

August
1990

AUGUST 1990

NYCC BULLETIN

SUMMER RIDES



"Today's ride is up to the fountain on 90th street, then back to the boathouse. Does anyone need cue sheets?"



NYCC Bulletin

The NYCC Bulletin is published monthly by the New York Cycle Club, a non-profit educational and recreational organization for bicycle enthusiasts in New York City. The opinions expressed in the NYCC Bulletin are those of the authors and do not necessarily reflect the official position of the New York Cycle Club.

Address. Send correspondence to Editor, NYCC Bulletin, 111 Fourth Avenue - Apt 7A, New York, NY 10003.

Deadline. The deadline for all submissions and advertising is the first Tuesday of the month prior to publication.

Submission Guidelines. All submissions may be edited for length and clarity. 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. Submission is contributor's warranty that material is in no way an infringement on the rights of another and that the material may be published without additional approval. Call editor for article guidelines and/or advance approval.

Please submit articles on an IBM format (5.25 or 3.5 inch) diskette if possible. Or, submit typed copy and use a 45-character line length. Include a self-addressed, stamped envelope if you wish material returned to you.

Display Advertising. Only bicycle related advertising is accepted. Rates are for camera-ready copy, page size is 7.5 by 10 inches. One-time rates: Full page, \$250; Half-page, \$135; Quarter-page, \$75; Eighth-page, \$45. Frequency discounts available. Call Peter Kleinschmidt (212) 490-6614 (days) for more information.

Classifieds. Two classified ads per member per year are free, additional ads are \$1.00 per 25 character line.

Receiving the NYCC Bulletin. The NYCC Bulletin is mailed free to all NYCC members. Membership is \$17 per year for individuals, \$23 per year for couples. An application is printed in this issue. If you don't receive your Bulletin contact the Circulation Manager.

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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, commuter rail bike permits, 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. 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 (flat terrain)	Ride Description	Central Park Self-Classification Times (4 laps = 24.5 miles)
AA	17+ mph	22+ mph	Vigorous riding, frequently in pacerlines. High regard for good riding style.	< 1:10
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		2:30 >

Cliff Notes: One last note of thanks to the leaders of the progressive "A" ride series who really helped me to become a better cyclist. You may not have seen me much on the road since then. I was touring coastal Maine and away the last two weekends; on my return I didn't want Lisa to see my bike with both a rear luggage rack and front low-riders.

RIDES THIS MONTH

- Weekday evenings B/C; 7:00 p.m.; 15+ mi.** **PROSPECT PARK EVENINGS.** Leader: Alex von Braun (h., 718-965-3552, w., 212-392-7337). From 9th St. and Prospect Park West. Join me for a car-free hour or so while the light lasts. Tuesdays through Thursdays are best. Call.
- Sat. Aug. 4 A/B/C** **PRINCETON FREE WHEELERS' 10th ANNUAL BICYCLING EVENT.** From Rider College, Lawrence Township, NJ. Six routes, 15-100 miles. Helmets required. Registration \$8.00. The suggested starts are: 7 a.m. for the century; 8 a.m. for the 50 and 65 mile rides and 9 a.m. for all others. For additional information, call 609-890-8259 in the evenings before 10:30 p.m.
- Sat. Aug. 4 A** **PICNIC IN BEDFORD.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. One of the more beautiful rides around. 42 miles non-stop, over Whipporwill Road, to picnic at the bustling town square in Bedford. Cruise down North Street in your big chain ring. By now, I'm tired, so it will be easy going the rest of the way home.
8:00 a.m./91 mi.
- Sat. Aug. 4 A-** **EARLY NYACK.** Leader: Chuck Wong (212-219-1268). From the Boathouse. The usual ride to Nyack at an unusual time. Breakfast at Skylark, as usual. Rain cancels.
6:00 a.m./53 mi.
- Sat. Aug. 4 A-/B+** **SHUN-PIKE TO CHAPPAQUA.** Leaders: Caryl & Steve Baron (212-595-7010). From the Boathouse. We'll share our discovery of previously unriden roads in Westchester if you'll be patient with your jet-lagged leader. Warning: the prettiest roads are never the flattest. Bring lotsa H2O, pocket food to last you till lunch in Chappaqua.
8:30 a.m./80+/- mi.
- Sat. Aug. 4 B/B+** **TAN WITHOUT GUILT.** Leader: Curtis Waxenberg (718-843-5845). From the Burger King at 179th St. and Hillside Ave. in Queens. The ride to get Dick Goldberg off my back! To Jones Beach - a fast-paced mostly flat ride (I want to swim). Those wishing to also, bring bike lock and swimwear! Those wishing to take LIRR back, bring pass. Rain or conditions non-conducive to a great tan cancels.
9:00 a.m.
50-55 mi.
- Sat. Aug. 4 C-/C** **TALLMAN MOUNTAIN RIDE AND SWIM.** Leaders: John Mulcare (718-672-5272) and Sheila Flatley (212-988-5939). From the GWB Bus Terminal, 178th St. and Ft. Washington Ave. ("A" train to 175th St. station). Carry your lunch or buy it at a deli we stop at on the way. Bring a lock, towel, sandals, etc. for that urge to swim that might be overpowering. Rain cancels. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Sunday, August 5.
10:00 a.m.
35 mi.
- Sun. Aug. 5 A** **JACK BENNY ETERNALLY "39" RIDE.** Leader: Dan Schwartzman (w., 212-206-6101, h., 212-362-5493). From the Boathouse. 39 miles up to the prettiest (and hilliest) parts of Greenwich, Stamford, and New Canaan in search of Jack's 1939 country bachelor hideaway and the fountain of (pre-40) youth (we may have to settle for Gatorade at a deli). 39 miles back to NYC through more bucolic Benny-land, feeling eternally 39, and not a year older. Rochester, oh Rochester, bring me the Ben-Gay!
8:00 a.m.
78+/- mi.
- Sun. Aug. 5 A-** **IN SEARCH OF A PEAR TREE.** Organizer: Richard Rosenthal (212-371-4700). From the Boathouse. A private pear tree near Piermont is ours to pick bare of its fruit...if I'm here. Call Friday night to check.
9:30 a.m./55 mi.
- Sun. Aug. 5 B-** **BEDFORD VILLAGE.** Leader: Maggie Clarke (212-567-8272). From Dyckman Triangle Garden (200th St. stop on "A" train). Another lovely ride through the landscaped Westchester burbs and Greenwich estates to the Bedford Village green for lunch. Bring a Metro-North pass for emergencies. Extreme heat shortens the ride. 70% chance of rain cancels.
8:30 a.m./70+ mi.
- Sun. Aug. 5 C+** **MYSTERY RIDE.** Leader: Ken Weissman (212-222-5527). From 94th St. and West End Avenue. If risk-taking is your thing, then take your chances on this destination-to-be-determined ride. Major deciding factors in where we go: earth's meteorological and leader's psychological condition. Helmets required. Serious rain cancels.
8:45 a.m./40-60 mi.
- Sat. Aug. 11 A** **HUNTINGTON HARBOR.** Leaders: Marc Leveque (718-461-5480) and David Wood (212-225-1232). From the Boathouse at 8:30 a.m. OR Yellowstone and Queens Boulevard at 9:00 a.m. As usual, our ride will lead to a port or to the Sound. Please carbo-load and bring two water bottles.
8:30 or 9:00/100 mi.
- Sat. Aug. 11 A** **STATEN ISLAND-PRETTY?!** Leader: Jody Sayler (212-799-8293). From the N.Y. side of the Staten Island Ferry to catch the 8:30 a.m. boat. So! You think Staten Island is ugly. Allow me to prove you wrong and show you great views of the upper New York bay, a Frank Lloyd Wright house, Ernest Flagg's mansion, and a picnic on the tip of the island at Conference House Park. Hilly, twisty morning; fast, flat back to a cool ferry ride on a hot August day.
8:20 a.m.
50 mi.
- Sat. Aug. 11 All Bs** **SORT YOURSELF OUT.** Organizer: Dick Goldberg (212-874-2008). From Jerome and Woodlawn Aves. (last stop on #4 train) A pretty, rolling ride to Byram Lake - and you set your own pace. 50% chance of rain at 8:30 a.m. cancels.
9:30 a.m./60 mi.
- Sat. Aug. 11 C/C+** **PIERMAN-TALLMONT POOL.** Leader: Sandy Gold (212-222-4076). From the Boathouse at 10:00 a.m. OR 179th St. and Ft. Washington Avenue at 10:45 a.m. Plot your underwater escape from Augustine Humidifous Thermal Oppressiveness (hot muggy weather). Bring/buy lunch. Helmets required.
10:00/10:45 / 35-45 mi.
- Sun. Aug. 12 A** **WHIPPOORWILL THRILL.** Leader: Bob Moulder (212-682-5669). From the Boathouse. Come along as we skirt L.I. Sound on Shore Road, through Mamaroneck, then head inland to Armonk. After a stop at the most "biker-friendly" deli ever encountered, we'll float up Whipporwill Hill before heading south. The usual cancels.
8:00 a.m./82 mi.
- Sun. Aug. 12 A/A-** **SUNDAY QUICKIE.** Leader: Mike Yesko (212-475-4007). From 53rd and Lexington Avenue, we'll take E train to 179th St., Jamaica. From there, I know a real nice loop through Five Towns, Long Beach, Oceanside, Garden City, Manhasset and back to Jamaica. Quick stops at the beach and a deli.
7:00 a.m./50-60 mi.
- Sun. Aug. 12 A-** **GRIN AND BEAR IT.** Leader: Holly Gruskay (212-534-1156). From the Boathouse. Ride the Saddle to Rockland to Bear Mountain, cross the bridge into Westchester, hit Route 9 and head on home. Carbo-load, bring pocket food, and a Metro-North pass for shorter ride option. Rain cancels, excessive August weather shortens.
8:00 a.m./120/80+ mi.

- Sun. Aug. 12 **A SWINGING BRIDGE RIDE.** Leaders: Michael DiCerbo (718-338-5774) and Christy Guzzetta (212-595-3674). From the Columbus B Circle Entrance to Central Park. Beautiful ride to Saddle River and Ridgewood, N.J. area. We'll travel along bicycle paths and scenic roads as we head toward the oldest working swing bridge in the U.S.A. Built in 1745 and still operating, we'll gently cross it in the same manner George Washington did. What a swinging ride!
9:00 a.m. 56 mi.
- Sun. Aug. 12 **GET IN THE SWIM (BAYVILLE).** Leader: Don Passantino (718-446-9025). From the Statue of Civic Virtue (E or F train to B- Union Turnpike station). Off to Bayville for a picnic on the beach! Bring a swimsuit and towel.
9:15 a.m./55+/- mi.
- Sun. Aug. 12 **FREE RIDE TO CARLOS MAURITIUS!** Leaders: Alex von Braun (718-965-3552) and Laura Hoeting (212-505-8322). From the C/C+ Boathouse at 9:30 OR Jerome/Woodlawn Aves. at 10:45 a.m. (last stop on #4 train). Translation: Bike to Charlie Morris' palatial 1926 Sears, Roebuck prefab in Dobbs Ferry. Lunch on the lawn. Delis nearby. Helmets required. Call for subway group travel information. Precipital or political oppression cancels.
9:30/10:45 40-60 mi.
- Sat. Aug. 18 **NORTHWEST PASSAGE TO KILIMANJARO.** Leader: Joe Furman (201-692-8306). From the Boathouse at 9 a.m. OR the A+ GWB/NJ side at 9:45. A second attempt to search for the illusive mountain. Maps will be given but the natives have been known to create diversions and set traps. Destination-Ridgewood or Upper Saddle River. What could possibly be our last meal will be at the Park Ridge Diner. Bring survival kit including flare gun in case of emergencies.
9:00/9:45 am 75-80 mi.
- Sat. Aug. 18 **CONNECTICUT CENTURY WITH A CLASSIC WESTCHESTER TWIST.** Leader: Lisa Halle (212-319-6097). From the A Boathouse. Please join me as we breeze our way up to lovely Ridgefield, Connecticut and fly by the Titicus Reservoir on to Bedford. We'll end in Stamford and take Metro-North home. Bring your train pass. Rain, earthquake, Nelson Mandela and Mikhail Gorbachev in town cancels.
8:00 a.m. 100 mi.
- Sat. Aug. 18 **SUNKEN MEADOW STATE PARK.** Leaders: Brian McCaffrey (718-634-1742) and Steve Antioian (718-651-3807). From the A-/B+ Statue of Civic Virtue (E or F train to Union Turnpike station). It's a long ride for a swim, but worth it. Expect rolling hills and beautiful scenery on L.I.'s North Shore. Wear a helmet and bring LIRR pass for sag service.
9 a.m./80+/- mi.
- Sat. Aug. 18 **NYACK PARK PICNIC.** Leader: Sandy Gold (212-222-4076). From the Boathouse. A solid "B" pace along scenic roads - a minimum of hills. Bring or buy lunch at health food store and carry it a couple of miles. Helmets required. RAIN DATE: 10 a.m./60 mi. Sunday, August 19th.
- Sat. Aug. 18 **RIVER VIEW PARK, WEST N.Y., N.J.** 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 or walk up the Palisades and enjoy our lunch (buy or carry) in one of Jersey's nice parks overlooking the Hudson. Rain cancels. Call John before 9:00 a.m. if the weather is questionable. RAIN DATE: Sunday, August 19.
10:00 a.m. 35 mi.
- Sun. Aug. 19 **AGONIZER PULVERIZER TANTALIZER EPITOMIZER.** Leader: Genghis Ron Grossman (212-598-4563). From the Boathouse. A slightly long moaner groaner muscle toner for hard core hill enthusiasts. North on newly-discovered back roads through Westchester and Putnam (to within a stone's throw of Dutchess County) then back south. Probably take Metro-North back from Ossining so bring train pass. Climbing gears and pocket food a must. Hope to see some new faces for this one. RAIN DATE: Saturday, August 25.
6:00 a.m. 125-150 mi.
- Sun. Aug. 19 **SSFSS #2 (SWEET SHORT FAST SUNDAY SPIN).** Leader: Doug Blackburn (212-563-7067). From the Boathouse. This ride answers the questions: (1) If Doug Blackburn biked to work, how would he go?, (2) Is there a reason we always turn north after the GWB?, and (3) what other park did Frederick Law Olmstead design? Answers to all and a 1 p.m. return to NYC await the adventurous. Wet roads cancel.
8:00 a.m. 55+ mi.
- Sun. Aug. 19 **CROSS STATE LINES (4 TIMES).** Leader: Mark Gelles (212-260-4382). From 178th & Ft. Washington Ave. GWB Bus Terminal B+ ("A" train to 175th St. stop) at 9:45 a.m. OR 10:00 a.m. on the Jersey side of the GWB by stairs. Spin through Jersey Burbs, ride in a forest on Tallman bike path, then follow Hudson north for picnic lunch on river in Upper Nyack, climb and cruise home via 9W. Bring something to carry lunch for a few miles. If weather is in question, call between 8:00-8:30 a.m. WILL DEPART PROMPTLY AT 9:45 FROM 178th St.
9:45/10:00 50+/- mi.
- Sun. Aug. 19 **75 MILE PREPARATION FOR SEPTEMBER CENTURY.** Leader: Irv Weisman (h., 212-562-7298; w., 212-241-4783). From the B- GWB Bus Terminal, 178th St. and Ft. Washington Ave. Hankering to do a century (100 miles) this Fall? This is good preparation! Average speed is moderate (11+ mph), terrain is demanding in places (rolling/hills). You should have already done 50 - 60 mile rides. The route goes through scenic Bergen and Rockland Counties. Two major food stops. Return to GWB by 5:30 p.m. 60% chance of rain at 7:30 a.m. cancels.
8:30 a.m. 75 mi.
- Sun. Aug. 19 **PIERMONT POOL SNOOZE II.** Leader: Peter Hochstein (212-427-1041). From the Boathouse at 9:30 a.m. OR the GWB/N.Y. side at 10:15 a.m. In anticipation of a complete and miraculous recovery from a bike accident, here's a second attempt. Ride with 3 objectives: 1) Take a swim. 2) Take a nap. 3) Take it easy going home. Outbound may be via a hilly River Road and the Tallman Bicycle Path, or maybe not (leader's whim). Slow return via the least-hilly route. Snooze 'n schmooze poolside, leave 3:30-ish as the day cools down. Bring a lock, towel and bathing suit. Buy or schlepp lunch. Rain cancels.
9:30/10:15 38-50 mi.
- Sat. Aug. 25 **IN SEARCH OF THE NUDE BEACH.** Leader: Christy Guzzetta (212-595-3674). From the N.Y. side of the Staten Island Ferry to catch the 7:30 a.m. boat. Legend has it there is a nude beach hidden away at Sandy Hook, N.J. Legend also has it that we've been there! Ride starts off ugly over the Goethals Bridge, gets pretty nice around Keyport, really beautiful around Atlantic Highlands. On the beach, the sights are...well...unbelievable. Donna said she'd undress if Christy does. Lisa said she'd undress if Donna and Christy do. If Donna and Lisa undress - who in their right mind will look at Christy? Spectacular ferry boat ride home leaving the beach at 4:00 pm. and arriving at the South Street Seaport at 5:00 p.m. (cost - approx. \$10). Dress...optional.
7:20 a.m. 69 mi.
- Sat. Aug. 25 **BAYVILLE.** Leaders: Ellen Weber (718-392-3310) and Denise The Mystery Leader (718-544-3836). From Continental Avenue B and Queens Boulevard (E or F train). Out via Jewel Avenue bike path. Back depends on mood.
9:00 a.m./55+/- mi.

Sat. Aug. 25 **?????** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. OR Ft. Washington Avenue at 10:45 a.m. C/C+ I might be in town. But I'm not sure. Please leave a message, and if I can lead, I'll call back and we'll head for the Garden 10:00/10:45 / 45-55 mi. State. Otherwise, it's a leaderless ride. Rain or my absence cancels.

Sun. Aug. 26 **ARMONK OR BUST.** Leader: David Regen (212-222-0532). From the Boathouse. This ride features many shaded roads. We will attempt a single rotating pacerline as much as possible, but many short hills will break the pace up a bit. Bring snacks, 8:00 a.m./85+ mi. energy drinks and 45+ sunscreen. If it's raining at 8:00 a.m., call by 9:00 a.m. for a possible later ride.

Sun. Aug. 26 **SUNDAY QUICKIE.** Leader: Mike Yesko (212-475-4007). From the Boathouse. It's about time we do Westchester. The traditional Club route to White Plains, then across to Tarrytown and back along the Hudson to Manhattan; with a side trip A/A- 7:00 a.m./50-60 mi. past the Octagon House on the aqueduct. One quick stop.

Sun. Aug. 26 **ALINDA'S BRILLIANT IDEA.** Leader: Sara Flowers (718-544-9168). From the Statue of Civic Virtue (E or F train to Union Turnpike station). Join me on a beautiful ride which is ride-oriented rather than destination-oriented....long shady stretches, 9 a.m. pretty vistas, and hills and dales through Sea Cliff, Glen Cove, Lattintown, Bayville, Oyster Bay, and Syossett. Mileage 60+/- mi. depends on conditions.

Sun. Aug. 26 **KENSI-GO!** Leader: Sandy Gold (212-222-4076). From the Boathouse at 10:00 a.m. OR Jerome/Woodlawn Aves. at 11:15 a.m. C+/B- (last stop on #4 train). Enjoy the scenic, wooded, streambed, pothole-less Bronx River Parkway on your way to Kensico Dam. 10:00/11:15 / 40-60 mi. Delis available. Helmets required, Serious rain cancels.

Sun. Aug. 26 **BIKE TO BAYVILLE.** Leaders: Hindy and Irv Schachter (212-758-5738). From the Statue of Civic Virtue (E or F train to Union Turnpike station). Bike beautiful, bucolic byways. A "B" ride? Can it! This is cycling at a cool, calm, classic, civilized 9:30 a.m./55 mi. "C" pace. Picnic lunch. Rain cancels.

Aug. 31 - **SHELTER ISLAND LABOR DAY WEEKEND.** Leaders: Debbie Bell (212-864-5153) and Jody Saylor (212-799-8293). Make your Sept. 3 reservations now for the NYCC traditional holiday weekend on Shelter Island, nestled between Montauk and Orient Points at the end of Long Island. Shelter Island can be reached by bus, bike, train or car, and offers varied biking for all riding levels. Fri.-Mon. This year we're staying at the Pridwin on Crescent Beach. The Pridwin has a pool, tennis courts, TV and A/C in the rooms, All-Class and other attractions. Rates for double-occupancy hotel room (Fri.-Sun.), breakfast and dinner daily are \$270-\$297 per person plus taxes and gratuities. Some cottages are also available. Call the Pridwin (516-749-0476) to reserve. Call Debbie or Jody if you have questions or need a roommate. And let them know when you have made a reservation so that you'll be on the list for schedule information and bike routes.

Sept. 1-3 **WINNIPESAUKEE WEEKEND.** Dirt cheap accommodations on New Hampshire's largest lake. Call Paul Minkoff at Sat.-Mon. 603-253-6787 before August 12th OR at 718-937-6171 after August 13th.

Sat. Sept. 1 **WHO'S HERE?** Leader(s): The Phantom. From the Boathouse. Everyone I asked said they would be away this weekend. A/A- Who will show up to ride with the Phantom? 9:00 a.m./60-80 mi.

Sat. Sept. 1 **NYACK PARK PICNIC.** Leader: Sandy Gold (212-222-4076). From the Boathouse. A solid "B" pace along scenic roads - a minimum of hills. Bring or buy lunch at health food store and carry it a couple of miles. Helmets required. RAIN DATE: 10 a.m./60 mi. Sunday, Sept. 2.

Sat. Sept. 1 **BACK TO SCHOOL SAIL.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. OR 179th St. and Ft. Washington Ave. at 10:45 a.m. STUDY as she goes! PORT age your self as the STAR on BOARD, as we enjoy tailwinds C/C+ 10:00/10:45 / 45-55 mi. (scheduled, anyhow) to points north (Jersey, that is). Helmets required. Serious rain cancels.

Sun. Sept. 2 **TRUST ME.** Leader: Joe Isuzu. From the Boathouse. The first 5 miles will be flat, then it will be all downhill the rest of the day. A Lunch will be catered by Lutece. A new Merckx will be given to the first 1000 finishers; Pinarellos will be given away as 9:00 a.m. consolation prizes. We'll keep a reasonable pace, no one will be dropped and there will be no hills. Nothing cancels - I 60-80 mi. guarantee the weather will be perfect.

Sun. Sept. 2 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up at the Boathouse and make something up. If it rains, try again at 11:30 a.m.

Sun. Sept. 2 **LEADERLESS "C" RIDE.** Coordinator: Alex von Braun (718-965-3552). From the Boathouse. Call for ideas, possible leaders. C/10:00 a.m.

Mon. Sept. 3 **ROLL-N-ROCK.** Leader: Bob Moulder (212-682-5669). From the Boathouse. We'll roll up 9W to Rockland Lake Park for a loop, then stop in Nyack for breakfast on the way back. At participants' discretion, we may throw in River Road and/or 8:00 a.m./64 mi. Bradley/Tweed. Sweet-n-simple, home by 1 p.m. The usual cancels.

Mon. Sept. 3 **LABOR PLAY.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. OR 179th St. and Ft. Washington Avenue at 10:45 a.m. Wrap up the weekend with a quick spin out of the city. Probably Jersey. Serious rain cancels. C/C+ 10:00/10:45 a.m. / 40-55 mi.

Previews

Sept. 6-13 **Germany.** Leaders: Steve and Caryl Baron (212-595-7010). 8 days, 7 nights, 6 breweries, 5 rivers, 4 churches, 3 wineries, two lakes, and a trout. Ride with Baron and Baron from the Frankfurt Airport, following the Main, the Tauber, the Wornitz, the Atmuhl and the Danube to Salzburg or Munich. Not more than one serious mountain, but lots of rolling hills. We'll ride on secondary roads and bike paths. 50-75 miles/day at a touristy "A-" pace; you can be off the front or rear. Call now.

Sat. Sept. 8 **Devil's Kitchen.** Leaders: Jeff Vogel (w., 212-265-2500) and Margaret Cipolla (h., 718-275-6978). Class: A/A-; Mileage: 70. From the Jamesway/Grand Union parking lot off NYS Thruway Exit 20. Be ready to ride at 9:45 a.m. This is the ultimate climbing challenge. See who in the Club will wear the polka dot jersey. For more details, see Ultra Marathon Rambling elsewhere in the Bulletin. RAIN DATE: Sunday, Sept. 9

- Sat. Sept. 8 Round Hill Roundabout (Lower Connecticut). Leader: Charles Morris (914-693-2580). Class: B-; Mileage: 51; Start time: 9:15 am Car-topper, joint with CCC of Westchester. A very scenic ride through estate country. More information in September bulletin.
- Sat. Sept. 8 Bike to Beethoven. No cheap seats this time, unlike Mostly Mozart. Discount of 10%-20%, depending on how many people send cheques in advance. Without discount, tickets are \$15.00. Make cheque, with your address on it, payable to "Friends of the Arts" for \$13.50. If the discount exceeds 10%, money will be partially refunded. Tickets are good for either Sept. 8th or 9th. Full refund if rained out both days. Mail cheques to Paul Minkoff, 39-15 46th St., L.I.C. Queens, NY 11104. Anyone interested in co-leading this ride (A, B or C) please call Paul after August 13th at 718-937-6171.
- Sun. Sept. 9 1990 Hudson Valley Century. Sponsored by: Mid-Hudson Bicycle Club, From: LaGrange, NY, Mileage: 25-125 miles. Bike through the rolling terrain of rural Dutchess County. Sag support and food provided. Cost is \$7 before September 1 includes a water bottle). For more information, contact: Erna Wilcox, 12 Hudson Drive, Hyde Park, NY 12538, 914-229-5618.
- Sun. Sept. 16 Golden Apple Century. Sponsored by Country Cycle Club. From FDR State Park, Yorktown Heights, NY. Class: A/B/C. Five rides ranging from 25 to 125 mi. Fully supported. \$9 registration fee. Rain date: Sept. 23. Contact: Diane Glim, 914-248-8416.
- Sun. Sept. 23 Hi-Point Hundred. Sponsored by Paumonok Bike Club. From Syosset Railroad Station. Class: A/B/C. Five rides ranging from 25 to 125 miles. \$8 registration fee. Contact: 516-842-4698.
- Sun. Sept. 23 NYC Century. Sponsored by Transportation Alternatives. From City Hall. A 100-mile Bike-a-thon through four boroughs to raise money for T.A. The course will pass through and link greenbelts, bicycle paths and scenic streets in Manhattan, Brooklyn, Queens and the Bronx. Shorter rides of 25, 50 and 75 miles are also available. To pre-register or volunteer contact the T.A. Benefit Committee at 212/941-4600.

NEW YORK CYCLE CLUB BOARD MEETING (Tuesday, June 5, 1990)

Present: Debbie Bell, Carlos Cardona, Bob Foss, Dick Goldberg, Christy Guzzetta, Richard Rosenthal, Simone Smith, Jeff Vogel, Alex Von Braun

Absent: Arlene Ellner, Hanna Holland, Cliff Kranish

Subject to Hanna's agreement, a membership list and information sheet will be sent to new members at the time they join.

Debbie's 2nd quarter report indicates that all budget estimates are on target and that the increase in dues has not resulted in a decrease in membership. With 694 members, to date, this year may set a new record.

The bicycle loop at the lower end of Central Park is still in danger. The Taxi & Limousine Commission is lobbying against it. It is vital that we continue to write letters in support of the lane's continuance and encourage others to do the same.

Runners in the bicycle lane of Central Park (especially the lower loop) are endangering themselves and cyclists. A suggestion was made to make contact with local running clubs and ask them to request that their members use the lanes correctly.

A very serious problem exists with the evening pack of riders who form a pace-line and circle the park without consideration for the safety of others are jeopardizing the right of all cyclists to use the park.

Because of Operation Enforcement the Transit Authority is randomly enforcing the ban against bicycles on the subway.

Transportation Alternatives is planning a century ride in New York City.

As of June 11 DOT will close the south outer roadway of the 59th Street bridge to cyclists during rush hours (Monday through Friday) for 21 months. They will provide a van shuttle. The shuttle has always proved to be inadequate in the past.

The meeting adjourned at 8:01 PM.

THE 3 BIGGEST LIES IN CYCLING

"IT'S ONLY A FEW MORE MILES."

"NOBODY WILL BE DROPPED."

"I NEVER READ THE BULLETIN."

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Bulletins...

Last Chance to Order your custom-made New York Cycle Club Jerseys (plus) in 1990!

Do you want to feel more a part of the **New York Cycle Club**—and look good doing it? You can by ordering your brand new, exclusive, custom made, club jersey, shorts, and helmet cover and musette bag. The deadline for your last chance to do so in 1990 is August 14. Send your order form (see page 11) or bring it to the August 14 membership meeting. You can still look real sharp for some of this summer's riding. Next year's ordering process has not been determined and you may not have an opportunity to place an order prior to the spring 1991 cycling season.

Note that in the true spirit of our Club, this project is a completely volunteer effort. The club is not making any money with these orders. The effort was undertaken solely because so many members expressed an interest in Club jerseys. Not other reason, no other motivation. For you. To enjoy. Enjoy!!!

RICE

by Dr. Russel B. Cohen

Most sports injuries involve some degree of tissue tearing or bruising. The bodies response to these type of traumas are swelling, inflammation, bleeding and muscle spasm. The first line of treatment is **RICE**—Rest, Ice, Compression and Elevation.

Rest the injured area to allow the damaged tissues to heal and to avoid further insult. The amount and type of rest is dependent on the severity of the injury and the body part involved.

Ice acts by cooling the tissues. The decreased temperature evokes three important reactions. Cold causes constriction of the blood vessels which limits swelling and bleeding. It also dulls the pain by acting on nerve endings. Lastly it reduces muscle spasm by a neurological reflex.

Compression can be accomplished by applying an ace bandage or the like to the injured body part. This limits the amount of swelling and bleeding which results in faster healing. The compression also restricts the contraction and movement of the injured part facilitating rest.

Elevation of the injured body part above the heart aids in reducing blood flow to the area, lessening swelling and bleeding.

So if you experience a sports injury, remember the acronym **RICE**. It's so simple, yet so effective.

Dr. Cohen is a chiropractor practicing in New York City.

President's Message

Christy Guzzetta

There is only one criticism the Board of Directors of our great Club truly deserves. Sometimes—oftentimes—we care about the membership more than may be practical. We have been known to think through an issue 16 ways 'till Sunday, discuss it inside and out, consider it, taste it, chew it—just to insure the membership is taken care of as well as possible. Indeed, on occasion, we put more time into an issue than it deserves.

You'll also receive a beautiful bulletin in the mail once a month. There will be rides upon rides ready to go. That's what we're supposed to do. And programs at our meetings, and our finances in order, and new members on the roster, etc., etc. That's our job, and we do a very good job indeed. But we also do things that are not defined as our job. Sometimes, oftentimes, we care so much.

And guess what's coming up right around the corner. Soon, it will be election time again. At the September membership meeting we will begin to accept nominations for each office on the Board. These nominations will be finalized at the October membership meeting. November...we vote!

If you've ever considered running for an office, now is the time. If you've never considered running for office, heck—*YOU should* consider it. Being on this board is an experience that will live with you forever. It's a positive experience, a rich experience, an incredibly rewarding experience. And I will help you run. If you want, I'll even help you win the election. Really!

On Tuesday, August 21st, at 6:30 PM, anyone who wishes is invited to gather at O'Hara's for an informal discussion on what it's all about to be on this great Board. Last year about 12-15 people attended a similar meeting. Four of them are on this year's board. Last year, 25 people were on the final election ballot, 7 of the 12 board positions were contested. This year—more election excitement coming right up. Whether you attend this meeting or not—consider running for an office—consider caring about our membership more than you have to!!!

If you do decide to come to this meeting, please let me know so that I can tell O'Hara's how many to expect. Leave a message at 212/595-3674.

Ultra Marathon Rambling

by Jeff Vogel

Many of you may not be aware that even though I still write this column, I haven't participated in an ultra marathon event all year. In fact, I've only done one century. I'm having too much fun doing short rides with other activities. I was on Margaret's Bayville ride and had a great time on the beach. Then I went on Christy's Ossining ride where we watched the Ossining Criterium and afterwards went to a barbecue at Clay Heydorn's house. Who says you have to ride 200 miles a day to have fun?

I'm writing this on the road again while supporting and running checkpoints for the 600 km qualifier for B-M-B/P-B-P. It's another night of trying to grab an hour or two of sleep in the car while keeping track of 26 riders. Not only are they spread out over a 100 mile area, but some are off the course (Lance?). Riding was easier.

The first day is incredibly difficult—240 miles long with many long, steep climbs in the Catskills. It is so grueling that Lisa Halle, the only woman to even attempt it, announced that she was too tired to clean her bike! This must be a tough ride.

One of the things I did find time for during the qualifier was to scout out a new car-top ride. This one will go through Ulster and Green counties and includes the infamous Devil's Kitchen from the Tour de Trump. The ride will begin in Saugerties with a six-mile warm-up. Then it's two miles straight up. The road is covered with messages to the racers, but if you can look up from the road the scenery is spectacular. After regrouping at the top we'll continue eight miles to Hunter Mountain for lunch. After lunch we have a choice of two 50-mile loops. Margaret will head south for a fairly flat ride around the Ashokan Reservoir. I will lead a loop that has some awesome views, including one spot where you can supposedly see five states (that's what the sign said). There will be lots more climbing and some wicked descents. We will also use some back roads that even Joe Furman couldn't find. And they are all paved! (This is my way of getting around Simone's request to keep my ride listing brief).

James Brennan of the CRCA who has been participating in the qualifiers for P-B-P and B-M-B found a new way to finish first. On the 400 km qualifier he was with the lead group, giving directions. After 35 miles they were totally lost (not the first time this has happened). When they returned to the course he took off but nobody went with him for fear of getting lost again. This time he stayed on course, riding the remaining 215 miles alone, to be the first finisher. I wonder if James will try this strategy in his next CRCA race in Central Park.

It turns out that James Rosar was right. At the end of the Johnstown 24-hour race

his odometer read 390 miles while the officials only credited him with 380. We were all too tired to investigate the discrepancy. He has now been credited with the correct total and was moved up to 8th place. James, I found out, was also the only person that didn't plan this event weeks in advance, having only signed up the morning of the race.

The RAAM Qualifier in Johnstown, NY, will be held September 14-16. Several members of our club have indicated that they plan to race—Karl Dittebrandt, Ron Grossman, David Pollack and Alex Bekkerman. Anyone who would like to help crew for one of these people please let them know as soon as possible.

Everyone keeps questioning Margaret and me about her cleated shoes and how easy they are to walk in. The heel is raised about 3/8 of an inch; the front half of the shoe has a thin rim around the edge of the sole that raises it an equal amount. When you walk the raised heel and rim are what contact the ground, effectively protecting the cleat and allowing the cyclist to walk normally. Some cleats will touch the ground slightly, depending on the design of the cleat. The shoes accept standard or Look compatible cleats and ease of entry /exit is unaffected. Some nonstandard pedals such as Aerolites can't be used however. The only drawback is that the shoes are fairly heavy, but even then they make a great second pair on days when you know you will be spending long periods of time walking on your cleats. The shoes, made by Avia, are red, white and blue and retail for about \$60.

By the way, did I mention that there was a 600 km brevet going on while I'm writing this? Well, eight members of the NYCC completed all 375 grueling, mountainous miles: John Barentz, Art Crowley, Karl Dittebrandt, Ramon Fernan, Ron Grossman, Jeff Riehl, James Rosar and an amazing 1990 SIG graduate, Jon Miller.

Next month: Boston-Montreal-Boston

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No Tech Tips

Tachs, Bikes and Videotape

by Bob Moulder

Just as a car's tachometer indicates how many revolutions-per-minute (RPM's) its engine is turning, our cycle computer cadence functions tell us how many RPM's our bicycles' engines (that's us, folks) are cranking out. But while a tachometer may indicate the optimum "power band" and "red line", there is no function on our bike computers to tell us when we are slugging along in a too-high gear, or when we are spinning too fast for maximum efficiency.

Many would argue that the combined use of heart-rate monitors and cadence functions can pinpoint an individual rider's optimum cadence, but experience on the bike tells us that no single RPM number is appropriate for all occasions. And even if the heart rate method is used to derive separate RPM figures for hills, flats and time trials, these may vary greatly from day to day and month to month depending on training, diet and how a rider feels.

It's no wonder many recreational cyclists settle the matter simply by deciding that they are either "spinners" or "gear mashers", then stick to the same fast or slow cadence no matter what the terrain may be. Some riders, hooked on the notion that 90 RPM's is the perfect cadence, slavishly maintain it no matter what. Similarly, some stick to a favorite cadence arrived at by doing static testing on a flat road, while using a heart-rate monitor.

For those who contend that low RPM's are more efficient, and for those who insist that high cadences are the way to go, well...it seems we're all correct, though it's better to err toward the high side.

Over the past couple of years I have conducted some very unscientific "research" on cadence, which included talking to many competent cyclists and observing their riding habits (and those who appeared to be struggling); much reading about cadence matters in cycling publications, and reviewing videotape of the performances of top competitive cyclists, then putting this information into action with some personal on-the-road testing. This informal canvassing led me to the conclusion that most well-trained cyclists are comfortable throughout a wide range of cadences, from about 60-140 RPM's, depending on speed, terrain, and physical condition, and that the "90 RPM RULE" holds true only in the most general sense. In fact, top competitive cyclists seem to have a repertoire of cadences which are used as needed, roughly classified into four groups, as set forth below. By reviewing videotapes of top pros at work and calculating their cadences, I was surprised to discover that riders generally regarded as mashers, such as Ireland's Sean Kelly, do a great deal of spinning, while "spinners such as American Andy

Hampsten can mash with the best of them as the need arises.

The one factor which seems to be directly associated with increasing the range of comfortable cadence is increased MUSCLE MASS; big muscles transmit more torque to the crankarms at low RPM's. With so much emphasis on spin, spin, and more spin, many cyclists totally neglect training to increase the muscle mass needed to turn big gears. So riders interested in getting higher performance from their engines should spend more training time climbing hills in a cog which is one or two teeth smaller than normal, and doing big-gear intervals (the cycling equivalent of low-repetition, high-weight weightlifting) to gain the desired mass. The increased muscle mass will not only raise your "mashing" potential, but will also make spinning easier and smoother, which adds even more efficiency to the overall equation. The goal, is to spin a bigger gear faster.

LET'S GO TO THE VIDEOTAPE: Review of the videotapes showed that the cadences of top riders fall into four rough groups, which depend on terrain and type of riding:

CLIMBING: 60-90 RPM. Cadences as low as 40 RPM were observed on hellacious ascents such as the Devil's Kitchen climb in the Catskills, where some riders simply got off their bikes and walked. Generally, top climbers such as Pedro Delgado and Gert-Jan Theunisse seem happiest at 75-80 RPM. Hampsten still seems to prefer 90-100 RPM.

CRUISING THE FLATS: 90-125 RPM. With the exception of downhills and finishing sprints, the highest sustained cadences were observed as riders cruised the flats in a pack. Big (6'2") British rider Sean Yates, who probably uses 177.5 or 180mm crankarms, turns about 120 RPM's while riding sheltered in a group. Riders were rarely observed turning less than 100 RPM's while riding in such a group. Sean Kelly, who I previously assumed was a masher, consistently spun 106 RPM.

SOLO BREAK/TIME TRIAL: 80-95 RPM. With startling regularity riders displayed lower cadences during solo efforts, which may suggest that when fighting the wind by yourself a reduced cadence might be more efficient. Even spinner par excellence Andy Hampsten, who has reportedly gotten "thicker" during his last few seasons in Europe, spins slower on such occasions. In the final time trial of the 1989 Tour de Trump, Greg Lemond, without a cadence function, maintained almost exactly 90 RPM's, while later that year during "The Ride" in the Tour de France, his cadence ranged from 77 RPM's at the start to 97 RPM's at the finish. NYCC mega-miler Alex Bekkerman, who rides both long and fast, also advocates a slower cadence of about 80 RPM's.

SPRINTS/DOWNHILL: 120-145 RPM. Finishing sprints in big gears (53x12) were frequently handled at RPM's of 115-130. Downhill wind-ups of 140+ RPM's were common, but above this most riders just assumed an aerodynamic tuck and coasted.

BUD LIGHT '90:

Winning components, gossip and a few secrets

by Alex Bekkerman

It was late. Arriving at the Johnstown Motel, I hurriedly paid for the room, relishing the thought of finally stretching out in my bed. But the woman at the desk was in a talkative mood. Mentioning the bike race, she handed me a copy of the local newspaper, and said, "Read it, your name is here." At twelve past midnight it was the last thing on my mind, but I politely indulged her and skimmed through the page.

What I read stayed on my mind until noon the next day—starting time of BUD LIGHT '90. I'll report on that later, but for now let me give you a rundown on the racers.

Competitors. Traditionally, competitors include the country's best 24-hour specialists, some road racers, triathletes and a few RAAM veterans. In 1988 and 1989 Al Maldoon was here. The winner of multiple 24-hour races around the country, he holds the UMCA record of 506 miles. Last year midwest cycling legend Tom Altemus tried to surpass the course record. Bob Tysen, the versatile professional athlete from Canada and 1989 race winner, was racing again this year. He holds North American speed skating records in the 60 and 100 km events and is one of world's top 20 mountain-bike racers. Premananda Childs races here each year. A world class triathlete, he placed fifth in the Ironman and has two RAAM's behind him.

One competitor I didn't expect—but whose presence I learned from that newspaper article—was Richard Fedrigon. I recalled that he had finished third in RAAM'88, the same year I had raced. I later heard that he is the current holder of the world's highest accumulated mileage (471.8) for a 24-hour time trial on a non-drafting course without a support car. UMCA recognizes this, as well as other record categories such as set on the track (with or without drafting) and roller records. I personally acknowledge only one category—the one for which Fedrigon holds the highest mileage. Why? Because this is the only achievement that reflects true athletic ability: no drafting, no artificial track conditions, no car lighting. It was in this kind of race that I had to face Fedrigon—with one difference. Fedrigon had set the record on a flat loop (Capron, Ill.) whereas this race was held in the Adirondacks on a loop with three steep hills and a dozen annoying rollers.

Preparation. I started 1990 hoping to ride RAAM. Winter riding, cross-country skiing and running kept me busy. I looked for sponsors and crew people and had a framework in place. Everything stopped as work priorities interfered with RAAM plans. I decided to focus on a couple of shorter races. BUD LIGHT '90 had a special place in my plans. Not only is this a prestigious race with prize money, it is also the race where, after my 1989 second place I started developing a sticky reputation as "perpetual second." Last but not the least, the race founder Jack Papa—my fan, friend and inspirator—had put his hopes for "East Coasters" on me. I felt obliged.

Preparation consisted of three major parts: training,

forming a strategy and developing a nutritional system. Training was rather simple—riding one-hour time trials three times a week before work (best mileage 26.3 and average mileage 22-24) and brisk double centuries (9.5 to 10 hours) every other week. Forming a strategy was a bit more complex. Analysis of my 1989 lap times revealed that a 24-hour ride has three different segments, each characterized by a specific average speed: A "day segment"—from start to end of day time; "night segment"; and a "finish segment"—the last six hours of second day-time riding. The day segment pace was four mph faster than the night's and three mph faster than the finish's. Obviously, the strategy was to control the rate of speed decline. I worked out a plan, put it on a chart, and taped it to my handle bars. I was to ride 20 mph in the day segment and 17 mph during the night, yielding 445 miles and enabling me to beat the course record of 436 miles. I did two more things while devising my strategy. I took a trip to the Adirondacks and while riding the course I registered my speed on the top of each hill when riding at my aerobic threshold. This meant that I kept maximum climbing speed short of wrecking myself. Another important tactical finding I made (based on 1989 race results) was that those who rode much faster than 20 mph for at least two laps (64 miles), slowed considerably between 200 and 300 miles (including me). Armed with a viable strategy, the only thing I now needed was a sound nutritional system.

Nutrition. For years I've been watching the FDA's conservative guidelines and the latest nutritional research. I don't take sides in everlasting arguments between nutritional "dogmatists" and "revolutionaries". But I do have a position. I believe that either point of view, when applied properly, can offer a solid nutritional base and performance edge. I take pride in having completed a course in biochemistry and owning an extensive health and sports nutrition book collection (300 books), both which I believe have helped me to improve my performance and quality of life. There are a couple of secrets one should understand. The first is rather simple. The body is always in a sort of biochemical balance. You eat when you need food, and the balance (different for various conditions) keeps you running. If you tilt the balance, expect trouble. The second principle is that one must understand and foresee one's own body needs as they change. In general, healthy people have similar basic needs and highly dissimilar individual needs. For example, we all need B-vitamins, but the optimum amount can differ for each person as much as tenfold, according to the FDA. The key is to understand your own biochemical individuality and adopt a nutritional system tailored to your basic needs and fine-tuned to your particular lifestyle and activities.

Alex Bekkerman finished first in the Bud Light '90 24-hour race. Next month Alex will detail the nutritional principles he maintained before and during the race, as well as his personal race-rundown.

Classifieds

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Make checks payable to "Good Stuff Sportswear" and send to the club mailing address: **New York Cycle Club** - Club Jersey, P.O. Box 199, Cooper Station, New York, N.Y. 10276.

NYCC Membership Application

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) _____

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Date _____ Check Amount _____ ☐ New ☐ Renewal ☐ Change of Address

Where did you hear about NYCC? _____

Circle if applicable: I do not want my (Name) (Phone Number) published in the semi-annual roster.

Other cycling memberships: ☐ AMC ☐ AYH ☐ Bikecentennial ☐ CCC ☐ CRCA ☐ LAW ☐ TA ☐ _____

1990 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one bulletin. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple). Mail this application with a check made payable to the **New York Cycle Club**, P.O. Box 199, Cooper Station, New York N.Y. 10276.

New York Cycle Club Monthly Meeting

(Open to all members and non-members)

Tuesday, August 14

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

O'Hara's - 120 Cedar Street

1 minute walk south of the World Trade Center. Our private dining room is one flight up from the bar. Bicycle may be parked (and locked) on the fourth floor.

Meat, fish, chicken \$11.00

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\$2 surcharge for food tickets purchased after 7:00.

Non-diners are seated separately.

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