

July
1989

NYCC Bulletin

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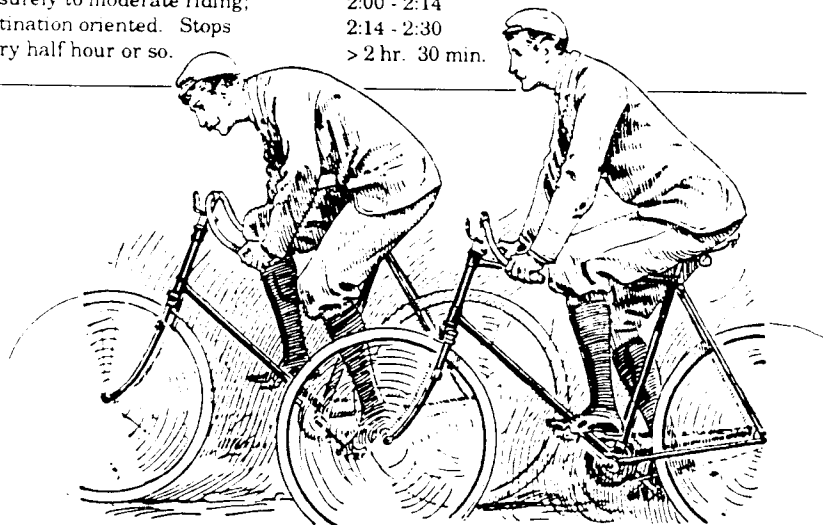
GUIDELINES FOR CLUB RIDES

NYCC rides are friendly group rides by individuals of similar riding abilities. Our leaders are volunteers. In addition to setting the pace and choosing the route, they may require or recommend specific equipment (helmets, locks, etc.) in their ride descriptions. Unless otherwise stated, rain (snow, sleet) at the starting time cancels the ride. Many rides meet at the Boathouse on Central Park's East Drive, north of 72nd Street.

Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire irons, water, pocket food, and medical I.D. Optional items include a lock, maps, bike permits for the commuter rail systems, and additional tools. Helmets are strongly recommended. Headphones are not.

Club rides generally approximate the speeds and characteristics listed below. You can assess your abilities by riding, at a comfortable pace, four laps around Central Park. The northern end of the park can be dangerous; ride with other cyclists or runners. Be sure to measure the time it takes you to complete the four laps, and not your average speed. In selecting your first club ride, be conservative. Choose an easier ride, and call the leader if you have any questions.

Ride Class	Average Speed (not incl. stops)	Cruising Speed (on flat terrain)	Ride Description	Central Park Self-classification Times (4 laps = 24.5 miles)
AA	17+ mph	22+ mph	Vigorous riding, frequently in pacelines. High regard for good riding style.	< 1 hr. 10 min.
A+	16 - 17	20 - 22		1:10 - 1:16
A	15 - 16	18.5 - 20	Stops every two hours or so.	1:16 - 1:23
A-	14 - 15	17 - 18.5		1:23 - 1:30
B+	13 - 14	16 - 17	Moderate to brisk riding, with more attention to scenery.	1:30 - 1:38
B	12 - 13	15 - 16	Stops every hour or two.	1:38 - 1:48
B-	11 - 12	14 - 15		1:48 - 2:00
C+	10 - 11	13 - 14	Leisurely to moderate riding; destination oriented. Stops every half hour or so.	2:00 - 2:14
C	9 - 10	12 - 13		2:14 - 2:30
C-	8 - 9	11 - 12		> 2 hr. 30 min.



The BULLETIN is published 12 times a year by the New York Cycle Club, P.O. Box 129877, Brooklyn, NY 11202-0019. 212/242-3900. Christy Guzzetta, president. Editorial and art contributions, copy art must be received by the first Tuesday in the month prior to publication. All written material must be typed. Call editor for article guidelines and/or advance approval, and for drawing specifications. Submission is contributor's warranty that material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Enclose a SASE if you want your material returned. Classified ads and regular ads must also be submitted by the first Tuesday of the month prior to publication. Ad rates: Classified two-classified ads per member per year are free (6 lines, 25 characters each, maximum); after that, \$1.00 per 25 character line. Other ads: \$200, full page; \$125, half page; \$60, quarter page; \$30, eighth page.

Publication of material is determined by available space, which varies with the length of ride listings, and we cannot guarantee that all submissions will be published. The BULLETIN is mailed free to all NYCC members. Price of membership is \$12 per year for individuals, \$15 for couples residing at the same address and receiving one copy of the BULLETIN. If you do not receive your BULLETIN, contact the circulation manager.

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RIDES THIS MONTH

- Tuesdays/Thursdays 6:00 a.m.** **EARLY MORNING CENTRAL PARK RIDES.** Leaders: Steve Baron/Caryl Hudson (212-595-7010). Ah, Spring! Meet at Tavern on the Green for a friendly but strenuous paceline ride of 2 - 3 laps. We leave promptly at 6:00 till Daylight Savings Time moves us back to 6:15 for a while. If you're a little slow, we'll wait over the tops of two hills; if you're a bit fast, you can pull us. Bad weather or late nights may cancel.
- Weekdays B/B+** **WEEKDAY MORNING "B" RIDES.** Leader: Jeremy Herman (212-543-6472). My flexible work schedule gives me most mornings off. You too? Give me a call and we can get a few hours of "B"-paced riding in before work.
- Sun.-Tues. July 1-4** **JULY 4TH WEEKEND ON SHELTER ISLAND.** Leader: Debbie Bell (212-864-5153). The traditional NYCC holiday weekend at the Chequit Inn, with many bike routes for all levels on quiet country roads. Rates for 3 nights, 6 meals, and gratuities are \$200-240.
- Sun.-Tues. July 1-4** **BERKSHIRE BIKING BONANZA.** Leader: Martha Ramos (718-858-9142). Fabulous scenery and historic sites combine to make this a special biking holiday. Cost is \$165. Call for details.
- Sat. July 1** **LEADERLESS "A" RIDE**
- Sat. July 1 10:00 a.m. B/B+ 45 miles** **WESTCHESTER PICNIC.** Leader: Jeremy Herman (212-543-6472). From 242nd St. & B'way (last stop on #1 train). Medium-length and time, but a good workout (some tough hills). Beautiful country views (farms, estates, Hudson River, NJ Palisades), 30 challenging miles before lunch at Kingsland Point Park (beautiful, quiet, uncrowded on the bank of the Hudson River), and an easy, social ride back to the city. Rain at start cancels. RAIN DATE: July 2.
- Sun. July 2 9:00 a.m. A 55 mi.** **GORGEOUS GARDENS OF GREENWICH.** Leader: Joe Furman (201-692-9635). The endless estates and horse farms of the Connecticut township provide breathtaking scenery. The hills up there have also been known to be breathtaking, but we will manage to avoid the nasty ones. Meet at the Greenwich railroad station on the corner of Greenwich and Railroad Avenues. I'm not coordinating transportation for this one, but call me if you're going.
- Sun.-Tues. July 2-4** **DIAL-A-"B"-RIDES.** Leader: Brian McCaffrey (718-634-1742). Call by Thursday, 6/29, and I'll put you in touch with other "B" riders in town for the holiday weekend.
- Sun. July 2 9:30/10:20 a.m. C/C- 45/30 mi.** **CYCLE CIRCLE AROUND THE LADY.** Leader: John Mulcare (718-672-5272). In continuation of the tradition started on the Lady's 100th anniversary, this ride is dedicated to her and all she stands for. If convenient, "C" riders may prefer to leave from the Coliseum, s.w. corner of Broadway and 60th St. at 9:30 a.m. to meet up with the "C-" riders at the Staten Island Ferry (Manhattan side, street level) at 10:20 a.m. Other patriots are also welcome. We ride over the Bayonne Bridge, stop at a deli, have lunch in Liberty State Park, continue riding through New Jersey, cross the GWB and return to the Coliseum. Rain cancels. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Tuesday, July 4.
- Mon. July 3 9:00 a.m. A / 82 mi.** **WESTCHESTER WATER.** Leader: Gary Meyer (212-221-7214). From the Boathouse. Lake loop from Kensico Reservoir through Armonk and Mt. Kisco. Suggestions as to amusing routes to/from start of loop and lunch stops vs. Armonk deli gratefully entertained.
- Mon. July 3 9:00 a.m., PROMPTLY C/C+ 52 mi.** **52/52.** Leader(s): Ken and Marilyn Weissman (212-222-5527) and Arlene Ellner (212-677-3306). From the Coliseum (SW corner of 60th St. and Broadway.) Join the League of Silly Cyclists on a 52 mile mystery ride to a Westchester location picnic lunch. Help celebrate Ken's 52nd birthday and Arlene's (undisclosed) birthday. One free cupcake (with candle) to each rider. Strong "C", "C+" and "B-" riders will like the pace and the routing. Helmets strongly recommended.
- Tues. July 4** **DRIVE UP, RIDE UP OR TRAIN UP.** Leaders: Clay Heydorn and Simone Smith (914-941-5013). Come on up to Ossining for the second GRAND PRIX BIKE RACE. The new course is a little further away from our backyard - but you are all invited over. Call for directions and travel options.
- Sat.-Sun. July 8-9 4:00 a.m. A/A+ 160-375 mi.** **BOSTON-MONTREAL-BOSTON 600 km QUALIFIER.** Leader: Jeff Vogel (h., 718-275-6978; w. 212-265-2500). From 59th St. and 5th Ave. If you are doing B-M-B, you should know all the details by now. For anyone else interested in doing part of this extremely hilly ride through the Catskills, there will be various shorter options, including a possible car-top for a later start in Newburgh. There will be sag support with dinner and overnight accommodations at the Pine Hills Youth Hostel. Cost will be approx. \$35. Call leader as soon as possible as space is limited.
- Sat. July 8 9:30 a.m. A 55 mi.** **RACING SIG RIDE FOR WOMEN ONLY.** Leaders: Chris Mailing (718-847-8004) & Beth Herman (212-689-7778). We're going to try again. Meet at the Central Park Boathouse for a ride to Nyack designed to help women get started in bicycle racing. The emphasis is non-threatening, instructional riding. The ride will be ridden in a single paceline formation (learn how!) and will include cornering, hill climbing and sprinting drills. Learn how to corner and feel more comfortable with bumping elbows in a pack. Discussion will focus on any questions you may have about racing. Joint ride with the Century Road Club Association. Rain cancels. Call Beth Herman if you would like more info.

- Sat. July 8
9:00, 9:30,
10:00 or
10:45 a.m.
A-/B-/B/
B+/C
63-30 mi.
- 4th ANNUAL NYCC NEW COMER'S RIDE -- WOOD DALE PARK, NJ.** Leaders Marty Wolf (212-935-1460), Irv Weisman (212-562-7298), Jeremy Herman (212-543-6472), Debbie Bell (212-864-5153) & Holly Gray (718-596-6336) and John Mulcare (718-672-5272). Everyone's invited on this one -- new members who aren't sure of their riding level and old-timers who want a very relaxed, sociable ramble through classic NYCC riding territory. Leave from the Boathouse at 9 a.m. or 9:30 a.m. and you have choices ranging from 54-63 miles; or from the Coliseum (60th St. & B'way) at 10 a.m., you can ride 40 miles, or from GWB Bus Terminal, 179th St. and Ft. Washington Ave. and ride 30 miles. Whatever your initial decision, you can always drop back to the next group. No one gets dropped. All routes lead to Wood Dale Park in Bergen County for a picnic lunch, followed by a leisurely return to the city and our hill at the Boathouse.
- Sun. July 9
8:00 a.m.
A / 90 mi.
- KENSICO DAM SOJOURN.** Leader: David Regen (212-533-5183). From the Boathouse. A few hills (not too many) and some roads along the lovely country clubs (this IS Westchester). Then we'll throw in a loop around a reservoir or two. Once again, we shall employ the rotating paceline, which works well on narrow roads. Bring snacks; sunblock.
- Sun. July 9
9:00 a.m.
B+
80 +/- mi.
- NORTH SHORE HILL CLIMBER.** Leader: Alinda Barth (718-441-5612). From the Statue of Civic Virtue (E/F train to Union Turnpike stop). Is there a Snake Hill on Long Island? You bet there is! Join me on this ride and we'll climb it as well as other hills with quaint names. Picnic lunch in scenic Northport Harbor and a flat return ride. Rain at start cancels.
- Sun. July 9
8:30/9:15
9:45
C
45 - 33 mi.
- SUMMERTIME SWIM.** Leaders: Richard Fine (914-638-0842) & Christy Guzzetta (212-595-3674). From Columbus Circle entrance to Central Park at 8:30 a.m.; the church at 179th St. and Ft. Washington Ave. at 9:15 a.m.; or Ft. Lee Historic Park at 9:40 a.m. This promises to be a fun ride to Tallman State Park. We will try and meet up with the North Jersey Touring Club and AMC. Then we'll take a flat, scenic, leisurely route to Tallman State Park for a swim in the pool. After we cool down and relax a little, it'll be a picnic lunch on the Pier at Piermont before we toddle on home. Don't forget your bathing suit and a lock for your bike. Rain cancels.
- Sat. July 15
8:00 a.m.
A- / 90+ mi.
- A BIRTHDAY RIDE.** Leader: Larry Hobson (212-795-1227). From the Boathouse. Help me celebrate my birthday with a trip to Stony Point by way of Saddle River and South Mountain Roads. Ride will begin in Central Park but conclude at my house (4 blocks from GWB) with cake and beverages. 50% chance of rain cancels.
- Sat. July 15
10:00 a.m.
B/B+
45 miles
- WESTCHESTER PICNIC.** Leader: Jeremy Herman (212-543-6472). From 242nd St. & B'way (last stop on #1 train). Medium-length and time, but a good workout (some tough hills). Beautiful country views (farms, estates, Hudson River, NJ Palisades), 30 challenging miles before lunch at Kingsland Point Park (beautiful, quiet, uncrowded on the bank of the Hudson River), and an easy, social ride back to the city. Rain at start cancels. RAIN DATE: July 16.
- Sat. July 15
10:00 a.m.
C-/C
32 mi.
- ROCKAWAY BEACH RIDE AND SWIM.** Leader: John Mulcare (718-672-5272). From 75th St. & Roosevelt Ave., Queens ("E", "F" or #7 train to Jackson Heights/Roosevelt Ave.) We'll make a pit stop at the Jamaica Bay Wildlife Refuge, then stop at a deli (bring or buy your lunch). Of course, if you want to swim, you'll need a swim suit, towel, sandals?, and suntan lotion in addition to the usual water bottle or two. Rain cancels. Call John before 9:00 a.m. if the weather is questionable. RAIN DATE: Sunday, July 16, if the weather is okay then.
- Sun. July 16
8:45 a.m.
A
90 mi.
- HILLS ARE US WITH JOE & GERARDO.** Leaders: Joe Irizarry (w., 212-382-2889) & Gerardo Fitz-Gibbon (w., 212-627-4080). From the Boathouse. We will attempt to hit as many hills, from here to Pomona and back, as we can. This will give all you great hill climbers a good workout. Also it will give the thrill seekers some great downhill. We'll have plenty of Advil on hand in case your knees get sore. The usual cancels and bring your big cog.
- Sun. July 16
8:30 a.m.
A- / 105 mi.
- STONY BROOK, LONG ISLAND.** Leader: Josh Rubin (718-424-8342). From the Statue of Civic Virtue (E/F train to Union Turnpike Station). A steady ride with North Shore hills, some pretty coastline, and ducks. Bring LIRR pass and unusual pocket food. Very hot weather will shorten the ride.
- Sun. July 16
9:30 a.m.
B+ / 65+/- mi.
- WESTCHESTER HILLS.** Leader: Brian McCaffrey (h., 718-634-1742, w., 212-880-0292). From 242nd St. & B'way, last stop on #1 train. Let's do some Westchester hills and I'll tell you about my mountain bike trip to Colorado. Picnic lunch. Strong "B" riders are welcome on this "B+" ride. Rain at start cancels.
- Sun. July 16
9:30 a.m.
C- / 22 mi.
- BEACH OR BIRDS.** Leader: Dave Lutz (718-624-0346). From City Hall. If the weather is great, we head out to Neponsit for a swim. If not, we go to the Jamaica Bay Wildlife Refuge. If it rains, we stay home. Bring lock and lunch. Joint with AYH.
- Sat.-Sun.
July 22-23
AA
300 mi.
- PINE HILL FLYING EXPRESS.** Leader: John Ceceri (201-485-2615). Ride 150 miles up to the Bellayre Youth Hostel in Pine Hill and back the next day. The ultimate in weekend "touring". Call leader before 7/17 or come to pre-trip meeting at AYH (75 Spring St.) on 7/18 at 6 p.m. Approximate cost: \$35. Please note: rating is due to distance and terrain (hilly). Joint AYH.
- Sat. July 22
5:30 a.m.
AA
204 mi.
- L.I. DOUBLE.** Leader: Alex Bekkerman (w., 212-460-2220). This will be a car-top ride. The purpose of this ride is to practice sustained speed of 20+ mph. I have used this 50-mile loop for 1988 RAAM training. It is fast, flat and relatively free of traffic. Three 5-minute stops are included for water and food from cars. Demanding and intelligent riding will be enforced. Loop: Patchogue-Grumman Complex-Patchogue. Estimated time: 10 hours +/- 1/2 hour.
- Sat. July 22
8:00 a.m.
A / 75 mi.
- BAYVILLE BEACH EXPRESS.** Leaders: Herb Dershowitz (212-929-0787) & Hannah Strauss (718-278-4779). From the Boathouse. A different route to Bayville, through the Cold Spring Harbor Science Lab or to Bayville. We'll spend some time on the beach and then head back to the hill. Rain cancels.

Sat. July 22 **ALLAMUCHY ALLEGORY CAR-TOP.** Leaders: Joan Mayer & Joe Vaccaro (212-799 0482). This enchanting, allegorical ride takes us through places with names like "Hope", "Shades of Death", and "Tranquility." We'll cycle on scenic back roads in the rural woodlands of Northern Warren and Southern Sussex counties. Picnic lunch at Swartswood State Park. Showers and changing facilities available for those who want to go swimming in the lake. Call for directions and if you need or can offer a ride. Call leaders if weather is doubtful.

9:00 a.m.
B/B+
53 mi.

Sat. July 22 **WESTCHESTER PICNIC.** Leader: Jeremy Herman (212-543-6472). From 242nd St. & B'way (last stop on #1 train). Medium-length and time, but a good workout (some tough hills). Beautiful country views (farms, estates, Hudson River, NJ Palisades), 30 challenging miles before lunch at Kingsland Point Park (beautiful, quiet, uncrowded on the bank of the Hudson River), and an easy, social ride back to the city. Rain at start cancels.

10:00 a.m.
B/B+
45 miles

Sat. July 22 **SOUL OF STATEN ISLAND.** Leader: Carlos Cardona (212-581-2858). From the Boathouse. Freaked-out, New Age, Culture Vulture ride to discover the soul (if any) of Staten Island. Possible destination points are The Blue Collar Cultural Center, The Jimmy Hoffa Memorial Cornerstone, The No Nuke is a Good Nuke Navy Monument and Landfill, and the Tibetan Art Center (the "New Age" part of the trip). Call before 9 a.m. if weather is questionable.

9:30 a.m.
C
35 +/- mi.

Sunday **ALL-CLASS CLUB RIDE TO BETHPAGE STATE PARK.** Join old and new friends for our second all-class ride of the season. Ride with one of the groups listed below, or meet us at Bethpage State Park at 1 p.m. for lunch. We'll be in the main picnic area, near the parking lot and restrooms.

July 23

A Leaders: Herb Dershowitz (212-929-0787) & Christy Guzzetta (212-595-3674). From the Boathouse. We're wearing our NYCC jerseys for the picnic at Bethpage State Park. We'll visit Roslyn, pass through Glen Cove, maybe Bayville, even Oyster Bay - before the picnic party.

8:00 a.m.
87 mi.

A- Leaders: Judy Cohen (212-673-8244) & Ken Vigiletti (718-388-2177). From the Boathouse. Same as above listing.

8:00 a.m. 87 mi.

B/B+ Leaders: Brian McCaffrey (718-634-1742) & Pete Panico (212-794-3684). From the Statue of Civic Virtue (E/F train to Union Turnpike stop). We will get some North Shore mileage in before joining the other groups in Bethpage Park for our annual picnic. The joint ride back to the city is a chance to "schmooze" with others we don't see on "B" rides. Rain at start cancels.

9:00 a.m.
55 +/- mi.

C Details for "C" ride not available at press time. Call Ken Weissman (212-222-5527) for information.

Sun. July 23 **PIERMONT II: REVISED AND REVISITED.** Leader: Alex von Braun (212-757-7837). From Columbus Circle at 9:15 a.m. or 179th St. & Ft. Washington Ave. at 10 a.m. Re-pier the Pier. For more unusual twists and turns on our journey towards the cool arctic, if only part way. Optional swimming. Delis available for lunch on the Pier or in Tallman Park, as preferred -- Bosco on the Hudson! 50% chance of rain cancels.

9:15/10 a.m.
C+
35-45 mi.

Sun. July 23 **RIVER VIEW PARK, WEST NEW YORK, NJ.** Leader: John Mulcare (718-672-5272). From the Coliseum (S.W. corner of 60th St. and Broadway). We'll see the Hudson from both sides, ride along Jersey's River Road, ride or walk up the Palisades and enjoy our lunch (buy or bring) in one of Jersey's nice parks overlooking the Hudson. Rain cancels. Call John before 9:00 a.m. if the weather is questionable.

10:00 a.m.
C-/C
38 mi.

Sat. July 29 **OUR CIVIC DUTY.** Leader: Jay Rosen (718-857-2610). From the Boathouse. Today we're going to be good citizens. We going to do our part and help with the big River Road experiment -- and we'll have fun doing it, too. That's if you call big hills fun. We'll pass out some literature at the 2 entrances to River Road - and we'll do some riding along what may be the prettiest 9 miles around. Come on out!, help every bicyclist in the area, and have some fun doing it. Please call beforehand so I can coordinate our schedules.

10:00 a.m.
A
40++ mi.

Sat. July 29 **PAYING OUR "RIVER ROAD DUES".** Leaders: Brian McCaffrey (718-634-1742), Steve Antioian (718-651-3807) and Pete Panico (212-794-3684). From the Boathouse. Paul Sullivan, Richard Rosenthal, Jay Rosen and others fought hard to get us permission to ride on River Road. Part of the agreement is that we hand out fliers to other cyclists. Our ride will stop for 2 hours on River Road, do our duty and continue on to Piermont Pier for a picnic on the Hudson. Please help! Rain at start cancels.

9:30 a.m.
B
50 +/- mi.

Sat. July 29 **DOUBLE TROUBLE - PART 1.** Leader: Jeff Vogel (h., 718-275-6978; w. 212-265-2500). From the Boathouse. I'm open to suggestions for a scenic yet hilly route. If you leave it up to me, we'll do West Point, Storm King and maybe Mohonk Mountain. Final mileage to be determined by the weather. This ride is open to all, not just Boston-Montreal-Boston participants. Bring a Metro North pass for sag support.

5:00 a.m.
A/A+
160-200 mi.

Sat. July 29 **OUT AND BACK.** Leader: Carl Faller (h., 212-740-5586; w., 212-978-6396). From the South side of GWB; New York end. Mid-morning loop up River Road to warm up, through Sparkhill then approaching Nyack via Tweed Hill. Early return back to the city. Eat breakfast beforehand. Downpour cancels.

8:30 a.m.
A / 35 mi.

Sat. July 29 **WESTCHESTER PICNIC.** Leader: Jeremy Herman (212-543-6472). From 242nd St. & B'way (last stop on #1 train). Medium-length and time, but a good workout (some tough hills). Beautiful country views (farms, estates, Hudson River, NJ Palisades), 30 challenging miles before lunch at Kingsland Point Park (beautiful, quiet, uncrowded on the bank of the Hudson River), and an easy, social ride back to the city. Rain at start cancels. RAIN DATE: July 30.

10:00 a.m.
B/B+
45 miles

- Sat. July 29 **EISENHOWER PARK, NASSAU CO.** Leader: John Mulcare (718-672-5272). From the Burger King parking lot at 179th St. and Hillside Ave., Queens (last stop on "F" train not the "E" train). Carry your lunch or buy it at a deli stop on the way. Our gung-ho riders will be permitted to ride as fast as is safe on a long stretch of the L.I.E. service road provided they wait for the rest of us at Post Road (or Ave.) on the right. Rain cancels. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Sunday, July 30, if it's okay then.
9:30 a.m.
C-/C
37 mi.
- Sun. July 30 **DOUBLE TROUBLE - PART 2.** Leader: Jeff Vogel (h., 718-275-6978; w. 212-265-2500). From the Boathouse. Today's ride will not be as hilly as yesterday's double. We'll try the rolling hills of Long Island's North Shore. Final mileage to be determined by the weather. If we ride cooperatively, this is a fairly easy double century (a contradiction in terms?)
5:00 a.m.
A/A+
175-200 mi. This ride is open to all, not just Boston-Montreal-Boston participants. Bring a Long Island Railroad pass for sag support.
- Sun. July 30 **NO FOOLIN' AROUND.** Leaders: Bob Foss (212-594-5402) & Angel Rivera (212-889-9346). From the Boathouse. To Rockland Lake anyway we can get there - and back. Any situation that would make Angel's bike dirty cancels the ride.
9:00 a.m.
A / 70 mi
- Sun. July 30 **BEACHES.** Leader: Janet Schumacher (h., 718-857-6871, w., 212-216-8619). From Grand Army Plaza entrance to Prospect Park, Brooklyn. A nice social ride along the Brooklyn shore (bike path), Coney Island, Sheepshead Bay, Plumb Beach, and on to Riis Park for a swim. Bring a lock, towel and be prepared to carry lunch for one or two miles. Rain at the start cancels.
9:30 a.m.
B/B+
55 +/- mi
- Sun. July 30 **CROTON DAM.** Leader: Ken Weissman (212-222-5527). From the Woodlawn Station (last stop IRT #4 line). Up the Bronx River, over the Kensico Dam, along the beautiful Croton Reservoir and over the dam. Strong "C+" and "B-" riders will enjoy a "C+" pace, over a "B" route to a picnic lunch. This ride is not suitable for "C-" or mid-"C" riders. Helmets, please!
8:45 a.m.
C+/B-
60 mi.
- Sat. Aug. 5 **PRINCETON FREE WHEELERS' 9TH ANNUAL BICYCLING EVENT.** From Rider College, Lawrence Township, NJ. Six routes, 15-100 miles. Helmets required. Registration: \$7. The century starts at 7 a.m.; the 50-mile ride will go off at 8 a.m.; all other rides begin at 9 a.m. For forms, send SASE to Princeton Freewheelers, P.O.B. 1204, Princeton, NJ 08542-1204; or call 609-890-8259 in the evenings before 10:30 p.m. Registration before July 26 includes a T-shirt.
A/B/C
- Sat. Aug. 5 **DEJA-VU.** Leader: Jeff Vogel (h., 718-275-6978; w., 212-265-2500). From the Boathouse. If you missed last Sunday's ride, we'll do it again today - Long Island's North Shore - rolling hills - open to all, etc. Bring a LIRR pass for sag support.
5:00 a.m.
A/A+
175-200 mi.
- Sat. Aug. 5 **BEDFORD VILLAGE CENTURY OR AMONK 85 OR GLENVILLE 70.** Leader: Marty Wolf (212-935-1460). From the Boathouse. Meet at the Boathouse for what may be a century - but will be shorter if it's a typically hot August day. Come prepared for a relatively fast (no stops) ride to Bedford Village - so bring pocket food. Any precip cancels. RAIN DATE POSSIBILITY: Sunday, August 6. Call if any questions.
8:00 a.m.
A-
100/85 or 70
- Sat. Aug. 5 **GREAT NECK, L.I.** Leader: John Mulcare (718-672-5272). From the Burger King parking lot at 179th St. and Hillside Ave., Queens (last stop on the "F" train, not the "E" train). Carry your lunch or buy it at a deli stop on the way. We eat in a nice park. Rain cancels. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Sun. Aug. 6.
10:00 a.m.
C-/C / 30 mi.
- Sun. Aug. 6 **ROCKLAND LAKE.** Leader: Padraic Kennedy (718-729-1710). From the Boathouse. Another one of those rides up and around Rockland.
9:00 a.m.
A / 70 mi.
- Sun. Aug. 6 **"B" RIDE - TO BE ANNOUNCED.** Call Brian McCaffrey for information (718-634-1742).
- Sun. Aug. 6 **"C" RIDE.** Leaders: Christy Guzzetta (212-595-3674) & Debbie Schlesinger-Furman (201-692-9635). We'll meet at 8:45 a.m. at the Columbus Circle entrance to Central Park; 9:30 at the Church on 179th St. and Ft. Washington Ave. - then over the GWB for a leisurely-paced "C" ride in New Jersey. Distance and destination in August bulletin.
8:45/9:30
C

Previews

- Aug. 12-13 **Delaware Water Gap.** Leader: Maxim Vickers (718-728-7179). "A", 275 miles. To those who have been watching the space: The 11th Annual Delaware Water Gap ride, all 275 gorgeous miles of it, will be held as is customary. Contact Maxim Vickers at above number of wherever you can catch the same.
- Aug. 13 **Leader: Christy Guzzetta (212-595-3674) & Frank Rezac (212-595-8063).** Bicycle day on the Bronx River Parkway, picnic by the Kensico Dam, a picture-perfect "B" ride.
- Aug. 27 **Leader: Christy Guzzetta (212-595-3674).** Our annual journey in search of the legendary nude beach in Sandy Hook, NJ. This year, in order to enjoy more sights at the beach and to encourage participation, we may only have to ride 50-60 miles one way. Possibly, with a little luck, a boat will bring us back to Manhattan. Sorry, however, clothes will be required on the boat. Stay tuned for details in the August bulletin.

- Sept. 9 Bike to Beethoven. A beautiful but hilly ride to the Planting Fields Arboretum, Long Island for the annual Beethoven Festival. Joint NYCC/AMC/LIBC. Details in August bulletin.
- Sept. 10 Leader: Christy Guzzetta (212-595-3674). If you've never before led a "B" ride and would like to try co-leading one today with the leader - call him prior to Tuesday, Aug. 8th so we can get it listed in September's bulletin.
- Sept. 1-4 Penn Dutch Holiday. Leader: Martha Ramos (718-858-9142). Class-Less. Rolling hills and farm country make this a unique kind of Labor Day biking experience. Enjoy Amish culture and food. Cost is \$135.00 and includes hotel, registration fee, wine and cheese get together and departure luncheon. Deadline is July 21st. Late fee of \$25 for checks received after that date. Cancellation fee of \$5 if leader is notified before August 18th. Make checks payable to Martha Ramos and mail to 75 Henry St., #23E, Brooklyn, NY 11201.
- Sept. 30 A Ride With a View. Leaders: Joe Furman (201-692-9635 ("A+"); Donna Slattery (718-680-0664 ("A") & Brian McCaffrey (718-634-1742 ("B+"). Car-top ride starting in Princeton going through Bucks, Mercer & Hunterdon counties. 55/65 miles. Have also invited the members of the Richmond (Virginia) Area Bicycling Association. Details in August bulletin.
- Oct. 6-9 Catskill Colors. Leader: Martha Ramos (718-858-9142). Class-Less. Call for details. Please note: this year Columbus Day falls on Yom Kippur.
- Oct. 22 Dingman's Ferry - Colourfest. Leaders: Joe Furman (201-692-9635) ("A"); Brian McCaffrey (718-634-1742) ("B+"); Loraine Gruber (212-989-5915) ("B") & Ken Weissman (212-222-5527) ("C+"). Car-top ride to view the fall foliage of the Delaware Water Gap Recreation Area. 60, 50 or 30 miles. Details in future bulletin.
- Fri.-Sun. Dingman's Ferry-Colourfest Weekend. Leader: Joe Furman (201-692-9635). Overnight stay in Hope, NJ. Cycle, canoe and hike options for Saturday. Meet other club members on Sunday for the above-listed ride. The number of rooms are limited so reserve early.
- Oct. 20-22

ANNOUNCING: THE GRAND CANYON TO MEXICO ALMOST ACROSS ARIZONA BICYCLE TOUR

Registrations are now being accepted for the Greater Arizona Bicycling Association's (GABA) ninth annual Grand Canyon To Mexico Almost Across Arizona Bicycle Tour. This is one of the most beautiful, challenging, and dramatic organized bicycle tours in America.

The Tour will again offer a choice of two routes, starting one day apart from the south rim of the Grand Canyon. The Extended Route (10 days, 560 miles) begins Friday, September 29 and the Traditional Route (9 days, 500 miles) begins Saturday, September 30. Transportation to the Grand Canyon will be provided from Tucson and Phoenix with sufficient time for Canyon viewing before dark.

Cost for both the Traditional and the Extended Tours is only \$225. This includes:
* bus and bike transport to the Grand Canyon and return from Nogales on the Mexican border

- * nine group meals
- * campsites each night of your tour
- * rider support vehicles
- * baggage wagon to carry your gear
- * T-shirt, route guide, and other materials
- * Membership in GABA and monthly newsletters
- * great people, Arizona's incomparable scenery, and a challenging ride

The Grand Canyon to Mexico Almost Across Arizona Bicycle Tour has proven intensely popular in spite of (or perhaps due to) its difficulty. There are four major (1500' plus) climbs on each of the routes. Average daily mileage is 60 miles and the longest day will exceed 80 miles on both routes.

This tour is not for novice cyclists, or those who don't have well-developed traffic skills. Every participant is REQUIRED to complete and return a Rider Qualification Questionnaire, which gives a good indication of the type of experience and skills needed to complete this tour. In addition, all participants must wear an ANSI-approved helmet and obey traffic laws at all times.

Our two tour groups are limited to 100 riders each. The 1989 Tours are being widely promoted and are expected to fill up quickly. If you want to go, don't wait! Persons wishing to register after limits are reached go on a waiting list.

For more information, write:

REGISTRATION COORDINATOR
BOX 40814-R
TUCSON, AZ 85733

CLASSIFIEDS

FOR SALE: PINARELLO TREVISIO

Brand new. 56cm Columbus SL frame. Most components are brand new. 75% Campy equipped. Deep blue. Clinchers. \$1000.00
Call Joe Furman (201) 692-9535



QUICK RELEASES

May 1989 was the rainiest May ever recorded and June so far has been equally wet and may also topple the record. All but the most ardent and waterproof NYCCers have spent much too much time off their bikes to consider this a good Spring. If there is a silver lining, frayed or whole, to the almost constant rain and overcast of the past two months it is the incredibly verdant lushness that greets one on the all too few days there is dry pavement to travel. Never have the lawns of Westchester and Bergen counties, the woods of Rockland and Ulster, the fields and meadows of Hunterdon and Somerset or New York City's great urban parks been more emerald. Keep your eyes open as you ride. This is nature on a bender, grown corpulent, extravagant and looking, well, moist.

Not only have our members had to put up with far too many days when they can't go out on their bicycles, we've had far too many instances recently where club riders have found themselves suddenly thrown off their trusty steeds. Bettina Hetz broke her collarbone on the Montauk ride. Bob Moulder, who writes the Bulletin's No-Tech Tips column, shattered a finger in a spill on a rain-slicked bridge in Bayville. B Rides Coordinator Brian McCaffrey had a bad fall on a ride he co-led with Alan Leener on June third. Brian's Bell Quest Helmet was cracked in two, but he escaped with mucho road rash and shredded cycling clothes. Bill White's article in this issue describes briefly a crash suffered by Don Ketteler and Paul Mort during the Davis Double Century. And, most seriously, Bulletin editor Janet Kronstadt, who has an article in this issue on her struggle to be taken seriously as an athlete, and Donna Slattery were injured in a pile-up during the CRC road race in Central Park June tenth. Donna's left wrist was broken in two places and Janet, whose helmet was knocked off in the initial collision, suffered a concussion and hairline fracture of her skull. Janet is recuperating in Roosevelt Hospital as this issue of the Bulletin goes to press. There have been at least six other crashes involving club members this spring.

Anyone active in NYCC for any length of time will recognize the names above as belonging to members who are among the Club's strongest, most experienced and most skillful riders.

It is true that they ride many more miles than some of us, increasing the odds of a mishap occurring eventually. It's true that the weather was a factor in some of these accidents and unwelcome and underskilled interlopers in the paceline caused two others. Yet, even with those crashes where the cause is clear there is no explanation for this extraordinary run of crashes other than the laws of probability and the vagaries of fate.

We wish our injured comrades the swiftest possible recovery that they may again join us on the road.

We admonish all club members to take every safety precaution he or she can. Always

wear a properly fitted helmet, tightly fastened. Watch for traffic. Use signals in the paceline. Be wary of riding with unknown cyclists whose skills and steadiness you cannot know. Slow down when the roads are wet. Be considerate of drivers and aware of their blind spots.

But, to whatever powers govern these things, we want to say, about all these accidents, as with the rainy weather: "ENOUGH ALREADY!"

VOLUNTEERS NEEDED TO OPEN RIVER ROAD FOR BICYCLE USE

Jay Rosen

River Road will be open to bicycles for a trial period from July 8 through September 4, 1989. NYCC has agreed to distribute information about the use of River Road during the weekend of July 29-30, 1989. Volunteers are needed to spend an hour or two of their time passing out leaflets at the entrances to the road.

The opening of River Road to cyclists culminates a three-year effort by bicycle clubs in New York and New Jersey for a legal right to freely use the route. River Road, officially known as Henry Hudson Drive, runs along the base of the Palisades for approximately 8 miles from Fort Lee, New Jersey to Alpine, New Jersey. It has some of the best scenery in the metropolitan New York area. The Hudson River and the cities of New York and Yonkers spread out majestically in the east and the Palisades rise straight up on the west side of the road. The road itself is tree-covered with little automobile traffic. River Road is easily accessible to cyclists riding from New York City. The Fort Lee entrance to the road is approximately one-half mile south of the George Washington Bridge and may be entered from Hudson Terrace Drive in Fort Lee.

Currently, cyclists cannot use the access roads to reach River Road and can only use River Road itself on weekend mornings. Cyclists who disregarded the current rules were ticketed; in some cases, their bicycles were confiscated.

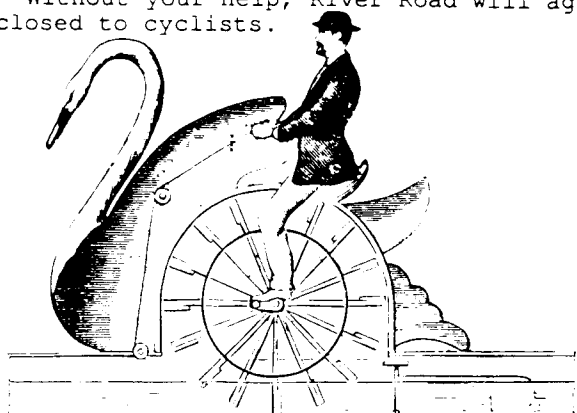
During the trial period, cyclists will be able to ride along River Road after 9:30 a.m. until dusk on weekdays and from dawn to dusk on weekends and holidays. Cyclists will not be able to use the Englewood Cliffs access road to reach the roadway. Cyclists wishing to use River Road must apply for a pass either through participating bicycle clubs or at the Park offices at the Fort Lee Historic Park or at its Alpine station. A cyclist will have to certify that he is at least 14 years old and that he will ride on a multi-speed bicycle with 24-inch or larger wheels. Helmets will be required at all times.

Representatives from American Youth Hostels, Bicycle Touring Club of North Jersey, New York Cycle Club and Transportation Alter-

natives will meet with Palisades Interstate Park Commission officials to finalize the rules for the cyclists' use of River Road during the trial period. It is expected that the Commission will implement a pass system similar to that for bikes on Metro-North and the LIRR.

As a condition to our use of River Road, the Commission has demanded significant participation from the bicycle clubs. NYCC probably will administer the issuance of passes. More importantly, volunteers from each club will have to pass out literature at the Fort Lee and Alpine entrances to River Road for the first four weekends during the trial period. Rides will be organized in which members will spend one or two hours at an entrance as part of the ride. Christy Guzzetta has come forth as the first volunteer. Call Jay Rosen (212/216-8135) or Richard Rosenthal (212/888-6088) for more information.

Without your help, River Road will again be closed to cyclists.



NO-TECH TIPS

Bob Moulder

Despite the fact that many subtle and not-so-subtle refinements have been made in bicycle components and the materials from which they are made, the racing machines that will be used in the 1989 Tour de France are remarkably similar to those used in the 1937 edition, the first in which the use of derailleurs was permitted. Sure, our indexed gear shifters click and our clipless pedals clack, but these are merely improvements (some will disagree) of components already in use for many years.

This can also be said for rear derailleurs which retain their same simple design. Although it is a simple mechanism, many cyclists, perplexed by this seemingly baffling little gizmo, resist the idea of adjusting their own derailleur.

Due to space limitations, this month I'll discuss only the "high-low" gear adjustment which is required for friction and indexed systems alike - with the special problems of indexed systems to be addressed next month.

Simply put, the rear derailleur is a hinged, spring-loaded metal parallelogram to which is attached a pulley cage. As the parallelogram swings back and forth, the pulley cage moves the chain from cog to cog, while a spring in the pulley cage takes up

slack in the chain. If you look closely, you will notice two small screws on the parallelogram, known as "limit screws", so called because they limit the distance the parallelogram can swing between the largest and smallest freewheel cogs. These screws are frequently labeled "H" for "high" gear (which is the smallest cog) and "L" for "low" (largest cog). When the parallelogram swings out to the smallest cog, the tip of the "H" screw hits a small tab and prevents the parallelogram from travelling too far and dropping the chain between the freewheel and the frame dropouts. Likewise, the "L" screw prevents the parallelogram from overshooting the largest cog and dropping the chain between the cog and the spokes. You can see how these limit screws work by removing the rear wheel and moving the rear shift lever all the way back and forth while observing the points at which the screw tips contact these tabs.

If your chain frequently jumps off the smallest or largest cogs, you can adjust your derailleur as follows:

To adjust the HIGH limit:

(1) While turning the cranks, move the shift lever all the way forward to the high gear position.

(2) If the chain does not drop all the way to the smallest cog, while turning the cranks, use a small screwdriver to turn the "H" screw counter-clockwise until the chain drops cleanly onto the cog.

OR

If the chain goes past the small cog, lift the chain back onto the cog by hand and, without turning the cranks, turn the "H" screw three clockwise turns. Now turn the cranks again and, if the chain falls off again, repeat the procedure until it stays on the cog.

(3) Now hold the rear wheel off the floor and turn the cranks. If the chain stays on the small cog, but makes a chattering or skipping noise, the adjustment can be fine-tuned (also referred to as "cleaned up") by slightly turning the "H" screw clockwise or counter-clockwise until the noise disappears.

To adjust the LOW limit:

(1) While turning the cranks, move the shift lever back all the way so that the chain shifts to the largest cog.

(2) If the chain does not move all the way up onto the largest cog, turn the "L" screw two turns counter-clockwise, turn the cranks and pull the lever all the way back again. If it still doesn't shift to the large cog, repeat the procedure until it does.

OR

If the chain shifts past the largest cog, move the shift lever forward (to a smaller cog), then slowly move the shift lever back until the chain shifts to the largest cog. Leave the shift lever in that position and stop turning the cranks. Now gently turn the "L" screw clockwise and as soon as you feel a slight increase in resistance, STOP. Check the adjustment by turning the cranks.

(3) As above, "clean up" the adjustment by spinning the cranks and turning the "L" screw slightly until chain chattering and skipping stops.

Next month: Not tonight, I have a "tension" headache.

UP AND OVER THE HILL

Janet Kronstadt

At bicycle camp I was placed in a group in which there were a number of "juniors" - people who race in an age group of 18 and under. There was one other woman in our group; she was 22. Toward the end of the third day, one of the juniors, Kelly Rodriguez, told me that I certainly was a stronger rider than "that other girl," even though she talked about racing all the time. She had been dropped today because she was still tired from yesterday, he told me. "And she's younger than you are," he added.

How old are you? was the next logical question.

"Forty," I told him, knocking off two years.

He paled visibly beneath his helmet. "What?" he said. I could hear the wheels clicking: She's the same age as my mother (or older), she should barely be ambulatory.

"That's wonderful!" he said enthusiastically.

"Don't tell anyone," I said.

That day I had asked to be moved to a higher group, and my group leader, who had paid special attention to me and in fact taught me a lot, was for some reason, incensed. He had made it an open situation for many of the others in the group, who had been able to move back and forth between our group and a higher group at will. I wasn't sure why my request infuriated him so much, but he lectured me and the rest of the group about thinking we were hotshots and wanting to go fast, when not one of us was fast enough to drop him, even though he had just come back from an accident with a car and a month's stay in the hospital.

Then he set up a series of tests, designed to cut me - and them - down to size. However, a small group of us, including, marginally, Kelly, passed the tests and repeatedly dropped the rest of the group.

The next morning my leader announced that I would ride with the higher group.

I started out with the higher group but that day it rained, and only about ten of us, mainly instructors, rode despite it: The rest went back to camp. My instructor, who had forgiven me for wanting to change groups, now expressed approval at the fact I was keeping up in such fast company. He said, however, that it would be better if I stayed in his group tomorrow, because the next-higher group didn't give the degree of instruction he did, they just went faster - and even though I was already fast (ahem), I had a lot to learn.

I decided to stay.

That night a group of women with whom I had been sitting at meals, and their husbands, left camp for the evening, and I went to the dining hall and sat alone. Hesitantly a group formed around me, including my instructor and a number of the juniors and others I had been riding with. My instructor said,

"Now John, here..." (John was sitting across from me - he was the one who repeatedly offered to fix my squeaking brakes) - "...looks a lot younger than he is. He's 21, though." My instructor looked at me meaningfully and everyone waited. I glanced at John. We had

biked together a lot, in our breakaway groups. He was extremely broad and strongly built, especially for a biker, and in fact he had been a college swimmer first, but had given it up to race on his college bicycle team. He said he liked biking better. In fact, I had assumed that he was older than 21.

"That's about what I thought he was," I said.

There was another silence which nobody filled - least of all me with something like, well, everyone thinks I'm younger than I am, too - and I looked at Kelly Rodriguez who was looking at his meatloaf with interest.

"Is it true you're a bike messenger?" a junior called from the other end of the table.

I had come to camp with my black messenger bag.

"No it's not," I returned, trying to hide my smile. "I just ride around the city a lot, in the course of my own work."

The boy looked disappointed.

It was fun being one of the few women at bike camp - you certainly did get noticed and if you were good, the guys respected you. For whatever reason, they didn't seem particularly competitive with me, and didn't seem to find it especially odd, galling, or ego-reducing that I could keep up with them. They heaped me with praise, and the more encouragement I got, the better I was.

When I got home from camp, I went to my triathlon swim group, afraid I would have lost some ground in the week I was away. A boy of 18 - a swimteam star - had been helping our coach manage the group this summer. The swim star's name was Jeff. He had taken a proprietary attitude toward our slower, all-female lane. He especially liked to tease me - mercilessly - because I worked so hard that I "turned all red." But on my first day back, I apparently overdid it color-wise. "Hold up!" Jeff shouted in a curt style that imitated that of our coach. I grabbed the edge of the pool, annoyed to be stopped in the middle of a 100-year drill.

"Take your pulse," he ordered.

"I don't know how," I gasped.

"Find your artery. On your neck.

"Count!" he shouted when he had demonstrated and, copying him, I had found my artery. I computed my pulse.

In 15 seconds he stopped me. "What did you get?"

"Thirty-two."

"How old are you?"

"Forty," I whispered.

"Forty?" he said and calculated quickly; "STOP SWIMMING!" he screamed.

"Excuse me?" I said.

"You're over the maximum breakpoint. Get out of the pool!"

"I'm fine," I said, furious, pulling myself up onto the ledge. "I reach this point all the time. I'm in very good shape."

He seemed to calm slightly. "I go way over my breakpoint too," he admitted.

"What's going on over there?" the coach yelled from across the pool. Neither of us responded.

"And I turn all red too," Jeff added thoughtfully. "Well, I wouldn't worry about it."

"I wasn't worried about it," I pointed out.

"Oh, Je-eff," sang one of the guys from an adjoining lane, "I need coaching too."

"Me, too," others chorused.

Jeff blushed furiously, but continued to face me down.

"Did you think I would have a heart attack?" I asked.

He laughed a little nervously, and put his arm around me. "I guess I panicked," he said. Then he gave me an exaggerated shove, and yelled that I should get back in the pool and swim.

Sometimes it's rough being older and female and so on. Since I've been back from bicycle camp, having set high goals for myself as was suggested to me there, I've been challenged and dropped by any number of male riders. At first I hung back, even though I don't like to be at the end of a line, because I noticed they got depressed if I passed them, and I didn't want to make anyone feel bad. In the end I became as aggressive as they were, and it worked better. ("She's jockeying for position," someone said the first time I tried to move up.) But I still get dropped a lot.

I think that in the beginning it was a novelty to me to be the only woman in a large group of men, and I really enjoyed it. It wasn't totally unfamiliar, as I once shared my very large apartment with a group composed mainly of men, when we were all graduate students together. At one point, the other woman in the apartment transferred schools, and I became the only female. The guys did their share of housework, and the only thing I noticed was that once, when I stayed out all night, they were all mad at me when I got home the next day because I hadn't called to tell them. I remember being very embarrassed and saying defensively, "Well, would you have been worried if Kent had stayed out all night after a date?"

But basically living with the guys had been a fun experience, and biking with the guys has been a fun experience too. I think that to improve you have to ride with people who are better than you are, and I try to manage my depression at being, often, the weakest one, the one who has to be waited for sometimes.

I myself am no longer a novelty, only a slightly slower rider, so they don't flirt with me like the guys did at bike camp, and don't go out of their way to help me with my bike, or to give me personalized training tips, like the guys at camp continually did.

Now I find them tapping their fingertips on their handlebars if I've kept them waiting too long, they don't make a point of praising me, and the most acknowledgement I get of my female status is occasional jokes about my need to dress under the covers (if we've stayed some place over night), or the fact that my bathroom breaks are more secluded. (Except the time I insisted on taking the floor when there weren't enough beds, and someone said, "Chivalry isn't dead, bitch." I slept on the bed and he slept on the floor.)

I suppose it's better this way.

On the way home from bike camp, on

the all-night train, I sat next to a gabby woman who ignored the bicycle notes I was poring over diligently, and engaged me in conversation. She proved to be quite interesting. She was black, and a mortician. She said that sometimes she encountered prejudice on the job, like the time she went to get a body and the family just looked at her and didn't offer to help. They wanted to know when her boss was coming. "I am the boss," she told them. When they still refused to help her get the body down the stairs, she dragged it by the feet to the top of the staircase and shoved. She said it was fast and effective. "What did they say then?" I asked, astonished.

"They didn't say anything," she said.

I told her that at bike camp an instructor had told me I could go to the Olympics if I was willing to work hard. "But I'm sure he didn't know my age when he said that," I explained. "When I said I was too old, he told me there had been a 38-year-old woman in the Olympics the previous year. What do you think?"

"Lie," she said matter-of-factly.

"You have to send a copy of your birth certificate to get a racing license," I told her.

She shrugged. "Forge it," she said.

I've thought of her sometimes, and thought that she had a very practical approach to life. But actually, I have lied about my age in the past and it didn't work out so well. That, however, is another story.

Anyway. These are some thoughts about being at least 40, about having high goals in biking after attending cycling camp, about biking with the guys (and looking over my shoulder, waiting for the other strong female riders in the club to join me...) and about working hard and struggling to improve.

MINUTES

NEW YORK CYCLE CLUB BOARD MEETING,
2 MAY 1989, O'HARA'S RESTAURANT

Present: Christy Guzzetta, Janet Kronstadt, Martha Ramos, Brian McCaffrey, Holly Gray, Simone Smith, Richard Rosenthal, Roberta Pollock, Arlene Ellner

Absent: Hannah Holland, Debbie Bell, Ken Weissman

April minutes approved.

Brian proposed leading rides to Nyack and Syosset to present plaques to respective fire departments.

Roberta will resign position of A-Rides Coordinator effective July 1. Motion made to name Beth Herman to position; carried unanimously.

Richard previewed June meeting program. Read draft of TA proposal to Palisades Commission regarding use of River Road. Motion made to support draft; motion approved.

Janet requested deadline for bulletin material be changed to first Tuesday of month; board agreed.

Meeting adjourned 8:30 pm.

Respectfully submitted.

Arlene Ellner

ULTRAMARATHON CYCLING

Jeff Vogel

Based on the training schedule outlined in last month's BULLETIN, you should be ready for a double century now.

They key to finishing is keeping a comfortable pace throughout the ride. If your double century is part of a large organized ride, try to find a group of riders going at your speed. 200 miles can get pretty boring if you are riding alone. Riding with others will help you maintain your concentration and your speed throughout the day. You must be careful, however, when riding with a group, that they aren't going faster than you would normally ride. One mile per hour faster than normal will tire you out long before you reach the 200 mile mark. If you find yourself struggling at all, the best thing to do is slow down a little and find a slightly slower group of riders.

You can test this out on a club ride. Start with a group where you know you might have trouble keeping up. You should be fairly tired by lunch. On the way back try decreasing your speed by about two mph, riding alone if necessary. At this speed you should feel like you could ride all day - and you probably can. At 17 mph your riding time for 200 miles would be 11 hours and 46 minutes. At 15mph your riding time would be 13 hours and 30 minutes. While that is an hour and 34 minute difference, there are ways to make some of it up.

The easiest and most important place to save time is at the breaks. You must economize your time off the bike and be back on the bike as quickly as possible. Sitting around a diner for an hour or more will not accomplish anything other than allowing your legs to stiffen up. A 20-minute break every few hours should be sufficient to fill your water bottles, use the bathroom, and get something to eat.

That does not mean you should stop less often, however. You still need to stop for water before you run dry. July is probably the best month for trying a double century because of the long hours of daylight. Unfortunately it's also the hottest month. So, please, remember to drink enough. Nothing will stop you faster than becoming dehydrated on a long ride. All of the problems associated with dehydration, heatstroke, etc., are increased dramatically the further you ride. Just ask someone who has suffered through a heat-related problem, and it will convince you to drink enough.

Nutritional tip for the month: Have you tried baked potatoes as pocket food yet? Baked potatoes are high in complex carbohydrates and potassium and they hold up much better than bananas. You can use a conventional oven, but a microwave actually works better. The night before your ride just cook them as you normally would. Let them cool slightly, for a half hour or so. Place them in a plastic bag (zip-loc bags work well) and refrigerate them overnight. Just put them in your pockets in the morning and you're ready to roll. The plastic bags will keep the potatoes moist all

day. And, as an added bonus in the winter, you can microwave them in the morning, put them in your pockets while they are still hot, and they will keep you warm for hours.

Next month: Ride all night.

SLANDER BY IDENTIFICATION WITH A SILLY PRODUCT

Larry Hobson

A seat with a crack in it - now there's a novel idea!

I swear on the buttocks of Roseanne Barr that I bear no responsibility for the concept, design and marketing of the silly product below, which is in the current catalog from The Sprting Edge Companies. Although it's insulting to me as a cyclist to have my name attached to this foolish piece of hardware, I cannot but take a little smug pleasure at hearing myself described as 'adjustable' and 'strong, yet cushy.'

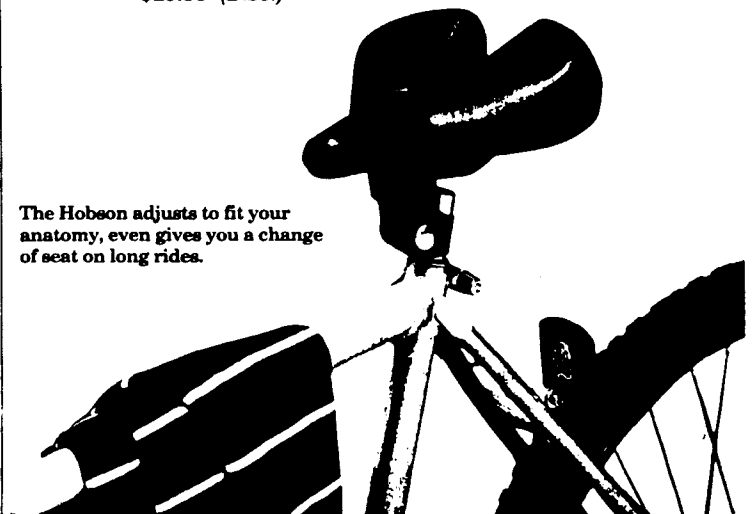
Steve Baron, if you buy this toy, let me know how it works.

Trade Your Hard Old Saddle For The Adjustable Hobson™

The wind in your face is exhilarating. The pain in your saddle, debilitating. If this sounds like your cycling experiences, you need The Hobson. This unique bicycle seat adjusts to fit you personally. Firm polyfoam over a hardened nylon frame makes the Hobson strong, yet cushy. You can set it at 3 different widths, remove the "horn", and even add a center cushion. Adjustments are easy, and tools included. Of course, the seat angle adjusts, and the Hobson fits any bike. Cross-country touring or neighborhood spins, The Hobson makes your bike an easy rider.

#155524 The Hobson Adjustable Bike Seat
\$29.95 (2 lbs.)

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DAVIS DOUBLE CENTURY

JUNE 7, 1989

Bill White

At 5:00 a.m. the air still had the nighttime chill typical of California's agricultural valleys. I, like most riders surrounding me in the pre-dawn light, was covered in goosebumps from the cold. We had heard it was most efficient to pedal through the cold in our light dress, and not have to carry our tights later in the day up steep canyons where the temperatures on this date last year, reached over 100 degrees. Finally, the sun's first orange rays broke over the horizon, glancing off thousands of turning spokes, sending long shadows of bikes and riders rippling across the fields. But this was a dawn unlike any other for six NYCC riders. At daybreak we had 25 miles behind us, and with the other participants, we numbered 1500 strong. This was the beginning of the Davis Double Century, the 20th annual 200 mile (in one day) classic tour organized by the Davis Bike Club.

The DDC was the culmination of Don Ketteler's two-stage California coast tour, which began in San Francisco May 13 and followed U.S. Highway 1 south to Santa Barbara, 350 beautiful miles south. Joining Don were NYCCers Jim Greene, Janet Kronstadt, Maxim Vickers, Rich Herbin, Paul Mort, Jeff Giroux and myself. Our group included Californians Mike and Kathy Bradford on a vintage Jack Taylor tandem, seasoned riders who had ridden the coast tour for 15 years in a row. Also along were Bob and Becky Loback, of Mill Valley, California. Sag assistance took the form of a jam-packed Suburban, cheerfully navigated by Don's niece, Lisa, and his mother, Betty. Some of the prettiest riding to be had anywhere was in store, as we toured through Half Moon Bay, Monterrey, Carmel, Big Sur, past San Simeon (Hearst Castle), Morro Bay, and on to Santa Barbara. The coastline was spectacular, rocky cliffs covered with bright-colored lichen plunging into the water hundreds of feet below. Fortunately the 100 or so miles that comprise the coast from Carmel south are privately owned and primarily undeveloped, leaving the vistas unspoiled and wild.

The strategy for riding the 200-mile ride was simple: paceline behind the two tandems, keep stops to a minimum and brief, and drink liquid carbohydrate replenishment fuel constantly. We experienced firsthand the pulling strength of a tandem, with two riders working hard, but only the profile of a single rider to break the wind. The lure of having a tandem to draft behind was a tantalizing one to individual riders we passed, as we often rode 30+ mph in rolling hills, and 50+ down hills. One of several riders who jumped on the paceline early in the day caused the day's only accident. The rider's errant bike handling, combined with high speed tight formation riding, caused Don and Paul to cease riding in an upright position, and instead suddenly view things from a squirrel's eye view while traveling 30 mph. Fortunately road rash was the worst of the injuries, and

with mechanical adjustments, we were off to our first rest stop at 74 miles. Helpful volunteers filled our water bottles and swabbed wounds with peroxide. After climbing a 1500 foot incline at 100 miles, the lunch stop at 114 miles was a welcome sight. By early afternoon, the temperature was 80+ degrees in a cloudless sky, making constant hydration a necessity as we climbed grades with cheery names like Resurrection Hill.

The California Highway Patrol began making its presence known, although all Davis riders had received a helpful statement from the CHP informing us of the "increase in risk of rattlesnakes this year," and "Not withstanding Section 21200, it is unlawful for any person to ride a bicycle upon a highway while under the influence of an alcoholic beverage." Thanks, guys, think I'll knock back a couple of brewskies at 150 miles while I'm stalking snakes. Help from the CHP consisted of that time-honored law enforcement strategem: issuing tickets to bicyclists who run stop signs.

Our last stop at 166 miles was a chance to stock up on fruit and juice, and massage swollen feet. The remainder of the ride was literally downhill, as we zig-zagged the last 34 miles through the farmlands toward the finish. Finally we rolled into the high school parking lot, 12-1/2 hours after our pre-dawn start. We arrived to applause, and to cheerful volunteers doling out icecream, soup, drinks, and best of all, massages. Massages from experienced masseuses who knew exactly where it hurt, and how to knead, poke and pummel away the tightness. What a great way to end a long but wonderful ride.



Safety tip of the month:

WEAR A HELMET

Libertarians, free-spirits, certain old-timers, and fashion-conscious types may object to this tip. Fine. It's your head (and all of our insurance rates).

Good bike handling skills and good luck are the most important means of keeping one's head intact. Wearing a helmet adds one more. Why not stack the odds in your favor.

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REFLECTIONS ON MONTAUK

Gene Kahn

I. DAWN PATROL

I know that I was not the only one who awoke the morning of May 21st at 3:30 AM and thought, "Forget it..." or maybe, "Oh, just ten more minutes' sleep, that's all." But I was too jumpy with anticipation about the Montauk ride to risk being late. Now the trick was to con my sleepy body into action with a shower, shave, hot tea, feed the cat and get the car packed and started. The prospect of driving around before dawn and blissfully free of traffic was too good to miss. It had been a warm night and it was surprising how many people were roaming around at 4:40 AM.

With about a dozen other familiar cyclists converging in the half-light on the Jamaica LIRR station at 5:10 AM, I knew things were going to roll soon. Sure enough at 5:15 and 36 seconds Christy's troop that had left the City at 4:15 AM rode past and it was obvious they were not stopping to chat. We were off, about 30 riders total, through the dreary streets of Jamaica. There was a sense of amazement that this was really happening. This group had a serious destination.

II. TAKE NO PRISONERS

After a few minutes it was obvious that the lead group was very warmed up and moving well. But did they have to go so fast? Who could keep up with a steady pace of 21 mph? This was supposed to be fun, an adventure, a chance to ride among hundreds to a common rendezvous, an orgy of spokes and legs and chains and helmets. There were plenty of grumbles among the ranks and it was getting obvious that Captain Guzzetta's "mission" would mean watching those weak in strength and spirit fall by the wayside. We would take neither prisoners nor wounded to slow us down this trip. This would be a long ride to get dropped from! Thankfully I did know enough of the other riders to give me a sense of being part of the pack. Looking back later, I am sure the sense of belonging was even more important than the physical condition necessary to do the 115 miles at a fast clip.

Two hours into the ride, we were moving well and still intoxicated by all the miles that were passing by while normal people were not even awake yet. Our first stop was to be a bagel shop in Patchogue. That would be over 50 miles from Jamaica BEFORE 8 AM. This was no familiar gaudy Greek diner, just a 25-minute pit stop to rest, re-fuel and piss. I was still thinking about dropping out and heading home early, but a quick call to a sleepy friend back home brought the admonition, "How can you quit in the middle?" So off we went again, mounting our expensive instruments of speed and pain. Next stop, Southampton.

III. BAFFLED

The strategy of making the first stop far into the ride was a good way to build encouragement. We made our second stop in Southampton at about 11 AM. The weather, cool and cloudy, made riding less draining. Our route on Montauk Highway followed all the boat yards

along the south shore facing the Great South Bay. I knew when we passed through the Moriches that we were really pretty far out on the island; even by car, that was a long trip. Into the Hamptons the scenery turned to lovingly-weathered colonial homes surrounded with gardens of bright azaleas, Chinese maples and outrageous violet hydrangeas.

We made Southampton, 18 of us noisily bitching about sore butts and crotches. Yet as we unpeeled ourselves from the bikes, we learned that we were now about 30 miles from Montauk. It was not even noon yet and the ride was 3/4ths over. What baffled me there in Southampton was that I was the only person who chose to enjoy lunch and rest on a magnificent expanse of public lawn, with shade trees, birds singing and a view of the Bay. This was not the first time I had seen club riders prefer the security of eating on the cement sidewalk rather than walk a few yards to a shady grassy spot to unwind. I lay on the grass without shoes or socks and was tempted to just go to sleep, but I knew I needed the sandwich too. Hopefully, I didn't pick up any Lyme disease.

We left Southampton rested and excited that we were on the last leg. More wonderful homes and gardens slipped by. After Amagansett the scenery began to change to beach dunes and scrub brush. There was less development and it was obvious that the ocean lay just beyond the cliff to our right. These were not rolling hills so much as paved-over dunes. Though we were all pretty tired and sore, an electric sense of anticipation took over the group, and we pulled each other in an effective, but not overly-disciplined, double paceline. For many miles the scenery was pretty dull, mostly pitted concrete road and telephone poles. Then we climbed a short hill to view at last the Atlantic Ocean, a long line of sandy beaches with waves of surf coming in. Sure we had all seen the beach before, but this sight was a kind of reward for such a long haul.

IV. NOW WHAT?

The main pack of about 18 arrived at the center of the very nothing town of Montauk at 1:15 PM, 6 hrs. 13 min. riding time, including just one flat. Other than stuff ourselves with goodies and lie on the town lawn, there did not seem to be much to do while more cyclists arrived and collapsed. It was another six miles each way to the lighthouse at Montauk Point and no one seemed up for any more riding.

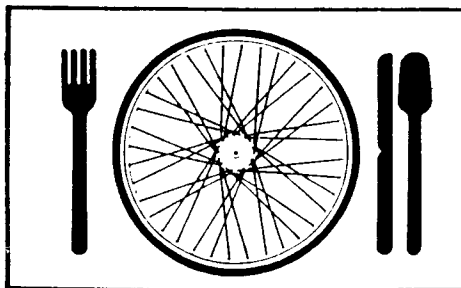
After resting awhile on the lawn, I couldn't endure listening to any more BIKE TALK. Enough already with the gears and alloys and components. I went off to explore a bit and wound up like any other tourist buying a Montauk sweatshirt--it was pretty cool out there--along with a cheap frisbee and two postcards of the famous lighthouse, still my only idea of what it looks like. With time to kill, I went to the beach, hardly a minute's ride from the center of town. I very nearly fell asleep listening to the ocean when the town dog, a big friendly Lab, sat down at

MONTHLY CLUB MEETING

(Open to all members and non-members.)

NEW YORK CYCLE CLUB
Tuesday, July 11

6:00P Drinks
7:00 Dinner
8:00 Announcements
8:30 Program



O'HARA'S/120 Cedar St.
(1 minute walk south of
the World Trade Center.)

Meat, fish, chicken...\$11.00
Vegetarian.....\$ 8.50

\$2 surcharge for food tickets
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diners are seated separately.

TELEVISION CYCLING

A talk by Terry Ewerl,

NBC's producer of the Trump Tour

and coordinating producer for the '88 Olympics
and David Banks

NBC's director of the Trump Tour and cycling at the '88 Olympics

Anecdotes, hearsay, name racers, screw-ups,
production headaches, budgets, ratings, and
the future of cycling on TV. Specifically,
does it have one?

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Our private dining room is one flight up from the bar. If you bring your bike you can bring it indoors
and leave it on the fourth floor, in which case use the elevator to the right of the main entrance

And remember: locks are never out of fashion.

PRESIDENT'S MESSAGE

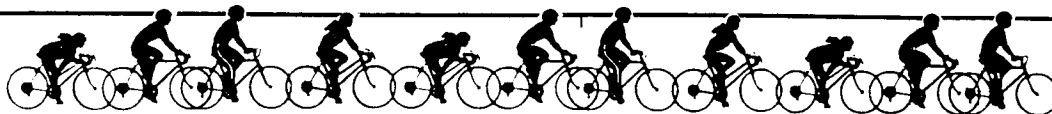
Christy Guzzetta

Recently, I spoke with a New York Cycle Club member who no longer lives in the area; then I spoke with another. They have moved on to new environs, bicycles and all. "It's different," they say. "Missing something that is unique to the New York Cycle Club."

I've often wondered what it is about the New York Cycle Club that makes us so special. Certainly, one couldn't think of our neighborhoods as conducive to cycling. What with potholes, glass, crazy drivers, swarms of pedestrians, miles to travel to a change of scenery, New York City just can't be described as a mecca for our sport. Yet the enthusiasm of our membership is real. We ride through what appears to be war zones on the way to our destination, take our bikes on subways, cars, buses, trains to find some nice road. We never tire of the obstacles, nothing ever stops us from going for a ride with our friends.

What is it about this city, its people, our membership that makes us so special? It's a great question, a great conversation. You can hear it on A rides, B rides, C rides. "Why are we so special?" It's heard at Club meetings, on the Hill in Central Park, at all-class club picnics, in people's homes, all over the city.

Special--the New York Cycle Club. Come on out for a ride or two. Clearly, you'll find out it's special. Quickly you'll come to understand that it's us, the membership, that makes it so.

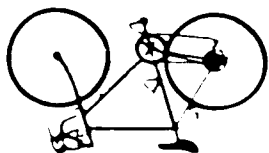


Kahn cont

my feet. This powerful and dignified beast turned into a complete nut at the sight of my frisbee. There could be no greater happiness on earth for him than to charge into the freezing ocean to snatch the frisbee and bring it back to me and then, best of all, chomp a few good holes into it. This went on about 15 minutes, and I left him and the destroyed frisbee at the beach with him looking back at me saying, "How can you leave now when it's just

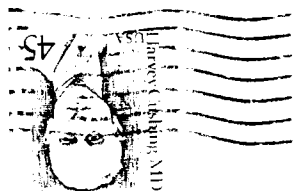
getting really good?"

I lucked out on the return trip and caught a ride in the back of a club member's mini-van. I don't know how comfortable the bus ride was, but I was glad for the chance to stretch out and rest during the monotonous hours on the LIE. I ended the day with a wonderful sense of accomplishment but also a curious sense of doubt: Was I really a scenery-loving B rider trapped in an A-rider's body?



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New York Cycle Club

Membership Application

New York Cycle Club

I know that bicycling is a potentially hazardous activity. I represent that I am over eighteen years of age and 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 participating in NYCC activities.

NAME _____ SIGNATURE _____

STREET _____ APT _____ PHONE (H) _____

CITY _____ STATE _____ ZIP _____ PHONE (W) _____

DATE _____ AMT. CHECK _____ NEW _____ RENEW _____

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WHERE DID YOU HEAR OF NYCC? _____

OTHER CYCLING MEMBERSHIPS (CIRCLE): AMC AYH LAW TA CRCA CCC OTHER: _____

1989 dues are \$12 per individual, \$15 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 020877, Brooklyn, New York 11202-0019. Telephone: 212/242-3900