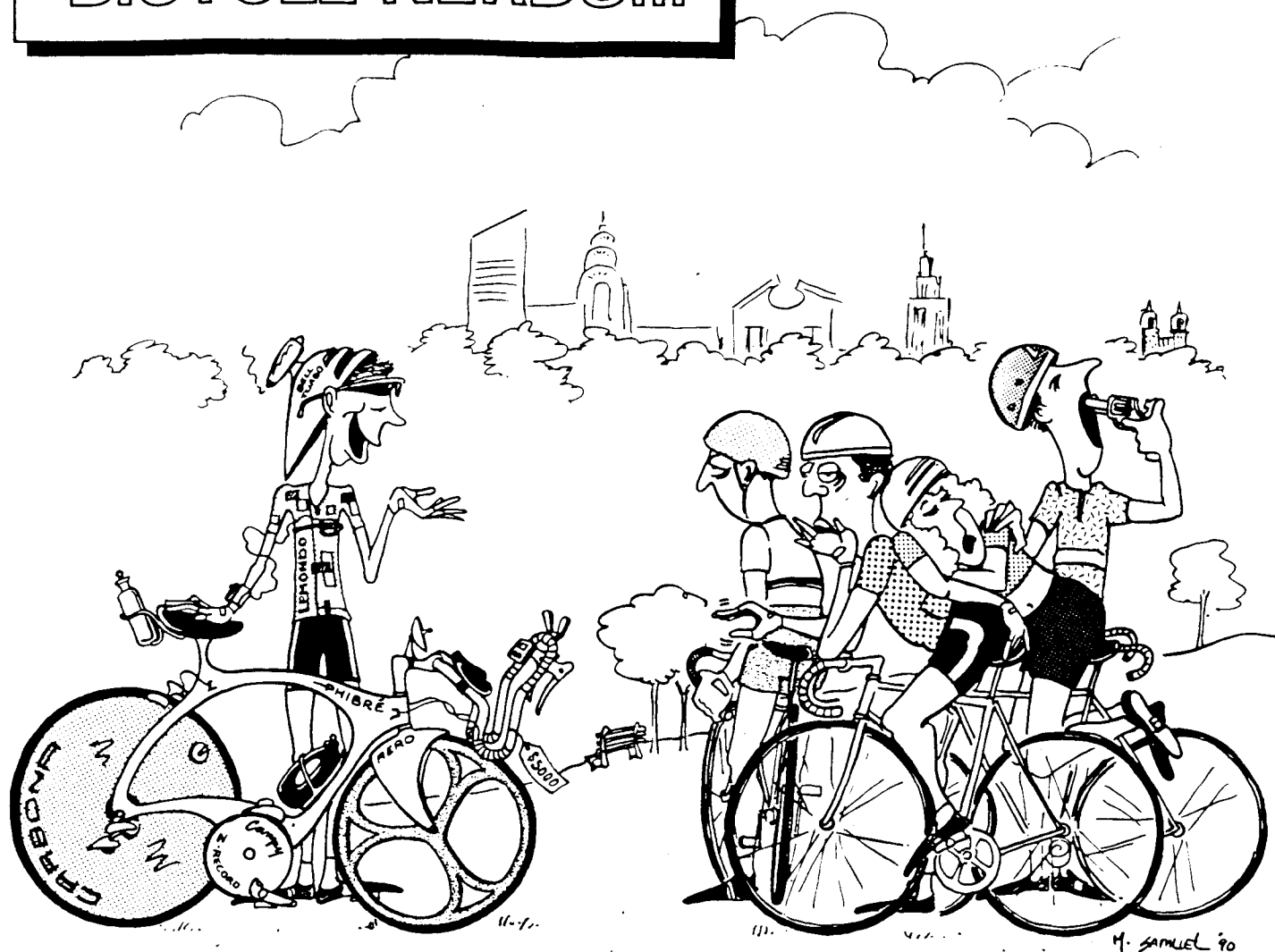


July
1990

JULY 1990

NYCC BULLETIN

BICYCLE NERDS...



*"...and the interdimensional polycarbonate fibres
in the frame interact with sunlight, resulting in
a reduced frictional coefficient which..."*



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 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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Deadline for August issue is July 9.

BIKECENTENNIAL

Affiliated Club

New York Cycle Club

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

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| | | |
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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 pacelines. 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 > |

Clif Notes: The new NYCC logo, which you will soon see on club jerseys, is incorporated in the masthead on this issue thanks to Mike Samuel. The club is more active than ever this summer so this *Bulletin* has extra pages to fit all the news. Thanks to Eve Markowitz for proofreading help and Loraine Gruber for production assistance on this issue.

RIDES THIS MONTH

- Weekdays B/B+** **WEEKDAY MORNING "B" RIDES.** Leader: Jeremy Herman (212-543-6472). I am free most mornings to ride from 9:00 a.m. to 12 noon. You too? Give me a call and we can get a few hours of "B" paced riding in during the week.
- 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. June 30 A** **MILLIONAIRES' RIDE.** Leaders: Marc Leveque (h., 718-461-5480) and Suzanne Rohr (w., 212-758-0900, h., 212-996-1263). From the Boathouse at 8:00 a.m. OR Yellowstone and Queens Blvd. at 8:30 a.m. Wealth and beauty is Eaton's Neck, the Italian Riviera of Long Island. The leaders made an extra effort to find pretty roads. Bring swim suit and sunscreen for we intend to be lazy for about an hour on the beach. Bring at least 2 water bottles and pocket food. Carbo load, please. Rain cancels.
- Sat. June 30 A/A- 8:00 a.m./75 mi.** **CROTON DAM.** Leader: Karl Dittebrandt (212-477-1387). From the Boathouse. We will go up through Westchester by a new route that is yet to be found. Lunch at the Highland Diner in Ossining and a return on Route 9. Rain cancels.
- Sat. June 30 B/B+ 9:00 a.m. 75+ mi.** **NORTHPORT.** Leaders: Steve Antoian (718-651-3807) and Brian McCaffrey (718-634-1742). From the Statue of Civic Virtue. (E or F train to Union Turnpike station). Northport via Snake Hill. Picnic lunch in Northport Marina. Helmets please. If it's raining at 9 a.m., we'll meet at 11:00 a.m. for a shorter ride. If it's still raining at 11:00 a.m., meet on the second floor Clubhouse at Belmont at 1:00 p.m.
- Sat. June 30 C+ 10:00 a.m./45 mi.** **PIERMONT PLUS POST-PRINTEMPS PROMENADE.** Leader: Sandy Gold (212-222-4076). From the Soldiers and Sailors Monument, Riverside Drive and 91st Street. Check out the stately homes of Grand View on Hudson. Bring or buy lunch. Rain cancels.
- Sun. July 1 A- 8:30/9:15 am/65 +/- mi.** **BIKE TO BAYVILLE FOR BRUNCH ON THE BEACH.** Leader: Margaret Cipolla (718-275-6978). From the Boathouse at 8:30 a.m. or Queens Blvd. and Jewel Avenue at 9:15 a.m. This will be a schmoozy, laid-back ride to Bayville. We may spend an hour or so on the beach to help erase our cyclist's tan. Rain cancels.
- Sun. July 1 B 9:00 a.m./60 mi.** **AROUND THE RESERVOIR.** Leader: Jim Babbitt (718-296-2027). From Jerome and Woodlawn Aves. (last stop on #4 train). Ride around the Kensico Reservoir and into Connecticut. Moderately hilly with extraordinary scenery. If raining at 9 a.m., try again at 11:00 a.m.
- Sun. July 1 B/9:30 a.m.** **SHOW & 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. July 1 C 9:00 a.m.** **CYCLING POSITION CLINIC.** Leader: Michael Allison (212-755-3418). At the Boathouse. Sore butt? Numb hands? Can't spin up hills? An efficient and relaxed riding position, along with fitness, is the key to enjoyable cycling. Bring a metal tape measure (metric preferred) and tools to adjust your seat post, saddle, bars, stem, and cleats. Afterwards, join Alex's ride listed below. A/B riders, see July 7.
- Sun. July 1 C+ 11:00/11:45/45-55 mi.** **TAPPAN C+.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 11:00 a.m. OR the GWB (179th St. and Ft. Washington Avenue) at 11:45 a.m. Lunch near Old Tappan. Pretty roads, few traffic lights, awesome company. What more to ask?? Rain cancels.
- Wed. July 4 A 8:00 a.m. 41 (74?) mi.** **OSSINING GRAND PRIX CRITERIUM.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Pretty ride to Ossining to watch the Ossining Grand Prix Bicycle Race. We'll get there in time to watch the Women's Race, Veteran's Race and pro's race. Bring Metro North pass - we might not ride home. We'll make arrangements for a casual dinner get-together upon our return to Manhattan. Then-we'll enjoy some NYC July 4th Happy Birthday America fireworks. What a day. RAIN DATE: July 4, 1991
- Wed. July 4 C+; 10:00 a.m.; 50 mi.** **LEADERLESS C+.** Coordinator: Alex von Braun (718-965-3552). From the Boathouse. Call for ideas on a mid-week escape.
- Wed. July 4 C/C- 9:30/10:20 18-25 mi.** **LIBERTY STATE PARK, N.J.** Leader: John Mulcare (718-672-5272). From the Coliseum (S.W. corner of 60th St. and B'dwy) at 9:30 a.m. OR the Staten Island Ferry (Manhattan side, street level) at 10:20 a.m. Be sure to stop at the auto toll booth and purchase a ticket (it may cost more than last year). Carry lunch or buy it at a deli we stop at on the way. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Saturday, July 7.
- July 7-8 A+/A/A- 3:30 a.m. 270 mi. to 375 +/- mi.** **600 km QUALIFIER FOR B-M-B '90 AND P-B-P '91.** Contact: Jeff Vogel (w., 212-265-2500, h., 718-275-6978). From AYH, Amsterdam and 103rd St. This ride was the unofficial ride of the year last year-because of the scenic beauty and the monster climbs. Bring low gears (or sneakers to walk up the mountains.) Baggage drop, overnight accommodations and some food supplied, approx. cost is \$40. A non-refundable deposit of \$20 is required by June 15. There will be a shorter option of 135 miles on each day for those who would only like to climb some of this course. Call early, space is limited. Nothing cancels.
- Sat. July 7 A/B 9:00 a.m.** **CYCLING POSITION CLINIC.** Leader: Michael Allison (212-755-3418). At the Boathouse. Sore butt? Numb hands? Can't spin up hills? An efficient and relaxed riding position, along with fitness, is the key to enjoyable cycling. Bring a metal tape measure (metric preferred) and tools to adjust your seat post, saddle, bars, stem, and cleats. If time permits after we are finished, consider a quick ride to Piermont/Nyack to road test your new positioning.
- Sat. July 7 A 9:00 a.m./70 mi.** **AHHH VALHHHALA.** Leader: Jody Saylor (212-799-8293). From the Boathouse. One of my favorite rides to Ah, Valhalla. Picnic lunch at Kensico Dam Gardens. Return via Route 9.
- Sat. July 7 A/A- 7:20 a.m./34-46 mi.** **HALF DAY RIDE.** Leader: Bill Richards (212-675-1946). From the Staten Island Ferry Terminal. Plan to catch the 7:30 a.m. Ferry. One 34 mile lap of Staten Island before the locals stir. We will need to musette bag food for a short distance to the Conference House where we will enjoy the view of Perth Amboy. (46 mile round trip from the Boathouse).

- Sat. July 7 **IN SEARCH OF THE GREAT GATSBY.** Organizer: Richard Rosenthal (212-371-4700). From the Boathouse. East Egg/
A- West Egg. Fitzgerald seems to have had in mind a very specific area of Great Neck and Little Neck. We'll spend the day
8:30 a.m. gawking at super-expensive estates there, in Sands Point, and on out to Mill Neck near Oyster Bay. I'll leave my contempt
80 mi. for excessive wealth and privilege in my saddle bag for the day. Since I won't have researched this ride one bit, your help
is needed. Bring a swimsuit as we'll be on the Sound.
- Sat. July 7 **C RIDE TO THE SEA.** Leader: Christy Guzzetta (212-595-3674). From the Staten Island Ferry. Dat's an island? Schmoozy
C ride out to the forgotten borough. Highlights include: Richmondtown Restoration, picnic lunch by Conference House Park,
9:00 a.m./42 mi. some hills, and other joys. Not to forget about the forgotten borough.
- Sun. July 8 **SWEET, SHORT, FAST SUNDAY SPIN (SSFSS7).** Leader: Doug Blackburn (h., 212-563-7067, w., 201-893-4244). From the
A- Boathouse. It won't be Nyack. It will be 25+ miles out, a deli stop and 25+ miles back via a different route, all in North Jersey.
8:00 a.m. The objective, in addition to exercise, and social intercourse, is to be back in NYC no later than 1 p.m. Rain, wet roads cancels.
55 mi.
- Sun. July 8 **LONG ISLAND THE FLAT WAY.** Leaders: C.J. Obregon (718-338-3275) and Neil Schreffler (212-628-3038). From the
A- Boathouse. Come join us for a fun ride through Long Island. We'll try to keep the route as flat as possible. Bring your
9:00 a.m./80+/- mi. altimeter to keep us honest.
- Sun. July 8 **PIERMONT POOL-AND-SNOOZE.** Leader: Peter Hochstein (212-427-1041). From the Boathouse at 9:30 a.m. OR the GWB
C/C+ (NY side) at 10:15 a.m. Ride with 3 objectives: 1) Take a swim. 2) Take a nap. 3) Take it easy going home. Outbound may be
9:30/10:15 via a hilly River Road and the Tallman Bicycle Path, or maybe not (leader's whim). Slow return via the least-hilly route.
38/50 mi. 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.
- Sat. July 14 **THE FRENCH CONNECTION.** Citoyen Philippe Chateau (212-547-4052) et citoyen Marc Leveque (718-461-5480). From the
AA Boathouse at 8:30 a.m. OR Yellowstone and Queens Blvd. at 9:00 a.m. OR Old Roslyn gas station at 9:40 a.m. The first anuel
8:30/9 /9:40 cycling classic, celebrating the Bastille Day. This year, we will tour Long Island's shore to Caumsett Park where we will meet
155+ the A- infanterie. The tempo will be très vite but it is not une course. Bring your musette to carry your lunch for five miles. (We
kilometre also recommend that you bring two water bottles and some pocket food.) It is not required to speak French or to be French, but you
should think French for a day. All kinds of decorations allowed for this ride (flags, berets, etc.) So heads on! Bagette load et
bonne chance..... Rain cancels or one year after the Bicentennial of the french revolution....
- Sat. July 14 **A DIFFERENT DEATH RIDE.** Leader: Genghis Ron (212-598-4563). From the Boathouse. Not going to Markleyville in the
A High Sierras or storming the Bastille, why not kill yourself closer to home. Continuing where last month's "Pulp Reducer"
6:00 a.m. left off, a further exploration of Orange County. 9W to Newburgh, breakfast followed by a new menu of appetizing county
140+/- mi. roads. We finish across the Bear Mt. Bridge and take Metro North back. Bring train pass. RAIN DATE: Sunday, July 15.
- Sat. July 14 **FOR THE BIRDS.** Leader: Hannah Strauss (w., 212-463-2713, h., 718-278-4779). From the Boathouse. A Long Island North
A Shore sojourn for a viewing of a private aviary of rare and exotic birds (no kestrels, however). Bring cameras and a musette
8:00 a.m./80+/- mi. bag for a picnic lunch at the aviary. Limited to the first 10 people to call. Rain cancels.
- Sat. July 14 **PICNIC AT THE POINT.** Leaders: Caryl and Steve Baron (212-595-7010). From the Boathouse. We'll ride to Stony Point
A- by a typically devious route, and picnic at historic (and scenic) Stony Point Battlefield, a short detour off 9W. With any luck
8:00 a.m. there will be fresh raspberries for dessert. July is hot, so carry lots of water, pocket food, a musette bag in which to carry your
90+/- mi. lunch, and a plastic bag for berries. Rain or strong chance cancels. RAIN DATE: Sunday, July 15.
- Sat. July 14 **THE FRENCH CONNECTION II.** Leaders: Gail Birnbaum (212-996-2042) and Peter Morales (h., 718-833-4370, w., 212-
B/A- 949-4790). From the Boathouse at 8:30 sharp OR Queens Blvd. and Yellowstone Park at 9:20 a.m. (E, F, R or G train). L.I.
8:30/9:20 am riders phone for a third start location. Celebrate Bastille Day with Marc Leveque and Philippe Chateau in a more leisurely
60+ mi. version of their above ride. Same destination - Caumsett Park and same procedure: carry water and be prepared to carry
lunch. Special applause for tricolor decorations. Vive la France!
- Sat. July 14 **PICNIC SPECIAL.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. OR 179th St. and Ft. Washington
C+/C Ave. at 10:45 a.m. Enjoy a shady picnic near a stream after a friendly jaunt thru the 'burbs. Rain cancels.
10:00/10:45 a.m./45-55 mi.
- Sun. July 15 **RIDE A BIKE TO PARADISE, FAST.** Leaders: Alan Leener (718-797-0972) and Lance Leener (212-947-9392). From the
A+/A Boathouse. Let's go fast to Westchester - in a paceline, eat lunch fast, one or two fast breaks. Come home fast - you know a
8:30 a.m./90-110 mi. fast ride!! Rain cancels.
- Sun. July 15 **SUNDAY QUICKIE.** Leader: Mike Yesko (212-475-4007). From the Boathouse. If you can't get away for a full day of play
A/A- because of family or business commitments, join me. 40-60 miles with one quick stop. Bergen/Rockland destination
7:00 a.m. probable, group consensus will be entertained. No need to call; if I don't show, at least take some laps of the Park and
40-60 mi. don't hold a grudge.
- Sun. July 15 **BAYVILLE.** Leaders: Joe Irizarry (718-230-0756) and Loraine Gruber (212-989-5915). From the Boathouse at 9:00 a.m. OR
A- 9:45 a.m. from Queens Boulevard and Jewel Avenue. We'll climb through Roslyn Heights and Sea Cliff before hitting
9:00/9:45 am/70+/- mi. Bayville for lunch. Rain cancels.
- Sun. July 15 **TALL-MAN SEEKS TALL-WOMAN.** Leader: Carlos Cardona (212-581-2858). From the Boathouse. Pool-trip up to Tallman
B+ at a good "B+" pace for a dip in the pool and a chance to laugh at everybody's tan lines. Bring your suit, a lock (any type will
9:30 a.m./55 mi. do) and a towel. Rain at start cancels.
- Sun. July 15 **SWIM AT MANHATTAN BEACH.** Leader: Ken Weissman (212-222-5527). From the Boathouse. Down the West Side, past the
C+ new Battery Park Marina to Zaro's Seaport for breakfast, then along the Brooklyn waterfront to pick up lunch at a Sheepshead
8:45 a.m. Bay deli. Lunch and a one hour swim, then back via a unique, NO HILLS route. Locks and helmets mandatory. Full-Blown
45-50 mi. Monsoon Rain cancels.

Sat. July 21 **CATSKILL CLIMBING PART II.** Leaders: Karl Dittbrandt (212-477-1387) and Jeff Vogel (w., 212-265-2500, h., 718-275-6978).
 A From the Boathouse at 5:00 a.m. OR 7:50 a.m. from Grand Central Station. We'll probably do a lot of climbing today since we
 5:00/7:50 am didn't scout the route. Karl will start from the Boathouse. Jeff will catch the 7:55 a.m. train to Beacon from Grand Central to
 100-150+ mi join Karl's group for the remaining 100 miles. We'll all take the train back so Metro-North passes are mandatory. Rain cancels

Sat. July 21 **PEPSICO PICNIC.** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Ride to the beautiful corporate headquarters
 A in Purchase, N.Y. Picnic lunch.
 9:00 a.m./65 mi.

Sat. July 21 **WESTCHESTER.** Leaders: Jeremy Herman (212-543-6472) and Mark Gelles (212-260-4382). From 242nd St. and B'dway
 B/B+ (last stop on #1 and #9 trains). Ride through varied and beautiful terrain (estates, farms, Hudson River and New Jersey
 10:00 a.m. Palisades views). Good medium time and length work-out with 30 challenging miles before lunch (some tough hills). Then
 45 mi. an easy, flat, social ride back. Call between 8:00-9:00 a.m. if weather is in question.

Sat. July 21 **VALHALLA, OR BEST RIDE BY A DAM SITE.** Leader: Sandy Gold (212-222-4076). From the Boathouse at 10:00 a.m. OR
 C+/B- Woodlawn Ave. (last stop on #4 subway) at 11:00 a.m. Bronx River Parkway to scenic Kensico Dam and Valhalla. Rain
 10:00/11:00/40-60 mi. cancels.

Sat. July 21 **EISENHOWER PARK, NASSAU COUNTY.** Leader: John Mulcare (718-672-5272). From the Burger King parking lot at 179th
 C/C St. and Hillside Ave., Queens (last stop on F train). Carry your lunch or buy it at a deli stop on the way. Our gung-ho riders
 9:30 a.m. will be permitted to ride as fast as is safe on a long stretch of the L.I.E. service road, provided they wait for the rest of us at Post
 37 mi. Road (or Ave.) on the right. Rain cancels. Call John before 8:30 a.m. if the weather is questionable. RAIN DATE: Sun, 7/22.

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Sunday **ALL-CLASS CLUB RIDE TO BETHPAGE STATE PARK.** Join old and new friends for our second all-class ride of the season.
 July 22 Ride with one of the groups listed below, or meet us at Bethpage State Park at 1 p.m. for lunch. We'll be in the main picnic area,
 near the parking lot and restrooms.

A+ Leader: Jeff Vogel (w., 212-265-2500, h., 718-275-6978). From the Boathouse. We're going fast. Cooperative riding will be
 8:00 a.m./80+/- mi. appreciated, but if you jump off the front, we'll chase you down.

A Hung Hags do Bethpage. Leaders: Amy Sackman (212-645-2949); Lisa Halle (212-319-6097) and Donna Slattery (718-
 8:00 a.m. 680-0664). From the Boathouse. Hang with the hags as we cover new ground (re: get lost) in Long Island. We promise to find
 75+/- mi. the prettiest and most graben of all routes, passing both kiang and muskeg in their natural environment. "A+" riders
 un-welcome - go with Jeff! A "lucky" Saturday night would be a great reason to cancel.

A- Leaders: Margaret Cipolla (718-275-6978) and Mark Martinez (718-726-7644). From the Boathouse at 8:30 a.m. OR Queens
 8:30/9:15 am Blvd. and Yellowstone Blvd. at 9:15 a.m. This will be a very reasonably-paced ride. We'll meet the other riders for the
 70+/- mi. group picnic at 1:00 p.m.

B+ Leader: Jim Babbitt (718-296-2027). From 179th St. and Hillside Ave. (last stop on "F" train).
 9:00 a.m./60+/- mi.

B Leader: Dick Goldberg (212-874-2008). From 179th St. and Hillside Ave. (last stop on "F" train).
 9:00 a.m./60+/- mi.

B- Leader: Maggie Clarke (212-567-8272). From the Statue of Civic Virtue (E/F train to Union Turnpike stop).
 9:15 a.m./50+ mi.

C/C+ Leader: Alex von Braun (718-965-3552). From 179th St. and Hillside Ave. (last stop on "F" train).
 10:30 a.m./45-50 mi.

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Sat.-Sun. **DELAWARE WATER GAP.** Leader: Maxim Vickers (718-728-7179). The 12th annual Delaware Water Gap Tour. 270
 July 28-29 breathtaking miles of NY, NJ and PA is scheduled for July 28-29 in order to give the randonneurs some rest after their 600 km
 A trial. Beautiful scenery, great food, awesome riding. Those interested should contact the leader.
 270 mi.

Sat. July 28 **DINGMAN'S FALLS.** Leaders: Joe Furman (201-692-8306) and Loraine Gruber (212-989-5915). From Hainsville, N.J. at
 A 10:00 a.m. OR 9:00 a.m. at a diner breakfast en route. If you can find Hainsville on the map, you're halfway there! Picture
 10:00 a.m. perfect scenery with lunch at the falls. Enjoy a day of low density traffic and abundant wildlife. Bring swimming gear for
 55+ mi. an optional swim in the lake after (or instead of) the ride in Stokes State Forest. RAIN DATE: Sunday, July 29.

Sat. July 28 **BEDFORD VILLAGE - ARMONK HILL CLIMBER.** Leader: Marty Wolf (212-935-1460). From the Boathouse. We'll leave
 A- at 8:15 a.m. for a relatively fast-paced ride to Bedford Village and Armonk. The food stop is in Armonk, at roughly the 57
 8:15 a.m. mile mark, so bring pocket food. This is a hilly but pretty ride, so be prepared for a workout. Very high temps. may shorten
 100 mi. the ride. Any precipitation cancels.

Sat. July 28 **PRINCETON BY THE BOOK-BY BUS.** Leaders: Dick Goldberg (212-874-2008) and Judy Goldberg (212-873-4104). From
 B Palmer Square, Princeton, NJ at 9:30 a.m. (or whenever the bus arrives). Another variant of the Princeton-New Hope-
 9:30 a.m. Washington's Crossing circuit: horses, history, hills and a tow-path. Take Suburban Transit Bus (8 a.m., Port Authority,
 55 mi. upper level, Gate 420, \$12.70 round trip) or drive. This will be a leisurely ride with a wade-in-the-water option. 50% chance
 of rain at 7 a.m. cancels.

Sat. July 28 **TALLMAN (FREE) PARKING.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. OR 179th St.
 C/C+ and Ft. Washington Avenue at 10:45. Wander north to shady Tallman. Pool plunge possible. Helmets required. Rain cancels.
 10:00/10:45/40-50 mi.

- Sun. July 29 **SUNDAY QUICKIE.** Leader: Mike Yeako (212-475-4007). From the Boathouse. If you can't get away for a full day of play because of family or business commitments, join me. 40-60 miles with one quick stop. Bergen/Rockland destination probable, group consensus will be entertained. No need to call; if I don't show, at least take some laps of the Park and don't hold a grudge.
- Sun. July 29 **LONG ISLAND EAT AND RE-RUN.** Leaders: Michael Hertz (w., 212-906-1238) and Ed Fishkin (h., 718-633-3038). From the Boathouse. We'll tool around the North Shore of Long Island and head towards Teddy Roosevelt's estate in Sagamore Hill. Next, it's a cruise down Long Island's spine, stopping at Mama and Papa Fishkin's abode for a cookout and then a flat ride back to the Boathouse. Call Ed on or before July 25 so he can order food. Usual cancels.
- Sun. July 29 **CROSS STATE LINES (4 TIMES).** Leaders: Mark Gelles (212-260-4382) and Jeremy Herman (212-543-6472). From 178th & B/B+ Ft. Washington Ave. GWB Bus Terminal ("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 (parking 4 cars). 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.
- Sun. July 29 **ARMONK/KENSICO LOOP.** Leader: Maggie Clarke (212-567-8272). From Dyckman Triangle Garden, 200th St. stop on B- "A" train. A pretty ride through the manicured lawns and flowers of the Westchester burbs, a piece of rural Connecticut, the Armonk duck pond for lunch, and Kensico Dam on the way back. Bring a Metro-North pass for emergencies. Extreme heat shortens the ride. 70% chance of rain cancels.
- Sun. July 29 **JULY JERSEY JAUNT.** Leaders: Dorothy Fong (718-596-5776) and Alex von Braun (718-965-3552). From 179th St. and Ft. C Washington Ave. Cultivate the Garden State of mind. Exact destination TBA. Deli lunch; helmets required. Serious rain 10:30 a.m./Approx. 45 mi. cancels.
- Sat. Aug. 4 **PICNIC IN BEDFORD.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. One of the more beautiful rides around. A 42 miles non-stop, over Whipporwill Road, to picnic at the bustling town square in Bedford. Cruise down North Street in your big 8:00 a.m./91 mi. chain ring. By now, I'm tired, so it will be easy going the rest of the way home.
- Sat. Aug. 4 **TAN WITHOUT GUILT.** Leader: Curtis Waxenberg (718-843-5845). From the Burger King at 179th St. and Hillside Ave. in B/B+ Queens. The ride to get Dick Goldberg off my back! To Jones Beach - a fast-paced mostly flat ride (I want to swim). Those 9:00 a.m. wishing to also, bring bike lock and swimwear! Those wishing to take LIRR back, bring pass. Rain or conditions non- 50-55 mi. conducive to a great tan cancels.
- Sun. Aug. 5 **JACK BENNY ETERNALLY "39" RIDE.** Leader: Dan Schwartzman (w., 212-206-6101, h., 212-362-5493). From the Boathouse. A 39 miles up to the prettiest (and hilliest) parts of Greenwich, Stamford, and New Canaan in search of Jack's 1939 country bachelor 8:00 a.m. 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 78+/- mi. bucolic Benny-land, feeling eternally 39, and not a year older. Rochester, oh Rochester, bring me the Ben-Gay!
- Sun. Aug. 5 **BEDFORD VILLAGE.** Leader: Maggie Clarke (212-567-8272). From Dyckman Triangle Garden (200th St. stop on "A" train). B- Another lovely ride through the landscaped Westchester burbs and Greenwich estates to the Bedford Village green for lunch. 8:30 a.m./70+ mi. Bring a Metro-North pass for emergencies. Extreme heat shortens the ride. 70% chance of rain cancels.
- Previews**
- Sat. Aug. 25 **In Search of the Nude Beach.** Leader: Christy Guzzetta (212-595-3674). Class: A; Mileage: 69. From the Staten Island Ferry early. We go out in search of the legendary Nude Beach at Sandy Hook. Does it exist? Find out. Spectacular ferry ride home from the beach. Dress....optional.
- Aug. 31-Sept. 3 **Shelter Island Labor Day Weekend.** Leaders: Debbie Bell (212-864-5153) and Jody Sayler (212-799-8293). Make your 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. 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, 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.
- 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.
- 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 -- space is limited.



—BICYCLE FORUM

Bulletins...

Order your new, custom-made New York Cycle Club Jerseys Now!

Do you want to feel more a part of the **New York Cycle Club**... and look good doing it? Wear your **BRAND NEW**, exclusive, custom made, club jersey, shorts, and helmet cover! Carry your lunch to the next all-class ride club picnic in your NYCC musette bag. These were designed for us—the **New York Cycle Club**—and us alone!

If your order is in our hands by the membership meeting on July 10th, there's a slight (SLIGHT) chance you can be dressed to kill by the all-class club ride/picnic on July 22nd.

Send (or bring to the July club meeting) the order form on page 15 to order yours.

Progressive "B" Update

It was a cold day in February when Irv Weisman and his twenty soon-to-be skilled bicyclists gathered indoors for the first session of the B Progressive Ride series. Our professor arrived with cartons of *Effective Cycling* texts which were handed out, not to mention a homework assignment which consisted of four chapters. A question and answer period was followed by a lecture on gearing, safety, ratios, sprockets, cogs, proper attire and food. Finally a break—oatmeal cookies, hot apple cider and gorp—but when do we ride?

It's now twelve weeks later. Some of us have made changes to our freewheels, chain rings, a few of us even got new bikes. We have put in the miles, are riding in straight lines, shifting properly, using hand and verbal signals and getting over our "hill anxiety."

We think Irv is pleased with our progress and we want to thank him for his valuable time, patience, knowledge and perseverance. Who knows, maybe he'll recruit one or two animals.

—Marilyn Merlob

Accidents Will Happen

Bicycling accidents and how to avoid them is the program topic planned for the August club meeting. If you have had a bicycling accident, please call Irv Weisman to share your experiences.

A digit was dropped from Irv's phone numbers in the June *Bulletin*. You can reach him at 212/241-7483 (day), or 212/562-7298 (eve).

President's Message

Christy Guzzetta

On behalf of all the members of the **New York Cycle Club**, thank you rider leaders for all that you do. In June there were approximately 45 rides listed in our *Bulletin*. 45! There were weekend rides, overnight rides, car-tops, and lots and lots of day rides. Each one of these were planned and routed and led by one of our club's hero ride leaders. Thank you so very much.

These are the people who make this club happen. These are the volunteers who deserve so much of the credit for making the club great. They volunteer—they do not have to do this stuff. And what do you think happens? In July there are 55 rides ready to go. Amazing. Hip, hip hooray for the ride leaders—thank you so very much.

The Road Less Traveled

by Paul Minkoff

Alternate #1, Avoiding Union Turnpike

The Standard start from the Statue of Civic Virtue goes:

- | | |
|------------------------|---------------------|
| 1) Grnd Cntrl Prkwy | 2) L/Midland Prkwy |
| 3) L/188th Street | 4) R/Union Turnpike |
| 5) L/Commonwealth Blvd | 6) L/Marathon Prkwy |
| 7) R/L.I.E. Service Rd | |

The less-traveled alternate is:

- | | |
|---------------------|------------------------|
| 1) Grnd Cntrl Prkwy | 2) L/Midland Prkwy |
| 3) R/Kent | 4) L/Avon |
| 5) L/193rd Street | 6) R/75th Avenue |
| 7) L/199th Street | 8) R/73rd Avenue |
| 9) R/Hollis Hills | 10) L/86th Avenue |
| 11) S/Grd C Prkwy | 12) L/Springfield Blvd |
| 13) R/Union Trnprk | 14) L/Commonwlth Blvd |
| 15) L/Marathon Pkwy | 16) R/61st Avenue |
| 17) L/Little Neck P | 18) R/L.I.E. Srv Rd |

This alternative may also be taken westward except (A) one turns left directly onto Grand Central Parkway from Union Turnpike (no Springfield Blvd) and (B) Avon connects directly to Grand Central Parkway (no Kent and Midland Parkway). This route may be longer but winding through Cunningham Park as it does, it avoids the worst part of Union Turnpike, using only the section that is newly paved. In fact, 8 of 18 streets have new pavement. There are also fewer buses on this route and almost constant shade. Besides, when returning to the city on any weekend afternoon, there is almost always an ice cream truck waiting beside the soccer fields on 73rd Avenue.

The SIG Progressive "A" Ride Series - Final Standings

by Lance Leener

The 1990 version of the SIG embraced additional leadership, a little more attention to skill and technique, and a condensed schedule. What remained exactly the same as previous years was the spirit, the dedication, and the fun which Christy established back in 1987.

This year's series consisted of twelve consecutive rides, each one just a bit more challenging than the one before. It all kicked off on March 3rd. It was dreary and damp but 45 less-than-fit enthusiasts showed up at the boathouse eager to conquer the four loops. Some bicycles had kickstands, others were garnished with reflectors. One even had a funky little creature affixed to the rear brake. It was one motley crew, to say the least. Could these people really be transformed into "A" riders?

Our first objective was to build a base of miles. Most of the early rides were to New Jersey and Long Island. All in all, we amassed over 850 miles. In the process we learned, and then refined, such skills as single and double pacelining and better bike handling. In the last third of the series, we focused on developing our climbing prowess. This took us to Westchester, where our mileage soared to the 80-95 mile range and where rides really became fast and beautiful.

As in previous years, the SIG participants were totally focused and committed. Cliff, Margaret and Kathy were troopers and Carl and Mark added spirit to every ride. Big, tall Bernie Long widened his skills. Gale divorced that klunky kickstand and Ernie, despite his propensity to pavement, improved considerably. Neil, Jim, and Al were animals and became almost Lemond-like. Frank hammered on all 12 rides and Ann, with her new-found strength, blasted through her rear derailleur. C.J. shed 15 pounds in preparation for the climbs and Fred found his rhythm in the hills on the Croton Dam ride. The Johns were always near the front and so was Gary.

Sure some got dropped but desire prevailed and 18 confident, fit cyclists met at 4:15 a.m. to chew up the roads in perfectly paced synchronicity for the 130 mile graduation ride to Montauk on May 20th. With minimal sleep and nerve ends twitching, the SIG participants were more than anxious to roll. The pace was fast and furious and after a few dropped water bottles and a little bit of paceline bump and grind, we settled into a smooth rotating groove.

The ride was one of the most difficult in the recent past. A strong head wind and brisk temperatures were our constant nemesis. Everyone rode strong, however, and we became the first NYCC members to cruise

into Montauk. On the final approach, the SIG participants, all proud and smiling, rode the front of the pack for the final conclusive pull.

On a personal note, it was great fun being a part of these past 12 weeks. Seeing everyone progress and take on a new-found passion for cycling was a thrill. Special thanks to Jeff Vogel, our "A" rides coordinator, who succumbed to mandatory helmet requirements and who helped pull the group along. It was especially nice doing it the co-leaders: Christy, Bob, Lisa, and my old man.

Congratulations to those who pushed!!! John Angelet, Jim Babbit, Al Catasus, Margaret Cipolla, Fred Duby, Carl Faller, John Hupalo, Cliff Kranish, Bernie Long, Mark Martinez, Jon Miller, C.J. Obregon, Gale Page, Frank Rezac, Neil Schreffler, Gary Silverman, Anne Smith, Kathy Young, and Ernie Yu.

Montauk 1990 The Leaders of the Pack

by Christy Guzzetta

This ride did not start off as my "ride of the year." The first bad thing that happened was at 3:30 a.m. At that very moment, my alarm clock went off. That in itself was enough to put me in a grumpy mood. Then, about 25 miles later, I crash. My once grumpy mood turned outright foul. Eight miles after that, my bejewelled, hand-polished, beautiful Italian derailleur jams into my bejeweled, hand-polished, beautiful Italian BRAND NEW wheel—wrecking both! For the next 40 minutes, I twist, bend, curse, and pray in an attempt to make my bike once again rideable. With all the bad luck I was having, I should have known I'd succeed.

For the next 45 miles, I ride alone into a freak head wind in an attempt to catch up to the SIG group. Right around Patchogue, there they are. For almost all of the remaining 70 miles, I remained one mean, angry, awful human being.

Something happened just before we got to Montauk. I remembered....That person riding next to me had a heck of a time making three slow laps of Central Park on the first SIG ride of the series. And here it is, 1 p.m., and we're only inches from Montauk. Back in April, that lady over there got dropped on a hill in Westchester. And here she is today, right in the middle of the very first group to get to Montauk. All these people. Me. How did we make it from Central Park back in March all the way to Montauk in May—and get there before any other bike on the road that day? How?!

Four reasons. Count 'em.

Lisa Halle was reason #1. She took part in last year's SIG. I remember her coming out for the very first ride wearing sneakers, jogging shorts, and riding a 45-pound

cast-iron bike. In one year's time, she has learned so much about "A" riding. About equipment, technique, training. Now, I'm flattered just to once in a while keep up with her.

Reason #2; Alan Leener. I never even try to keep up with him. He spins, he jibes, he moves, very—VERY fast. Every single ride, Alan pushed us to new heights, a little bit faster each and every week.

Bob Moulder, reason #3. Mr. "No Tech" himself. Bob is a student of the sport, maybe even a scientist. Quietly, he set an example of how to ride, providing as steady a wheel as exists. To ride with Bob means only one thing—that you can really ride.

And finally, **Lance Leener.** What can I say about Lance? He was reason #4. And #3, and #1, and #2. He organized the series, he took responsibility for it, he more than anyone else made it happen. He whipped us into shape, he demanded we do the right thing. It was him—more than any other reason—that got us to Montauk. What can I say about Lance? Nothing except that he's the best there is!

The four reasons, the four leaders, not one of them missed a single ride. The series was set up so that the leaders could miss a ride or two from time to time. They just didn't. They made Montauk great. In fact, it was because of them, Montauk 1990 became my "ride of the year." On behalf of the fourth SIG, Progressive "A" ride Series, thank you Lisa, Alan, Bob—and especially you, Lance—for making it happen.

THE 3 BIGGEST LIES IN CYCLING

"WE'LL TRY TO KEEP A REASONABLE PACE"

"THERE'S ALWAYS A TAIL WIND TO MONTAUK"

"I NEVER READ THE BULLETIN"

Dry Cleaning for Bicycles

If you hate washing your apartment's bathroom every time you clean your bike, a used pair of pantyhose can provide a good interim touch-up. Position your bike on a few sheets of newspaper or on a floor that can be easily swept, and wipe dirt off with dry nylon hose. Nylon is strong, and the hose can easily be wrapped around tubes, cranks, hubs, and even between freewheels. The dirt will collect on the floor or newspaper and can easily be disposed of. It's a good quick cleaning for city bikes between rainstorms.

—Carol Hudson Baron

Quick Releases

by Janet Kronstadt

Montauk was brutal this year by most accounts: A fierce head wind (which was a tail wind for Alex Bekkerman, Don Ketteler and Jim Greene, returning at 30 MPH on their Montauk Double Century) was the cause. Despite it, the SIG riders "graduated" during Montauk: those new, POLISHED, regimented people you have noticed dominating A-rides of late.

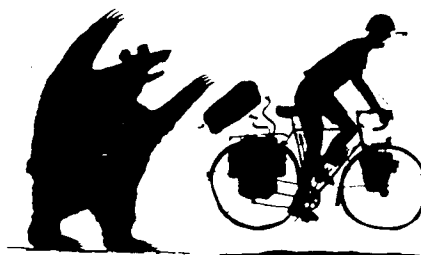
Montauk was also the first (200K) qualification "brevet" for BMB-1990 and PBP-1991. The second brevet (300K) wound up being closer to 225 miles, just like last year, due to confusing and ambiguous and INCORRECT directions. Depart 2:30 a.m., return by 11 p.m. A brutalizing, ahem, CHALLENGING time was had by all.

Alex Bekkerman won the 24-hour race, June 2, at Johnstown with an astonishing 463.4 miles. Jim Greene, Margaret Cipolla (well-representing the Vogel/Cipolla team—Jeff was here support crew this year), Karl Ditterbrandt and other NYCC members put in impressive mileage counts—and that includes Marty Wolf who bested many men with a 306-mile total. Marty also claims it was fun—"It felt like doing a club ride. I just smiled the whole way."

Caryl Baron, of the new formed Baron and Baron entity, led a particularly enjoyed and well-attended assault of Bear Mountain early last month. And Memorial Day weekend in Sheffield, was well-coordinated, well-ridden, and well-appreciated, by all accounts.

At the June membership meeting, dominated by bike shop owners who gave an excellent presentation of what it's like to own/operate a bike shop like Toga or Habitat, four attractive women, clearly newcomers, sat at a far table by themselves. When, having forced them to introduce themselves, Christy asked one if she planned to attend the Nude Beach Ride, she replied, "That depends on how well you perform tonight." It was the first time Christy was ever seen to blush during a routine Nude Beach hustle.

Paul Mort, who planned to do the BMB and PBP brevets, hasn't, mainly due to the fact that he and Susanne are expecting their first child in late August. The Mort's have a significant lead on NYCC members Cynthia Allison and Bob Fiore, who just became merely...ENGAGED. (Bob and Cynthia met on bicycles, unsurprisingly.)



—BIKECENTENNIAL

A Tale From Down Under

by Loraine Gruber

Walked into the Ascot Parnell Bed & Breakfast in Auckland and was greeted by a charming Irishwoman named Heidi. "I've got a room, a bike and a man for you," she said with a twinkle in her eye—and so began my bicycle adventure in New Zealand.

Well, both the room and bike were great, but on the short trek in the pouring rain from the ferry terminal to the Picton Hostel, the "man" and I decided we just weren't going to get along riding together and opted to go our separate ways. Had flown from Auckland to Wellington and took the ferry over to Picton. In NZ you can bring your bikes everywhere—on planes, trains and buses—without a problem. Just remove the pedals, turn the handle bars, wrap your chain in newspaper and wheel it through the baggage check in—you don't even need to put it in a box. I've heard they take better care of your bike if it's unboxed, than if it is.

Woke up the next morning to a beautiful sunny day—perfect weather for cycling—packed up my gear and set out. The first few kilometers out of Picton were tough—lots of uphill. The views along Queen Charlotte Drive winding along the Sound were spectacular, though riding on the left side of the road did take some getting used to. The road came away from the sea and flattened out, passing farms with lots of sheep. (There are 3.3 million people in NZ and about 70 million sheep—although they're not quite sure of that number because sheep don't fill out the census reports!) Passed a sign, in the middle of nowhere, reading "Cyclists!"

Heading back into the hills, I met up with a funky day-glo looking Kiwi mountain biker named Max, and we decided to ride together to Nelson. Riding out of Havelock—after a picnic lunch of peanut butter, jelly and bananas—the road flattened out once again. Stopped at the Pelorus Bridge, took a trail through the woods over a swinging bridge and ended up taking a dip in the freezing cold river. It was a blast!

After Rai Valley—where we energized with cokes—there is no sign of civilization until Nelson, 48k away with two saddle backs to go over. The first, just outside of Rai Valley, was very, very steep for about 3km. Arrived at the top hot and sweaty (that granny gear sure came in handy), and went screaming down the other side, as it started getting darker and darker (it was fall in NZ and the sun sets around 5 p.m.). Huge logging trucks were zooming past; one came too close and ran me off the road—it was all I could do to hang on and not spill over.

As the dusk gathered, there we were, two crazy bikers, starting up Whangamoa Saddle. Stopped for a vegemite snack, put on our reflective wear—Max fastened his rock climbing light on his head—and began the

12km ascent. It wasn't as tough or steep as Rai, but I was getting tired—guess that swim in the cold river didn't help my muscles. It was a struggle, exciting but nerve-wracking at the same time. We tried to hitch, but these huge trucks just kept barreling past us.

After what seemed like an eternity we reached the summit and were off on the 8km descent—steep, with lots of switchbacks. Glow worms were glittering in the pitch dark on the side of the road. Max went first; It was reassuring to see that small flicker of light on his head and have an idea which way the road was turning. It grew incredibly cold—my hands were frozen and they were stiff from squeezing my brakes so hard.

Finally, the road flattened out and we saw the lights of Nelson. We pulled into the Pavlova Backpackers at 9pm and got bunks, had soy bean pasta for dinner and went off to Chez Eelko—a neat cafe with huge cockroach sculptures on the wall. A celebration was in progress; No, not for us making it to Nelson, but for Eelko—a very bizarre looking Dutchman with wavy white hair in every direction—who had been decorated by the Queen that day. We joined him in a champagne toast as he proudly wore his medal on his chest, secretly toasting ourselves as well!

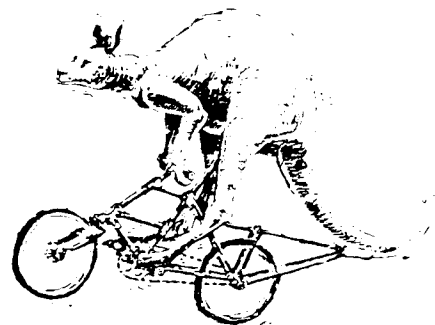
The rest of my ride down the West Coast was magnificent! It was quite hilly, but even a couple days of torrential rain didn't dampen my spirits—my rain gear held up and I pedaled on. Riding along the Buller River and Gorge to Westport was superb. The ride down the coast of the Westlands was quite scenic—the mountains and rain forest with its varied vegetation to my left and the sea on my right. The Pancake Rocks and blowholes at Punakaki were spectacular, the colorful sunset at Hokitika incredible. Saw a perfect reflection of Mts. Cook and Tasman in Lake Matheson and hiked on Fox Glacier.

The friendliness of the Kiwis made my trip all the more special. There are some I'll never forget: The 70-year old farmer named Ray Quinny smelling terribly of cow manure, with his false teeth that never stopped moving around, who "had to give me a ride over a metal [gravel] road" because he "just couldn't get it out of his mind a sweet thing like [me] riding over it" and threw my bike, gear and all, in the back of his station wagon; The family that had driven by me struggling up a mountain and offered to "pop my gear in the boot [trunk]"; Gavin, the racer from Christchurch who kept a pretty good pace all the way into Murchinson, and washed my clothes out for me in this old fashioned machine (I did cook pasta for him in return!); The Westport bike shop owner who opened up his shop on a Sunday to sell me some tubes; Of course, Max; and all the farmers and drivers who took the time to wave (eventually I realized shaking their heads back and forth in a no fashion was their way of saying

G'day!) A word of warning though: watch out for things flying out of buses—I couldn't believe the first time I got hit in the head with the Greymouth Journal as it was being flung out the window by the bus driver aimed at the farm station he was passing.

My trip ended in Queenstown, where I bungy-jumped off the Kawarau bridge, diving 143 feet over a rampant ranging river, attached only by a great big rubber band tied to my ankles. It was quite a thrill, but to tell the truth I was more scared flying down some of those steep downhill on my bike.

New Zealand is definitely a cyclist's paradise! I'd love to take a few months off and travel there—maybe next year? For more info on cycling in NZ: read *Cycle Touring in New Zealand* by Bruce Ringer; or contact Richard Oddy, NZ Pedaltours, P.O. Box 49-039, Auckland 4, NZ. Aside from his organized group tours, he's a wealth of information.



Berkshires Getaway

by Lance Leener

Memorial Day weekend greeted us with a new concept: warm temperatures and sunshine! Yes, tights were finally shed for the first time this season exposing shaved legs and sculpted muscles. It was a wonderful welcome to an exhilarating weekend for those NYCC members who were anxious to escape city madness for a weekend getaway in Sheffield, Massachusetts.

Set in the lush farmlands and mighty hills of the Berkshires, the group of 50 were treated to top notch hospitality of the Bed & Breakfast variety. Led by always effervescent Karen Reich, we were perfectly organized and prepared for challenging and picturesque pedal-pushing.

What may end up being the highlight of the year, a group of nine left early Friday morning for a 110-mile trek from White Plains to Sheffield. The ride contained stunning beauty and steady climbs past rivers and lakes. Working together, the group arrived smiling, having made excellent time. Cold beers and sodas were raised to toast the day's pleasures.

At Sheffield, all levels were represented with an assortment of A, B, and C rides.

Distances ranged from 20 to 70 miles, and each ride had hills to conquer. Memorable was the ride led by Joe Furman who marched his A-team up and around back roads and dirt trails—forcing Lisa Halle to conduct an Italian bicycle cleaning seminar at ride's end. Debbie Furman followed her husband's "lead" shepherding her C+ to B+ flock along a similar route at a little more leisurely pace.

The infamous Bash Bish Falls ride on Sunday had everyone talking. It's the ride with the long, steep and treacherous climb. Christy Guzzetta pulled the paceline to the mountain but shortly thereafter it became every small chainring for himself. Everyone powered up the steep, winding road and gathered at the top for a relaxing rest alongside the magnificent waterfall. The group then double pacelined together through 20 miles of some of the most beautiful country in the east, finally breaking up into a few groups for the remaining push home.

Sunday evening we celebrated together at the Blackberry River Inn where we presented Karen with a token of our appreciation for organizing the weekend. Then the 50 of us proceeded to devour record amounts of food at the buffet-style dinner. Having completely underestimated the consumption capacity of hungry cyclists, the management of the Inn is still said to be recovering from the shock.

On Monday, some of us shopped for antiques, some went for short rides, and others rode back to Poughkeepsie where they caught the train back to New York. Still others watched the eagerly awaited annual Sheffield Memorial Day Parade—a true piece of Americana! (*We tried to blur our cyclist's tan lines and work a completely different muscle group by canoeing down the Housatonic River.* —Clif)

It was a fabulous weekend. Not only was it a chance to get away, it was also a time spent with friends in a beautiful environment, with plenty of sunshine, good food, and great cycling. Come join us next year.

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No Tech Tips: Tasty Leftovers

by Bob Moulder

When this column first appeared in the *Bulletin* a few months ago, and in several columns since, readers were invited to share their own tips with the rest of us. It was hoped there would be a larger number of contributors so I would be able to assemble a collection for the column, but there have been only a couple of good ideas brought to my attention, which appear below. The offer still stands, though, so if you have a tip pass it along to me for publication, with attribution. Contact me at monthly club meetings, on rides, or by telephone at (212) 682-5669.

POWER BALLS- A-Rider extraordinaire Tom Lowenthal, who may well have the highest rate of metabolism in the NYCC, like many of us appreciates the sustained glycogen high provided by Power Bars, and thought of a good way to make them more convenient to ingest at 25 MPH. Tom cuts the bars into five or six pieces, molds them into small bite sized globes and carries them in a Zip-lok bag in a jersey pocket. The round shape reduces the surface contact area between the pieces, so they don't stick together as rectangular shapes would.

ELECTRIC COWBOY- A master electrician by trade, long-distance rider Karl Dittebrandt uses a familiar tool of the trade, electric tape, to make a temporary tube patch. As luck would have it, just as Karl was describing the idea to me I had a flat and was able to try it out on the spot. Following Karl's instructions, I let the air out of the tube and wrapped about eight inches of tape around the tube in spiral fashion in the area of the hole, reinstalled the tube and inflated it. My tire retained rideable air pressure for several hours, and pumping the tires back up provided several more hours of adequate riding pressure. Patch it later, though.

STUCK ON YOU- The irksome and potentially expensive problem of derailleur hi-low limit screws loosening (a chain jumping past the big cog on the rear can destroy a wheel) can be solved by removing the problem screw, putting a *SMALL* amount of tubular tire glue on the threads, and reinstalling and adjusting to the proper setting. You can also use Loctite, formulated specifically for the problem, which can be removed with a solvent.

PUMP ME UP- If you're trying to lighten your load on long group rides (having already lost excess body weight, of course), you can ditch your pump if you rely on CO2 cartridges for flat repairs. These really do work, but if you're riding alone be sure to carry two or three. On group rides where I'm fairly sure I won't get dropped, I sometimes carry only one because usually everyone on the ride has a pump they're willing to lend. Just two warnings, though: 1) make sure you've got that tube tucked in *really* well before you gas it up,

and 2) let's don't all do this on the same ride.

THE TELLTALE WOBBLE- Just as an inebriated motorist cannot walk a straight line, a fatigued or momentarily exhausted cyclist cannot ride a straight line. For this very reason, most accidents occur near the end of long rides when riders lose their ability to concentrate on the delicate task of maintaining their positions in a group; wheels touch, someone is hooked, and a serious case of road rash, or worse, is the result. Momentary exhaustion, which occurs when ascending a short hill or chasing to catch a group, poses no serious problem because recovery is quick. But when a fatigued cyclist chronically weaves and his/her head sags, the danger to all is imminent. Stop to assess the situation, and consider making arrangements for a ride home. Besides, riding a bike while feeling totally zonked is no fun, so why go on? To paraphrase Churchill, "There are a few things up with which we should not put."

ON THE OTHER HAND- Cleaning the yuk off your hands after working on a bicycle drivetrain frequently takes longer than the job took—the grease sometimes lingers in cuticles and under fingernails for days when you clean up with bath soap or detergents. Next time, use what professional auto mechanics use, an industrial-strength lanolin concoction called "GoJo" which is available at auto parts stores. If this isn't good enough for you, try "Simple Green", an all-purpose degreaser which can also be used to clean grease from clothing and furniture and anything else you splatter it on. "Simple Green" is available at hardware, auto parts, and a whole variety of other stores.

IF I HAD A HAMMER- Okay, now is the time for all good riders to start using their big chainrings. The weather's warm, our ligaments are loose, so let's step on it. Raise your top-end speed and high-gear hammering potential by doing big-gear intervals at least once a week. An acquaintance of mine who was once under the tutelage of top coach Eddie Borysewicz passed along this bit of wisdom: "If you want to get used to pushing big gears, you have to practice pushing big gears." For detailed advice on how to include intervals in your training, get Eddie B's book on bicycle racing. For a tiny taste of the results of interval training, the next time you ride in Central Park try this: while on the long flat stretch on the east side of the park, get into a 52x14 gear and push as hard as you can for 30 to 45 seconds, trying to go anaerobic, then shift to a 52x17 as you recover from the effort. Gee... 52x17 feels easy! Get the picture? Hint: One way to make sure you go anaerobic is to pick a target speed, say 32 MPH, then try to reach it and hold it for a few seconds. If you reach 32 MPH easily, set your target higher. Cut back a bit if your knees start bothering you.

NEXT MONTH: Tachs, bikes and videotape.

Ultra-Marathon Rambling

by Holly D. Gruskay
with a little help from Jeff Vogel

While 24-hour days are common to all, bike rides that length are not. On June 2, 10 NYCC riders set out to ride as many miles as possible around the 31.7-mile loop surrounding Johnstown's Sacandaga Lake within a 24-hour period. The NYCC field included several veteran ultra-marathoners: Marty Wolf, Art Crowley, Karl Dittebrandt, Tom Lowenthal, Jim Rosar, Alex Bekkerman and Jim Greene. This race was also a proving ground for three new faces: John Becker, Karin Fantus and (1990 SIG rider) Margaret "Animal" Cipolla. Also on hand were: John Ceceri (Asst. Race Director, recently married and relocated to Johnstown), Bill White and Don Kettler (respectively crewing for Jim Greene and Alex), and Jeff Vogel and I (crewing for six).

The race got off to a rough start when Alex realized he left his lights and batteries on his kitchen table. Fortunately other crews had spares. NYCC riders were also lucky Jeff had filled his trunk with chocolate UltraEnergy (dubbed "Yooey") as this proved to be the drink that saved the day, the night, and the next day too. Our riders began the race with Gatorade, Exceed and BodyFuel, but all switched to Yooey by nightfall. Another plus was special attention from race mechanic John Ceceri. If there was a problem with a bike, John was there to fix it.

Club spirit ran high, even as crews circled wagons (Porsches, Toyotas and Hondas) to cope with one crazed homeowner who screamed at us to get off his property "it's not much, but it's all I've got" he yelled. Bill White and his barbecue-ing chicken were the only ones truly inconvenienced by the move. As the night wore on, riders' muscles tired and Tom, John Becker and Karin had their bodies worked on by a masseuse. Karin has yet to reveal how she negotiated a one-hour massage for \$10.

In the dark, Jeff realized that crewing was actually tougher than riding, due to the organization, mothering and dirty waterbottle cleaning involved. Jeff will no doubt appreciate his crew more in the future, but first he'll have to live down his neglect of his wife Margaret on her first lap. NYCC support came from on the road as well. When Alex flatted for the second time, Jim Greene swapped wheels, enabling Alex to go for the win. This neat trick allowed Alex to set a course record, and earned Jim designation as a "rider's rider" by Race Director Jack Papa.

During the race, things were hectic. Dinner for eight is much easier than crewing for six, as each rider had specific menu demands and solid food/energy drink/water ratios. With clipboards and ice-cold washcloths in hand and coolers at our feet, Jeff and I served six different menus every lap. Our riders were appreciative and re-

sponded well to constant pleas to increase calorie consumption. (No one even complained about the round of Yooey I prepped for lap 6, mixed with CarboFuel instead of water.) Throughout the race, the crew commented on NYCC's overall good performance, but we didn't realize how well our club was doing until Jeff returned with the local Sunday paper featuring Jim Rosar on page one. Fortunately, the photographer caught Rosar with NYCC jersey on, and in an up-right position on his Cannonball. Tom Lowenthal took an extra day to relax with the Ceceris in Johnstown, and picked up the paper's Monday edition featuring Alex on the front.

On to the finish: Karin Fantus, Tom Lowenthal and Margaret Cipolla all completed their doubles, and like the rest of the NYCC field received commemorative plaques. As she took a break before completing her last lap, Margaret said that her 243-mile Sacandaga Lake ride was more appropriate for SIG graduation than Montauk. (Christy, Bob, Lisa, Lance and Alan take note!) Jim Rosar surprised us, completing 381 miles for 9th place overall, John Becker and Karl Dittebrandt turned in a handsome 308 and 281 respectively. New to NYCC, Becker is the man to watch, as we've already seen what he can do on his 2 heavy bikes. Karl turned in another fine, steady performance, despite wheel trouble. Marty Wolf pedaled through 305, smiling and waving as much on her 8th lap as on her 1st. Art Crowley completed 363 miles, setting an unofficial club record for the most miles ridden on a day-old Kestral, and Jim Greene turned in 371 for 10th place overall (for the record, he does rumple after mile 300). This year, Alex took first place in this event, setting a new course record of 463.4 miles. He barely put his feet down during the race, giving his crew a good (running) workout as they traded bottles every lap.

After plaque presentation, John Ceceri invited NYCC riders and crew back to his new Johnstown digs, serving champagne and pizza in celebration of Alex's win and a good NYCC showing overall. While timing Jim Rosar's shower, Alex commented that John's apartment resembled a cemetery, referring to the dead bodies littering the living room. As we napped in wait of pizza, we learned the rumors about Don Kettler are true...he does snore.

Let the reader be advised that crewing is a giving experience with obvious benefits to the riders. The unexpected benefit flowing from riders to crew is an incredible amount of appreciation coupled with personal satisfaction for a job well done. (Sometimes crew is left with physical reminders of the experience, like Jeff's blackfly bug bites.) By crewing, people who would be unable to participate otherwise (due to injury, not enough base miles or whatever) play a key role. Watch this column for upcoming ultra-marathon events requiring crew.

THE TOUR DE TRUMP:

A View from New York and the TV Set

by Richard Rosenthal

The Tour de Vanity has come and gone from Central Park and, with it, The Great Trump Hope that the creator of towering eyesores could apply his organizational skills and can-do spirit to level the swollen joints and fill in the cracks in the park roadway. The race moved on; the bumps and crevices remain.

The New York stage was so poorly organized and various permits so late in coming that two weeks before it, Mike Plant, the Tour de Trump race director said if it weren't for the fact that Trump, The Person lived in New York, he, Plant, would have pulled the plug on the New York stage.

Evan Moser, a coordinator for the company responsible for the New York stage, estimated there were 30,000 spectators along the 10 Km./6.2 Mile Central Park circuit. More objective observers placed the number of people not connected with the race closer to 1000.

Moser's estimate rivals one broadcast a few years ago by CoreStates USPro race promoter Dave Chauner for the all-time record for inflated attendance. Chauner said on CBS (in a curious double-role as on-air color commentator, an assignment that strained journalistic standards of objectivity in a way that rivals telecasts of World Wrestling) 300,000 people lined the course. Less biased observers put the number at 15,000-20,000. (The wonder is that sponsors come back year after year on the gauzy strength of such inflated attendance claims.)

John Tesh, one of the announcers for the Tour de Trump telecast, asserted in his peroration that "Big time professional bike racing is alive and well in America." It is? The NBC telecasts received National Nielsen Ratings of 5, 6, 6, and 6 for the four weekend days it was telecast--meaning that only 6% of all people actually watching TV during the time the Tour de Trump was on TV bothered to watch it. That compares with 10-11% watching PGA golf and 14-28% watching the NBA basketball playoffs.

The commentary by Tesh and, even more, by Phil Liggett was as obvious, as cliché-ridden, and as synthetic as the accompanying music by Tesh. It was also only marginally more informative and only slightly less intrusive.

It was apparently so difficult to fill the broadcast time that vast amounts of time on the two Sunday broadcasts were given to simply repeating the previous day's video and audio. One would have thought if there were so little in the actual racing with which to fill the allotted time, the producers might have turned to something extreme like an interview with a rider or coach or manager or soigneur. There were none excepting cursory, 10-second sound

bites with Bobrick and Alcalá. Penetrating? Searching? Informative? No, no, no.

Among the more memorable clichés and banalities were these: "It was time now to ride like the wind." (Liggett) And, "The leading riders do what they know how to do best: ride a bike." (Liggett again.)

God, the training these commentators must subject themselves to be able to spew forth banality upon banality, unalloyed by any real content. But how do we train ourselves to endure this stuff?

NEW YORK CYCLE CLUB BOARD MEETING

(Tuesday, May 8, 1990)

Present: Debbie Bell, Arlene Ellner, Bob Foss, Dick Goldberg, Christy Guzzetta, Clif Kranish, Richard Rosenthal, Simone Smith, Jeff Vogel, Alex Von Braun

Absent: Carlos Cardona, Beth Herman, Hannah Holland

The minutes of the April board meeting were approved.

The Department of Parks is receiving complaints from motorists about the new bicycle lane on the lower loop of Central Park. It is causing a bottleneck at the seventh avenue exit. Cyclists should counteract the impact of the motorist's complaints with a letter writing campaign of their own explaining the benefits.

Irv Weisman will coordinate the newcomers ride on June 17.

Because rides may be cancelled due to rain at the starting time only to have the sun come out an hour later, ride coordinators may suggest that ride leaders post two starting times, for example 8:30 or 10 a.m.

The board reviewed and voted to get Dick's survey to the members expeditiously.

Bethpage was selected as the destination for the July 22 all-class club ride.

The Club's insurance bill was paid.

The Chequit Inn was sold. Debbie is looking into Labor Day arrangements. Expect higher prices.

The meeting adjourned at 8:08 PM.

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1985 1/2 FORD ESCORT Station wagon, 5 speed, ps, pb roof top bike rack incl. 29mpg commuting, 33mpg highway. 56K miles. Ideal for car-top rides (carry 4 people, 4 bikes on top and baggage in the back.) Mfrs Wnty thru 9/12/90. \$2500. Chris Mailing or Arlen Brimer 718/847-8004.

Complete Campy Athena Gruppo. Brand new, original boxes. English threads, 32-hold hubs, 170mm cranks, 27.2mm seat post, braize-on front derailleur, Synchro II shifters. Neil Wagner 914/667-7428.

NOTICES

Passing through New Hampshire between July 28 & August 10? Call 603/253-6787 when there.

B rider looking for people to ride with in Queens or Nassau, evenings. Call Harold Aronowitz 718/454-2263.

New York Cycle Club Jerseys

Order your custom-made NYCC jerseys, shorts, helmet covers and musette bags! All items are designed exclusively for the New York Cycle Club.

Jerseys and shorts are available in sizes S, M, L, and XL. All prices include handling and shipping direct to you.

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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) _____

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 (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, July 10

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.

Meat, fish, Chicken \$11.00

Vegetarian \$ 8.00

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

Non-diners are seated separately.

A \$250 Taiwanese frame is equal to a \$750 Italian frame.

A debunking talk by John Schubert

If you think frames of the same general geometry differ in stiffness, steering, responsiveness, etc., you're in for a surprise.

No one is better informed about the bike industry than John Schubert, former editor of BICYCLING and BICYCLE GUIDE, and now a consultant to Specialized, Bell, Descente, et al.

John will autograph for you his book Cycling for Fitness which we can buy at the meeting for more than 40% off at \$5.25. (It's a terrific book, far better than its pedestrian title.)

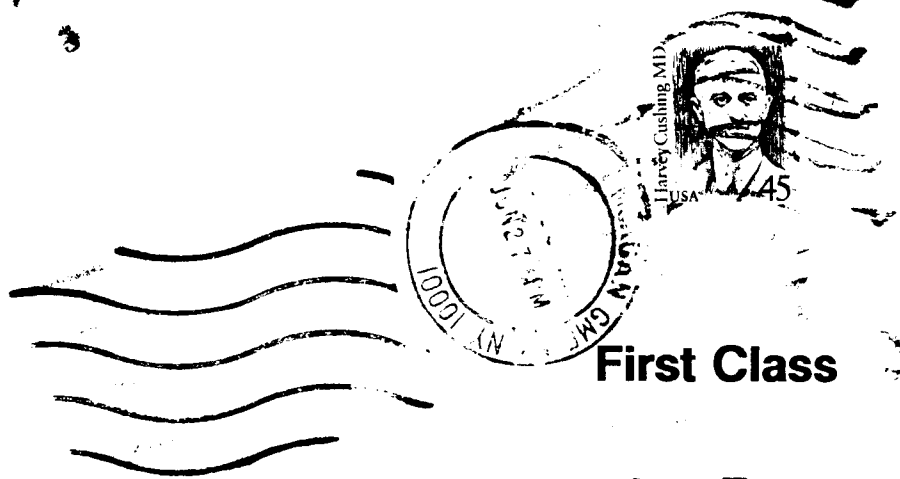
Also at the July meeting: Everyone who completed the SIG Progressive "A" Ride Series is requested to attend.

New York Cycle Club

Hannah Holland

211 W. 106th Street - Apt 8C

New York N.Y. 10025



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