

June
1989

NYCC Bulletin

J U N E • 1 9 8 9



P.O. Box 020877 Bklyn. NY 11202-0019 212-242-3900

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.

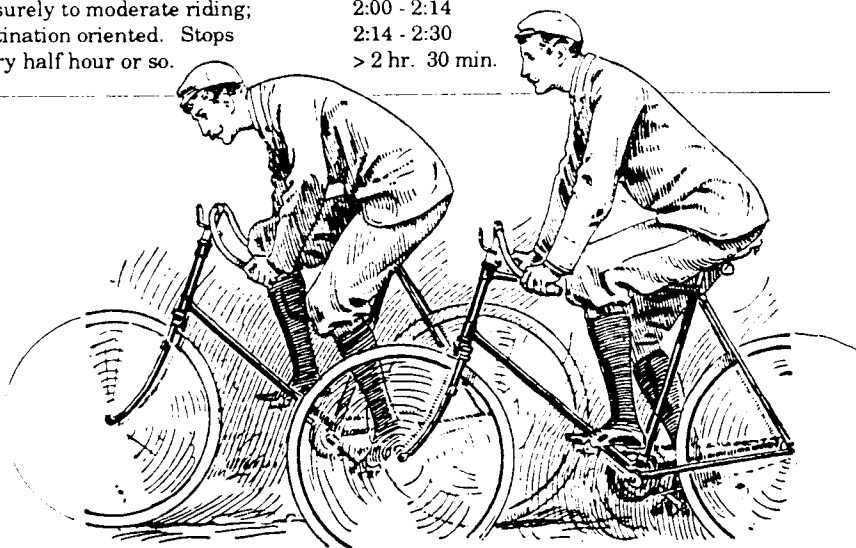
Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire irons, water, pocket food, and medical I.D. Optional items include a lock, maps, bike permits for the commuter rail systems, and additional tools. Helmets are strongly recommended. Headphones are 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	< 1 hr. 10 min.
A+	16 - 17	20 - 22	in pacelines. High regard	1:10 - 1:16
A	15 - 16	18.5 - 20	for good riding style.	1:16 - 1:23
A-	14 - 15	17 - 18.5	Stops every two hours or so.	1:23 - 1:30
B+	13 - 14	16 - 17	Moderate to brisk riding, with	1:30 - 1:38
B	12 - 13	15 - 16	more attention to scenery	1:38 - 1:48
B-	11 - 12	14 - 15	Stops every hour or two.	1:48 - 2:00
C+	10 - 11	13 - 14	Leisurely to moderate riding;	2:00 - 2:14
C	9 - 10	12 - 13	destination oriented. Stops	2:14 - 2:30
C-	8 - 9	11 - 12	every half hour or so.	> 2 hr. 30 min.

The BULLETIN is published 12 times a year by the New York Cycle Club, P.O. Box 120877, 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 contributors 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.



PRESIDENT

Christy Guzzetta
49 West 75 Street
New York, NY 10023
212/595-3674

V.P. PROGRAMS

Richard Rosenthal
245 East 63 Street
New York, NY 10021
212/888-6088

V.P. RIDES

Simone Smith
20 Agate Avenue
Ossining, NY 10562
914/941-5013

SECRETARY

Arlene Ellner
101 East 16 Street 1G
New York, NY 10003
212/677-3306

A-RIDES COORDINATOR

Roberta Pollock
601 West 115 Street #26
New York, NY 10025
212/864-6182

B-RIDES COORDINATOR

Brian McCaffrey
237 Beach 121 Street
Belle Harbor, NY 11694
718/634-1742

C-RIDES COORDINATOR

Ken Weissman
710 West End Avenue 7E
New York, NY 10025
212/222-5527

BULLETIN EDITOR

Janet Kronstadt
250 West 91 Street 6N
New York, NY 10024
212/595-7483

TREASURER

Debbie Bell
526 West 113 Street
New York, NY 10025
212/864-5153

PUBLIC RELATIONS DIRECTOR

Martha Ramos
75 Henry Street 23E
Brooklyn, NY 11201
718/858-9142

MEMBERSHIP DIRECTOR

Holly Gray
57 Montague Street 5C
Brooklyn, NY 11201
718/596-6336

CIRCULATION MANAGER

Hannah Holland
211 West 106 Street 8C
New York, NY 10025
212/666-2162

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.
- Sat. June 3**
8:00 a.m.
A
~ 100 mi. **RIDE NORTH.** Leader: Paul Mort (212-645-5262) & Beth Herman (info. only, 212-689-7778). From the Boathouse. The route has not yet been determined, but it will feature scenic and challenging terrain in the Hudson Highlands area. The ride will end in Croton, so Metro North passes are recommended for return to the city. We may find some water suitable for swimming, so bring a swimsuit and you'll be able to cool off at the end of a strenuous ride.
- Sat. June 3**
2:30 a.m.
A/A- / 185 mi. **300 KM BOSTON-MONTREAL-BOSTON QUALIFIER.** Leader: Jeff Vogel (h., 718-275-6978; w., 212-265-2500) and Steve Bauman. From Fifth Avenue and 59th Street. Out and back to Mattituck, Long Island. Call leader by May 31 if interested. Lights mandatory.
- Sat. June 3**
7:50/8:15 am
B+/B
80+ mi. **LBRS #10 - NESHANIC STATION.** Leaders: "B+" Alan Leener (718-797-0972) & "B" Dick Goldberg (212-874-2008). From the World Trade Center, Church & Vesey Streets. Terrain: Flat. PATH train to Newark to reach a special stretch of scenic road. See if you can find the castle. 70% chance of rain cancels.
- Sat. June 3**
10 am/11 am
B/C
50/28 mi. **CULTURE VULTURE.** Leaders: "B" Paul Minkoff (Day: 212-532-9000; Evenings: 718-937-6171; Fridays and weekends: 516-466-2692). & "C" Brian McCaffrey (718-634-1742). Ride along the North Shore to the Planting Fields Arboretum for the annual Mozart chamber music festival. "B" rides to start at 179th & Hillside (end of the F line) at 10:00 a.m. "C" riders to start at the Great Neck LIRR Station at 11:00 a.m. LIRR train to Great Neck leaves Penn Station at 10:20, Woodside at 10:30 and arrives in Great Neck at 10:54. If you plan to take the train, obtain an LIRR bike pass in advance (for sale at AYH). Bring or buy lunch. Bring a bike lock and money for admission to the Arboretum and for the concert (if you plan to attend). Optional warm weather loop to Bayville beach for the tone deaf. Concerts begin at 2:00 p.m. "B" ride should arrive back in Queens around 5:30. Trains leaving Roslyn at 4:43 and Great Neck at 4:49 arrive in Penn Station at 5:31 and 5:21 respectively. Please call leaders to confirm ride.
- Sat. June 3**
9:30/10:20 am
C/C-
18-25 mi. **LIBERTY STATE PARK, NJ.** Leader: John Mulcare (718-672-5272). From the Coliseum (SW corner of 60th St. and Broadway) at 9:30 a.m., or the Staten Island Ferry (Manhattan side, street level) at 10:20 a.m. Carry lunch or buy it at a deli we stop at on the way. Call John before 8:30 a.m. if the weather is questionable. Rain cancels.
- *****
- Sunday**
June 4 **ALL-CLASS CLUB RIDE TO TALLMAN.** The first of our 1989 all-class events. Join one of the rides listed below or come out on your own for a 1 p.m. picnic lunch, followed by the traditional group ride back to the city. Tallman is on Route 9W, south of Piermont. Look for us in the North Hills Picnic Area
- A+/A**
8:00 a.m.
100/90 mi. Leaders: "A+" Don Ketteler (645-0894) & "A" Bill White (212-260-8737). From the Boathouse. The A's and A+'s leave together and make for Tallman via Spook Rock Road/Southern Harriman State Park. A+'s will go a bit further/faster.
- A-**
8:30 a.m.
75 mi. Leader: Doug Blackburn (212-685-9495). From the Boathouse. Tour northwest Bergen County (Franklin Lakes, Ramsey, Upper Saddle River) before joining the other riders at Tallman. Deli stop in Franklin Lakes, lunch at Tallman.
- > A**
7:30 a.m.
79mi. **SIG - PROGRESSIVE "A" RIDE SERIES #14.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. These early starts are a pain. But we have to get started early so we can get to the All Class Club picnic at Tallman Park to enjoy lunch by 1:00 p.m. This is such a popular and wonderful Club event, we certainly don't want to miss it.
- B+**
9:15 a.m.
60+/- Leader: Brian McCaffrey (718-634-1742). From the Boathouse. Terrain: Rolling/Hilly. A crisp "B+" ride before joining the other groups for a picnic lunch at Tallman Park. Christy will lead our groups back to the city at 15 mph so we all can ride together. Be prepared to carry lunch for a few miles. ("B" riders not going with Irv are welcome on this ride.)
- B**
7:15 a.m.
90 mi. **"B-" PTR #12.** Leaders: Irv Weisman (w., 212-241-4783) and Maggie Clarke (h. 212-567-8272). From the GWB Bus Terminal, 178th St. & Ft. Washington Ave. We combine this training ride with the All-Class Club Ride by sharing lunch time together. Then we ride 40 more miles after lunch, returning to the GWB by 6:30 p.m. 60% probability of rain cancels.
- C/C-** Leader: Ken Weissman (212-222-5527). The "C" ride will leave from Columbus Circle at 9:45 a.m.; the "C-" ride will be met at 10:00 a.m. at the GWB, the Church at 179th St. and Ft. Washington Ave.

- Sat/Sun.
June 10-11
C+/B-
90-100 mi. **BEAR MOUNTAIN WEEKEND.** Leaders: Ken Weissman (212-222-5527) and Charlie Morris (212-675-3753). Round trip from the G.W. Bridge to Highland Falls (2-3 miles past Bear Mountain). Some hills, several mileage and paces available, depending on how the leaders feel that day. Double occupancy \$28.97; single \$52.93. American Plan. Call leaders for details.
- Sat. June 10
7:30 a.m.
A / 100 mi. **ROCKLAND COUNTY.** Leader: Karl Dittebrandt (212-477-1387). From the Boathouse. Up Saddle River Road. Down South Mountain Road. No exact route, but looking for those extra hills. Two stops. Rain cancels.
- Sat. June 10
9:00 a.m.
A- / 80 mi. **SUNKEN MEADOW BOARDWALK.** Leader: John Barentz (718-225-6804). From the Statue of Civic Virtue (E/F train to Union Turnpike/Kew Gardens stop). A nice ride to Sunken Meadow. Hopefully the weather will be warm enough to dip our toes in the ocean!
- Sat. June 10
8:00 a.m.
-> A
101 mi. **SIG PROGRESSIVE "A" RIDE SERIES #15.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Nice leisurely picnic in Bedford. However - we'll have to ride 43 miles non-stop to get there. Geez! Up and over Whippoorwill Road. Home through some spectacular mansions of Connecticut (what, more hills?) We can't wait for that "A" ride in 2 weeks - so we can take it easy for a change. RAIN DATE: Sunday, June 11.
- Sat. June 10
9:15 a.m.
B
55+/- mi. **NORTH SHORE SOJOURN.** Leaders: Loraine Gruber (h., 212-989-5915, w., 212-627-7040) and Steve Antioian (h., 718-653-3807). From the Statue of Civic Virtue (E/F Train to Union Turnpike station). Terrain: Flat/Rolling. After a short subway ride and a few miles in Queens, we'll be riding through some of the best neighborhoods of Long Island's North Shore. We may stop at historic Sagamore Hill or go on to Bayville Beach if it is a nice day. 60% prob. rain cancels.
- Sat. June 10
10:30 a.m.
C/C- / 28 mi. **CONEY ISLAND.** Leader: John Mulcare (718-672-5272). From the front of City Hall, Manhattan (one block south of Chambers St.). Objectives: a nice ride along the waterfront, Nathan's franks, and a view of the bathing beauties from the boardwalk. Rain cancels. Call John before 9:00 a.m. if the weather is doubtful. RAIN DATE: Sun. June 11.
- Sun. June 11
8 am/10 am
A/A-
60+/- mi. **A RIDE WITH A VIEW.** Leaders: Joe Furman (201-692-9635) and Alan Leener (718-797-0972). Car caravan from Tavern on the Green at 8 a.m. Ride starts at Palmer Square (Princeton) at 10:00 a.m. Bus transport available from Port Authority. Call leaders if you are seeking or offering transportation. Ride through the picturesque farmlands and enchanting forests of Bucks, Mercer and Hunterdon Counties. Deli stop and picnic lunch in New Hope, PA. Precip cancels.
- Sun. June 11
9:00 a.m.
A- / 75 mi. **ROCKLAND LAKE.** Leaders: Holly Gruskay (212-534-1156) and Janet Klutch (212-724-8690). From the Boathouse. A roundabout, lovely route with a picnic lunch. Rain cancels.
- Sun. June 11
8 am/10 am
B/B+
50/60+/- mi. **A RIDE WITH A VIEW.** Leader: Brian McCaffrey (718-634-1742). Ride through the same picturesque farmlands and enchanting forests as above, only at a slower pace. Same meeting times, but call Brian for transportation questions. Rolling to hilly terrain. Precip. cancels.
- Sun. June 11
8:00 a.m.
B/B+
100+ mi. **LBRS #11-LAKE RONKONKOMA.** Leaders: "B+" Alejandro Caycedo (718-736-4648)/John Kalish (718-788-1656) & "B" Dick Goldberg (212-874-2008). From the Statue of Civic Virtue (E, F or R trains to Union Turnpike). Terrain: Flat/Rolling. A century ride in mid-June? Just in time before travelling to Saratoga and GEAR and the last chance to make this series. Bring your LIRR pass. 70% chance of rain cancels.
- Sun. June 11
6:45 a.m.
B / 100 mi. **"B-" PTR #13 - CENTURY RIDE.** Leaders: Irv Weisman (w., 212-241-4783) and Maggie Clarke (h. 212-567-8272). From the GWB Bus Terminal, 178th St. & Ft. Washington Ave. Terrain: Rolling/Hilly. This is our last training ride before GEAR '89, and the culmination of the series. Return to the GWB by 7 p.m. 60% probability of rain cancels.
- Sun. June 11
9:30 a.m.
C
55 mi. **BIKE THE BEACH AT BAYVILLE.** Leaders: Hindy, Irving and Amanda Schachter (212-758-5738). From the Statue of Civic Virtue (E/F train to Union Turnpike stop). A wonderful ride past huge old homes, horses and loads of water. Despite the Bs in the title--and the length--this ride will be taken at a classic, cozy "C" pace. Lunch at the beach. Joint with AMC. Rain cancels.
- Sat-Sun.
June 17-18
3:30 p.m.
A/A- / 250+/- mi. **400 KM BOSTON-MONTREAL-BOSTON QUALIFIER.** Leader: Jeff Vogel (h., 718-275-6978; w., 212-265-2500) and Steve Bauman. From Fifth Avenue and 59th Street. Probable Route: Ft. Lee - Princeton - Trenton - Ft. Lee - Beacon/ Newburgh - Ossining - N.Y.C. Call leader by June 14 if interested. Lights mandatory.
- Sat. June 17
A+
130 mi. **STRAWBERRY SUPREME.** Leader: Maxim Vickers (718-728-7179). The (almost) annual rapid tour of L.I. delights culminating in a mass assault on the inimitable strawberry shortcake. Limited to 7 riders with proven pack riding ability and reliable equipment. First come - first served. Return on the AYH bike train. Call 212-431-7100 to arrange passage.
- Sat. June 17
7:00 a.m.
A
120+ mi. **A FAMILY THAT PULLS TOGETHER STAYS TOGETHER.** Leaders: Alan Leener (718-797-0972) & Lance Leener (212-947-9392). From the Boathouse. Away to West Point and beyond. Join the father-and-son-team uphill and downhill. Oh what fun! Come along for some real beauty and vista points along the way. Go fast and have your Dad pull. Bring pocket food.

- Sat. June 17 **SIG PROGRESSIVE "A" RIDE SERIES #16.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Our last practice run before the real thing next week. We'll go out to Bayville, practicing everything we've learned thus far. Specifically; working together and riding fast. Then, we'll enjoy a little sunshine on the beach and start getting antsy about next week. Jeff Vogel may surprise us and join our ride to warm up for his 400 km qualifier later in the day. Rain cancels.
8:30 a.m.
-> A
76 mi.
- Sat. June 17 **JOCKEY HOLLOW CAR-TOP.** Leaders: Joan Mayer and Joe Vaccaro (212-799-0482). From Morris County, NJ. Join us as we ride through some of the most scenic parts of Morris and Somerset Counties including the Jockey Hollow area. The ride features the usual stuff - apple orchards, horse farms, dedicated bike paths, a national wildlife refuge, and a national park. Call for directions and if you need or can offer a ride. Call the leaders if weather doubtful.
9:30 a.m.
B
50+/- mi.
- Sat. June 17 **FROM THE ARCTIC TO ANTARCTIC AND MODERATE ZONES IN-BETWEEN.** Leaders: Sherman Cohen/Lorraine Gewirtz (212-832-9073). From City Hall Park near Brooklyn Bridge. Meander north-westerly viewing the environs of Battery Park City while riding up to the Central Park Zoo (\$1). Cool down with the penguins and polar bears. After lunch at the Boathouse, cycle to three East River islands, returning to Manhattan via Roosevelt Island tramway (\$1).
9:00 a.m.
C
25 mi.
- Sun. June 18 **AH! VALHALLA!** Leader: Bob Moulder (212-682-5669). From the Boathouse. Up through Westchester, over the Kensico, lunch at the Highland in Ossining. Back along the Hudson. Much hill sitting after our return to Central Park.
9:00 a.m.
A / 70 mi.
- Sun. June 18 **PICNIC BY THE HUDSON.** Leader: David C. Miller (h. 212-794-9365, w., 718-886-2000). From the Boathouse. We will ride to Nyack State Park for a picnic at the end of the bike path next to the Hudson River - that is just before the killer hill at Rockland Lake. We will loop back through Bergen County. Please bring your own lunch with you. Rain cancels.
9:00 a.m.
B
65 mi.
- Sun. June 18 **STATEN ISLAND INVITATIONAL.** Leader: Jody Saylor (Day 212-627-4863, Eve., 212-799-8293). From the Staten Island Ferry for a 9 a.m. boat. So! You think Staten Island is ugly? Follow me - we will find the pretty parts and some hills in the morning, flat in the afternoon. Silver Lake - Grimes Hills overlooking the Narrows - A Frank Lloyd Wright House - the Ernest Flag Mansion - Richmondtown Historic Restoration area. Picnic at Conference House Park at the tip of the island. Flat back in the afternoon.
8:45 a.m.
C+
65 mi.
- Sun. June 18 **BREAKING AWAY.** Leader: John Mulcare (718-672-5272). From Tramway Plaza, 59th-60th Sts. and Second Ave., Manhattan. This ride includes a ride around Meadow Lake in Flushing Meadows Park, a stop at the beautiful Queens Botanical Garden, lunch (buy or carry), a ride around the Kissena Park Velodrome, a ride around Roosevelt Island, and a ride back to the Plaza on the Tramway (\$1). Call John before 8:30 a.m. if the weather is questionable.
10:00 a.m.
C/C-
28 mi.
- Tues. June 20 **SIG PROGRESSIVE "A" RIDE SERIES PRE-"A" RIDE MEETING.** Christy Guzzetta (212-595-3674). Location to be announced. This is our pre "A" ride meeting. Mark your calendar. By invitation only. Details coming in your invitation.
6:30 p.m.
- Thurs.-Sun.
June 23-25 **WOW! (WEEKENDS ON WINNIPESAUKEE).** Cycle the backroads around Lake Winnie and Squam Lake. See the New Hampshire locales where On Golden Pond was filmed. Limited dirt-cheap accommodation may be available chez moi (ou chez mes cousins). Other options: B&B's, inns, lakeside cabins (depending on your budget). Leave, hopefully, June 23, in the early afternoon. Return June 25 (or June 26 if you're on vacation). To be repeated on August 25-27. Triathletes-or cyclists with swimming and running team-mates - may be interested in the Graniteman Triathlon, August 26. Also, we may rendezvous with the Granite State Wheelmen in North Conway that weekend. Cycling may be strenuous. For information, call Paul Minkoff during the day at 212-532-9000 or leave a message at 718-937-6171.
- Sat. June 24 **JUST AN OLD FASHIONED "A" RIDE.** Leaders: Alex Bekkerman (212-213-5359), Lance Leener (212-947-9392) and Christy Guzzetta (212-595-3674). From the Boathouse. This is: "just an old fashioned A ride, playing on the radio." First stop - Skylark Diner. Then; up, up, up South Mountain Road. We'll bomb around Spring Valley and Upper Saddle River before we go down, down, down South Mountain Road. Maps will be given out before the ride, in case it's too fast, in case you get dropped. Just an old fashioned "A" ride...except it's ALSO the SIG Invitational. RAIN DATE: Sunday, June 25th.
8:00 a.m.
A
94 mi.
- Sat. June 24 **BAYVILLE.** Leader: Gerhard Meilin (212-724-8622). From the Statue of Civic Virtue (E/F train to Union Turnpike stop). Terrain: Flat/Rolling. Too early for a swim? Bring a towel and swim suit if it is a nice day. This ride features quiet country roads passing million-dollar estates on Long Island's North Shore. 50% chance of rain cancels.
9:30 a.m.
B / 55+/- mi.
- Sat. June 24 **JAMAICA BAY WILDLIFE REFUGE.** Leader: John Mulcare (718-672-5272). From Broadway and 75th St., Queens (E, F or No. 7 train to Roosevelt Ave./Jackson Heights Station. Bring lunch, or buy and carry it from a deli we stop at on the way. Comfortable shoes, a lock, insect repellant and binoculars and/or a camera are recommended. Call John before 9:00 a.m. if the weather is questionable. Rain cancels.
10:00 a.m.
C/C-
21 mi.
- Sun. June 25 **WHIMSICAL RIDE.** Leader: Rich Herbin (212-792-5438). From the Boathouse. Scenic, brisk ride to Westchester. Destinations under consideration include Bedford and/or Croton Reservoir. Mileage will be inversely proportional to the humidity.
8:45 a.m.
A / 75-95 mi.

- Sun. June 25 **BETHPAGE STATE PARK.** Leader: Peter Panico (718-672-7809). From the Statue of Civic Virtue (E/F train to Union Turnpike station). Terrain: Flat/Rolling. A nice social "B" paced ride through Nassau County to Bethpage State Park. If the weather is good, we will have a picnic lunch. Volunteers for co-leader gladly accepted. 50% chance of rain cancels.
9:00 a.m.
B
55+/- mi.
- Sun. June 25 **THE POOL IN THE PARK IN PIERMONT.** Leader: Peter Hochstein (212-427-1041). From Fifth Ave. and 90th St. at 9 a.m. sharp OR the GWB Bus Terminal at 9:45 a.m. A swift splash in the cool pool provides the perfect pause, mid-point in our alliterative adventure. (If the pool isn't open, we'll pedal to a picnic on the Piermont pier.) Bring a towel, your sveltest swimwear, and a little lucre for lunch and pool admission. Rain ruins our perambulatory plan.
9 am/9:45 am
C
40 mi.
- Sun.-Tues. **JULY 4TH WEEKEND ON SHELTER ISLAND.** Leader: Debbie Bell (212-864-5153). The traditional all-class week-end at the famous Chequit Inn -- wonderful food, as much (or as little) riding as you want on scenic back roads at the tip of Long Island, and an easy destination for the holidays. Bike (a gentle century), take your unboxed bike on the bus or LIRR, or drive. Last year 37 NYCC'ers were there; call early to get a room. (Once the Chequit fills up, you're out of luck -- there are no reasonably-priced alternatives on the island). Rates (based on double occupancy) for three nights lodging, six meals, and gratuities are \$200-\$240 per person.
July 1-4
- Sun.-Tues. **BERKSHIRE BIKING BONANZA.** Leader: Martha Ramos (718-858-9142). Fabulous scenery and historic sites combine to make this a special biking holiday. Add to that the opportunity to catch a performance at Tanglewood or Jacobs Pillow and you understand why this one is a bonanza. Cost is \$165 and includes motel (air-conditioned and a pool), registration fee, wine and cheese get-together, departure luncheon and the usual surprises. Deadline is May 15 with a \$15 late fee for checks received after that date. Make checks payable to Martha Ramos and mail to 75 Henry Street #23E, Brooklyn, NY 11201.
July 1-4
Class-Less
- Sat. July 1 **LEADERLESS "A" RIDE.**
- Sun. July 2 **LEADERLESS "A" RIDE.**
- Sun. July 2 **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: Sunday, July 4.
9:30/10:20 am
C/C-
45/30 mi.
- Mon. July 3 **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.
9:00 a.m.
A / 82 mi.
- Sat.-Tues. **DIAL-A-'B'-RIDE.** Brian McCaffrey (h., 718-634-1742, w., 212-880-9292). Call by Thursday June 29th, and I'll put you in touch with other "B" riders who will be in town for the holiday week-end.
July 1-5
- Mon. July 3 **52/52.** Leader(s): Ken and Marilyn Weissman (212-222-5527. From the Coliseum (SW corner of 60th St. and Broadway. Join the League of Silly Cyclists on a 52 mile mystery ride to celebrate Ken's 52nd birthday. One free cupcake (with candle) to each rider. Picnic lunch. No hills, one hill, or some small hills, depending on where we end up going. Moderate pace. Rain cancels.
9:00 a.m.
C/C+
52 mi.
- 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.

Previews

- July 8-9 600 KM Boston-Montreal-Boston Qualifier. Leader: Jeff Vogel (h., 718-275-6978; w., 212-265-2500). Starting place to be announced. A/A-; 375+/- miles; 3:30 a.m. Saturday: 225 miles through the Catskills to the Belleayre Youth Hostel in Pine Hill. Sunday: return via much of the Tour de Trump course. Call leader by June 23 if interested. Cost - Approx. \$40.
- July 9 Leader: Christy Guzzetta (212-595-3674). If you've never before led a "C" ride and would like to try co-leading one today with the leader - call him prior to Tuesday, June 13th so we can get it listed in July's bulletin.
- Aug. 6 Leader: Christy Guzzetta (212-595-3674). If you've never before led a "C" ride and would like to try co-leading one today with the leader - call him prior to Tuesday, July 11th so we can get it listed in August's bulletin.
- 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). 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, July 11th so we can get it listed in August's bulletin.
- Aug. 27 Leader: Christy Guzzetta. Our annual journey in search of the legendary nude beach in Sandy Hook, NJ And you thought this was a joke. Dress...optional.
- 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.5-15 Southern Germany/Bavaria. Leaders: Steve Baron and Caryl Hudson (212-595-7010). (Dates are approximate.) We'll travel mainly on bikeways, and visit the Tauber Valley, the Romantische Weg (Romantic Road) that goes through the medieval towns of Rothenburg, Dinkelsbuhl and Nordlingen. Steve's friend Karl will help us find the most scenic rivers, picturesque towns, quaintest inns, best food, finest beers and wines and most evil pastries Southern Germany has to offer.
- Oct. 6-9 Catskill Colors. Leader: Martha Ramos (718-858-9142). Class-Less. Details in the July bulletin. Please note: this year Columbus Day falls on Yom Kippur.



PRESIDENT'S MESSAGE

Christy Guzzetta

A person once described our membership as "elitist." Who, us? What nerve. Rather, I think that as a group, we're kind of shy and reserved.

What do I mean by this? Well, say a new person comes out for his or her very first ride - do you, as a New York Cycle Club member, greet this new person? Do you say hello, introduce yourself, welcome them along for the ride? Probably not. Again, it's just that we're a shy kind of group, that we don't know what to say. So... here are some sure-fire suggestions:

- "My name is _____. Is this your first ride?"
- "How did you hear about the New York Cycle Club?"
- "Hello."
- "Will you marry me?"
- "How long have you had that bike?"
- "Where have you been riding?"
- "Where did you get those hot tights?"
- "Do you like that bike?"
- "Are you a Republican or a Democrat?"

Use any of these suggestions and not only will a conversation get started, but you will make a new person feel welcome. Our group shyness will quickly evaporate and people will start saying, "What a friendly group that New York Cycle Club is."

Club - an association of persons for the promotion of a common object and group fellowship.

GOOD FELLOWSHIP.

Let's be nice. Let's make a new person feel comfortable and welcome.



KID WRIGLEY TRADED TO LYON BANQUIERS

Follow-up to "Declassifieds"

Steve Sklar

After eight years of membership in the New York Cycle Club, which reportedly qualifies me for election to the grandfatherly-sounding sub-club known as the "old guard," I am finally contributing something to the BULLETIN. Yes, after years of leading rides usually characterized by one too many hills, and of tasting - against my better judgment - such things as road racing and ultramarathon cycling, I am beginning to regret that I haven't been disseminating nuggets of information to my fellow riders all along. So why start now?

Because I am about to embark on an adventure to which I have looked forward for many years and which may in fact result in many more pages of information for you to read.

Way back in 1980 I decided to make a five-week post-graduation bicycle tour of France. I was nervous at the airport, alone and 21 years old, but my anxieties quickly evaporated. Soon I was meeting French people, some through a hosting organization I had joined before leaving, and others through the most bizarre good fortune: I spoke French to them... and they answered me in French. The trip was a linguistic success by the end of which I was actually conducting serious discussions on U.S.-NATO relations.

I found the French people to be engaging. It seemed to me that they appreciated and emphasized the quality of life to an extent beyond what I was accustomed to at home. (Of course, my bike and my appearance with it in remote parts of rural France provided an unusually good means for starting conversations.)

The result of all this is that I have been hooked ever since. On France, that is. I was already hooked on biking. Though the hook has torn loose now and then, it has always managed to find me again. So now I am taking an opportunity, both professional and personal, to live in France for a couple of years.

I work in the New York branch of Dresdner Bank, one of the large German commercial banks. Recently I decided to make inquiries at Banque Veuve Morin-pons, our French subsidiary. Against all odds, I happened to inquire at precisely the moment when the bank was looking to expand its business in France. I interviewed with the French bank, and ultimately said, "Parfait. A votre service." (Perfect. I am at your service.)

Back to topics more relevant to this space. As soon as I arrive in France, I intend to seek out local bicycle clubs and local and national touring organizations, particularly those that specialize in that middle ground between touring and racing where some of us, including me, feel most at home. As your most obedient servant, I will,

of course, faithfully report to you my observations, both general and specific, on the state of cycling and other aspects of life in France from the point of view of a local resident. Possibly I will even do this on a monthly basis...

Looking at the detailed 1:200,000 yellow Michelin maps, including the one of Rhone-Alpes, the part of France where I will be living, reminds me of how thick the French countryside is with little towns and consequently how much opportunity there is for exploration. A road which, to an American eye, looks as if it will disintegrate as soon as it leaves town, ends up climbing to the top of a nearby mountain where there's a ski resort town, all but deserted in the summer. You actually have to bring the map close to your face to see all the detail. Then you see markings such as "Ch-au," which means "historic chateau," or "grotte," which means "prehistoric cave," or "M" (along a road) which means "leave your saddlebags below." I am starting to make a list of places I already know I want to visit by bike - la Madeleine, l'Alpe d'Huez, le Puy de Dome, Morzine - many of which you will find familiar, as I do, from previous tours of France. Rest assured that I will be exploring extensively, composing a repertoire of day tours and longer trips on quiet country roads in the process. Visits are, therefore, encouraged.

Now that my dream is about to become a reality, now that I will be living in France instead of popping in for five fun-filled weeks, I have begun to wonder: Will the Galibier (a serious mountain pass in the neighborhood) become as familiar as Bear Mountain? Will French Alp downhill ski resorts become as ho-hum as the Catskills? Will I be able to worry adequately - this means at least three times per week - over Keith Hernandez's hamstrings or Gary Carter's prolonged slump? Will I have access to the frequent, nourishing news bulletins on these players and their teammates? Moreover, will I be able to find a group of people who love cycling as much as I do, and how will I slake my thirst for news about NYCCers?

To hedge against the possibility that I was overly subtle in the preceding paragraph, always a laudable strategy for a banker, I will be bringing with me a supply of greeting cards of the type that show large rabbit ears, or spider web-covered mailboxes, each vaguely connected with a suicide threat. The club membership director will get my address as soon as I do. Of course, I won't refuse telephone calls either.

As you read this, I am probably in the throes of frenzied, last-minute, unstructured preparations for departure. I leave on June 5th. The pots and pans I plan to send to France are probably still in the sink, while I agonize over which books to take and which to leave behind. So for

Sklar, continued

those of you who see me during these last few days, please excuse my detached or distracted manner. Know instead that I have warm feelings for all of you, because I have enjoyed my most rewarding and exhilarating extracurricular activity with you. I love you, and I will miss you all a great deal.

Au revoir, mes amis. (See you later, my friends.)

QUICK RELEASES

The Tour de Trump moved successfully through NYC and New Jersey, thanks in no small part to Joe Furman and his band of volunteers. Joe would like to thank everyone who participated. Meanwhile, volunteer Marilyn Merlob, thrilled that her position as marshal allowed her to snap candid shots of Greg LeMond etcetera, departed from her post when the race had passed and went to brunch with other volunteers. While freshening up, she promptly dropped her camera into the toilet and, apparently, flushed the film down the john. Oops.

On the racing front, Herb Dershowitz won the Class C CRC race on March 25, and Bettina Hetz placed second (not of the women - overall!) in that class earlier in the month. Gary Meyer continues to place in most races he enters.

Those training for the Davis Double Century in California, which will take place on May 20, have now ridden to Albany and back in the rain, ridden Skyline Drive (Virginia) both ways in the rain, and ridden Montauk Highway in the rain. With Alex Bekkerman holding the pace to his usual dogged clip, these rides have been genuine instruction in endurance. One seasoned Davis trainer, Jim Greene, plans to use the California event as the first qualifier for Boston-Montreal-Boston, his next project.

On a final training ride, the only one to be conducted in sunshine, the Davis group rode 120 miles including an ascent of Perkins and a heavy dose of hill climbing. The ride was inadvertently attended by a new club member, Mark Roland, who thought it was Jody Sayler's picnic-ride to Rye (that ride had been canceled due to a surfeit of sun). Mark, who led many of the ascents, had never ridden a century before. "What ride is this?" he asked at one point. "It's really fun."

Twenty people showed up for Christy Guzzetta's C-Ride to Old Tappan on April 23. Arlene Ellner who is, according to Christy, the "C-Rides pace observer," proclaimed the ride was conducted at a C+ pace going out, and a "schmoozy C" pace on the return. The star of the ride was Marjorie Perlmutter who glided through it with ease, despite that this was her first bicycle experience in 15 years.

Christy's SIG rides have been similarly well-attended. Twenty-to-twenty-five people generally show up, and the pace maintained on the flats is usually about 18 mph. Often the group divides into smaller segments for technique drills. Four skills are worked on: 1) riding a wheel; 2) single paceline with alternate lead; 3) riding a wheel with a bike next to you (double paceline) without switching leads; 4) double paceline with alternating leads. Each skill is practiced on a different day. Lisa Halle, a remarkably strong new cyclist, continues to dominate these rides.

Meanwhile, the B- Progressive Training Rides have pared down to seven regulars who, according to Irv Weisman, are still riding steadily toward their goal of a century on June 11. Irv urges anyone who would like to join his group for a 90-mile leg of the all-class club ride to Tallman, and says that if you're new, you can locate him by his red Tour de Suisse with its half-chromed fork, upright bars, kickstand, white mudguards, sprung saddle, enormous black saddlebag, triple chainrings with chainguard, and 30-tooth rear sprocket. Irv adds he is "primarily interested in long distance touring - not high-speed riding."

Jeff Vogel has followed up tax season with a renewed burst of distance riding. Find Jeff at any A-ride of 90 miles or more, asking the ride leader to sign his ultramarathon certification sheet. And read his article on double-centuries in this month's BULLETIN.

A renewed thanks to Larry Hobson for his excellent work in laying out the BULLETIN - many of you have complimented us on its appearance. More than once, Larry has stayed up all night to get the job done.

And thanks to everyone who contributed news items to "Quick Releases" this month. Again, it's easiest if you call the editor with your item, rather than writing it up yourself.

Janet Kronstadt



BULLETIN DEADLINE

Deadline for submission of material for the July BULLETIN is the first Tuesday in June (June 6th). Please note that in the future, the deadline will continue to be the first Tuesday of the month, not the second. In other words you must get material to the editor before - not at - the monthly membership meeting. This deadline excludes ride listings, which will continue to be compiled at the membership meeting.

DIVERSITY PROMOTES STRENGTH

Holly Gruskay

Although the excitement of spring fever and riding have been coursing through our veins for only a few months, some of us are already beginning to feel the nagging aches and pains of sore knees and ligaments. What's a body to do? While our Jewish mothers would unanimously vote we pack our bikes away until full health returns, many still ride, albeit not as far nor as fast.

Wheweee! That all-at-once zipping-fast-the-wind-is-in-my-face-ohmigod-I'm-rolling-up-this-hill feeling! How to replace the exhilaration? I asked myself this very same question last August after my knees quit.

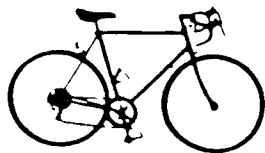
While we all appreciate the unique biker's high, some of us have diversified into other sports: swimming, running, squash, volleyball, whatever - all of which allow one to really "let go" and enter a relaxation zone, much as cycling does.

In addition to providing more aerobic exercise, some second sports can help heal injuries earned while riding. Swimming is excellent for stretching (especially after long hard rides) and also allows one to work injured joints in a pressure-free environment. I believe that running is good for building up weak knees, as well as for an appreciation of scenery we so often fly by on our bikes. Squash and other ball sports are excellent for improving peripheral vision cognizance and hand-eye coordination (important for improving waterbottle tosses while riding).

Apart from the physical benefits of adopting a second sport, there are mental benefits: chiefly boredom combat. While many of us aspire to count annual miles ridden in the thousands, the truth is, sometimes we do need a change of pace.

Diversity really does promote strength, as any seasoned triathlete will testify. "The more you do the easier it gets" works on both horizontal and vertical vectors.

Volleyball anyone?



Join us for some of the finest
cycling in the Northeast!
Breakaway Vacations
(212) 722-4221

TOURING

Herb

Among the most rewarding of my cycling experiences have been three trips to the European Alps. I made all three of these trips with the Long Island Bike Club.

Our first trip was in 1983. We climbed and climbed and climbed in Switzerland, Austria and Italy. On our fourth day in Switzerland we had a three-pass day: three passes that the pros climb during the Tour of Switzerland. These are the Grimsel Pass at 7103 feet, the Furka Pass at 7975 feet, and the Susten Pass at 7296 feet. State Line is a hiccup when you compare it to climbing five to ten miles at over 7,000 feet. The downhill between the passes, though, were fantastic. It was raining on the day we hit the passes, so many of us climbed only two and got picked up by our van at the top of the second pass. (On all three trips we rented vans to act as sag wagons. They carried our luggage as well as extra water and food.) On this trip we also visited the fabled Alpine villages of Grindelwald and Interlaken. The most difficult climb was up the Passo del

ULTRAMARATHON

Jeff

The New York Cycle Club has many members who are experienced ultramarathon cyclists. We had more finishers and a better finishing percentage than any other American club in the 1987 Paris-Brest-Paris. We have also had two club members race in RAAM and five others participate in the qualifiers. So, hopefully, if enough people are interested, this will be an ongoing column covering all aspects of ultramarathon cycling, from preparing for your first double century to riding a multi-day event in record time.

While many of you may never have the desire to ride 200 or more miles in one day (I'm not sure why anyone does, but that's a subject for future columns), I know many of you would like to test your limits, to see what it's like to go beyond a century. Most of the ideas presented here will also help you increase your distance, no matter what distance you are currently riding. If you have any questions or suggestions for this column, you can write to me at 102-10 66th Road, Apt. 14E, Forest Hills, N.Y. 11375, or you can call me at 212/265-2500 days, or 718/275-6978 evenings.

While I don't want to make double centuries sound easy, if I can do them, anybody can. Those of you who rode with me on any of the A training rides know that I was dropped on about half the rides.

The person who does well at ultramarathon cycling is not necessarily the fastest or strongest cyclist, but rather is

THE ALPS

Dershowitz

Stelvio, a 12-mile ascent to 9035 feet. We climbed the west side, which is easier. The east side has 48 numbered switchbacks.

On my 1985 trip we toured southern Germany, northern Switzerland, and Austria: It was really beautiful. Bavaria, the Bodensee (Lake Konstanz) and the Schwarzwald (Black Forest) were among the high-lights.

In 1987 the group did a tour of the Italian and French Alps. This was our Tour de France trip. We climbed many of the passes the Tour pros climb, but about three days ahead of them. We also biked up to some of the most famous ski towns in the French and Italian Alps. We visited Madonna del Campiglio, Cervinia (on the Italian side of the Matterhorn), Courmayeur, Chamonix, Val Oisera and others. We rode to the famous walled city of Briançon on the Italy/France border, and had a three-star meal in Albertville where the next Winter Olympics will be held.

Each trip was difficult, exciting and culturally stimulating. Writing this article brings back many memories. I'd love to return in the summer of 1990: Join me.

CLASSIFIEDS

For Sale: Cilo Professional, Reynolds 531 tubing, 53 cm, Modolo brakes, many extras, excellent condition, call

Steve
718/436-5329

Shy, romantic cleat seeks engaging pedal. Adventure/endurance cyclist, SWM, 31, 5'11", 160 lbs., wants to click with SF in a meaningful relationship whose TIME has come. To meet in this revolutionary manner, call

Ron
212/598-4563

For Sale: 1981 Honda Accord, 3-door hatchback. Very bicycle-friendly (2 bikes fit inside easily). Call

Roberta
212/864-6182

CYCLING

Vogel

one who rides smart.

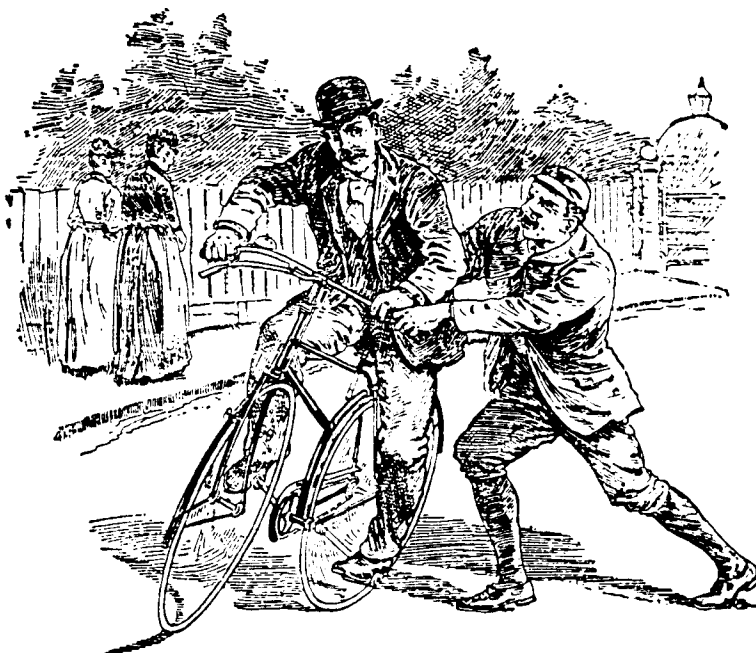
Most of us remember training for our first century and the pain we felt afterwards. Hopefully we won't make the same mistakes again. Just as for our first century, where our goal was to finish, not to ride it in under six hours, our goal for our first double century should also be just to finish. While nine-hour double centuries are possible, a more realistic time estimate for a first double century is 14-16 hours. That's approximately 7-1/2 hours for each 100 miles. The idea is to pace yourself and ride evenly throughout the ride, not to do the first 100 miles in six hours and struggle through the second hundred in ten hours.

To accomplish this you need a large mileage base. You should have a few centuries under your belt and feel comfortable doing them. If you collapsed at the end of your last century, you still need to do a few more. When you are ready, the next step should be about 125 miles. After two or three rides at this level you should be ready to step up the distance to 140-160 miles. Again you will need two or three rides at this level. At this point you should have a minimum of 2000-2500 miles for the year - Hey, I never said this was easy.

Many of you who are already at this level - especially those who did P-B-P in 1987 - may think this is overkill. But going from 125 miles to 250 miles four weeks later is not the best way. This may par-

tially account for why the Americans as a whole had a dismal 45% finishing ration in P-B-P.

If you build the distances gradually, you should be able to complete 200 miles and still be able to talk about it afterwards. You may even want to do it again some day.



ENDURANCE RACING AND BODY EFFICIENCY

Alex Bekkerman

The subject of endurance is probably one of those most frequently discussed in cycling. Although there are excellent articles on nutrition, training methods, the importance of cardiovascular fitness, and mental and psychological preparation, I was not able to find anything which dealt with stamina as a complex issue. So one day, in accord with habits developed as an engineer, I decided to conduct my own little survey. As with any serious survey, it consisted of two parts:

1. theoretical - gathering information from various publications (I buy every cycling publication available); and

2. practical - experience gained from riding in many centuries and marathon events: Paris-Brest-Paris, 1984; Pepsi Marathon, 1980, 1983; Spenco-500 (in Texas), twice; and the JMO (qualifier for Race Across America), three times, as well as RAAM itself, 1988.

Assuming that my body is reasonably typical, let me make a few general points based on my own experience. These are arranged in order of importance:

1. There is no universal recipe, there is the training principle. The most important training principle should be raising the body's aerobic conditioning in accord with one's own body characteristics: body build, weight, pulse rate, etc.. Your conditioning is expressed in your fastest cruising speed. It may be 15, 17... or in case of the top endurance riders, 20+ mph.. A knowledge of your body's pace and the ability to maintain it is, in my view, the key factor in endurance. Springs, breakaways, interval training, long stops - all of these disturb your body's pace and should be avoided. It is the same with a car. You get the best mileage when you maintain speed at a steady level: not too fast, not too slow.

2. mental readiness. Physical endurance is only part of the picture. If you are not ready to suffer pain, ignore discomfort, and relax even when on the bike, you will drop out or simply go nuts. Nevertheless, your mind should always be in control and in the case of encountering actual hazards, your mind should be capable of evaluating the situation and reacting. The only way to improve is to go through both physical and mental hardship and to monitor your mental state both during the event and afterwards.

3. eating during the ride.*

(a) Up to 100 miles, planned food consumption is not that critical: Just eat something after each hour of riding.

*My article on nutrition will appear in a future BULLETIN issue.

(b) If the distance exceeds 100 miles, your food consumption should be thoroughly planned. Here are some known and not so well-known facts:

The muscles always burn a combination of fats and glycogen stored in the blood and liver. The reserves of these two fuels are quite different. The glycogen has about a 1500-calorie capacity, and fat at least 20 times that amount. Obviously fats are the preferred fuel for endurance efforts, and the only question is how to persuade the body to go along with this. As it happens, the glycogen/fat fuel ratio depends on the intensity of the work. During light work (even sleep) the body gets 65% of its energy from fats. During all-out sprints, however, it uses a 100% glycogen supply. So, the obvious way to get energy from fats is to ride easy. However, in an ultramarathon race, speed matters also, and that's where the concept of fast cruising speed becomes important. For example, a top endurance racer will ride a 6-hour century taking about 50% from glycogen, while an average NYCC rider will deplete 80% of his/her glycogen and only 20% of his/her fat supply. (This is assuming that both finish in six hours.) It is a well-known fact that the less glycogen left in the blood, the more fatigued one feels. So, to postpone fatigue, you should ride at a comfortable pace and eat. It takes time to convert food into glycogen. Generally, when you eat complex carbohydrates it takes two to four hours, and more to achieve the best results. You should take this factor into consideration.

But there is one more thing. I strongly believe that meals should compensate for only that energy which is being taken from your glycogen reserves. Eating more will only divert the body resources from exercising into digesting (to break down the fat). Therefore, to find out how much I should eat I do the following:

First, depending on my target average speed, I approximate the number of calories I will burn in one hour. Then, based on the assumption that at my cruising speed, 50-60% of my energy should come from fats, I can get a good idea of how much energy will derive from glycogen. Now if I know how many hours the ride will take and the caloric value of foods I bring along, I can finalize this odd equation. I never forget that the most the average body can digest is 6000 calories a day in solid foods. The 526-mile Spenco race greatly enhanced my belief in this approach. I calculated that during the race I would need to consume only 9500 calories, even though I would burn over 20,000. So I put 9500-worth of food in my pockets, minimizing the dis-

advantage of not having a support car. I didn't win the \$10,000 first prize, but my 15th place (out of 360 entries) does not look bad when six pros took the top finishing positions, and only three out of nine RAAM veterans finished at all. I was also the only one in the top 20 who had no support whatsoever.

(c) I think that the quality of your diet greatly influences your endurance. To be more specific, I adhere to the common opinion that the cyclist should eat complex carbohydrates and a balanced diet. The only trouble is that the "balanced diet" is easier to define than to adhere to. So I supplement my diet with multivitamins rich in iron, vitamins E and C. There is also the new field of amino-acid supplementation. The influence of amino acids on endurance has not been proven, however.

4. riding style. One's riding style should be economical. Consider this: only 20% of the energy output of the body results in actual muscular work; the other 80% is liberated as heat. So if only 20% is available for use, imagine how costly it would be to lose 3-5% due to an inefficient riding style. Literally, smooth movements and an aerodynamic position mean an economical riding style. I don't (!) think that a high cadence is as important as cycling literature suggests. As a matter of fact, I alternate between spinning and switching to a higher gear, and when I get the chance I enjoy standing on the pedals. This way all the muscle groups share the work, thus introducing some change into long boring hours.

5. heredity. You must be born with stamina. You can improve, but only as far as your genes allow. If you try too hard, the only thing you'll improve is your chance for early retirement. Why? Because stamina is not only a physical characteristic but also a type of nervous system, rate of metabolism and, if you will - a personal philosophy. Most of these things you inherit.

But don't be discouraged. Endurance is only one aspect of total fitness. A well-fit cyclist has three major qualities: strength, speed and endurance. Each requires different talents, training methods, and each has its own disciples. My own special interest - my own advocacy - is endurance.

MINUTES

NEW YORK CYCLE CLUB BOARD MEETING,
4 APRIL 1989, O'HARA'S RESTAURANT

Present: Christy Guzzetta, Holly Gray, Simone Smith, Martha Ramos, Brian McCaffrey, Debbie Bell, Ken Weissman, Richard Rosenthal, Janet Kronstadt, Arlene Ellner.

Absent: Hannah Holland, Roberta Pollock.

March minutes approved.

Christy requested board sanction for Bill Hoffman's Effective Cycling Course. Sanction of private, profit-making enterprises is counter to policy; request not approved.

Christy made motion to approve liability policy as presented by Insurance Company of North America covering all club members for balance of 1989, premiums to be paid for by club, issue to be reviewed prior to November elections. Motion carried unanimously.

Richard previewed programs for May and June.

Jay Rosen asked permission to attend Interstate Parkway Commission meetings as a volunteer; agreed to by Richard, club representative.

Richard reported sub-committees being formed to further consider issues regarding opening of River Road to cyclists.

Discussion of requests for club mailing list by other profit and non-profit organizations. Previously stated policy encourages placing ads in BULLETIN, attending meetings, and distributing literature in lieu of giving out list.

Brian reported inquiries regarding re-marking of some old club routes; he will look into feasibility.

Meeting adjourned 9 p.m..

Respectfully, submitted.

Adrian Ellner



Safety tip of the month: USE HAND SIGNALS

Use the standard hand signals for turning, slowing and pointing out road dangers. Wild gestures are simply meaningless.

Save shouting for emergency situations. Who can distinguish "crack" from "flat" or "plate" from "grate" anyway? There might be some situations where it is necessary to yell "braking"....I am not sure what they are.

NO-TECH TIPS

Bob Moulder

As an experienced New York Cyclist you have, no doubt, suffered your share of flat tires as you've wandered through our urban detritus, and have probably encountered something much worse than the garden-variety flat: a sliced tire casing. If you didn't repair it yourself, the person who did probably advised you that the tire needed a "boot."

A boot is simply a piece of material attached to the inside of the tire casing over a cut to prevent the tube from squeezing through the casing when the patched tube is reinflated. Depending on the size of the cut, a rather large boot might be required, but most cuts I've seen are no larger than about 10 millimeters, for which a 2-centimeter square piece of material should do the job.

What is a good temporary boot material? Anything that works. If anyone mentions a folded dollar bill to me again, I think I'll throw up. Sure it works, but so will just about any other thin material that can be found among the previously-mentioned urban detritus, such as scrap paper, a plastic coffee cup lid, a large tube patch, a potato chip bag, or whatever else happens to be on hand. Use your imagination. Some riders prepare for the inevitable by keeping a piece or two of their favorite boot material in their patch kits. One of my personal favorites for booting small cuts is white adhesive medical tape. For bigger cuts pieces of old tire casing work well, as do canvas patches, pieces of tough rubber, and on and on. Many riders carry an extra foldable tire to be used when a tire is slashed so badly it can't be booted.

Emergency boots such as those described are usually intended to be temporary repairs that will allow you to get home. If a cut measures over 5-6 millimeters in length, seriously consider discarding the tire because it might pose a blowout danger later. Even small cuts can cause the tire casing to distort and rip open under high pressure, so if you notice such distortion, toss the tire as soon as you get home, saving pieces of the carcass to use as boots in the future.

When the cut is small and the tire can be saved, a permanent boot may be used. I accidentally discovered a good method for permanent booting about two years ago, and have used it several times with success. The advantage of this method is that the boot is thin (so the tire doesn't "hop"), and the cut is filled in, preventing garbage from collecting in the cut area, which might cause another flat.

Here's what you'll need: one piece of white adhesive medical tape, about an inch wide, two inches long; one photograph from a one-hour photo processing shop (I'm not kidding); and a small tube of Shoo Goo* or similar running shoe repair goop.

The photograph is the main boot material. All photographs printed at one-hour type processing shops (and, in fact, nearly all commercially processed photographs) are printed on RC-type (resin coated) paper, which turns out to be another great boot material. It's thin, waterproof and readily available.

The Shoo Goo is the filler material which will close up the cut.

The adhesive medical tape holds the whole mess together.

Before you start, have the tire and tube ready to reinstall on the rim, because they must be quickly reinstalled after the boot is attached.

How to do it: First cut out a small piece of the photograph, about 10 millimeters by 15 millimeters, and attach it to the adhesive tape, then cut out a piece slightly larger, about 15 X 25 millimeters, and attach it to the tape directly over the smaller piece. This is the main boot.

Now place a small blob of the Shoo Goo directly in the center of the photo boot, and then place the boot over the cut, making sure the blob of Shoo Goo is directly over the cut. Press gently around the edges of the adhesive tape to secure the boot.

Now, quickly reinstall the tire/tube and inflate up to full pressure. The high pressure will secure the boot in place and force the Shoo Goo to ooze up through the cut, effectively filling the gap. Allow the extruded Shoo Goo to dry, then trim it off with a sharp blade. When cured, this stuff makes a nice, tough plug.

You are invited to share your no-tech tips in this space, or to have your questions addressed by contacting Bob Moulder at 212/682-5669.

Next month: Swing Low, Sweet Derrailleur...



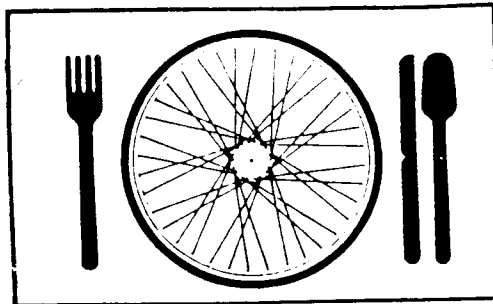
*trademarked product

MONTHLY CLUB MEETING

(Open to all members and non-members.)

NEW YORK CYCLE CLUB
Tuesday, June 13

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
not purchased by 7:00. Non-
diners are seated separately.

THE HISTORY OF AMERICAN BIKE RACING

A talk by **PETER NYE**, author of *Hearts of Lions*.

To be young, poor, black, and America's greatest bike racer ever--the life of "Major" Taylor...and 100 other stories. Told by Taylor's biographer and much published writer on the history of cycle racing, Peter Nye, who is coming up from Washington just to talk to us.

His appearance is courtesy of his publisher, W.W. Norton, and is in conjunction with the paperback publication of "Hearts of Lions." You can buy it at the meeting at 40% off and Peter will autograph your copy. Paperback: Reg. \$10.95/Our price \$6.60; Hardback: Reg. \$19.95/Our price \$12.00.

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.

VOLUNTEERS NEEDED

Debbie Bell

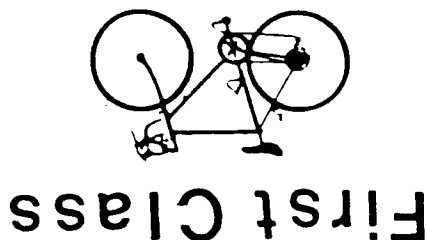
The New York Cycle Club is pleased to continue its affiliation with the League of American Wheelmen. L.A.W. would like three of our members who are also members of L.A.W. to act as:

1. L.A.W. club representative:
This individual will serve as a liaison between our club and L.A.W., and will receive periodic press materials and information for dissemination to our membership.

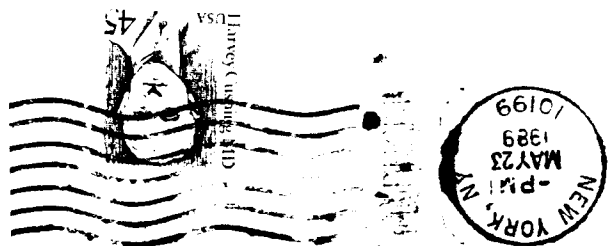
2. touring information contact:
This individual will provide information to the L.A.W. regional touring information director. The information will be used by cyclists visiting our area.

3. government relations advocate:
This individual will receive government relations updates, will serve as liaison between our club and other members of the advocacy network, and will assist in state and national bicycle advocacy efforts.

If you would like to participate in one or more of these programs, contact Debbie Bell, 212/864-5153.



176-177
ARLBER PRIMER MAILING
CHRIS MAILING
110-30 MYRTLE AVE
RICHMOND HILL, NY 11418



The New York Cycle Club
Hannah Holland
211 W. 106 St. 8C
N.Y., N.Y. 10025

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 _____

CIRCLE IF APPLICABLE: I DO NOT WISH MY (ADDRESS) (PHONE NUMBER) LISTED IN THE ROSTER PUBLISHED SEMI-ANNUALLY IN THE BULLETIN.

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