

December
1990

DECEMBER 1990

NYCC BULLETIN



P.O. Box 199 • Cooper Station • New York, NY 10276 • (212) 242-3900



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 Clif Kranish, 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. 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 212/593-2228 (days) for more information.

Classifieds. Two classified ads per member per year are free (up to 6 lines), 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.

Production Notes. This issue composed on an IBM PC with WordPerfect 5.1 and printed on an HP LaserJet IIP. Rides listing composed on an Apple Macintosh.

© Copyright 1990, NYCC. All rights reserved. May not be reprinted without written permission of the editor.

Cover Artist: Mike Samuel

Deadline for January issue: December 3



New York Cycle Club

P.O. Box 199 • Cooper Station • New York NY 10276

☎ (212) 242-3900

President	Christy Guzzetta	(212) 595-3674
V.P. Programs	Richard Rosenthal	(212) 371-4700
V.P. Rides	Simone Smith	(212) 773-6928
Secretary	Bob Foss	(212) 864-6182
Treasurer	Debbie Bell	(212) 864-5153
Public Relations	Carlos Cardona	(212) 581-2858
Membership	Arlene Ellner	(212) 677-3306
Circulation	Hannah Holland	(212) 666-2162
Bulletin Editor	Clif Kranish	(212) 473-6745
A-Rides Coordinator	Jeff Vogel	(718) 275-6978
B-Rides Coordinator	Dick Goldberg	(212) 874-2008
C-Rides Coordinator	Alex von Braun	(718) 965-3552

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. Helmets are strongly recommended. Headphones, illegal in New York State, 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; 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 pacelines. High regard for good riding style.	< 1:10
A+	16 - 17	20 - 22		1:10 - 1:16
A	15 - 16	18.5 - 20		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 more attention to scenery.	1:30 - 1:38
B	12 - 13	15 - 16		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; 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 >

Clif Notes: There are two questions I get asked a lot on Club rides. The first is "Are you the 'Clif' who edits the BULLETIN?" I just checked the roster, and I'm the only "Clif" in club, so it's me. Then I'm asked, "Do you write the whole thing?" I don't write the bylined articles of course, but I do end up writing much of the rest. I'd rather not. So the question I ask most on Club rides is, "Wouldn't you like to write about that for the BULLETIN?" Think about it. And if you'd just like to write, but don't have any ideas, give me a call. I have some...

RIDES THIS MONTH

- Sat. Dec. 1
A/A-/50-55
8:00/8:30 **SHOPPING SPREE.** Leader: Joe Furman (201-692-8306). From the Boathouse at 8:00 a.m. OR the GWB/N.J. side at 8:30 a.m. A friendly pace to Park Ridge for pancakes and hot coffee. Afterwards, we'll stop at Cycle Sport to look at the latest cycle fashions. With lots of goodies to carry, we'll take a schmoozy ride back to the hill where we can sip on hot chocolate and compare our new threads and gadgets. Snow cancels the ride, cold or rain cancels the hill.
- Sat. Dec. 1
B/9:30 **SHOW AND GO!** Leader(s): You. From the Statue of Civic Virtue (E or F train to Union Turnpike station). Don't write, don't phone. Just show up and make something up.
- Sun. Dec. 2
A/A-/80
8:30 **WESTCHESTER ADVENTURE.** Leader: Bill Richards (212-675-1946). From the Boathouse. A scenic ride over the Croton Dam and on to Katonah. The route includes two passes through the Pocantico Estate. First stop, the Highland Diner in Ossining. The usual cancels.
- Sun. Dec. 2
B/50
10:00 **ARMONK THE FLATTEST WAY.** Leader: Dick Goldberg (212-874-2008). From Woodlawn and Jerome Avenues (last stop on the #4 subway). It's still Westchester. Wet or slippery roads, predicted high below 45° cancels.
- Sat.-Sun.
Dec. 8-9
A+/A/A-/375 **600km QUALIFIER FOR PARIS-BREST-PARIS IN HUNTSVILLE, ALABAMA.** Organizer: Jeff Vogel (718-275-6978). Karl Dittebrandt and I are going to ride with the good 'ole boys in Alabama, Georgia and Tennessee. If you're interested in coordinating travel plans, call me; if you have lots of questions, you can call David Buzzee in Huntsville, AL at (205) 859-9401.
- Sat. Dec. 8
ATB/25
8:00 **LONG ISLAND MOUNTAIN BIKING.** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Rained out in November, we'll try again in December. We'll catch the 8:41 train from Penn Station, so don't forget your LIRR pass. In Syosset, we meet at the parking lot adjacent to the fire house. RAIN OR SNOW DATE: Sunday, Dec. 9
- Sat. Dec. 8
A-/65-75
9:00 **SADDLE RIVER-WITH MAYBE A STOP IN MILFORD PARK OR NYACK.** Leader: Marty Wolf (212-935-1460). Meet at the Boathouse for a prompt 9:00 a.m. start. We'll ride to Saddle River with lunch in Milford Park or Nyack. Temperature will determine ride length and where we'll have lunch. I probably won't hand out maps - so bring your own if that will make you feel secure. Any precipitation or temp. below 25° cancels.
- Sat. Dec. 8
B/B+/50-60
9:00 **OYSTER BAY "SPIKE'S" WAY.** Leader: Jim Babbitt (718-296-0027). From the Statue of Civic Virtue (E or F train to Union Turnpike station). Come join the leader and his pal "Spike" on a quick ride to Oyster Bay. Some hills and an indoor lunch. Quick way back. Flat and easy. Rain, snow or temp. below 24° cancels.
- Sun. Dec. 9
A/65
9:00 **SURFING PAST BAYVILLE.** Leader: Rich Bernardi (w., 212-773-1636, h., 212-874-1348). From the Boathouse. Usual route to Bayville for breakfast. Shortcut to Syosset and back to the "E" and "F" trains to Queens. Precip. or temp. below 32° cancels.
- Sun. Dec. 9
A/A-/54
8:00 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From the Boathouse. Our group has always enjoyed Bergen via Routes 501 and 6 to Ridgewood. Quick breakfast at Daily Treat. Return via Route 502, warming up again on Closter Dock Road, and let's be back in Central Park by half past Noon. I'll pass if wet roads or temp. below 32° F.
- Sun. Dec. 9
B-/55
9:15/10:00 **NYACK.** Leader: Peter Hochstein (h., 212-427-1041, h., 212-237-6540). From the Boathouse at 9:15 a.m. OR GWB/N.Y. side at 10:00 a.m. For "B" riders who want to wind down for winter and "Cs" who don't. We'll go up via River Road, home via County Road. As a matter of courtesy, you must wait for the leader at the top of each hill. Lunch at the Skylark. Predicted high below 45°, winds above 15 mph, rain, blizzard, snow, hail or 90° weather cancels.
- Sun. Dec. 9
A/B/C
8 mi.
8:45 **ALL-CLASS HIKE TO PINE MEADOW LAKE.** Leader: Ken Weissman (212-227-5527). From Zaro's Bread Basket, Port Authority Bus Terminal. Lovely hike alongside cascading mountain stream and waterfall to a lunch stop at Pine Meadow Lake in Harriman State Park. Not a "mountain climbing" expedition, but rather a comfortable walk to maintain your biking muscles. Helmets not required; however, water, lunch, snacks and layered clothing (especially if weather is cold) are. No food available on the trail. Temp. below 40° almost guarantees exquisite ice formations. Rain cancels.
- Sat. Dec. 15
A/A-/55
9:00 **NYACK AND BACK (INTRO. TO "MENU MEMORIZATION").** Leader: Neil Schreffler (212-722-6388). From the Boathouse. This is your chance to memorize the Skylark's menu. Those who can't recite the menu from memory will have to keep going back until they get it right. Once this basic menu is mastered, you'll be ready to take Jeff's "Advanced Menu Memorization" course with the more challenging Flagship menu on December 24. Precip. or temp. below 32° cancels.
- Sat. Dec. 15
B-/45
9:30 **TALL-MAN SEEKS TALL-WOMAN.** Leader: Carlos Cardona (h., 212-581-2858, w., 212-298-3789). From the Boat-house. Singles Ride! (Okay, others also welcome for body heat!) Up Knickerbocker Road to Tallman Park and/or Piermont depending on how damn cold it is! Easy "B-" pace for hoping-to-get-back-in-shape folks, and to keep the wind chill down. Helmets please. Temp. at 9:00 a.m. below 40° or wind chill below 32°, or 50% chance of precip. cancels.
- Sun. Dec. 16
A/70
9:00 **HARD TIME AT SING SING.** Leader: Rich Bernardi (w., 212-773-1636, h., 212-874-1348). From the Boathouse. Usual route to Ossining for breakfast. Shortcut to White Plains and back to the Park. See 12/9/90 for cancellation conditions.
- Sun. Dec. 16
A-/B+/55
10:00 **BRUNCH AT THE FLAGSHIP.** Leader: Clif Kranish (212-473-6745). From the Boathouse. Come and enjoy a leisurely trip to White Plains. This is the first trip of the month to the Flagship so you can get a head start on memorizing their menu. This skill will probably come in very handy over the next few weeks as we return again and again. Wet roads, 9:00 a.m. temp. below 36° cancels.
- Sun. Dec. 16
B/50
9:00 **SADDLE RIVER LOCAL.** Leader: Ernie Yu (h., 212-663-5747, w., 212-825-0659). From the Boathouse. A Roy Lawrence cold-weather goodie featuring two indoor food stops and Irv's "easy way" up the Palisades. Rain, sleet, snow or temp. below 40° cancels.

- Sun. Dec. 16 **WESTCHESTER TWISTER.** Leader: Charlie Morriz (914-693-2580). From Jerome Avenue, Bronx (last stop on #4 subway). C+/A-/40 Lots of turns. Send SASE for advance cue sheet (58 Bellwood Ave., Dobbs Ferry, NY 10522). Rain 1 1/2 hours before 9:30 start or temp. below 45° cancels.
- Sat. Dec. 22 **OVER THE RIVER AND THROUGH THE WOODS.** Leaders: Caryl and Steve Baron (212-595-7010). From the Boathouse. A-/50+- Would you believe we've found some new roads in nearby New Jersey??? **AND** a new deli! With any luck, we'll find them 9:00 again. Rain, snow, icy roads, extreme cold cancels.
- Sun. Dec. 23 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From the Boathouse. Our last Quickie of 1990 takes us to "White" A/A-/55 Plains the traditional way, for a breakfast stop with the "white-haired gent" at the Flagship. Then across to Tarrytown and 8:00 back along the Hudson to Manhattan. We'll aim to be back by half past Noon. See you next year if "white" roads or temp. below 0° Celsius.
- Sun. Dec. 22 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up and make something up. B/9:30
- Sun. Dec. 23 **DOES ANYONE KNOW THE WAY?** Leader: Karl Dittebrandt (212-477-1387). From the Boathouse. The destination is A/A-/60+- the Skylark in Nyack. How we get there we will work out at the Boathouse. Precip. or temp. below 35° cancels. 9:30
- Sun. Dec. 23 **IRV'S MYSTERY RIDE.** Leader: Irv Weisman (h., 212-562-7298., w., 212-241-4783). From the GWB Bus Terminal B/40 (178th St. and Ft. Washington Ave., "A" train to 175th St.) If the predicted high for the day will be above 45° F, we Approx. 9:30 may ride. Call for meeting time on Sunday morning after 7:00 a.m.
- Mon. Dec. 24 **NOT FOR JEWS ONLY.** Leader: Jeff Vogel (718-275-6978). From the Boathouse. My Christmas ride last year was frozen A/60+- out, so we'll try this year on Christmas Eve. We'll head north to Westchester (I hate Nyack), with breakfast at the Flagship. 9:00 This is the advanced course in "Menu Memorization" for those who passed Neil's INTRO TO MENUS at the Skylark last week. If you want to be prepared, you should have been on Mike's ride yesterday, or Clif's last week. Lisa or Marty may give a surprise quiz next week. Extra credit for memorizing the dinner specials. White Christmas cancels.
- Tues. Dec. 25 **MAKE UP DAY FOR "MENU MEMORIZATION".** Leaderless ride. From the Boathouse. If you still haven't memorized A/A-/55 either the Skylark or Flagship's menu, here's your chance to catch-up while everyone else is sleeping late. 9:00
- Fri. Dec. 28 **CHRISTMAS AIN'T OVER YET.** Leader: Marty Wolf (212-935-1460). Meet at the parking lot in front of City Hall for a night- A/B/C/ 30 time ride to the far reaches of Brooklyn. Our objective is to find as much tinsel and as many Christmas bulbs as we can and 7:00 still get home (after a possible diner stop) by 11:00 p.m. Last year we had rain, sleet and lots of slush - and both of us had a really terrific time! Temp. below 30° cancels.
- Sat. Dec. 29 **ONE OF THE LAST RIDES OF '90.** Leader: Lisa Halle (212-319-6092). From the Boathouse. Just two days before New Year's A/50-ish Eve... we'll head up to Westchester to keep warm. Have breakfast at...well you know...the Flagship! Rain, snow, sleet, 9:00 temp. below 30° cancels.
- Sat. Dec. 29 **SHOW AND GO!** Leader(s): You. From the Statue of Civic Virtue (E or F train to Union Turnpike station). Don't write, don't B/9:30 phone. Just show up and make something up.
- Sun. Dec. 30 **LONG ISLAND.** Leader: Tom Lowenthal (h., 718-847-6048, w., 718-330-2084). From the Statue of Civic Virtue (E or F train A/50-60 to Union Turnpike station). Sea Cliff and Bayville. Hopefully on dry roads. The leader will be starting in Queens. For those 9:30 coming from Manhattan, meet at the Boathouse at 8:45 for a group ride to the Statue. The usual cancels.
- Sun. Dec. 30 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up and make something up. B/9:30
- Mon. Dec. 31 **THE LAST RIDE.** Leader: Jeff Vogel (718-275-6978). From the Boathouse. I've been reading listings for the last century A/60-100 for months. If the weather cooperates, THIS will definitely be the last century of the year, although we'll probably shorten 8:30 it to a metric century. I'm not sure of the destination yet, but leave your menus home. I would rather do laps in the Park than have one more breakfast at the Skylark or Flagship. Serious winter weather cancels.
- Tuesday, **NEW YEAR'S DAY ANNUAL RIDE TO WHITE PLAINS.** Leader: Marty Wolf (212-935-1460). From the Boathouse. A laid- Jan. 1, 1991 back trip to the Flagship in White Plains for brunch. This is your chance to start the new year out right with an entry on your A-/55 brand new 1991 mileage chart. (No chart? The leader will give one to all who ride today.) Any precip. or temp. below 30° 10:00 cancels.
- Previews**
- Tues., 1/22 Fourth Tuesday Lunch. Coordinator: Paul Minkoff (h., 718-937-6171). Class: All. Mileage: Zero. Time: 12 Noon. An NYCC affair with no MC? No hazing of "new faces"? Decent food?! To avoid losing track of fellow cyclists, join other midtown office slaves for lunch at the James Conway Pub on 43rd St., between Madison and Vanderbilt. If successful, to be repeated 2/26.
- 4/27 - 5/2/91 California Tour North. Contact: Holly Gruskay (212-534-1156). Class: A/B. Mileage: 55/day. Come join me in displaying our NYCC stripes on this 5-day tour through Wine Country. The trip begins in Sacramento, finishes over the Golden Gate and will attract some 600 riders. The \$125 fee (\$115 before 11/30) includes campsites, gear transport, and hot showers.



It was the Eve before Christmas, and out in the night,

The cyclists were donning their 'propelene tights,

Adjusting their seatposts and oiling their chains.

Now hitching the cycles was all that remained.

Results of a study by Santa did show,

Traditional reindeer were simply too slow.

He'd come to the Cycle Club late in November,

To ask about borrowing some of our members.

So here they stood gearing up out in the snow,

Clipped into their pedals and ready to go.

As other Club members slept sound in their beds,

Components by Dura-Ace danced in their heads.

While back at the Pole all was ready to go,

And Santa climbed in with a hearty HO, HO!

At midnight they took to the sky with the sleigh,

And even up front they could hear Santa say,

"Up Angel! Up Richard! Up Beth and Franziska,

We only just cleared that last roof by a whisker!

On Donna! On Lisa! Dont gap there, go get 'er.

On Furman! On Vogel! On Christy Guzetta!"

Down toward the City they came on the wing,

And Santa cried, "C'mon, let's spin that *big ring!*"

Though the night, it was deep and the weather was chill,

They made record time, (it was mostly downhill).

Oh their handling was good. Oh their paceline was tight,

And deep in his heart Santa knew he'd been right.

They visited each, whether yuppie or peasant,

And Santa made sure every one got a present.

Christmas magic he wove as they flew through the dark,

But when he was done someone heard him remark,

"Though it's been a good season, you've all made me smile,

Next annum I hope something else is in style,

I'm afraid my poor elves were bored nearly to tears,

For there's only one item on order this year,

I didn't need to guess at what each one would like,

Because this year *everyone* asked for a bike!"

And as they banked northward he turned and he cried,

"Merry Christmas to all, and to all a good ride!"

Board of Directors Election

Elections for the 1991 New York Cycle Club Board of Directors were completed at our November membership meeting. The winners are:

President: Lisa Halle
V.P. Programs: Richard Rosenthal
V.P. Rides: Sherri Gorelick
Secretary: Jeff Vogel
Treasurer: Larry Nelson
Public Relations: Ed Fishkin
Editor: Clif Kranish
Membership: Herb Dershowitz
Circulation: Hannah Holland
A-Rides Coordinator: Bob Moulder
B-Rides Coordinator: Dick Goldberg
C-Rides Coordinator: George Kaplan

New York Cycle Club To Have OFFICIAL LOGO

After many heated, drawn-out, knockdown boardroom arguments the New York Cycle Club's Board of Directors proudly brings you an opportunity to participate in the very first OFFICIAL logo design contest. Yes, you can be the first, and maybe the last, to say, "I did that." Glow with pride as others point to you as the designer of the OFFICIAL NYCC logo.

Here's the deal. Read the rules. (Yes, there have to be rules.) Bring your regulation design to the January Club dinner. Bring it again to the February Club dinner. That's all you have to do to become famous and perhaps the Club will vote for *your* design at the February dinner.

Procedures for selecting the OFFICIAL New York Cycle Club logo were established at the September board meeting and here they are:

Procedures Established for Selecting and Using The New York Cycle Club Logo

1. The design of the Club's logo is open to all Club members.
2. The designs will be submitted to the entire Club for vote at the Club dinner.
3. Only one logo design can be offered by each designer.
4. The submissions for the logo will not be associated with the designer until after the vote.
5. All submissions must be on 8.5" by 11" paper.
6. The current logo will be included in the vote.
7. Logo designers must agree to work with the newsletter's editor and the jersey's manufacturer to reproduce the logo.
8. The logo will be included as part of the bulletin's masthead.

9. Wherever a logo appears in conjunction with the NYCC the official club logo must be used.
10. The logo may be changed at any future time that a club member is willing to undertake the process.
11. Ownership of the logo belongs to the club. The designer has no ownership rights or title to the design.
12. Logo designs will be shown at two consecutive Club dinners. The vote will be held at the second dinner. Members must be present to vote.

NEW YORK CYCLE CLUB BOARD MEETING (Tuesday, SEPTEMBER 4, 1990)

Present: Debbie Bell, Carlos Cardona, Arlene Ellner, Bob Foss, Dick Goldberg, Hannah Holland, Clif Kranish, Christy Guzzetta, Simone Smith, Jeff Vogel, Alex Von Braun

Absent: Richard Rosenthal

The Minutes from August's meeting were not ready.

The treasure gave the third quarter budget report. All budget projections are on target.

There was a discussion about rides being faster than their bulletin listing and how to handle flats. Some leaders ride in the middle of the group to get a better sense of the current speed. It was also suggested that Sweeps help identify the rear of the pack. A person getting a flat should be given support getting back on the road; send the bulk of the group ahead if there is a designated second starting place.

Clif is working on a flyer that may be placed in bicycle shops. It provides information on the NYCC, information on joining and getting a bulletin.

A vote was held to establish if there should be a procedure for selecting and changing the Club's logo. The vote passed: 7 for, 3 against, 1 abstain. A schedule was established for selection of an official club logo.

The meeting adjourned at 9:10 PM.

NEW YORK CYCLE CLUB BOARD MEETING (Tuesday, OCTOBER 2, 1990)

Present: Debbie Bell, Arlene Ellner, Bob Foss, Dick Goldberg, Hannah Holland, Christy Guzzetta, Simone Smith, Jeff Vogel

Absent: Carlos Cardona, Clif Kranish, Richard Rosenthal, Alex Von Braun

The Minutes from September's meeting were approved.

Irv Weisman sent a request to the board asking it to address the problem of rides that are faster than their listed pace and the general carelessness of our riders. The board agreed that guidelines would be developed. Dick Goldberg and Irv Weisman will form a committee to work on the guidelines.

There were discussions about the listing of non-club rides and the possibility of a shared board seat. Non-club rides will be listed in a separate section and a board seat cannot be officially shared by two members.

Christy reported on the status of the upcoming board elections.

The meeting adjourned at 8:30 PM

Chain Letters

Carlos Cardona, Public Relations Director, received this letter from the office of the President of New York Transit Authority.

President Kiepper asked that I respond to your letter regarding bicycle access to the subways.

I am pleased to inform you that the Authority recently formed a Task Force to study the issue of bicycle access to the system. As part of our review process we will be contacting the Long Island Rail Road and Metro North to solicit feedback on their bicycle policies. We will make every effort to arrive at a decision quickly and your office will be kept informed of our progress.

Your continued interest in mass transportation is appreciated.

—Robin C. Stevens, Assistant to the President

Michael Toomey received this note after Sam Posey spoke at our Membership Meeting.

Sam and I had a wonderful time Tuesday night and really loved meeting so many enthusiastic and lively people. Hope we see you again soon.

—Ellen Griesedieck Posey

Bulletins

"Top Gun" School for Cyclists

Learn how to be the best bicyclist you want to be at the **Walden School of Cycling**, near Orlando, Florida. The school offers one-week sessions, with the emphasis on building a solid foundation and learning proper techniques. Sessions begin Sundays, February 17 through March 24 and cost \$295 for coaching, seminars, and ride leadership with six nights room and board. And all the riding you can muster.

For more information, *Schwinn-Wolverine Sports Club, Walden School of Cycling, P.O. Box 090340, Rochester Hills, MI 48309 313/652-0511.*

Glaciér — Pure Water for You and Your Bicycle



Glaciér water comes in a unique new package: a 20-ounce plastic bottle designed to fit in a standard water bottle cage, complete with a "push-pull" top. The disposable (and recyclable) sports bottle was created by designer Phillipe Starck (better known here for the Royalton and his other midtown hotels). The water comes from British Columbia snow melt so is free of the dissolved solids found in other waters. Glaciér will be promoted as "the purest water on earth" by participation in sporting events, including bicycle races, throughout the U.S. and Europe.

For more information, *Glaciér Water Co. Inc., 16-16 Whitestone Expressway, Whitestone, NY 11357, 718-746-8800.*

President's Message

Christy Guzzetta

Three years! It is amazing how quickly each has flown by. Being President of the New York Cycle Club has been an experience that has enriched my life. Indeed, during each and every day of that time, that very realization has occupied a place in my thoughts.

The experience has provided me with a wonderful opportunity to meet so many of our members. So many "A" riders, so many "B" riders, and so many "C" riders. We have led rides together, laughed together, ridden together, been at meetings together, and have been Club members in kind. I am sad that my time in Office has come to an end.

I'd like to thank each and every member for their overwhelming support during my terms as President. I felt it, I appreciated it, thank you so very much. And the ride leaders: Each week, filling our BULLETIN with rides upon rides. How easy it is to be President with that kind of support. And the Board, our wonderful Board of Directors. They are the absolute best. Quietly, ever so efficiently, the Board took care of all the grunt work that is such a necessary part of an organization like ours. They did all that for us, for the membership. They did it so our monthly meetings could be focused on fun, so that our rides would appear as if by magic, in our beautiful BULLETIN, the one that showed up in our mailbox. The Board of Directors, they are the greatest. Thank you for making it so easy for us to find a ride, to enjoy the Club. Thank you for making it so easy to be President.

We are a club in the purest sense. A fraternity of brothers and sisters bound by a common interest. And you all allowed me to be President for three short years. Thank you very much. I will always feel the honor, I shall never forget the experience.

Search for Nude Beach to be in Vain?

The future of the annual ride, "In Search of the Nude Beach" is threatened by "Operation Shorebird," a proposal of the National Park Service at Sandy Hook that seeks to criminalize skinny-dipping. It seems that some park officials have taken it upon themselves to find a way to "hammer down" on what they consider "fringe" visitors, the users of traditionally clothing-optional beaches. At Sandy Hook, the group using Gunnison Beach South has grown to 1,000 or more a day.

There are no Federal or New Jersey State statutes prohibiting nudism, so it's a moral, not a legal issue. Since no legal action is possible, subterfuges are used. For example, the Park Service will claim that a shorebird, the Piping Plover, is endangered by use of a beach. They use that as an excuse to eliminate people from what just happens to be a "nude beach" and then do not designate an alternate.

The Naturist movement seeks to make the future of skinny-dipping a public issue. They are working to preserve this "traditional, deeply rooted American custom."

For more information, *The Naturist Society, 414-426-5009.*

No Tech Tips: Performance on a budget

by Bob Molulder

From time to time comments are heard in the NYCC "peloton," such as "I'd like to train hard and go on fast rides, but my bike's not good enough," or "I'm going to train seriously next year, after I get a new bike." Remarks like these lead me to conclude that many people think their bikes are limiting their performance, and that dropping \$2300 on a 19-lb., carbon fiber roadster will open new doors to speed and power.

While confessing that I wouldn't trade my cherished Tommasini with Dura Ace components for anything, I must also admit I could've gotten performance 99.9% as good as that of the Tommasini while spending many hundreds of dollars less on a "bargain bike," and making a couple of critical, yet inexpensive, upgrades. (Okay, I'm a self-indulgent idiot with more money than brains, but at least I realize it.) I'm reminded of this occasionally in publications like *Velo News*, with articles about good riders winning big races (such as last year's Nevada City Classic) on box-stock, nowhere-near-top-of-the-line bicycles with minor modifications. Invariably, a brief editorial tacked onto the end of the article reminds me yet again "It's not the bike, folks, it's the engine."

So should we dump our De Rosas and Davidsons, scrap our Spectrums and Scapins, or toss our Tommasinis and Tommasos?

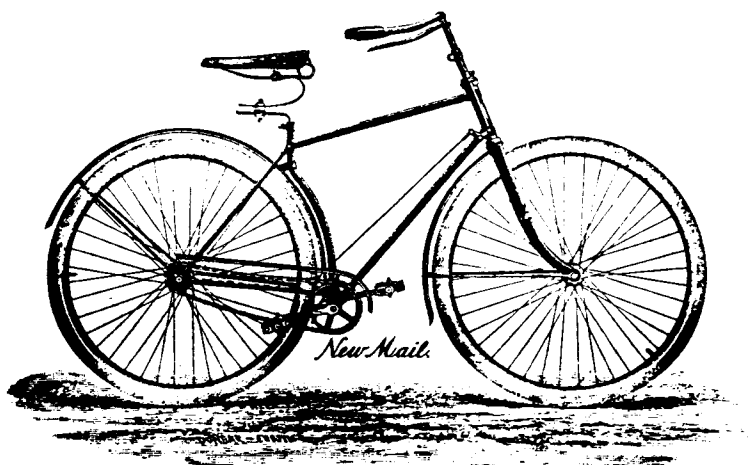
No way, dudes and dudettes. But realize that good performance doesn't have to cost a lot, and the bike you're on is probably more than "good enough," though some minor changes may be in order.

The market is flush full of many fine choices for those shopping for a road bike. Year after year, Trek, Specialized, Bridgestone, Cannondale, Univega, Schwinn and a gaggle of other bike companies introduce competent road machines loaded with performance and value. The market is so competitive these days that even so-called low-end component groups have the finish, fit, durability and reliability, which surpass that of high-end equipment of just a couple of years ago. Add to this mixture intelligent, modern choices in frame geometries, and it's a wonder anybody ever gets stuck with a bad deal nowadays. But some do, and with amazing regularity a few common trends seem to emerge.

Over the last couple of years, nearly all the "deficiencies" I've observed in budget purchases seem to fall into three areas: Fit, wheels and gearing. Gearing and wheel problems are easily fixed, but bike fit problems, especially if the frame is too large or too small, present a real obstacle, one which might not be overcome. Since bike fit is the most serious common problem, I'll address it first.

FIT - One of the reasons (and probably the biggest one) bike fit problems seem to occur in less expensive bikes is that because the bikes don't cost so much, at least compared to the high-end "thoroughbreds," bike shop personnel don't spend as much time with the customer as is necessary to check for proper fit, and may not tell the customer the stem (a critical fit component) is too long or too short, because it takes too much valuable time to change it. Add to this the fact that *most* customers purchasing a \$350 bicycle don't have any definite ideas about fit and aren't willing to cough up an additional \$50 to \$100 to be "Fit Kitted," and it's easy to see why fit problems are pervasive for many cyclists with less expensive machines.

NEW MAIL SCORCHER.



Cushion Tires, - \$135.00
Pneumatic Tires, 150.00

Highest Grade.

See this

SUPERB WHEEL.

Also

Popular New Mail.

Cushion \$100. Pneumatic \$120.

1893 Demand Greater Than Ever Before.

Boys' New Mail, \$60.00

Harsomest boys' wheel made.

Send for Catalogue and secure the Agency for these popular wheels. Manufacturers,

WM. READ & SONS, - 107 Washington St., Boston, Mass.

The cure for this problem for anybody purchasing a bike in any price range is to become knowledgeable about bike fit through reading a book such as John Schubert's *Cycling for Fitness*, which contains oodles of enlightening advice on determining good bike fit. (Incidentally, when John spoke at the NYCC club meeting a few months ago, he demonstrated a great depth of knowledge of many aspects of cycling, and his book is also recommended reading for its training tips and other advice.) Also, as I've mentioned before, when purchasing a new bike it's a good idea to take along a friend who is well versed in fit matters to look after your interests, because some unscrupulous shops just want to sell you a bike, any bike, whether it fits or not.

Here's just one more general (and probably controversial) observation about the selection of frame material. If you can have only one bike, or only one "good" bike, make it a steel one. While you and I have heard of problems with frames made of all kinds of materials, including steel, steel frames still seem to suffer many fewer joint failures than carbon fiber and aluminum, whether welded, bonded, molded, riveted, or otherwise, and are more easily repaired. (I've purposely not mentioned titanium as a frame material here because, as titanium owners will tell you, although it might possibly be the best frame material on Earth, "it *definitely* ain't cheap.")

WHEELS - Steel rims are long dead, thank goodness, and by touting 32-spoke wheels in their advertising, several bike manufacturers have tacitly admitted that, at least in the area of performance wheels, 36 spokes may be a bit much. But many less expensive machines are still sold with 36-spoke, 14-gauge, heavy rimmed wheels with 25C tires: great for loaded touring, but massive overkill for a 140-lb. rider seeking performance. When shopping for a bike, ask the dealer how much the cost difference would be for a set of lighter wheels, then decide if the extra cost is worth it for you. If you've got a bike and are looking for lighter wheels, wait for off-season sales (around January), and pick them up cheap from shops and mail-order houses. Every year I see really good wheelsets advertised for about \$100. Before buying ask an experienced rider how few spokes you can safely ride.

GEARING - Many less expensive bikes (and quite a few expensive ones) are sold with 42/52 chainrings and the ubiquitous 13-14-15-17-19-21-24 freewheel. If you're new to cycling, my recommendation is to stick with this combination for a few months or a year, until you've gotten a few thousand miles under your belt and have some ideas about the relative merits and deficiencies of this set-up. As I have said before and will continue to say, however, this common 42/52, 13-24 combination is one of the dumbest performance gearing arrangements around. Fully *three sets* of gear ratios are duplicated, and big gearing leaps at the top end quash any compulsions to hammer. When you're ready to switch, go with 39/52 chainrings and a 13-14-15-16-17-19-22 freewheel. This combination has only one duplicate set of ratios, no top-end gaps, and the 39x22 low gear is less than one gear inch bigger than a 42x24. Several of you have switched to this set-up (some with a 13-21 freewheel), and have reported great happiness. Some of you have even discovered the real key to this satisfying set-up, the "Sweet Sixteen," commonly known as a 16-tooth cog. ☐

Medical Jargon

Russell B. Cohen, D.C.

As an athlete, chance are that you have already or will some day be exposed to the medical terminology related to sorts injuries. This article will define some of the most commonly used terms.

Inflammation is the local response to cellular injury that is marked by redness, heat, swelling, and pain.

Muscles are the contractile tissue that allow to move. Inflammation of this tissue results in **Myositis**.

Tendons are the terminal extensions of muscle. They connect the ends of the muscle to the bone. **Tendinitis** is an inflammation of the tendon. When a muscle or tendon is overstretched or torn you are said to have a **strain**.

Ligaments are the band-like structures that connect one bone to another. They are the main stabilizing component to the joints they cross. Torn ligaments are known as **sprains**,

A **fracture** is a crack or complete break in bone. X-rays are usually used to visualize and diagnose this problem. Some smaller fractures (stress fractures) do not appear on x-ray for several weeks.

Dislocations are disruptions of the normal congruency of joints, such as when the shoulder comes out of its socket. This should not be confused with a shoulder **separation** which is a sprain of the acromioclavicular joint, the joint along the collarbone between the shoulder and the neck.

A **contusion** is a bruise to bone or soft tissue caused by a forceful blow. This might result in the formation of a **hematoma**, a swelling of blood, or **ecchymosis**, a black and blue mark.

An **abrasion** is when the skin gets scraped away, perhaps from sliding on the asphalt. The aftermath may be a raspberry-like lesion.

A **concussion** is caused by a violent blow to the head which traumatizes the brain. It may result in some neurological impairment including loss of consciousness.

When the skin is cut by a sharp object you have a **laceration**.

Dr. Cohen is a sports chiropractor in private practice in Manhattan. ☐

Bike Shorts

Smut Phone Alert. According to a commercial seen on smut cable in New York, you can dial 900/999-BIKE. Your correspondent, having a low budget for research, if morals only marginally higher, wasn't willing to pop for the \$3.00 a minute, or whatever it costs, to be able to report on the content.

Now, this just in... *The New York Times*, the so-called "paper of record," didn't see fit to print any results of the Giro d' Italia, which is arguably the world's second most important race. But it did bestir itself *during* the Giro to report on a stage of the Tour de Aragon in northern Spain in which no American figured prominently. Go figure.

—Richard Rosenthal

Legal Rider

by Amy Weinstock and Barton L. Slavin, Esq.

This is the second of two articles on potholes and road hazards. The first article concerned potholes which occurred through deterioration and neglect; this article will discuss potholes created by human error -- "man-made" potholes.

A "man-made" pothole works like any other pothole --- it can trip up a pedestrian or chew up a bicycle wheel. Instead of being created only by the natural deterioration of the road surface, a man-made pothole is initially created by the destruction of the roadway surface by the affirmative act of breaking-up the street surface with tools, and thereafter, deterioration contributes. For example, the streets are often dug up by Con Edison, Brooklyn Union Gas, Mr. Sewer Main Repair Company, the Transit Authority, the Department of Transportation, the Department of Highways, and others.

Whenever it is necessary to dig up a street or sidewalk, a permit is necessary. Of course, sometimes people do not follow the rules. For example, the local laundromat, which has sewer problems, digs up the street to reach and fix their sewer connection, fills in the hole with dirt and does not repave the surface --- then you know they did not get a permit. If a permit is issued, a City Inspector follows up to make sure that a new asphalt or concrete surface is installed. If no asphalt/concrete is installed, then it is likely that a pothole will occur as soon as the dirt compresses or washes away. If the asphalt/concrete is installed in a negligent manner, which usually creates a pothole, then liability can be found against the laundromat and its contractors. Regardless of whether or not a permit was issued and a City Inspector signed-off on the job, if the digging which was done results in a pothole being created, there will liability for injuries caused as a result of an accident with that pothole.

For naturally occurring potholes, New York City must have prior notice of the pothole and have had an opportunity to fix it before the City becomes responsible for an accident caused by the pothole. With man-made potholes are created in situations where New York City is *responsible* for the digging or repair, then prior written notice of the defect is not applicable. This is because the act of negligent repair caused the condition (the pothole) to be created. In all cases involving the City, a notice of claim must be filed within 90 days of the date of the accident, and a lawsuit must be commenced within one year of the date of accident. A notice of claim similar to one filed with the City must also be filed with the Transit Authority if it appears that the Transit Authority caused the pothole. In other situations involving other agencies there are additional complications; in all of these matters, an attorney should be consulted.

On the other hand, the prior notice laws do not apply to a private company. If private companies dig up streets and do not restore them in an appropriate manner, they act in a negligent manner and a lawsuit can be started to help you recover for injuries that you sustain. A negligence lawsuit (based on an accident caused by a man-made pothole created by a private company) must be started within three years of

the date of the accident.

There are many examples of negligent actions which caused hazardous road conditions which resulted in injuries to bicycle riders. Not all of them involve potholes (man-made or natural). Some cases include:

- ▶ a municipality removed a tree and failed to repair the sidewalk, and the liability against this municipality was upheld (Court of Appeals, 1988)
- ▶ a municipality's sewer department placed a manhole cover in a location which created a dangerous condition (Appellate Division, 1989)
- ▶ a gas station used the sidewalk as a driveway, and the sidewalk concrete began to break-up from heavy truck traffic. This special use of the sidewalk made the gas station responsible for the broken concrete (Appellate Division, 1988)
- ▶ a construction project caused damage to the sidewalk and roadway, and the liability against the contractor was upheld (Appellate Division, 1978)
- ▶ a construction company, while in the process of repairing a sidewalk, left metal rails in a dangerous place, and the liability of the construction company was upheld (Court of Appeals, 1942)
- ▶ a construction company left granite blocks obstructing the roadway, and the company was found liable (Court of Appeals, 1897)

As you can see from the examples above, many lawsuits were presented to a jury and then the decision on liability was appealed. A lawsuit is never a very simple matter --- there will be more complications than you expect to encounter. However, it is fortunate that you do not have to pay a fee or retainer to hire an attorney if you have been injured. *There is no fee payable at the beginning of a personal injury lawsuit.* The fee will be a fee contingent upon the amount that you are paid ("recovery") as the result of your lawsuit. The legal fee will usually be one-third of the net recovery, and the case can take anywhere from one to four years from the time that the lawsuit is started. The important thing to remember is that you must protect your *option* to sue, even if you decide later that you do not wish to continue your lawsuit. After an accident, it is wise to consult an attorney at least within thirty days of the accident to safeguard your rights to pursue legal recourse. ■

THE 3 BIGGEST LIES IN CYCLING

"I'M NOT FEELING THAT STRONG TODAY."

"I HAVEN'T BEEN ON MY BIKE IN WEEKS."

"I NEVER READ THE BULLETIN"

Classifieds

FOR SALE

Free classified ads for NYCC members. See page 2 for details.

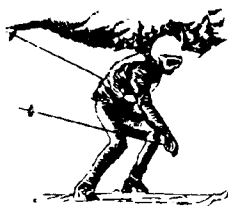
NOTICES

Free bicycling mileage logs available at the December membership meeting.

NYCC member Susan Simmons seeks a room to rent. Will consider partial work exchange, e.g. cooking/housework/baby sitting. Call 924-0270.

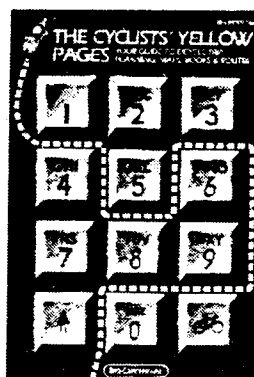
CYCLING RELATED EYE INJURIES? I am compiling information for a scientific paper. If you have a story to tell, or know of someone and would like to contribute to this research endeavor, please contact Dorothy Fong, 718/596-5776. Strict confidentiality.

All Aboard the SKI TRAIN to Stowe, Sugarbush, VT, world-class x-c & downhill skiing. Amtrak dep 8:30 pm, arr 6:30 am in Waterbury VT, lots of leg room and sound sleep assured, really 1st class. Stay at historic inn, healthy gourmet meals. Best rates anywhere, 2, 3, & 5 days. Organized by NYCC member Chris Trivell, 34 Gramercy Park, NYC, 10003. Check it out.



CYCLING BY THE BOOK

The Cyclist's Yellow Pages is your complete tour planning guide. Published by Bikecentennial, the nonprofit organization for bicycle travelers, the Yellow Pages lists government agencies, private organizations and publications that will help you plan your best bicycle trip ever!



There are listings for every state, Canadian province and many foreign countries. The Yellow Pages includes an *expanded mountain bike section*, plus lists of hostels, tour operators, and more. It's available only to Bikecentennial members—and look at what else you get when you join:

- 9 issues of *BikeReport*, Bikecentennial's member magazine.
- Discounts on bicycle touring route maps and products.
- Discount cards on overnight stays at KOA Campgrounds and Days Inns.
- Join now, and we'll send you a FREE set of tire levers!

- ☐ I'm ready to join! My \$22 membership fee is enclosed. Send my free tire levers!
- ☐ Send more information. I'll decide on membership later.

Name _____
Address _____
City _____ State _____ Zip _____



The Bicycle Travel Association

BIKECENTENNIAL
P.O. BOX 8308-N2
MISSOULA, MT 59807
(406) 721-1776

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) _____

City _____ State _____ Zip _____ Phone (W) _____

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

Where did you hear about NYCC? _____

Circle if applicable: I do not want my (Address) (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

O'Hara's - 120 Cedar Street
1 block south of the World Trade Center
One flight up from the bar

Tuesday, December 11

Drinks at 6pm, Dinner at 7pm, Program to follow
Dinner \$11, vegetarian \$8.50. \$2 surcharge after 7pm
Non-diners seated separately

Holiday Party!

(Open to members and non-members)

Music • Auction • Awards • Flea Market



Music:

Jazz by The Boathouse Jazz Band
Banjo Music by Michael Allison
Songs by Wendy Sharpe

Bicycle Jewelry and Chatchkas for Sale by:

AB Jewelry of Piermont, NY
Ultra Light Sports Miniatures of Gambier, OH
Bicycle Posters of Hicksville, NY



Exhibit of Paintings of the Tour de France by Ellen Posey

A Bring List:

Contributions to the auction for the benefit of the club treasury.
Homemade baked goods for the enjoyment of all.
Cash or checks to buy at the auction or sale.
Contributions for the jazz band.

Next Month: **Parenting 101: How to Raise a Super-Cyclist**
with Jessica Grieco and George Hincapie and their parents

New York Cycle Club
Hannah Holland
211 W. 106th Street - Apt 8C
New York N.Y. 10025



First Class



512-513
CHRIS MAILING
ARLENE BRIMER
110-30 MYRTLE AVE
RICHMOND HILL NY 11418