) as will be the distance. The idea will be to proceed up A+ 9W towards Newburg/Beacon Bridge. Only extremely bad weather will cancel. Let's see how fast we can chew up +120 mi.
- Sun.Nov. 15 UNDER THE RIVER AND THROUGH THE WOODS. Leader: Lee Gelobter (718-646-7037, 8-11 pm). Why 8:30 AM hassle with the GW Bridge? Meet at the SW corner of 23rd St. and Sixth Ave. We'll take PATH to Hoboken and view the skyline from the Jersey side on our way to Nyack. 7:30 AM temperatures below 30F and/or wind chill below 15F cancels, as does snow, rain, or dark of night.
- Sun.Nov. 15 DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.: 212-921-4319, of.). If you want to ride, call me and I will let you know who on your level is ready to join you. Call in advance and leave your number and name with me if forecasts seem promising. I will find appropriate leaders and routes.
- Sun.Nov. 15 DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272) If the weather forecast Saturday evening is promising, call John before 10 PM. If the Nov. 14 "C" ride was cancelled, we'll do it today. Otherwise, the first caller may help determine the starting time, place and destination for this ride. Later callers will be furnished with the details. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions."
- Sat.Nov. 21 LATVIA'S INDEPENDENCE DAY. Leader: Maxim Vickers (718-728-7179) Time once again to drag out that splendid red-white-red attire. Ye sharp ones will know what the actual date is (brownie points added to the prime points up the Mill Road hill). From the Boathouse to the Bagelmaster in Syosset, singing "Lettland Uber Alles," especially Russkies.
- Sat.Nov. 21 MORRISTOWN/WILDLIFE REFUGE CARTOP. Leader: Joe Furman (212-661-5067). From East 72nd St. & 8:30 AM Fifth Ave. The days are shorter, so I'm cutting the distance, but not the scenery. Treat yourself to a day of fresh air and peaceful countryside. Call well in advance if you need or can offer a ride to Morristown. I have roof and trunk racks. Rain date Nov. 22.
- Sat.Nov. 21 GREAT NECK, L.I. Leader: John Mulcare (718-672-5272) From 179th St. & Hillside Ave., Queens 9:30 AM (last stop on "E" or "F" train). Lunch will be indoors or out, as the weather dictates. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions." Rain date: Sun., Nov. 22.
- Sat.Nov. 21 NYCC INITIAL MOUNTAIN BIKE RIDE. Leader: Herb Dershowitz (212-929-0787) From the Boathouse. 9:00 AM This is a repeat of my mountain bike ride of last February that was cancelled because of sub-zero weather. Let's hope for better conditions. Bring some food.
- Sun.Nov. 22 BEAR MOUNTAIN. Leader: Bob Trestman (212-996-U358) From the Boathouse. A repeat of last month's shortened ride. To Bear Mountain via South Mountain Road and Perkins Drive. Snow or A/ 10u mi.
- Sun.Nov. 22 "UNTITLED." Leader: Caryl Hudson (212-595-7010) from the Boathouse. Over the river and through whatever roads we can find. North Jersey is pretty and historic, and we'll have a A-/70 mi. pleasant suburban ride and be home early enough to bake a potato for dinner.
- Sun.Nov. 22 DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.; 212-921-4319, of.). See Sun., B+/B/B- Nov. 15.
- Sun.Nov. 22 DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272) If the weather forecast Saturday evening is promising, call John before 10 PM. In the event the Nov. 21 "C" ride was cancelled, we'll do it today. Otherwise, the first caller may help determine the starting time, place and destination for this ride. Later callers will be furnished with the details. Lunch will be indoors or out, as the weather dictates. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions."

Sat.Nov. 28 BELGIAN WAFFLE FESTIVAL. Leader: Claire Goldthwaite (212-228-0828) From the Boathouse. That 9:00 AM time is here again, time to relax, ride mellow; eat Belgian waffles (all right, Maxim, French toast). The ride will wind its way somehow to White Plains, to the Flagship, of course. Pace Α-50 mi. will be lenient, pace-busters can save places for the rest of us.

Sat.Nov. 28 DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.; 212-921-4319, of.). If you want B+/E/Cto ride, call me and I will let you know who on your level is ready to join you. Call in advance and leave your number and name with me if forecasts seem promising. I will find appropriate leaders and routes.

SHORT, SWEET, AND WITH BRUNCH. Leader John G. Waffenschmidt (718-476-0888. h.; 212-566-7011, Sun.Nov. 29 9:00 AM of.) From the Boathouse. Deep in autumn, the nip is well entrenched and ride lengths are decreasing, but the joy of riding still exists. Eating will take place late in the ride, but Α will be long and glorious. Temp. below 28F, rain, snow, or other unpleasantries cancel. 63 mi.

JERSEY PARKS RIDE. Leader: Steve Baron (212-228-0555) From the Boathouse. We'll probably all Sun.Nov. 29 8:60 AM have to work off Thanksgiving dinner. Destination and pace will be somewhat dependent on Thursday's consumption. Be sure, however, that we'll find a good place to eat. A-/ 70 mi.

DIAL-A-"B"-RIDE. Coordinator: Sara Flowers (718-544-9168, h.; 212-921-4319, of.). See Sat.. Sun.Nov. 29 B + / B / B -Nov. 28.

DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272) If the weather forecast the evening Sun.Nov. 29 before is promising, call John before 10 PM. The first caller may help determine the starting time, place and destination for this ride. Later callers will be furnished with the details. See note at end of Rides Listing for "C Ride Recommendations and Cancellation Conditions."

Sat.Dec. 5 DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272) See Sun., Nov. 29.

Sun.Dec. 6 SEACLIFF RAMBLE. Leaders: John Kalish (718-596-6336, h.; 212-815-3173, of.) & Reed Schneider. We'll meet at the Cunningham Park parking lot (Union Turnpike & 196th St.). The pace will be moderate, but the temperature brisk for our ride to Seacliff and the Long Island Sound. We'll 45 mi. lunch indoors at Roslyn. Precip. cancels. Joint AYH.

Sun.Dec. 6 DIAL-A-"C"-RIDE. Leader: John Mulcare (718-672-5272) See Sun., Nov. 29.

Note for new "C" riders: Recommendations and Cancellation Conditions. Suggestions on what to bring for a more enjoyable ride: a helmet, spare tube(s), tire irons, patch kit, pump, lock, water bottles, and any tools unique to your bike, lunch or money for it; a copy of your medical coverage ID card; maps, compass; LIRR or Metro-North bike permits, if applicable. Cancellation conditions: wet roads; rain or forecast of 20% or more chance thereof; and/or winds in excess of 10 mph. If in doubt, call the leader at least 90 minutes before the scheduled time of the ride.



LET'S GO VIKING THIS WINTER

by Stu "Sven" Greenberg (212-534-2935) & Mark "Gunter" Plaut (718-805-0253)

The two of us have been seriously (for a change) looking into organizing a cross-country ski trip to Norway this winter. The X-C skiing surrounding the beautiful city of Oslo (2,400 km of trails -- that's no typo, it's 2,400 km) and the village of Lillehammer (400 km), 60 miles north of Oslo, is considered to be among the finest in the world. In fact, Lillehammer is a leading candidate to host the 1994 Winter Olympic games.

Here are the <u>tentative</u> details. Dates: Friday, Feb. 26 - Sun., Mar. 6. We will be in Oslo two-three nights and in Lillehammer the balance of the trip. We'll stay in either deluxe or first-class inns or hotels. The package will include round-trip nonstop airfare to Oslo on SAS, transfers to and from Lillehammer, the famed and overindulgent Norwegian breakfast each morning, and at least half of our dinners. The all-important price -- and here's another thing to get excited about -- will depend on which inns are chosen and how many meals are included, but we feel we can bring in the entire package (again, including airfare) within the incredible range of \$800-900.

So far, the few people we've talked to about this journey have responded enthusiastically. But we want to hear from more of you before deciding whether to finalize arrangements. Please give either of us a call ASAP if you're interested or just want more information. This could be one of those trips you talk about for a long time to come. We hope to hear from you.



STEVE SCHEUTZE WILL RIDE WITH US FOREVER

On Tuesday October 6 NYCC member Steve Scheutze was hit by a double logging truck and killed instantly. Steve was participating in a bicycle tour of Arizona with his wife Roberta Pollack, his brother Martin, NYCC members Clay Heydorn and Simone Smith, and the Greater Arizona Bicycling Association.

We affectionately remember Steve as "Roberta's husband". Together they were our 1986 couple of the year, and we were all priveleged to share their enthusiasm for bicycle touring when they presented the May program, "Roberta and Steve take us to Arizona and Italy in One Evening". Steve was also a respected scientist, as active and loved in his field of work as in his play.

We'll sorely miss Steve's presence, strength, and good humor. We hope the club can give Roberta the love and support she'll need for the future.

MEMORIAL SERVICE • MEMORIAL RIDE • MEMORIAL FUND

Club members and friends are invited to a memorial service on Saturday, November 7 at 4 pm in Columbia University's St. Paul's Chapel, Amsterdam Ave. at 117 St. A reception for family, colleagues and friends will follow in the Sherman Fairchild Center. Parking will be available on College Walk - enter at 116 St. and Broadway.

Columbia's Department of Biological Sciences has established a fund for a memorial lecture series. Contributions (payable to Columbia University) may be mailed to: Louise Peterson, Dept. of Biological Sciences

502 Sherman Fairchild Center, Columbia University

New York, New York 10027

The New York Cycle Club is establishing a fund to place an appropriate memorial near the boathouse in Central Park - most likely a bike rack. Contributions payable to NYCC Steve Scheutze Memorial Fund may be sent to:
NYCC P.O. Box 020877 Brooklyn, N.Y. 11209 - 0019

October 31 rides have been reorganized as an All-Club Memorial Ride. Please refer to the ride listing.

Minutes...

NEW YORK CYCLE CLUB BOARD MEETING 1 September 1987 O'Hara's Restaurant 6:55 p.m.

Present: Ramos, Keller, Levitan, Sayler, Holland, Flowers, Hudson, Rudetsky, Mulcare. Absent: Gelobter. Absent: Vickers, Baron. Meeting called to order at 7:40 p.m.

General discussion about the handling of the bike ban letter written by Ed Rudetsky.

Election discussion: Ed Rudetsky will run for P.R. Again. Caryl Hudson will run for Editor again, unless there is someone else who would like the job. She would like board meetings on any night that is not Tuesday. Sara Flowers would like to be President. Hannah will continue in her hob. Jody would like to convince Christy Guzetta to run for President. Jody "loves providing the entertainment, but feels guilty about hogging it for a third year." John Mulcare would like to continue as C-Rides coordinator. Josh Keller "regrets that he will not be able to serve again as A-Rides coordinator. Lee Gelobter is looking forward to retirement. Barbara Levitan will run for reelection as will Debbie Bell.

Of 154 new members, 14 were directly attributable to flyers in bike shops, and we will continue to keep shops on our mailing list.

New printers will be investigated because of Dandy's spotty performance.

Ed Rudetsky reports that a decision will be made in 60 days regarding the G.W. Bridge. 2 cycle club members have been mugged on the south walkway (the filegal side) in a 3 week period.

The meeting was adjourned at 8:30 p.m.

Respectfully submitted by the secretary,

Stevan A. Baron

SUNDAY'S AD HOC RIDE IN MEMORY OF STEPHEN SCHUETZE A personal account by Jody Sayler

Most of us who had ridden with Steve and had become close to him learned of his fatal cycling accident of Tuesday October 6th by the following day. At first for all of us it was shock and disbelief and then slowly a sadness crept over the week. Rides were cancelled for the weekend. By Saturday night however a decision to meet Sunday and go to Nyackas an ad hoc memorial ride was spread around.

Sunday was a cloudy, cold rain-threatening day. It was the kind of day that might bring three crazy people out to ride. Yet around 8AM riders slowly drifted in the first few people were a pretty sad lot- our moods matching the day. But with each new arrival spirits raised. It was becoming obvious that a lot of people had felt the need to share their individual sadnesses with others. By 8:15 14 had gathered. Conversations became warm and lively - we were all greatful to each other for being there. Yet the actual tragedy was left unspoken.

We started off for the bridge. Even before we got out of the park, I had a flat. It turned out to be the only flat of the day - so at least we got it over with early.

At the bridge we met Clay and Simone who had been with Steve and Roberta on the fate-ful Arizona tour. There were huggings and tears and consolings. Rick Plate also met us at the bridge. Now we were 17 starting off for Nyac. We chose River Road, the pretty, hilly way. The sun was trying to peck through. We all thought how nice it would be if the weather reporters were proved wrong and it would turn out to be a beautiful Fall day.

Struggling up the last climb out of River Road back to 9W, I remember saying to myself "Steve Schuetze this hill is for you". Maybe I got to the top a little faster. It will be impossible to forget how wonderful and strong Steve was on a bike.

After River Road we got into a nice stretch of pace line riding. We got to Nyack and took over 5 tables they let us put together in the front of the Skylark. Conversations warmed up again (It's hard to get 17 of us together and mope) I did notice some private consoling around the table from time to time. There was even some laughter; a new waitress filled our water bottles and brought them back to the table to us!She was warmly cheered.

Our cheerfulness stopped as we looked outside to see the rain start. The idea of riding in the rain, chilled, settled over us. We got up, paid our individual checks, and resolutely started for our bikes.

The rain started slowly and got heavier as we rode; this made us concentrate on pedaling faster to keep warm. The somber purpose of our ride was still mostly unspoken, but I doubt there was a single mile that Steve was not with us.

Alinda Barth Alex Bekkerman Doug Blackburn Herb Dershowitz Bob Foss Chisty Guzzetta

Clay Heydorn Caryl Hudson Chris Mailing Tony Nappi Rick Plate Jody Sayler

Don Schmertz Simone Smith Bob Trestman Maxim Vickers Marty Wolf Joining later:
Debbie Bell
Arlene Brimer
Claire Goldthwaite
Bill Richards









TO PROMOTE SAFETY AND HARMONY IN CENTRAL PARK & PROSPECT PARK

When the park is CLOSED to traffic:

Please cycle with traffic.

Please cycle in the outside right lane.

Please run in the inside (or recreation) lane against the flow of traffic at all times.

When the park is OPEN to traffic:

Please run in the inside (or recreation) lane and against the flow of traffic. Please cycle with traffic in the outside half of the recreation lane.

Be sure to look both ways BEFORE crossing the road or changing directions.

THE DEFINITIVE GLOSSARY OF ESSENTIAL BICYCLING TERMS part 3 by Richard Rosenthal

 $\ensuremath{\mathsf{HANDLEBAR}}$ $\ensuremath{\mathsf{BAGS}}$. Items that sag but are removable by plastic surgery.

HANDLEBAR PLUGS: A method of implanting a mustache: also, testimonials for handlebars.

HANDLEBAR WRAP: Music by the group Bike-DMC.

HEADSET: Attitude.

HEIR RESISTANCE: The effect of the saddle on the perenium.

HELMET: A burger.

HOODS: Punks.

HOOKING: A way losers make money.

HOSHI: Swear words involuntarily uttered when a crash is inevitable.

HOUSING: See TPI.

HUFFY: The official stealer of glory from the official bike of the '84 Olympics. See Murray.

INDEX SHIFTING: Deliberately putting a library book out of sequence on the bookshelf so others won't find it.

INFIELD: The place where animals on the "A" list hang out.

INTERNAL CABLING: The operation that reverses a colostomy.

INTERVAL TRAINING: The name given to taking off a lot of days between workouts; cf. Wait Training; teaching intervals to do tricks.

INVESTMENT CAST LUGS: Boesky, Wigrod, Levine, et al.

JERSEY: A flamboyantly colored, stripped, or dotted cow. See Polka dot. Also, home to the Tours of Bank, Ley, and Erville.

JOCKEY WHEEL: The chairman of the board of an underwear company.

KEIRIN: A track event that is anything but Dullea.

"KEY EXCHANGE": A very bad movie.

KILO: A race around the DEA.

KLEIN: Nicht kleine tubing.

KREITLER: Dog-eat-dog competition.

LACTIC ACID: The milk suckled by the infant Don Rickles.

LEAD-OUT: Removing dangerous contents from paint.

LEMOND: A straight-shooting Paris newspaper.

LINKS: A tactic used to cuff the French; also, another name for the Corsa della Golfo.

A REPORT FROM WORLD TRAVELERS, MARCA BONNIE FREEDMAN

(Marc, a former member of NYCC and Transportation Alternatives, began an extended honeymoon, by bicycle, about 2 years, or so, ago. A recent letter to Irv Weisman is copied below.)

This letter contains some general comments about our trip in the various places we've been. Right now we are in Takayama, Japan.

First, I guess, I should mention that we've extended our trip by a year because 2 years had only gotten us half-way around the world. Ten years would be a better length of time than 3, but there are realities, like the tendency for money to get itself used up, and also we're becoming very anxious now to start having children. So far we've been in Europe, Africa, and India before arriving in Japan in mid-August. At the end of September, we'll go to Korea, then to China, and then to Thailand before heading across the States next spring.

Bicycling has been a worthwhile experience in all the countries we've been in. It was quite rough in Africa due to the bad condition of the roads. In no place did we feel exposed to violence because we were alone on bicycles. Cycling has given us opportunities to see things and meet people we'd never be able to see and meet if we traveled by faster means of transport.

I've decided that for me, cycing is a lousy way to get from A to B. The world is a place that gets bigger the more I travel, and I've grown less and less enamored with spending time getting myself from one place to another. Once in a place, which I define as no larger than a small state, I like to move around in that place to see various aspects of it and to see it from different angles. That's when cycling, to me, takes on its special quality. I like to keep my itinerary as unambitious as possible so that I can be open to opportunities as they arise, whether it be to pause at a scenic spot, or to make conversation with a local that may lead to getting invited into the type of home that I would not otherwise get the chance to visit.

I feel it's important to not let cycling use up all my energy. The longer I travel, the more I look for opportunities to relax so that I have the energy to be open to the places which my two-wheeled companion brings me to. I've become more and more convinced that your low gear approach makes sense, both for saving knees and for saving energy.

I started this letter using "I". For consistency, I continued using it, which was silly because I've really been meaning to write "we" all along. I ride my "two-wheeled companion", but my real companion is Bonnie, who I've gotten closer to in each succeeding month of this trip.

Hope all is well with you. Please give my regards to NYCC.

Marc

Vote-it's your choice!

STATEMENTS

BALLOT PROPOSAL Statements for and against the proposal were solicited.

I have been a contributor to and a crew member in David Walls' participation in 1987 RAAM. I object to the proposal to fund the 1988 NYCC RAAM riders with monies compulsorily levied from club membership. Apart from my objection the mystique of an event such as RAAM derives largely from the fact that it is an entirely voluntary manifestation of human spirit and dedication. Taxation to fund RAAM would conflict with this spirit and demean the nature of MAXIM VICKERS

We have the greatest love, respect and admiration for our brothers and sisters who challenge the Race Across AMerica. But we feel strongly that their challenges should not be funded by an increase in our dues.

We supported our RAAM hero because our hearts rode with him. We called that "900" number, bought jerseys, wore buttons, contributed to the fund, and were as taken by his exploits as anyone. Next year, we might even have the good fortune to feel that emotion times three.

Eut we have always been a truly voluntary organization - you don't have to go on a ride, come to a meeting, participate on the Board. You don't even have to own a bicycle.

The issue is not our support or our love, but rather the mandatory financial support of a special project as a condition of membership. We recommend you vote against a dues increase for this purpose.

Sara Flowers Christy Guzzetta

PRESIDENT

As president of NYCC my exclusive goal would be to support <u>all</u> programs and actions that would result in quality and quanity of riding. I am especially interested in encouraging a broad balance of all types of riding whether touring, sport riding, racing, commuting or socializing. I would emphasize training and orientation for both new and veteran riders and encourage development of ride leadership. I would bring a broad background to the position of president, a background which includes leading and developing rides and ride leaders. I have served on the Executive Board as either VP of Rides, VP of Programs, B Rides Coordinator, Treasurer, or Secretary for eight of the past ten years. It would be my privilege and pleasure to serve as president of NYCC in 1988.

Sara Flowers

Christy Guzzetta

The Office of President of our New York Cycle Club deserves to be a whole lot more than the administrative task of running our monthly mestings. It should be a creative position. Our President needs to develop/inspire/manage:

- opportunities for new leaders at all levels
- developmental programs (realistic training/learning rides)
- politically involved activity groups (bike bans, G.W. Bridge access,
- muggings on the Brooklyn Bridge)

- all kinds of rides

I have not been entrenched on previous boards. I will manage our affairs with an unaltered energy and with the originality that has become characteristic of my efforts. This experience presents a real choice to our membership. It's an opportunity to choose something new and exciting. IDRAS!

Our President needs to be in touch with the membership, to have a finger on the pulse of the people who ride. Then, to translate these insights into ideas that will make this membership smile just a little bit more. ACTION!

RELATIONS PUBLIC

1987 brought the Bikeway, the Greenway, the Bike Ban, and the indignity of the George Washington Bridge restrictions. As the New York Cycle Club's P.R. Representative I helped voice the Club's concern to the public and to various

I hope - with your support - to do the same in 1988.

Edwin Rudetsky

THE JOB OF BUBLIC RELATIONS DIRECTOR OR WHY SO MUCH BRAGGING

There are many reasons why the NYCC is the largest, most successful, happiest cycling club in New York City. Every Saturday and Sunday all season there are rides to nice places along beautiful routes in three distinct, proud riding styles. Enthusiasm for almost any new kind of ride proposed - weekend rides, cartops, time trials, weekly training rides, annual classics to the Delaware Water Gap, Utah!, All Class Club Rides-a line of 56 colorful cyclists triuphantly racing through little towns home to NYC.

Our spirit and energy is made up of individual and collective achievements; Three members qualified for RAAM '88; we sent more people to Paris-Brest-Paris than ever. We are strong and growing. WHY BRAG We want more new members who ride like us and don't even know who we are yet. To change the puplic image of the New York cyclist from "killer bike" to healthy, prospering cyclists who want safety as much as Mayor Koch. A new image might help lift bike bans and open bridges. I would enjoy this task very much.

Jody Sayler

NEW YORK CYCLE CLUB -- BALLOT FOR 1988 BOARD OF DIRECTORS -- INSTRUCTIONS

- 1. Every member, including both members of a couple, is eligible to vote.
- 2. Tear out or photocopy this ballot from the November 1987 bulletin.
- 3. COUPLES should photocopy the ballot so that each member of the couple submits an individual ballot. One ballot will equal one vote.
- 4. PRINT PRINT PRINT your name and address on the reverse side of the ballot.
- 5. Indicate your choice of nominee: one per office.
- 6. Fold the ballot as indicated, then staple or otherwise seal it.
- 7. Mail the sealed ballot(s) to the person designated to receive them in an envelope in sufficient time to reach her in Westchester by November 10, 1987, OR deliver the sealed ballot(s) to her at the November club meeting by 8 p.m.
- 8. Sealed ballots will be validated against the roster before removing the voter's identity and opening and counting the ballot.
- 9. Election results will be announced at the November 1987 meeting, and published in the December 1987 bulletin.

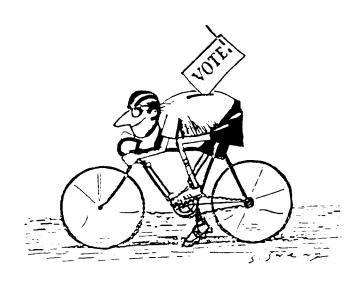
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BOARD OFFICE	NOMINEES	
PRESIDENT	Sara S. Flowers	Christy Guzzetta
VICE PRESIDENT OF PROGRAMS	Michael Toomey	
VICE PRESIDENT OF RIDES	Debbie Bell	
SECRETARY	Arlene Ellner	
TREASURER	Holly Gray	
PUBLIC RELATIONS DIRECTOR	Edwin Rudetsky	Jody Sayler
EDITOR	Caryl Hudson	
MEMBERSHIP DIRECTOR	Barbara Levitan	
CIRCULATION MANAGER	Hannah Holland	
A RIDES COORDINATOR	Roberta Pollack	OLD
B RIDES COORDINATOR	Bryan McCaffrey	OLD
C RIDES COORDINATOR	John Mulcare	
BALLOT PROPOSAL		
	ject: Dues Increase for 1988 Onl	y
At the October General Membership me		following amendment to the by-laws appear on
the 1987 ballot. Article II. MEMBERSHIP		
Section 3. DUES	00	- 100
after January 1st of each year. Any a member of the club. Members joint	ess and receiving only one newal member who does not renew memb ing the club after Labor Day new	or 1988) and \$15.00 per couple (\$18 per couple etter, payable to the Membership Director on or ership by April 15 shall no longer be considered only half the annual dues. The 1988 excess members who qualify and participate in RAAM 198
No, I do not want the dues		
Yes, I do want the dues inc	reased to \$15/\$18 for 1988	

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NEW YORK CYCLE CLUB BALLOT



Nothing suits me like my onion suit

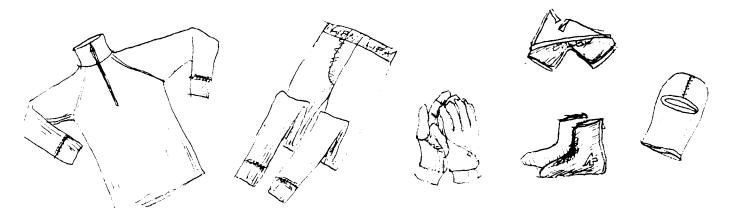
Autumn's chill air warns of winter's cold riding ahead and you can't decide which is more painful:riding your wind trainer all winter or trying to get back in shape again on spring training rides. Don't let mere cold stop you. If you know how to dress, winter riding can be great fun. The same old route looks different in the crisp winter light and the shape of the land shows through where once it was hidden by leaves.

There's a dazzling variety of winter cycling clothes availabe, and some of us may even show up at the boathouse just to see who's wearing what, but you needn't invest a fortune or be an "A" rider to ride out the winter. If you're hesitant, there are things in your closet that will enable you to try it if you know how to dress. The general idea is to dress in thin light layers, like an onion, to retain a layer of warm dry air around you.

LAYER 1:This is the most crucial layer, and the one instance in which it really pays to invest \$25 or so. The layer closest to your body must wick away perspiration and retain body heat. There are several excellent synthetic fibers that will do this: POLYPROPYLENE, THERMAX, CAPILENE, LIFA all have loww heat conductivity and low moisture retaintion properties. WOOL will retain body heat even when wet - but it does get wet. Cotton is a no-no:it wicks the heat away and retains the sweat, leaving you cold and wet. The other important thing about the inner layer is that it fit snugly so your body has less air to keep warm, both top and bottom.

LAYER 2:Intended to keep you warm, the second layer should be wool. If you don't own a wool cycling jersey a sweater or wool shirt, or both, will do nicely. Wool knit tights are standard winter gear, though they are being upstaged by lycra/polypro fleece. If you're not into tights, comfortable wool pants are fine. Old army models are a bargain on Canal St., and very fas.ionable.

LAYER 3: You've got to prevent the wind from blowing away your nice warm air, so layer 3 is a windbreaker. It should be tightly woven and have snug fitting cuffs and collar. Adjustable vents and zippers allow you to vary the amount of air flowing through and will make the item serve in a wider variety of temperatures. It's not necessary to invest a fortune in Gore-tex unless you plan to ride in the rain. If your outer layer doesn't breathe enough, you'll get wetter and colder from the INSIDE.



HEAD: Wear a thin polypro or wool hat under your helmet to keep your head warm, and make sure it covers your ears. Polypro balaclavas are great because you can cover your chin and mouth - even your nose- and still breathe warm air.

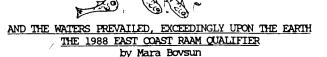
EYES: Goggles or glasses shield your eyes from icy winds. A little vaseline or weatherproofer at the corners will prevent irritation caused by tears.

FEET: Wool socks, especially the terrycloth type with loops on the inside, are warmest. A thin polypro layering sock underneath can be useful. If you wear cleats, shoe covers are Aessential, otherwise shoes that are wind-proof are important. Mesh sneakers won't keep your feet warm. Leather boots will. The other important point is that your winter footgear must allow plenty of room to wiggle your toes. Tight shoes mean cold feet. If you wear innersoles in summer, remove them to allow room for more socks. You may need larger winter shoes. It is actually possible to have warmer feet with LESS sock if there's room for your toes.

HANDS: Oh, well, I was OK until now. There IS a sex difference, and men have less surface to mass at the extremities, This means their hands and feet stay warmer than women's. Greg D'Agostino sold me a pair of Thinsulate gloves last year that he said kept him warm down to 15°. I froze at 35°, even with wool liners. Steve Baron has a Grandoe Down glove with a polypro fleece liner that he swears by. If all else fails, wear mittens - they are warmer than gloves, and you can still squeeze the brake levers even if your thumb freezes (4 out of 5 isn't TOO bad). Spenco or Grab-ons or an old tube wrapped under your handlebar tape is another aid to warm hands - you're insulated from the cold metal of the handlebars.

Whatever your speed or riding style, it's possible to enjoy winter. One caution: the body puts out more heat the harder you work....and conversely you'll need more layers at a more casual pace. Adjust accordingly and never be afraid to carry an extra or peel one off.







Yes, as everyone knows, meditation and water and wedded forever...Why did the Greeks give it a separate diety, and own brother of Jove?...Still deeper is the story of Narcissus, who because he could not grasp the tormenting, mild image he saw in the fountain, plunged into it and was drowned. But that same image we ourselves see in all rivers and oceans. It is the image of the ungraspable phantom of life...

Herman Melville, Moby Dick

I blame my pre-race rereading of <u>Moby Dick</u> for the relentless rain that plagued the RAAM Open East, September 18-20. All that stuff about taking to the sea; it's dangerous to think such thoughts before a 606 mile race.*

But I guess it beats obsessing about missed training sessions, potential bike, light or leg failure and competitors who are nicknamed "The Hammer" (OH MY GOD)! Besides, my mental preparation also included watching 48-hours of music videos, and I didn't once run into Michael Jackson.

"It looks like it might clear up soon," said Deborah, my masseuse, while she worked out some pre-race muscle kinks.

Deborah is very upbeat, very optimistic, as were all four members of my crew — Valerie and David Walls, Deborah Harse and Michael Toomey. I really appreciated those character traits when "it" didn't clear up, leaving the field of 55 men and five women to contend with constant cold rain and extreme darkness for nine laps on a 65-mile moderately hilly course around the Great Sacandaga Lake.

But I wasn't about to be undermined by an infernal drizzle, no matter how cold, hard and relentless. Pretty soon, the rain became a natural medium through which I moved. Late into the race, I found myself thinking such thoughts as "This is how fish feel." That was around the time I was seeing 30-foot frogs (reality: a cluster of trees) and terrorists (reality: a pile of garbage and a rock).

Before the race, I had written a 12-page document with an elaborate game plan — an hour by hour estimation of time, distance, calories, sleep, mental and emotional fluctuations, instructions for the crew's facial expressions.

Overlooked, however, were provisions for rain, floods, volcanoes and earthquakes. So much for

My original plan — based upon how I had ridden the course before — would have had me finishing the race within 40-45 hours. My first two laps were at the adequate average speed of about 16 mph.

A crash (result: road rash, bruises) on the second lap, however, forced me to revise my strategy. I went from trying to set a tough pace to trying to complete the course ahead of the other women.

My rour competitors intimidated me. I'd had a friendly (some people would dispute the cordiality of this relationship) rivalry with one throughout 1987. Another was a veteran of the Ironman Triathlon; still another was nicknamed "The Hammer." I was convinced that they all had stronger legs, better VO2 Max, greater drive and at least twice the training (9,000-miles since January) that I had.

I coped with this fear by staying ahead of them. In fact, at one point, my "first place" fixation started to work against me. Even my upbeat crew became annoyed at my evident depression when "The Hammer" came within 1:40 of me about 400 miles into the race.

"Ride your own race, already. Stop worrying about the other girls," Valerie said, as I leaned back into the van (the same one that accompanied David Walls in RAAM '86), binge eating Fig Newtons. For some reason, that was exactly the right thing to say. It snapped me out of depression and back to concentrating on the objective ... which simply was to qualify for RAAM.

Exact race chronology is a blur, but I do have some distinct impressions that could perhaps convey the true tenor of the race.

I remember stopping to sleep for about 45 minutes at around 3 AM on the first night, then having a shower in a boy's high school gymnasium, then being dressed by several hands.

I remember demanding "real food." (I had a craving for tuna fish.)
I remember that my knees started to swell (a problem that plagued me in other long distance races) and that, much to my relief, Deborah was able to massage away the swelling.

I remember talking to a man from Missouri, who said "Weren't you in BAM last year?"

Me: "Yes."

Missouri: "You looked like you were going to die in that race. Boy, what a comeback."

Race rules prohibited crews from accompanying, or even leapfrogging, riders. It became such a treat for me to see the RAAM VAN roll up after I had been alone for a few hours in this unusual countryside. (One resident had built up a complete dwarf village on the lawn, with little gingerbread houses and little dwarf statues with wheelbarrrows going about daily chores. It was completely lit at night. Think about coming upon that after 40 hours with no sleep.)

At the checkpoints, I either stopped and got off the bike for a few minutes or allowed Michael or David to hold the bike so I wouldn't have to take my feet from the pedals to restock.

Michael took responsibility for stuffing bagels, rice cakes, carrots, granola bars into jersey. Valerie and Deborah took care of the water and Ultra Energy.

One time Michael missed the pockets and granola bars fell down my leg while I was riding.

"A criminal has grabbed my leg," was my typical New York City panic reaction to the sliding granola bars.

A red hound dog greeted me at one hill for all nine laps. He helped me sprint up that hill, even after I'd splashed around the damn lake for about 500 miles.

On Lap One, my reaction to the dog was "What a muisance." On Lap Eight my reaction to the dog was "After this race is over, I'm going to kill that dog with a machine gun, no, a bomb."

A local TV camera crew followed me for part of one lap and interviewed me while I was getting new water bottles. The reporter, who didn't seem to know what to make of all of this, said "What's it like riding at night?"

Me: "Dark."

Reporter: What's it like riding in the rain?

Me: "Wet.

They just took pictures after that.

I was the most confused on Iap Eight. It was very dark and I couldn't find any landmarks to confirm that I was on course. As I squinted through the darkness and crept uphill at about 7 mph, I became aware of a girl in bike clothing and cleats walking toward

"You got a pump?" she said.

Despite the fact that one of the other women was closing in, I stopped and gave her the pump. I couldn't leave someone to walk 15 miles on that dark, wet road.

"What's your name?" I said.

"Shelby Hayden Clifton," she said. "You're the leader aren't you?"

"And you did RAAM a few times, didn't you," I said. "Isn't this course dark?"

By that time, she had pumped up her tire enough to get to the next checkpoint and I got on my way again. When I related this incident to my crew, they all became very grave and insisted that I was seeing things.

(Imagine my relief when Shelby came up to me at the awards ceremony and thanked me for the pump.) ***

At the start of Lap Nine, I glanced over my shoulder to see a yellow helmet which was attached, I realized with dismay, to Sue Frechette. I had thought that I was securely in the lead. Now she was a mere 10 yards behind me.

In the spirit of good sportsmanship, I said to myself "That bitch. I want to make her toenails bleed." (I get ornery after a few days without sleep.)

We rode through the first three checkpoints within sight of each other, and I managed to maintain a sizeable gap by jamming on the flats and spinning up the hills. I had to stay ahead of her. I could not stop for food or water, and the peculiar rules of this race prohibited rolling hand-offs.

My four wonderful crew members were more important at this point than ever before. Even

though they couldn't give me food or water, they provided emotional support and enthusiasm. I'll never forget their excitement as I passed Checkpoint Three. David ran next to me for a few seconds saying "You're looking great. Keep thinking. Keep thinking."

After Checkpoint Three, Sue disappeared and I slowed down slightly. By Checkpoint Four, she was way behind, victim of a flat tire.

A yellow car greeted me just a few miles ahead of the finish line and accompanied me in with horns blaring. When I reached the Northville Checkpoint, the Finish of the Race, Valerie, Deborah, David and Michael had stretched a toilet paper banner across the road.

I remember thinking "What if I fall trying to break through that line of toilet paper?"

Of the 60 people who started, 14 finished. I was the first woman and seventh overall with what I consider a slightly embarrassing time of 51:19. Sue came in five minutes later. "The Hammer" and another rider were a few hours behind. The Ironman veteran dropped out of the race.

I am also happy that Alex Bekkerman prevailed through these less than optimum riding conditions to place second in the men's division and qualify for RAAM '88. Both Alex and David have been encouraging teachers and good friends since I decided to try ultra-marathon racing last year.

The idea of the three of us, along with the 30 people who will constitute our crews, racing across the country in this big monster of a time trial is thrilling. I can't wait.

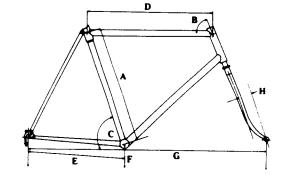
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the person with the most toys wins by steve baron

THE ULTIMATE TOY: A NEW BIKE. If I had a couple of thousand extra bucks and wanted a new bike, I'd get someone to custom build a carbon fibre frame (watch out, there are a number of different kinds of composites) and put Campy's best gruppo on it. I'd put on bladed spokes, aero rims, internal cables including a set for my lights; I'd want braze-ons for 2 water bottles, a pump, and a rack, eventhough the frame would be a tight racing geometry. The handlebars would be wrapped in leather and then in cork. The saddle would be a Brooks, which would push the weight to about 20 pounds. (Maybe 3 thou; 2 wouldn't buy it all). Short of that, I'd figure out how much I had to spend, the cost per mile for ten years; and decide I could spend more than I'd planned. I'd visit at least three bike stores, look for the low-key salesman or owner and shop, shop, shop. I'd try to wait for the new model year and save maybe a third by buying last year's model. I'd make a decision between chrome-moly steel, aluminum, and fibre; and I'd decide between racing and touring. I'd read a lot of Bicycling Magazines because they really do good reviews and comparisons. And I'd get a couple of fittings (free). Then a trip to my neighborhood shop, negotiate a free I year service contract and a written promise that they'd fix my bike in not more than three days no matter how busy they were, and if I really believed what they said I'd pull out my Mastercard, and ask if I could save an extra 3% by paying cash. If they didn't throw me out we'd have a deal. But, of course, you'll want to do it your way, and I'd guess you'll be happy with you new bike, also.

I can't overemphasise the value of a good shop for fitting and repair. If you have any questions, call me. I can't promise to be right, and I don't know very many of Manhattan's stores very well, but I'll promise to be opinionated about those I do know.

A SEAT TUBE LENGTH (SIZE)	B HEAD TUBE ANGLE (DEGREE)	C SEAT TUBE ANGLE (DEGREE)	D TOP TUBE LENGTH



			H FORK OFFSET
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CLUB RULES

- l. If the wind is against you on the way out in the morning, it will swing around 180° and be against you on the return trip.
- 2. The biggest (up) hill is always just after lunch.
- 3. There's always a traffic light at the bottom of the (down) hill.
- 4. The light is always red.
- 5. The rain will hold off until you're furthest from home.
- 6. There's always a flat just after a long stop.
- 7. The second flat occurs just after the first has been repaired.
- 8. There is never a cop on the south walkway of the GWB when you ride on the north side, that is.
- The crucial turn is always unmarked.
- 10. On Bekkerman's rides, he wins the sixpack.

ROUTE OF THE MONTH



WHITE PLAINS FOR BRUNCH

OUTBOUND NORTH THROUGH CENTRAL PARK LEFT ON 110TH ST. RIGHT ON MANHATTAN LEFT ON CONVENT RIGHT ON 150TH ST. LEFT ON ST. NICHOLAS LEFT ON 168TH ST. RIGHT ON FT. WASHINGTON TO END IN Ft. TRYON PARK; CONTINUE INTO PARK, AROUND CLOISTERS (SEE PRETTY VIEW OF HUDSON RIVER) MAKE FIRST LEFT TURN, BEARING RIGHT TO HENRY HUDSON PARKWAY RIGHT ON HENRY HUDSON (SHOULDER .2 MI.) RIGHT ON DYCKMAN TO BROADWAY LEFT ON BROADWAY CROSS HARLEM RIVER (B'WAY BRIDGE) FIRST RIGHT ONTO 225TH ST. (BECOMES KINGSBRIDGE) CLIMB STEEP HILL; LOOK AHEAD FOR TALL GOTHIC TOWERS (LOOKS LIKE A CASTLE, BUT ITS AN ARMORY) LEFT JUST BEFORE ARMORY ON GOULDEN AVE. BECOMES RESERVOIR AVE. (BIKE PAST LEHMAN COLLEGE, BRONX H.S. OF SCIENCE ON RIGHT, RESERVOIR ON LEFT). AT END, MAKE A LEFT ON SEDGWICK, THEN A QUICK RIGHT ONTO DICKINSON; FOLLOW DICKINSON AROUND CURVE, UP HILL WHICH BECOMES GUNHILL ROAD. LEFT AT ELEVATED ON JEROME AVE. RIGHT AT 233RD ST.; FIRST LEFT ONTO VAN CORTLANDT PARK EAST; BECOMES KIMBALL IN YONKERS RIGHT ON MIDLAND AVE, JUST BEFORE CROSS COUNTY PARKWAY OVERPASS; THEN NEXT LEFT JUST BEFORE BRONX RIVER PKWY (STILL ON MIDLAND); FOLLOW MIDLAND AS IT CROSSES THE PARKWAY, THEN INTO BRONXVILLE; RIGHT AT 2ND LIGHT ON PONDFIELD; FOLLOW PONDFIELD TO END - IT BEARS RIGHT ONTO NEW ROCHELLE RD (UNMARKED); HEAD DOWN HILL TO AN INTERSECTION; AT TRAFFIC LIGHT MAKE SHARP LEFT (ALMOST BACK IN THE DIRECTION YOU'VE

COME FROM) - YOU'RE NOW ON CALIFORNIA;

LEFT AT FIRST LIGHT AFTER CROSSING HUTCHINSON

CONTINUE TO LIGHT;

RIGHT ON MILL RD.

RIVER PKWY ONTO WILMOT RD.

LEFT AT LARGE YELLOW ARROW POINTING LEFT
AT FORK WITH BOTH ROADS LABELED WILMOT,
BEAR RIGHT ONTO THE QUIETER OF THE TWO
ROADS; WILMOT BECOMES PALMER RD/RT. 125;
STAY ON #125 THRU SCARSDALE; IT BECOMES
OLD MAMARONEK RD IN WHITE PLAINS
IN WHITE PLAINS BUSINESS DISTRICT LOOK FOR
FLAGSHIP DIMER ON RIGHT JUST PAST FOOD EMPORIUM

HOME BOUND

LEAVING FLAGSHIP TURN

LEFT BACK ON RT 125; YOU'RE BACKTRACKING THE WAY YOU'VE COME; 125 BECOMES PALMER, THEN WILMOT; REMEMBER THE LARGE YELLOW ARROW; WHEN YOU FINALLY SEE IT ON YOUR LEFT; TURN RIGHT (STILL WILMOT) DOWN TO LIGHT RIGHT AT LIGHT ON MILL, ACROSS HUTCH, UP THE HILL LEFT ON CALIFORNIA CONTINUE ON CALIFORNIA UNTIL YOU SEE A RIGHT TURN WITH TWO STREETS SEPARATED BY A BOULEVARD. THIS IS HEWITT RIGHT ON HEWITT UNTIL IT CURVES LEFT CONTINUE BACK UP TO FIRST INTERSECTION (NEW ROCHELLE RD) TURN RIGHT; ROAD BEARS LEFT IN ONE BLOCK TO BECOME PONDFIELD CONTINUE ON PONDFIELD BACK DOWN HILL TO MIDLAND; LEFT AT LIGHT ON MIDLAND CONTINUE ON MIDLAND TO UNDERPASS (UNDER CROSS COUNTY PKWY) CONTINUE STRAIGHT (NAME CHANGES TO BRONX RIVER RD) RIGHT ON 240TH ST. LEFT ON KIMBALL (BECOMES VAN CORTLANDT PK E.) RIGHT ON 233RD LEFT AT NEXT LIGHT (MAJOR INTERSECTION) ON JEROME RIGHT ON GUN HILL RD. LEFT ACROSS INTERSECTION ON DICKINSON LEFT ON SEDGWICK THEN SHARP RIGHT ON RESERVOIR RIGHT ON KINGSBRIDGE LEFT ON BROADWAY (UNDER EL) RIGHT ON BENNETT RIGHT ON 181ST ST. LEFT ON FT. WASHINGTON LEFT ON 168TH RIGHT ON ST. NICHOLAS BACK TO 110TH ST. AND LEFT TO CENTRAL PARK

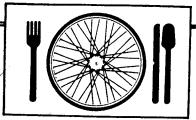
NEW MEMBERS OF THE ME

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ALBUERNE, Carlos A.	1270 Amsterdam Ave. #3C	N.Y.		
BALDWIN, Elizabeth	347 E. 65th St. #3FW		10027	212-864-6834
BARNES, Susan	547 E. OJER St. #3FW	N.Y.	10021	212-744-9196
BERGER, Arthur	334 W. 88th St. #5	N.Y.	10024	212-799-3279
BERNAT, Richard	412 E. 65th St. Bx 132	N.Y.		
CADE, Laura A.	450 E. 81st St. #30		10021	212-535-9241
CARVILL, Wendy Lee	516 E. 84th St. #5W	N.Y.	10028	212-988-1706
CLIFFORD, William T.	310 E. 04EN SE. #3W	N.Y.	10028	212-737-4639
	359 88th St.	B'klyn	11209	718-680-1871
DETTMAN, Laura	95-19 149 Ave.	Ozone Park N.Y.	11417	718-835-5146
ESPINEL, Fabio	20-36 24 St.	Astoria		
EVERITT, Carol	301 E. 79th St. #4C	N.Y.	11105	718-545-8464
FARRELLY, Ed	350 E. 62nd St. #3-0		10021	212-879-0622
FIGUEROA, Dagoberto	7 Al	N.Y.	10021	212-759-9619
	% Algarin, 520 E. 137th St #3D	Bronx	10454	212-292-2793
FITZGERALD, Edward J.	72 West Ave.	Darien CT	06820	203-656-1571
FRANCIS, Alfred	21-15 45th Rd. #1	L.I.C.	11101	718-937-0439
FRANCIS, Anna Marie	21-15 45th Rd. #1	L.I.C.		
FREIRE, James	322 7th Ave. Apt. 1	B'klyn	11101	718-937-0439
GARNER, Gregg	334 E. 93rd St. #116		11215	718-499-9274
GAVANT, David A.	39 E 30 4 C. / 1 E	N.Y.		212-860-5552
	38 E. 32nd St. 4th F1.	N.Y.	10016	516-775-8814
GELLER, Robin	48-05 42 St. #6F	L.I.C.	11104	212-566-8264
GHERTLER, Caroline	370 Columbus Ave. #20	N.Y.	10024	
GODDARD, Robert	30 Park Ave. #14H	N.Y.		212-769-8947
GOTTDENKER, Karen	80-15 Grenfell St. #E4		10016	212-725-7835
GRAVES, Clifford	1120 Ama of Amai #4406	Kew Gardens	11415	718-441-8799
	1120 Ave. of Americas #4126	N.Y.	10036	212-661-0400
GRUSKAY, Holly Deane	667 Madison Ave. 24th Fl	N.Y.	10021	212-308-3336
HUDSON, Lesley T.	196 8th Ave. #4	B'klyn	11215	718-965-3827
JENTES, A. Russell	200 E. 57th St.	N.Y.	10022	
KAUFMAN, Cindy	30 Waterside Plaza #4K	N.Y.		212-355-7539
KEEHAN, Jim	225 E. 47th Street #3-E		10010	212-683-7067
KLEIN, Jonathan		N.Y.	10017	212-751-7866
VOULMAN Dianin	1249 Park Ave. #10G	N.Y.	10029	212-996-0385
KOHLMAN, Dierdre				
KORNFELD, Robin	30 Park Ave. #14H	N.Y.	10016	212-725-7835
KREDA, David	121 Bay 38th St.	B'klyn	11214	
KRON, Daniel	-,	2 KIJI	11214	718-946-9203
KRUSCH, Elliot	166 2nd AVo. #7U	N W		
IOWENTHAL Thomas B	166 2nd AVe. #7H	N.Y.	10003	212-475-2758
LOWENTHAL, Thomas P.	85-30 90th St.	Woodhaven N.Y.	11421	718-847-6048
MANDEL, Laura J.	340 W. 55th St. #4A	N.Y.	10019	212-581-2589
MASTROBUONO, Gabe	3422 Irwin Ave. Apt. B	Riverdale N.Y.	10463	212-548-4336
MASTROBUONO, Terry	3422 Irwin Ave. Apt. B	Riverdale N.Y.	10463	
MEISEL, Abigail	536 W. 111th St. #53	N.Y.		212-548-4336
MERSON, John			10025	212-316-0150
	110 Riverside Dr. #2C	N.Y.	10024	212-580-3492
MEYERSON, Clara	4 Hawke Lane	Rckvlle Ctr NY	11750	516-766-3813
NELSON, Judith	552 Riverside Dr. #4K	N.Y.	10027	212-662-6451
O'BRIEN, Genie	205 E. 95th St. #4C	N.Y.	10028	
PROCIDA, Mary	228 W. 71st St. #7D	N.Y.	10023	212-595-4947
RASKIN, Andrea	370 E. 76th St. #C509	N.Y.		
RASKIN, Jill			10021	212-288-9098
	164 E. 64th St. #505	N.Y.	10021	212-688-8923
REYNOLDS, Frank	111-50 Myrtle Ave.	Richmond Hill	11418	718-846-8336
SAWYER, Bill	196 W. 10th St. #5B	N.Y.	10014	212-243-0367
SCHECTERSON, Lester	261 First Ave. #3	N.Y.	10003	212-674-0759
SCHWARTZ, Louis D.	1687 11th Ave. Apt. A	B'klyn	11218	718-965-7089
SLOAN, Abram	203 W. 107th St. #3A	N.Y.		
SPITZ, Adam	600 Columbus Ave. #10E		10025	212-662-4668
STERN, Ivy L.		N.Y.	10024	212-580-0530
STEWART, Bethann	140 8th Ave. #4-B	B'klyn	11215	718-638-7364
	40 E. 3rd St. #2	N.Y.	10003	212-674-5381
TORAN, Errol	291 3rd Ave.	N.Y.	10010	212-481-0057
WACHTELL, Kenneth M.	257 E. 61st St.	N.Y.	10021	212-759-0949
WERTENTEIL, Abe	315 E. 5th St. #4G	N.Y.	10001	212-420-8132
WILLETT, Scott	40 E. 3rd St. #2	N.Y.		
WITT, Frank	492 9th St. #3		10003	212-674-5381
WRIGHT, Ann	310 Greenwich St. #23K	B'klyn	11215	718-965-3253
ZILKA, Jeffrey R.		N.Y.	10013	212-233-0766
LIDEN, Jeilley K.	140 8th Ave. #4-B	B'klyn	11215	718-638-7364

change of address

CARLSON, Sally S.	110 W. 110th St. #10-E	N.Y.	10025	212-865-1787
GLAUBMAN, Susan	80 Cranberry St. #7M	B'klyn	11210	718-596-0477
MAYER, Joan	205 West End Ave.	N.Y.	10023	212-799-0482
MUZII, Roger A.	510 W. 110th St. #10-E	N.Y.	10025	212-865-1787
STEYAERT, Julie	2109 Broadway #1520	N . Y .	10023	212-496-1213
TESTA, Jane	349 12th Street	B'klyn	11215	
VACCARO, Joseph	205 West End Ave. #16-B	N.Y.	10023	212-799-0482

MONTHLY MEETING TUESDAY NOV 10th



O'HARA'S

120 Cedar Street New York, NY 10006

DAVE CHAUNER, RACE PROMOTER

Dave is the person who puts on the CoreStates Race in Philadelphia, the City Circuit Cycling challenge in Chicago and Cititour in '86.

He has a great perspective on criterium racing across the country and how it has grown as a sport that people love to watch.

He will show a 30-minute video of the '86 CoreState race called "Beyond The Wall". This film got the Gold Award for its category in the Chicago Film Festival.

COME WATCH THE ACTION AND WELCOME DAVE CHAUNER

Join us at 6pm for spirits or bubbles and schmoozing Dinner starts at 7pm

\$10

Fixed Price*
Meat, fish or poultry
Vegetarian
Desserts extra

\$2 more after 7

*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 VP PROGRAMS

BANDC TOURING SIG MEETS NOV. 24, AT O'HARA'S

The first dinner meeting of the SIG on Bicycle Touring will be held on Tues. Nov.24, 1987 at O'Hara's Restaurant (120 Cedar St., 1 block south of the World Trade Center). The SIG will explore various aspects of touring and recreational riding appealing especially to B and C riders, including slide shows of members' tours, elements of bike mechanics including gearing and associated equipment, and fitness and training programs.

At this first meeting, we'll have a brief introduction to a series of talks on gearing and its design, maybe a short slide show, and we'll plan our agenda for future meetings to meet our interests and needs in recreational and touring cycling. All interested members are invited to attend.

The arrangements with the restaurant will be the same as at the regular Club meetings: Dinners to \$10, ordered before 6:45 PM. We want to start eating by 7 PM. Please call Irv Weisman at work (212) 241-4783, or at home (212) 562-7298 on, or before, Thur. Nov. 19 to advise him of your attendance so that final arrangements can be made with the restaurant.

CLASSIFIEDS

FOR SALE

CUSTOM CUEVAS BICYCLE Dura Ace SIS shifting - 53 cm.
GIORDANO thermal bib tights, never worn.
Call Herb at 929-0787

FOUND: A pair of metal-frame eyeglasses. They were left on the return bus from the SCOR weekend. To retrieve them call Irv Weisman -office 212/241-4783

eves 212/562-7298

FOR SALE: Men's 12 speed bicycle - Kabuki (Bridgestone). 21" frame; excellent condition. \$175 or best offer. (212) 601-1614

FOR SALE: 54 cm bicycle. BLACK CUEVAS FRAME, CAMPY EQUIPMENT. Asking \$900. Jerry Goldstein 212/889-8175

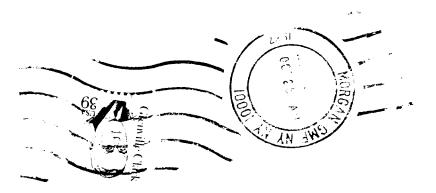


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APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

I know that bicycling is a potentially hazardous activity. I represent that my physical condition and the condition of my equipment is to the best of my knowledge adequate to allow me to participate in NYCC activities. I assume all risks associated with such activities, all such risks being known and appreciated by me. Having read this waiver and knowing these facts and in consideration of your accepting my application, I for myself and anyone entitled to act on my behalf, waive and release the NYCC, its Board of Directors, their representatives and successors from all claims or liabilities of any kind arising out of my participation in NYCC acitvities.

NAME		SIGNATURE		
ADDRESS		APT	PHONE(H)	
CITY	STATE	ZIP	PHONE(W)	
DATE	AMT. OF CHECK	NEW	RENEW	
CIRCLE IF APPLICA published in the	BLE: I do not wish my (addres bulletin semi-annually.	s) (phone number)) listed in the roster wh	ich is
WHERE DID YOU HEA	R OF NYCC?			
OTHER CYCLING MEM	BERSHIPS (circle): AMC AYH LA	W TA CRCA CCC Oth	ner:	
receiving one bul Club, to:NEW YORK	ues are \$12.00 per individual letin. Mail this application, CYCLE CLUB, P.O. Box 020877	with a check mad Brooklyn, N.Y. 1	de payable to the New Yor 1202-0019	rk Cycle
Dues are halved (\$6.00 individual/\$7.50 couple	s) for application	ons processed after Labor	r Day.

NEW PHONE NUMBER 212 - 242 - 3900

Membership is from date of application through April of following year.