February
1987
RIDE PROGRAM

GUIDELINES FOR CLUB RIDES

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

In choosing a ride note the estimated "cruising speed," listed below. This number 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

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

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

Every weekend

DIAL-A-"B"-RIDE. Leader: Sara Flowers (212-921-4317; of.: 716-544-9168; h.). Are you interested in riding this weekend? Although I may or may not be riding (depending on the weather), I will try to get interested riders and leaders in touch with each other. Call if the weather looks promising. Note: there is a B ride listed on Sat., Feb. 21.

DIAL-A-"C"-RIDE. Leader: John Malec (716-672-5272). If the forecast is promising, call me before 6 PM the evening before. First caller may help select destination. If I am unable to ride (not likely), I'll try to put interested riders in touch with each other. Temp. below 40 F, any precip., wind in excess of 10 mph, and/or any snow or ice on roads cancels. No Dial-A-Rides on Sun., Feb. 1, and Sun., Mar. 1; see C rides listed below on those dates.

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

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

COLD RIDE. Leader: John G. Waffenschmidt (718-476-0888) From the Boathouse. Christy once found a contact lens; we'll now try to find a cozy place to eat. 9 AM temp. lower than 26 F or higher than 40 F, or precip. in the air or on the ground cancels. Call if a question.

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

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

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

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

A TRIP TO NOWHERE. Leader: Jay Rosen (718-857-2610) From the Boathouse. Enjoy a brisk ride in the hills of New Jersey and New York. Precipitation of any nature or temps. below -3 C cancel.

VALENTINE'S RIDE. Leader: Alex Bekkerman (212-213-5359) From the Boathouse. See Susan Glaubman's description, below. Ride pace will be as shown above.

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

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

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

B and C Riders -- see Dial-A-Ride information at top of this month's schedule.

GUESS WHERE? AGAIN. Leader: Lee Gelobter (718-846-7037, eve.) From the Boathouse. To Nyack of course. Depending on what shape I'm in, either a direct or indirect ride to the infamous Skylark. Snow, rain, icy roads, 8 AM temp. below 30 F, or other such nonsense cancels.

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

HILLS! Leader: Alan Zindman (212-989-8529) From the Boathouse. Hills!!

STARTING OVER. Leader: Josh Keller (212-674-0955) From the Boathouse. All are invited for a short, nicely-paced non-competitive ride in Lower Westchester. Wet or icy roads or starting temp. below 20 F cancels.


"A" TRAINING RIDE NO. 2. From the Boathouse.

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

Apr. 26
FIVE-BORD BIKE TOUR (Marahals' Pre-Ride on Apr. 12).

May 3
9-10
NYCC ALL-CLASS CLUB RIDE, TALLMAN
17
TDSRV
MONTAUK

May 20-27
MEMORIAL DAY IN SOUTHERN UTAH. Arches, Bryce, Zion and Capitol Reef. Seven days of adventure cycling in Utah's Red Rock region, led by the guide for the 1986 NYCC tour. Ground transportation and lodging, $100. Airfare and meals not included. Minimum, 10 people. Contact Todd Arenson, 661-581-6479.

May 22-25
NYCC MEMORIAL DAY BIKE WEEKEND, BERKSHIRES

June 20
MATTIUCK

July 7-14
GRAND TETON NATIONAL PARK, YELLOWSTONE NATIONAL PARK, IDAHO, WYOMING, AND UTAH. Seven days of dream cycling in some of the most beautiful country in the world. Limited to 16 riders. The trip is filled, but call to be placed on the waiting list. Airfare, approx. $280 RT; land in Salt Lake City; leave from Jackson, Wyoming. Sag wagon and lodging, $250. Meals extra. Call Art Guterding (212-415-6926, of.) or Debbie Bell (212-864-5153, h). B+ and above riders only.

July 17-20
GEAR '87 LONG ISLAND. The 24th annual Great Eastern Rally, at Stony Brook, on the beautiful North Shore. Don't miss this inexpensive, fun-filled weekend as 2,000 cyclists convene for rides, workshops, and special programs. More details in the March bulletin on registration (we'll try to house NYCC members in one building), opportunities to help out as a volunteer, and other activities. Call Debbie Bell (212-864-5153) if you have any questions.

July 26
NYCC ALL-CLASS CLUB RIDE, BETHPAGE

SPECIAL INTEREST GROUP.
PROGRESSIVE "A" RIDE SERIES

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

We will cover all the requirements of "A" riding (conditioning, equipment, technique). Series will begin during the first weekend in March. Schedule of rides and other details will be available during the break in the regularly scheduled February meeting. Or call Christy Gussetta, 718-560-9833.

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

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

Irv Weisman

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

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

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

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

SPRING 1987 "A" TRAINING RIDES

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

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

Josh Keller
"A" Rides Coordinator
The next 50 miles were the hardest uphill on the whole route. Often Alan and I made the conscious decision not to tell David exactly what was ahead or the miles left. We didn't want to give him all the encouragement we could. For 100 miles David and another rider had been passing one another which certainly added excitement to the ride and made both of the riders push a little harder. At one point when the other rider passed, David stopped to count. After a while the back spokes broke. In less than 2 minutes Alan had the fan stopped. The wheel changed and was delivered to David for repair. Poor David was trying to enjoy having both feet on the ground and a leisurely drink!

One thing that both Alan and I were aware of was that in a race like this the cyclist will often try to find excuses to get off the bike. None of David's work was done in that respect. I'll squat water on them while you keep pedaling. Need a massage? Do you want to win this race or enjoy a massage? Get a real one.

At the eleventh checkpoint we realized that David definitely had a chance to win the race. He didn't let himself go less than 20 mph. Except the last 51 miles were all uphill. By this time it was getting dark but the last place David once again took the position behind David and the flashing amber lights signaled all traffic. No limited pace was issued on David at all and every time he slowed down the horn would honk at him to go faster.

The dessert at night was very dark and we found some of the roads were not marked too well. At that point we were not dealing with any other. Conversation between Alan and myself was sometimes very mixed up and what made us laugh was that we could still understand each other perfectly. We had one of the more hectic turn to make before heading straight for Tucson but we couldn't find the sign so when we came to what we thought was the correct spot we yelled to David to turn left and we would catch him when we had determined where we were. Luckily we saw a police car drive off to the right and Alan took off. Here honking and lights flashing. "Highway 78 south to Tucson!" Stopped, but going north. Y'all with the bicycle race! Y'all thanks! Unfortunately it was a divided highway but that didn't stop Alan. The last turn was made at the moment when I was about to thank and took the left and looked to see if the police car was going to come after us. In the meantime David had been stopped in the darkened and decided to venture on to the middle of the road. He saw us coming and as soon as our headlights gave him enough illumination he swung out in front of us and we were on our way again.

Because of this delay and the necessity of stopping for David to put on warmer clothes Alan and I realized that David didn’t have enough time left to qualify when we reached the last time station we figured out that he had to cover the last 11 miles in 20 minutes. Although we didn’t for a bit or let him in the lead, I am sure that knowledge didn’t deter him. He was determined to win and we said nothing.

As we turned the final part to the Catalina State Park with David and the song, "The Game is Over," David did not cut the middle and on to the finish line. We finished at 7:00 A.M. and we were very proud of his effort. We reached him in time to hear this dialogue:

David: Did I make it?
John Maring: Yes! Well done! You are especially invited to participate in RAAM, 1967.

WE DID IT! by Valerie Wells
We thought that Arizona is a dry, flat desert. Wrong. We learned otherwise last October on the "Grand Canyon to Mexico Almost Across Arizona Bicycle Tour." sponsored by GABA (Greater AZ Bicycle Association). We took the 5-day, 600-mile extended trip with 98 other cyclists, while a day later another hundred cyclists took the shorter "traditional" route. For under $200, GABA supplies round trip transportation between Tucson (or Phoenix) and the start and end of the tour, maps, sag wagons, and most dinners. Not a bad deal. The fee also includes campground sites (they carry your gear), though you can stay in motels at your own expense if you prefer. We started off with a bus trip from Tucson to the South Rim of the Grand Canyon. The next 9 days offered wonderful cycling over incredibly varied terrain, including steep climbs, screaming downhill, and beautiful rolling roads with spectacular vistas. And, of course, lots of cacti, everywhere. In Arizona you get flats from thorns, not glass—but the flats give you time to admire the breathtaking hills covered with forests of saguaro cacti (you know, the cactus that everyone sees in Westerns).

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

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

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

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

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

TIME TRIAL UPDATE
Last month's listing of the time trial results incorrectly identified the fastest riders. The fastest woman was Claire Goldthwait (No. 74) with a time of 54:06. The fastest man, who was listed as a "?", was Barry Shapiro (No. 72) with a time of 49:18.
Our next day started with one of the harder climbs of the trip, 4400 ft over 10 miles. When you got to the top of that one, you felt like you had accomplished something. As a reward, we had a wonderful screaming downhill into the village of Strawberry for lunch, followed by a more gradual descent into Payson. Once again, the spectacular vistas distracted us from our pain. Our night on the sprinkler system came on at 4 a.m. As most tents are not designed to withstand water coming up on the ground, everyone woke up early and up in record time.

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

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

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

The Almost Across Arizona Tour is a fantastic trip. We are planning to return next year, and maybe you want to go, too. For information and applications, write soon to: Grand Canyon to Mexico Bike Tour, 1205 E. Broadway, Suite 102, Tucson, AZ 85710.

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<th>Expenses Incurred:</th>
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Net Decrease in Cash: 4,642.30

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<th>Cash balances at November 30, 1986:</th>
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<tr>
<td>Savings account</td>
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<tr>
<td>Total Cash at November 30, 1986</td>
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**Handmade Colnago for Sale!**

**23” Frame**

**Call Lorenzo**

704-8092

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<table>
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<tr>
<th>Other Assets:</th>
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</thead>
<tbody>
<tr>
<td>Typewriter, projection screen, silk screen, heat transfer, jerseys, stationery, corporate seal and PEP trophy.</td>
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Respectfully submitted,

[Signature]

Lawrence A. Hutcwski, Treasurer

Local 1986
1983 Paris-Brest-Paris Chrono. - Installment huit
Maxim Vickers

3:30 a.m. August 31. I wake up fit and ready, make my way quietly out of the bedroom and get dressed. I have decided to take a shower and wash myself. I have a meeting with the rest of the team later today.

The rain is still pouring down, but the sun has come up, and the sky is clear. I get dressed and head out for a coffee run. I meet up with the other members of the team at the coffee shop.

The race is on. I'm ready. I put on my helmet and get on my bike. I'm ready to go.

The race is on. I'm ready. I put on my helmet and get on my bike. I'm ready to go.

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

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

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

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

Utility? Ha! I can cop that plea, maybe; Trash Canyon is in charge of braving the potholes and deckplates of Gotham whilst rolling to and from home and work/supermarket/friend's place/Tower Records/etc. Next is Lil' Ivory, the Maruski; 12-speed and allegedly the only "normal" bike of the trio, the road rocket. Finally, Tiny Dancer, the Moulton AM4 which currently defies description, except perhaps as a high performance touring bike...that was beamed down from the Enterprise by mistake.

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

Finally, there's Personal Importance. I once met a man, well into middle age, who had managed to hang on to a bicycle given to him on his 14th birthday. He's had other bikes since then, and they all have their importance of meaning for him, but never above or beyond the first one, the one which sent him on his way to bigger and better things, as it were. My first two-wheeler was a bona fide wreck, yet I was fond of it regardless. But as the saying goes, that's another tale for another time. Soon, though.

KEEP THOSE DINES AND DOLLARS COMING

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

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

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

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

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

We have another E (for Enfant) rider: The son of ALEJANDRO and CONCITA CAYCEDO of Jamaica, born October 14, 1984, bona fide bike rider (Daddy's) on a recent C ride, joins our growing MONTINE-GELOSTER-RELLY-ZUBIN-L0PINTO-MAJOR "E" riders' contingent. Welcome, Baby Gabriel!

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

New Members -- compiled by Ariene Briner

ABRAMS, Judy
BERKOWITZ, Ken
BIRMINGHAM, Barbara
BRYAN, Charles
CAPKANIS, Eve
FORCOLUM, Athena
HINTERMEISTER, Anne
HOMER, Dwight B.
HOWARD, Gordon F.
KEITZ, Jeffrey
MILLETT, Mitchell W.
MORRIS, Charles F.
ROTHMAN, Richard A.
VENTZISLOV, Steven
WARNER, Natalie J.
N.Y.
N.Y.
N.Y.
B'lyn
N.Y.
N.Y.
N.Y.
Glen Oaks
N.Y.
N.Y.
N.Y.
N.Y.
N.Y.
N.Y.

128 W. 59th St.
35 Bethune St. 3FL
113 Barrow St. #4A
1220 E. 28th St.
531 E. 78th St. #2A
523 E. 78th St. #1D
150 W. 79th St. #5
73-27 260 St.
61 E. 3rd St.
116 E. 64th St. #2B
101 E. 16 St. #1G
230 E. 18th St. #5E
707 31st Ave.
150 W. 79th St. #5

10019
10014
10014
11210
718-256-0640
10025
10021
10021
10024
11084
11218
718-854-1492
10021
10003
10003
10024
11204
718-837-3452
212-787-6308
212-691-4116
212-691-5967
212-691-3860

NEW ADDRESS

GOLD, David
77 W. 15th St. #4D

NYCC MEMBERSHIP AS OF 1/1/87: 659

CLASSIFIEDS

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

23" SW EVANS 12 Speed; made in England; Reynolds 531 Double-butted hand-built frame; excellent condition-15 years old. Best offer. KEVIN: 212-685-0629 nights; 212-977-2233 days.

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

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

WILD THING SPECIALIZED $1000! 650c- will deliver & set up. Used on Sunday once for 15 min. Ed Rusetsky. 718-363/75
Elly left from Montauk on June 8 with her bike and her camera as company to travel across the country. Through purple mountain majesty and spacious skies—some 4300 plus miles later she arrived in Seattle on September 26. And guess what she found out? “There’s no such thing as flat!” You’re not surprised, are you?

Come join us as Elly shows us her wonderful adventure with a slide show and stories.

NEW YORK CYCLE CLUB
MONTHLY MEETING
TUESDAY FEBRUARY 10

ELLY SPANGENBERG’S TOUR
FROM SEA TO SHINING SEA

Join us at 6pm for spirits or bubbles and schmoozing
Dinner starts at 7pm
Fixed Price
Meat, fish or poultry $10
Vegetarian 9.50
Desserts extra

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

O’HARA’S
120 Cedar Street
New York, NY 10006

BICYCLE HABITAT’S
PRESEASON SALE

FIT KIT SALE

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

REG - $55.00 SALE - $50.00
(Fit Kit sessions by appointment)

WOMAN’S SPECIALTIES

At Bicycle Habitat we carry several sizes for/and/or of particular importance to the woman cyclist. Including: TERRY - CYCLES FOR WOMEN. The only bike designed and built for the American woman. (We stock several more sizes in small frames.)

SPECIALIZED - 4.02

BICYCLE BARGAINS

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

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This is a special sale for NYCCC members only. Please bring the sale price to our attention when making a purchase. Thank You.
APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the Club, its' officers, and ride leaders blameless in case of accident.

NAME(S) ______________________________ PHONE (H) ______________________________

____________________________________ (B) ______________________________

ADDRESS ______________________________ APT. ______________________________

CITY ___________________________ STATE _______ ZIP _______________________

DATE ___________________ AMT. OF CHECK ________ NEW ________ RENEWAL ________

Circle if applicable: I do not wish my (address) (phone number) listed in the roster which is published in the bulletin semi-annually.

WHERE DID YOU HEAR OF NYCC?

OTHER CYCLING MEMBERSHIPS (circle): AMC AYH LAW TA CRCA CCC Other: ________________

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

Have You Renewed Yet?