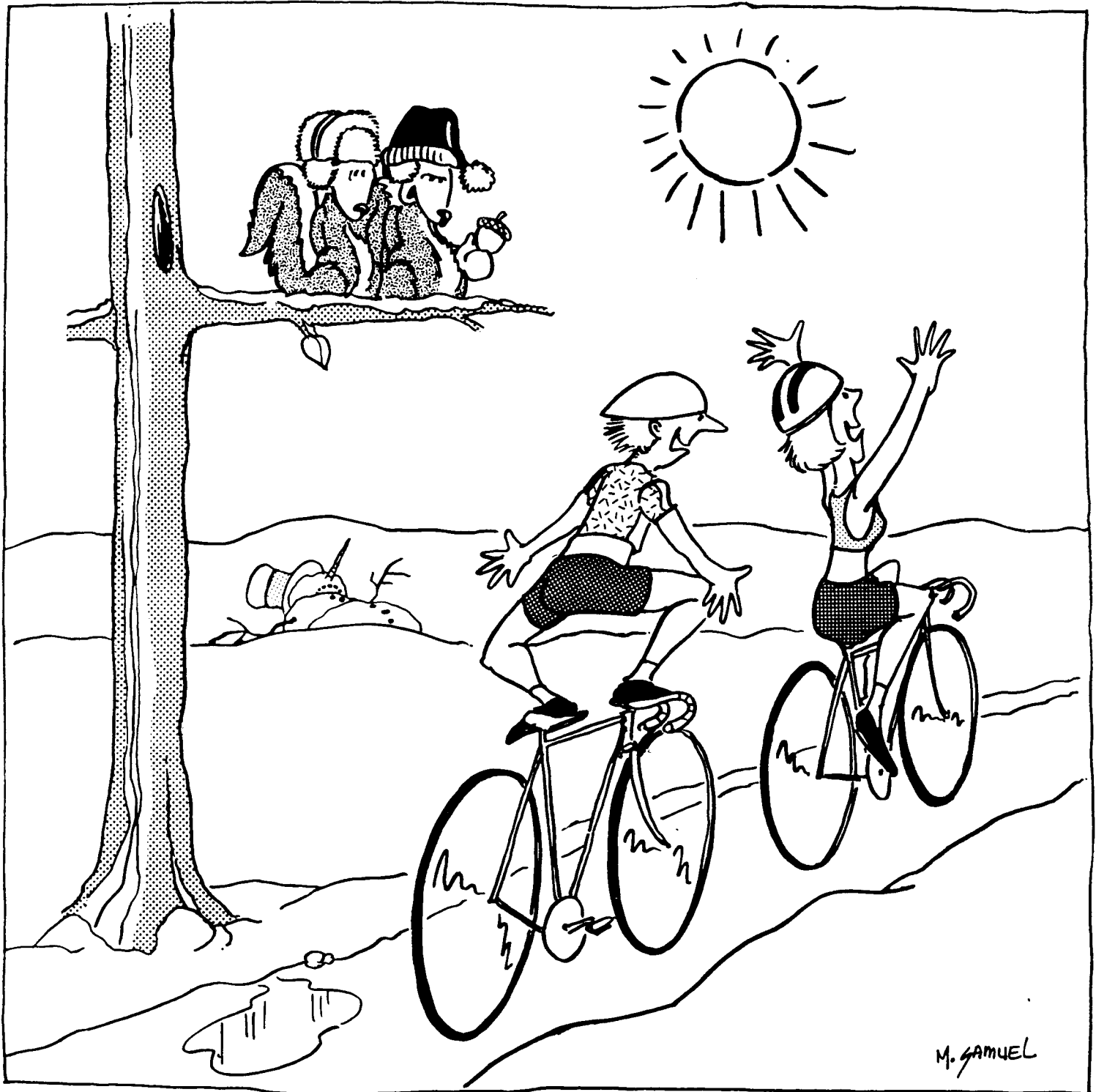


March
1990

NYCC Bulletin

MARCH 1990



"Is it spring again already?"

GUIDELINES FOR CLUB RIDES

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

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

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

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

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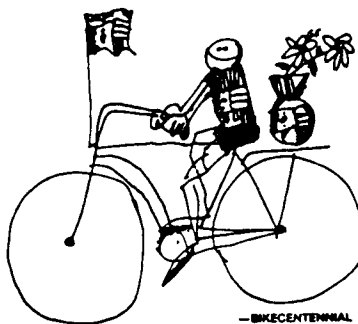
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—BIKECENTENNIAL

Clif Notes: Thinking of leading a ride, but don't know if you are up to it? Be sure to read Dick Goldberg's About Leading. Also, Bob Moulder's No Tech Tips returns this month. We've moved the membership renewal form inside so that the only thing on the other side is your address label. If you haven't renewed yet, do it now! This issue of the Bulletin composed on an IBM PC with WordPerfect 5.1 and printed on an IBM ProPrinter II. Cover art by M. Samuel.

RIDES THIS MONTH

- Sat. Mar. 3 **IN LIKE A LION.** Leader: Ron Grossman (212-598-4563). From the Boathouse. Here's a ride to sharpen your road claws on. Start March off with Bear Mountain as our mane objective. Perhaps you think it's too early in the year for a century. Where's your pride? We'll have a roaring good time! Standard route up 9W. Deli stops at Tompkins Cove on way up, Piermont on way back. Distance may be shortened if leader is in the same sorry shape he's in at time of this writing. Ride is cancelled if weather resembles that on summit of Kilimanjaro (19,340 ft.).
- Sat. Mar. 3 **#1-THE FIRST 1990 SIG PROGRESSIVE "A" RIDE SERIES RIDE.** Leaders: Christy Guzzetta (212-595-3674); Lisa Halle (212-319-6097); Alan Leener (718-797-0972); Lance Leener (212-947-9392); and Bob Moulder (212-683-5669). From the Boathouse. Come join the fun! We will ride our first SIG group ride together in Central Park. We'll do 4 loops at a strong "B" pace. Then we'll all meet together for cookies and goodies and get to know one another at Lance's (and Jane's). We'll cap things off with a bicycle anatomy lesson conducted by the world renowned bicycle surgeon, Dr. Robert Moulder, and review the last day's coverage of the 1989 Tour de France. Wow, what a send off!! RAIN DATE: Sunday, March 4.
- Sat. Mar. 3 **UP AND BACK TO SCARSDALE.** Leader: Maggie Clarke (212-567-8272). From the Dyckman Triangle (200th St. and B'dwy. B-/C+ stop on A train). This trip follows the relatively flat, scenic route to Scarsdale - maybe White Plains if the weather is nice and 10 a.m./25-30 mi. we feel like it. Starting temp. below 40F, precipitation cancels.
- **"A" TRAINING RIDE SERIES.** These series are designed to work on speed on Saturdays and endurance on Sundays. The rides will split into two groups. The speed listed should be the average riding speed of the slower group. Both groups will meet at the same time, cover the same or similar routes, and make the same food stops. This will allow anyone who feels especially strong, or is having an off day, to switch groups. Of course, the speed is subject to change due to weather and road conditions.
- Sun. Mar. 4 **"A" TRAINING RIDE #1 (14 mph).** Leaders: Jim Greene (212-674-1631) and Don Ketteler (212-645-0894). From the Boathouse. O.K., this is the official beginning. Some of you are ready; some of you still struggling with winter excesses don't want to hear about this day. We will share a common goal of pleasantly clearing the cobwebs as we make our way towards Saddle River. 9:00 a.m. about this day. We will share a common goal of pleasantly clearing the cobwebs as we make our way towards Saddle River. 50 +/- mi. Temp. below 30F, etc. jeopardizes the ride.
- Sun. Mar. 4 **CENTRAL PARK SELF-CLASSIFICATION RIDE.** Leader: Irv Weisman (w., 212-241-4783; h., 212-562-7298). From Fifth Ave. and 72nd St. Meet on the park walk inside the entrance at Fifth Ave. and 72 St. (not at the Boathouse). Find out how badly you deteriorated after a winter of sloth and T.V. munchies. We'll each do 4 laps at our own comfortable pace (3 laps o.k. for "C" riders), and determine our early season riding class. Bring a self-addressed stamped envelope for your confidential results. 9:30/10:00 24 mi. RAIN DATE: Sunday, March 11. Rain, wet roads, predicted high below 40F cancels.
- Sat. Mar. 10 **"A" TRAINING RIDE #2 (14 1/2 mph).** Leaders: Janet Klutch (h. 212-724-8690; w., 212-420-2883) and Simone Smith (w., 212-830-6000, ext. 6928). From the Boathouse. We will continue our re-acquaintanceship with cycling, and today will 9:15/45-50 mi. add a little bit more speed. The ride will take us to Blauvelt. Starting temp. below 30F, rain or snow cancels.
- Sat. Mar. 10 **SIG-PROGRESSIVE "A" RIDE SERIES #2.** Leaders: Bob Moulder (212-682-5669) and Lisa Halle (212-319-6097). From the Boathouse. To the Dynasty Diner, now known as "Emily's", in Northvale, N.J. Here we go on the road again. An easy-going ride to get our legs used to riding again. A great way to get acquainted, note our equipment, keep out of BIG GEARS, and practice riding together. Only one adventure planned: One very big hill. RAIN DATE: Sunday, March 11. 9:00 a.m. 45 mi.
- Sat. Mar. 10 **THE SOUL OF STATEN ISLAND.** Leader: Carlos Cardona (212-581-2858). From the Boathouse. Lazy-paced, low-wind-chill ride to the lovely, scenic Staten Island. Possible destination points are the Richmondtown Restoration, The Tibetan Museum, Snake Hill (oh boy!), and the Jimmy Hoffa Memorial Cornerstone. Blue collars and helmets required. Temp. below 40F or 30% chance of precip. cancels. 9:30 a.m. 40 +/- mi.
- Sat. Mar. 10 **FT. LEE PARK, N.J.** Leader: John Mulcare (718-672-5272). From the Coliseum, S.W. corner of 60th St. and B'dwy. This ride will be at a comfortable pace (mostly on Riverside Dr.) to allow new and old members to get to know each other. Bring lunch or buy and carry it from a deli we stop at on 181st St. before crossing the G.W. Bridge. Dress warmly, preferably in layers, and bring a lock if you have one (no bike riding is permitted in the Park). Any precip., wet or icy roads or strong winds cancels the ride. Call the leader before 9 a.m. if weather is doubtful. RAIN DATE: Sunday, March 11. 10:30 a.m. 21 mi.
- Sun. Mar. 11 **"A" TRAINING RIDE #3 (14 mph).** Leaders: Christy Guzzetta (212-595-3674) and Jody Saylor (212-799-8293). From the Boathouse. North to White Plains, east through Dobbs Ferry, south along Route 9. Some of us will go fast, others will go medium. We're just 9:00 a.m./61 mi. getting started, soon it will be summer.
- Sun. Mar. 11 **PROGRESSIVE "B" TRAINING RIDE #1.** Leader: David C. Miller (h., 212-794-9365; w., 212-594-5269). From the Boathouse. It's time to dust off your bike, pump up your tires, and get back into shape for the 1990 riding season. This is the first of 10 to 12 "B" training rides which will be every Sunday through the middle of June. If you come out on all of them, by the time summer is here, you will be a solid "B" to "B+" rider in shape for an enjoyable riding season. Ride #1 is a flat, easy ride to Closter, N.J. with lunch at a diner there. Snow, rain, temp. below 32F may cancel. Call leader if questionable. 10:00 am 40 mi.
- Sun. Mar. 11 **POOL PRELUDE.** Leader: Alex von Braun (718-965-3552). From the Boathouse. Dreaming of swimming? Here's your chance to check out the Piermont Pool before it's populated. In or outdoor lunch -- weather determines. Helmets strongly suggested. 10 a.m./45 mi. 50% chance of rain, temp. below 45F cancels.
- Sat. Mar. 17 **"A" TRAINING RIDE #4 (15 mph).** Leaders: Richard Herbin (212-792-5438) and Jody Saylor (w., 212-627-4863; h., 212-799-8293). From the Boathouse. We know you've been there before, but River Road, Tallman, and 9W are hard to beat for reviving dormant speed and stamina. Considering the Hudson views, the fabulous eateries and the early return to the city, how could you even think of staying home! Start temp. below 35F, lack of sunlight, aqueous precipitation cancels. 9:00 a.m. 50 mi.

- Sat. Mar. 17 **SIG-PROGRESSIVE "A" RIDE SERIES #3.** Leaders: Alan Leener (718-797-0972) and Lance Leener (212-947-9392). From the Boathouse. Well folks - here comes Number Three. We are on our way to get some serious faster mileage. This will be a ride to Westchester, few little hills, some faster sprints, but still we are just getting our riding legs back, so don't panic. It will be fun, exciting and I'm sure you are all looking forward to getting our speed up. Be on time, be ready, and don't forget to bring along a big smile on your face. See you there. Temp. below 27F, rain, sleet, snow and all the other bad things cancels.
- Sat. Mar. 17 **ST. PAT'S TOUR.** Leaders: Brian McCaffrey (718-634-1742) and Karen Daly. From the Boathouse. A "B" paced tour of the fine Irish neighborhoods of northern New Jersey. Indoor afternoon tea and return to N.Y. via River Road (helmets required). Please wear green for this ride! Temp. below 32F or a "wee" mist cancels.
- Sun. Mar. 18 **"A" TRAINING RIDE #5 (14 1/2 mph).** Leaders: Karl Dittebrandt (212-477-1387) and Bob Moulder (212-682-5669). From the Boathouse. A fun ride over varied terrain with hills "just right" for this time of year, and an exhilarating 6-mile blast down the "Route Two-Two Chute" that'll make us feel better than we really are. Helmets strongly recommended. Temp. below 28F, over 40% chance of precip. cancels the ride.
- Sun. Mar. 18 **NYACK VIA RIVER ROAD.** Leader: Larry Nelson (212-874-5125). From the Boathouse. Variations on the traditional Nyack ride including great views of the city and one hill climbed leisurely. Temp. below 40F, snow or rain cancels.
- Sun. Mar. 18 **PROGRESSIVE "B" TRAINING RIDE #2.** Leader: David C. Miller (h., 212-794-9365; w., 212-594-5269). From the Boathouse. Same ride as #1, but a slightly different route. Lunch at a diner in Closter. Snow, rain, temp. below 32F may cancel. Call if 10:00 a.m./40 mi. questionable.
- Sun. Mar. 18 **BIKE TO THE CLOISTERS.** Leaders: Hindy and Irv Schachter (212-758-5738). From First Ave. and 64th St. Maxwell's Plum no longer exists. But the winter ride from the N.W. corner of First and 64th continues. Through Central Park and up to the Cloisters for lunch with some of the most aggressive squirrels in the world. Rain or temp. below 40F cancels.
- Sat. Mar. 24 **"A" TRAINING RIDE #6 (15 1/2 mph).** Leaders: Bob Trestman (212-928-8456) and Holly Gruskay (212-534-1156). From the Boathouse. The focus of this training ride is the rotating paceline. We'll take some (reasonably) wide roads in Bergen County to practice this fun and fast way to travel. 8 a.m. temp. below 30F, rain, snow cancels.
- Sat. Mar. 24 **SIG-PROGRESSIVE "A" SERIES #4.** Leaders: Bob Moulder (212-682-5669) and Christy Guzzetta (212-595-3674). From the Boathouse. Today we sharpen our technique in the fine art of wheel sucking as we cruise up 9W in a single paceline to the Skylark Diner in Nyack. Your leaders will pull you along in their enormous vacuum, as described in the material you recently received in the mail. Now we're looking good! RAIN DATE: Sunday, March 25.
- Sat. Mar. 24 **WESTCHESTER.** Leader: Jeremy Herman (212-543-6472). From 242nd St. and B'way (last stop on #1 train). Ride through varied and beautiful terrain (estates, farms, Hutchinson River and N.J. Palisades views). Good medium length and time work-out with 30 challenging miles before lunch (some tough hills). Then an easy, flat social ride back. Rain cancels.
- Sat. Mar. 24 **BREAKING AWAY.** Leader: John Mulcare (718-672-5272). From the Tramway Plaza (S.W. corner of Second Ave. between 59-60 Sts.) This ride includes a ride around Flushing Meadow Park (site of 2 World's Fairs which John visited in his youth?), and Meadow Lake, a stop at the beautiful Queens Botanical Gardens, lunch (buy at a deli we stop at on the way or carry it) in Kissena Park, a ride around the velodrome there (the only one in N.Y.C.), a ride around Roosevelt Island, and a ride back to the Plaza on the Tramway if it is still in operation (\$1.00). Any precip., wet or icy roads or strong winds cancels. Call leader before 9 a.m. if the weather is doubtful. RAIN DATE: Sunday, March 25.
- Sun. Mar. 25 **"A" TRAINING RIDE #7 (14 1/2 mph).** Leaders: Mark Leveque (718-461-5480) and Rich Bernardi (w., 212-830-5634, h., 212-874-1348). From the Boathouse at 8:45 OR Yellowstone and Queens Blvd. at 9:30. To Bayville and back through Port Washington. Not only is this part of the "A" Training Series, but it is also the first official multi-club ride. We will meet the LIBC in Queens for a joint ride. So...carbo load, be on time, and bring your sense of humor and join us for lots of fun. Precip. cancels.
- Sun. Mar. 25 **PROGRESSIVE "B" TRAINING RIDE #3.** Leader: David C. Miller (h., 212-794-9365; w., 212-594-5269). From the Boathouse. Ride #3 is a flat, easy ride to Piermont with lunch at the "Turning Point". Snow, rain, temp. below 32F may cancel, call leader 9:00 a.m./50 mi. if questionable.
- Sun. Mar. 25 **RAAM 90.3-RIDE ALMOST AROUND MANHATTAN.** Leader: Ken Weissman (212-222-5527). From the Boathouse. We'll ride south along the Hudson to a South Street Seaport breakfast at Zaro's, then up the East River to Baker Field near Columbia. Indoor/outdoor lunch weather depending. Temp. under 45F, rain, snow, ice cancels.
- Sat. Mar. 31 **"A" TRAINING RIDE #8 (15 1/2 mph).** Leaders: Joe Furman (201-692-8306) and Jody Saylor (212-799-8293). From the Boathouse at 9:00 a.m. OR the N.J. side of the GWB at 9:45 a.m. March goes out like a lamb, but after today's ride, we'll all be lions! Big cats catch their prey by using extraordinary bursts of power-packed speed and precision. Today we work on our pouncing skills with hopes of never going hungry. We feast at the Park Ridge Diner after pursuing challenging game. Then a relaxing paceline return to the lair. Unkind weather conditions cancel.
- Sat. Mar. 31 **SIG-PROGRESSIVE "A" RIDE SERIES #5.** Leaders: Lisa Halle (212-319-6097) and Lance Leener (212-947-9392). From the Boathouse. To Long Island we will venture! And we're learning one new skill today: alternating position in a paceline. We'll take last week's skill and add one to it. Last week, riding a wheel, single file. This week: again single file and changing positions. Along the L.I.E. service road-it's flat, wide and perfect for paceline riding! RAIN DATE: Sun., April 1 (no fooling!)
- Sun. Apr. 1 **"A" TRAINING RIDE #9.** Leaders: Bob Trestman (212-928-8456) and Doug Blackburn (212-563-7067). From the Boathouse. We'll spend the morning on River Road practicing different hill climbing techniques (spinning versus pounding; sprinting, sitting versus standing, etc.), and the afternoon in Bergen/Rockland trying them out to see what works...and what doesn't. 8 a.m. temp. below 30F, rain or snow cancels.

- Sun. Apr. 1 **SAME SWAMP, DIFFERENT LEADER.** Leader: Leslie Tierstein (h., 201-388-5127; w., 201-290-0090). Take the 9:30 a.m. PATH
B from the World Trade Center to Newark and the leader will meet you in front of Newark's Penn Station, west side of building. A
9:15 a.m. wonderful ride, with a new route to the Great Swamp in Morris County, NJ. The ride will go through suburbs ranging from o.k. to
45 mi. ritzy and include two of the leader's favorite hills across the Watchung Mountains. The terrain is 2/3 level, 1/3 rolling
(including the hills). The swamp and mountains are gorgeous any time of year and Spring should be no exception.
- Sun. Apr. 1 **PROGRESSIVE "B" TRAINING RIDE #4.** Leader: David C. Miller (h., 212-794-9365; w., 212-594-5269). From the Boathouse.
B Ride #4 is to Piermont again, but on a different route, with a few hills so you can check out your low gears and see if they still
9:00 a.m./50 mi. work. Lunch will be at the "Turning Point". Snow, rain, temp. below 32F may cancel, call leader if questionable.
- Sat. Apr. 7 **SIG-PROGRESSIVE "A" RIDE SERIES #6.** Leaders: Lance Leener (212-947-9392) and Alan Leener (718-797-0972). From the
--> A Boathouse. Look at the start time! Yes dudes, the early hour means increased mileage. We're beginning to look like one "mean"
8:00 a.m. "rad" and "narley" group. Today's skill is double pacelines. This is a skill which requires precision and finesse. You'll have
73.2 mi. a wheel in front, in back, and to your side - all only inches away! We're jamm'n out to Saddle River. Get totally revved up! The
ride is cancelled if the Soviet Union becomes the 51st state. RAIN DATE: Sunday, April 8.
- Sat. Apr. 7 **TOUR DE MANHATTAN.** Leader: George Kaplan (212-989-0883). From Castle Clinton, Battery Park. Warm up for the Five
C Boro by passing under or over 150 bridges and tunnels which connect Manhattan to the mainland and other islands. Lunch at the
9:00 a.m./40 mi. Cloisters (bring or buy it). Temp. below 32F, rain, high winds cancels. Joint AYH.
- Previews
- May 26-28 Memorial Day Weekend in Sheffield, MA. Leader: Karen Reich (212-874-7293). Class: A/B/C. Plan now for this popular
weekend in the Berkshire countryside. Make your reservations early. For information regarding inns, send me a self-
addressed stamped envelope to 41 West 72nd St., 2-E, New York, NY 10023
- May 26-28 Bound Around the Sound. Leader: Paul Minkoff (h., 718-937-6171; w., 212-532-9000). An inn-to-inn tour with stops at Stonybrook,
Old Lyme, CT, ferry from Orient Point to New London, Metro North back to NYC. Pace determined by participants, approx.
\$100/person, 60+ miles per day. Call leader for further information.
- June 8-10 GEAR '90. For registration forms for this year's rally, send self-addressed stamped envelope to Simone Smith, Ernst & Young,
787 Seventh Ave., 22nd Floor, New York, NY 10019. Note that there is a late fee of \$20 for registration after April 1st.
- June 8-10, Getting into GEAR. Leader: Paul Minkoff (h., 718-937-6171; w., 212-532-9000). GEAR, New London, CT. Victorian B&B
available. Reserve early. Call leader for additional details.
- Sept. 6-13 Germany. Leaders: Steve and Carol Baron (212-595-7010). 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 - 8 of 12 spaces (including local guide) are taken.
- Aug. 1991 Paris-Brest-Paris. This is the 100th anniversary of one of the world's greatest cycling events. The first qualifier is Sunday,
May 20, 1990. For more information, see Ultra Marathon Rambling elsewhere in this Bulletin.

President's Message

Christy Guzzetta

It's March - Winter's almost gone - thank goodness!

The first day of March signifies the emotional start of our season. I am raring to go. The bulletin is teeming with rides. Many of us have begun to work out, to train. We want to be ready. There will be new leaders, new rides, new SIGs, new routes, new members, it's a new season. Add to it all the old rides, old routes, old members, old SIGs, and we've got a joyous cycling season coming right up!

I'm looking forward to it. Being outside, riding my bike, being with my friends. I plan to lead a bunch of rides this year - A rides, B rides, C rides, SIG rides, overnights, nude beachers, West Pointers, etc., etc., etc. And, when I am not leading a ride, there's sure to be one listed in the **Bulletin** that sounds like fun. Somewhere, somewhere out on the road, we'll probably be on a ride or two or more along the way. Let's be sure to say hellow, chit-chat a little and have some fun together on the road.

Chain Letters

IN THE MIDDLE OF THE ROAD

I just read "Chain Letters" in the January Bulletin with such great horror it caused my heart to pound. The article mentions "A Close Call" the author/motorist had with a cyclist.

He was driving behind a tow-truck, which a driver can not see around. He then passed to the right of the truck, only to be surprised to find a bicyclist and had to jam on the brakes.

I am writing to mention where on the road a cyclist can best be seen.

Since a driver sits on the left side of a car they have a longer sightline around the left side of a vehicle in front. When a car moves out to the right, they lead with right. When a car moves out to the left they lead with sight.

Would you, as a cyclist, rather have a car driver hit you with their right fender or see you on their left?

For these reasons I always ride toward the left hand side of one-way streets. My positioning on two way streets is very controversial though. My cycling experiences during the past 10 years, 2 as a NYC messenger prove riding on the double yellow lines is the absolutely safest place to be.

On the sides of two way streets you are on the right hand side of drivers and next to the driver's door of parked cars. I have been doored 3 times, cut off by turning and parking cars too many times to remember, and was even rear ended once! This is not a safe place.

I have been riding in the center for the past year and a half and never had an accident while doing so.

Yes, this is not a traditional thing to do and is illegal in most states (but not in NY where the law gives cyclists the discretion to choose where it is safest to ride). To heck with all that, I WANT TO REACH MY DESTINATION ALIVE !

You need to be courteous to motorists who may be timid, give them some hand signals. I have found making a large clockwise circle with your right arm ending at the 9 o'clock position makes them feel confident to pass. If a motorist should not pass give them a straight out arm and move to the right a little to make sure.

Also if you are approaching a double parked car which is on your right and there is no oncoming traffic shift over to your left and wave the motorist on, so you both can pass the double parked vehicle simultaneously. It is a courteous move which prevents motorists from becoming irate about those "damned, slow bikers!"

I want every cyclist to come home alive and uninjured... please, ride toward the left on one way streets and toward the center of two way streets.

Ride courteous

-- Dan Convisser

NYCC+LIBC=ABN

R. Bernardi

Readers of the NYCC Bulletin during the winter months are struck by the disturbing lack of variety in scheduled rides. We are inundated with rides to Nyack or White Plains. This frustration was well expressed by Mark Roland through his ride of Jan. 13, effectively titled "Anywhere But Nyack!!" (=ABN, get it?)

Responding to this demand for something different, Marc Leveque ("Spanky") contacted the Long Island Bike Club (LIBC) to begin to expand NYCC horizons to include Nassau County during the winter months and beyond (i.e., beyond Nassau and beyond winter). The beginning of this inter-club effort was the NYCC ride of Jan. 28: THE WALL. For reasons that are unclear even to me, I was the co-leader on the ride.

As a resident of Manhattan, I always harbored a fundamental aversion to riding on Long Island -- largely because it required negotiating the cycling wasteland of QUEENS!! (People actually live there?) However, after scouting the ride with Spanky virtually every weekend during December and January, I got used to it. And a ride to Queens requires doing Queens Boulevard only once (F Train on return) while rides to White Plains usually mean doing the Grand Concourse twice!

Despite the intrinsic unpopularity of Long Island rides, the turnout for THE WALL was not bad. From our club were: Pat Houston, Joe Irizarry, Tom Lowenthal, Holly Gruskay, Jose Saavedra, John Barentz, and of course, Spanky. Representing the LIBC were: Steve Bornfeld (President), Mark Bornfeld, Phil Ayzazian (A-Rides Coordinator).

Not only are the Bornfelds brothers, they're identical twins distinguishable only by their bikes and a mustache: Mark rides an Olmo; I forget who has the mustache. It's hard to believe these guys are dentists! All those who think dentists are sadistic fiends with no sense of humor are only half right: These guys are hilarious! Any resemblance to Tom and Dick Smothers may be coincidental but not unintentional.

Off we headed to Bayville. We provided maps, but in fact, none were needed. One of the advantages of having two leaders is that the pace can truly be "cooperative and demanding" (where have I heard that before?). Spanky and I agreed that one of us would (attempt to) chase down all breakaways so they wouldn't have to end when the riders ran out of memorized instructions - only when they ran out of gas. The other leader would sweep the back so that no one would be totally dropped or have to worry about fixing a flat or seeking medical assistance alone. This seemed to work fairly well.

After a spirited series of breaks, breakfast was at "The Tides" in Bayville as we've found that the pancakes at the Bayville Luncheonette are better used as a boot for one's clinchers than breakfast. Over breakfast, the LIBC members described their club and the riders/rides. The club includes the usual species of animal (Would-be, Self-Proclaimed, etc.) as well as an assortment of normal, congenial cyclists. In addition to interesting rides on Long Island (e.g., the "Twin Forks Century" - including a ferry ride to Shelter Island for lunch!), they do car-tops to N.J. and Westchester. Breakfast was punctuated by a liberal dose of dental humor as well as the usual bike talk.

The rest of the ride was comparatively mellow -- understandable given the scenery and the unusually warm day in January. All the hammering in the morning and our assault on "The Wall" in Port Washington began to catch up with us as we cruised down Union Turnpike: Several of us "bonked" and had to refuel.

All in all, the day was a lot of fun and we all were glad we got together. I bet Phil and Spanky are planning another ride as this is being written. I hope it doesn't go to Nyack ...

(Apologies to residents of Queens.)

... Bulletins ...

Renew! Renew! Renew!

The April Bulletin is the last one you will receive unless you renew by the April 10 membership meeting. Dues are \$17 per person, \$23 per couple at the same address.

New Address

The New York Cycle Club has a new Manhattan address! Send your membership renewal to our new address:

New York Cycle Club
P.O. Box 199
Cooper Station
New York N.Y. 10276

Metro-North Bicycle Permits

Metro-North Commuter Railroad trains depart from Grand Central Terminal for Westchester and Putnam counties in New York and Fairfield and New Haven counties in Connecticut. You can take your bicycle with you on selected Metro-North trains.

You can request an application for a bicycle permit from Metro-North Commuter Railroad, Bicycle Permits, 347 Madison Avenue, 3rd Floor, New York N.Y. 10017 or phone (212) 340-3141.

You can send your completed application to the above address, or go there between 9:00 a.m. and 4:30 p.m. for while-you-wait service.

A permit costs \$5 and is good indefinitely. You can get a plastic case for 79¢ at Woolworth's.

"45"

All submissions to the Bulletin should be formatted to a width of 45 characters. That's 4½" on most pica typewriters, but submissions on diskette are preferred.

Bulletin Deadline

The deadline for submission of material to the Bulletin is the first Tuesday of the month preceding publication. For the April Bulletin the deadline is March 6th.

New York Youth Hostel

The American Youth Hostels opened a 478-bed hostel, the largest in the United States, on Amsterdam Avenue between 103rd and 104th streets.

The six-story renovated landmark building has an auditorium, a cafeteria, guest kitchens, and a restaurant. Accommodations are dormitory style and there is round-the-clock security.

The Manhattan AYH office has moved from Spring Street in Soho to the upper west side hostel. The new address is 891 Amsterdam Avenue, phone (212) 932-2300.

Bicycle Writing

Have you taken an extended bicycle trip, either with an organized group or your own? How would you like to share your experiences, good or bad, with other club members?

If you took a commercial trip: Was it van-supported or self-contained? How were the leaders? What kind of cyclists were on the trip, where were they from? What was the choice of rides each day? And of course, how were the accommodations and the food?

If you did it alone or with friends: Did you follow a bicycle route or did you plan the trip yourself? What maps or guidebooks did you use? Where did you stay (hotels, inns, B&B's or camping) and eat? What did it all cost?

Articles should be less than 800 words. contact the editor for more information.

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Quick Releases

Janet Kronstadt

At last month's membership meeting, Beryl Bender presented her philosophy of Hard & Soft, which is a system of yoga used by many professional athletes such as Kareem Abdul Jabbar. (Hard & Soft relies strongly on Astanga Yoga, an "active" form of yoga - the "hard" - where you work hard, breathe hard, and sweat; Abdul Jabbar practices Astanga). With Beryl was one of her students, Jim Bolster, the Columbia University Men's Swim Coach. Jim has brought the men's swim team from a squad comparable to the Columbia football team in its performance record (no wins in 20 years, etc.), to one which for the past two years has been in contention for the coveted Ivy League Championship: Last year it tied for that position, and this year is vying with Princeton for it. Jim is himself a top athlete, having been All-America in butterfly three times, having won scores of triathlons, including the Mighty Hamptons, even though he is not listed as a professional and does not, in his words, "train all day - I have a job." Jim is also an excellent biker, "I would like to train with Greg LeMond" (who wouldn't?). Beryl (who traveled with the Coors team and worked with John Howard) and Jim were very convincing on how Yoga can help improve athletic performance (the Columbia Men's swim team now does Yoga, to the distress of some athletes who claim they need more study time: Two practices a day plus yoga can be demanding.) An interested group of bikers stayed late to watch demonstrations by Jim and Beryl, and many signed up for Beryl's course.

Rides are starting to go off as usual, as the season spins into gear. One unnamed cyclist remarked annoyedly, "Some people stay in shape all winter. It didn't used to be this way - that you'd go on an A-ride in February and have to ride 22 mph." Alex Bekkerman is trying to mobilize his forces to organize his next RAAM assault - 22 mph is never a problem for him. Others, under the leadership of John Waff, are tackling Mount Washington with snowshoes in toe. And so it all continues....



Ultra Marathon Rambling

by Jeff Vogel

The qualification standards for the 1991 Paris-Brest-Paris (PBP) have been revised. Pending approval from the French organizers, the following criteria will hopefully be adopted:

All participants must successfully complete the 200, 300, 400 and 600 kilometer brevets in 1991 and any one of the following:

- (1) Successful completion of any prior PBP.
- (2) Successful completion of any prior Boston-Montreal-Boston (BMB).
- (3) 200, 300, 400, and 600 km brevets in 1990.
- (4) Possibly a special 1000 km event in 1991. If this event does take place it will probably be held in Southern California or around Syracuse, NY on June 21-23, 1991. Since it is not definite that this event will take place, I urge you to ride the full series of qualifiers in 1990 to be assured of an opportunity to ride in PBP.

The dates of the 1990 New York City qualifiers are as follows:

May 20 - 200km (Montauk Century)

June 10 - 300km

June 23/24 - 400km

July 7/8 - 600km

In 1991 the qualifiers will begin much earlier in the year, with the 200 km held in mid-April. Qualifiers will also be held in many other cities around the country. If you want information about any other qualifiers please contact me as soon as possible.

The qualification standards for BMB are similar, but not quite as strict. You must finish the 600km qualifier but there are other rides you can substitute for the earlier qualifiers.

The 24 Hour Race in Johnstown, NY is scheduled for the weekend of June 2nd and 3rd. I am making arrangements to head a support team to help anyone from the NYCC. This is a great chance for you to challenge yourself and see how tough you really are. It's also a chance to make some money, (over \$3,000 in prize money will be given out). I'll admit this may be difficult in the men's field - last year it took 400 miles to get a check. But in the women's field last year it only took 200 miles to finish in 5th place and earn \$100. I know that there are at least 5 or 6 women in the NYCC that are capable of doing 200 miles in 24 hours. If you're interested in racing or in being part of the support team please let me know as soon as possible.

No-Tech Tips

Bob Moulder

Although for the past several months the topics covered in this column have dealt with improving the performance of the bicycle, it's good to remember that the most crucial performance factor of all is the bicycle's engine, the rider.

While this seems so obvious as to not require mentioning, think back to the times when we've lifted a friend's new 19-pound aluminum or titanium steed to marvel at its feather weight, only to overlook the fact that the friend is 15 pounds overweight and aerobically unfit. This does not imply that buying a quality machine is a waste of money, but rather that no bicycle, no matter what the cost, is going to climb a hill or hold a spot in a 26 MPH pace line. So with this in mind, over the next few months we'll focus on ways to improve the bicycle's power plant, techniques which help to more efficiently make use of the power provided. In the long run, both literally and figuratively, this will bring more enjoyment to cycling than any component bolted to the bicycle.

This information is by no means intended solely for the performance-oriented "A" rider; "B" and "C" level riders can benefit equally, if not more, by doing a few simple things to improve fitness and technique.

Topics covered will include: Group Riding, Concentrating on Relaxing, Energy-saving Tricks, and Raising Your Limits.

The first topic is: **Bike Fit.**

If you're not certain that your position on your bicycle is "correct," the very first requirement for starting off this cycling season is to make sure your bike is "properly" fitted for you. Proper fit increases efficiency and comfort, and reduces or eliminates injuries and nagging pain caused by poor position. What is "proper" has been analyzed and debated for a very long time, but fortunately most of the mythological smoke clouding this issue has been blown away by objective testing and sharp-eyed coaches who deal daily with elite cyclists. Fortunately, for perhaps 98% of the cycling population a proper fit can be obtained using stock frame sizes and components. A very small percentage of individuals have thighs that are unusually long in proportion to the rest of their body, or very short torsos and arms. They may need a custom-built frame with very relaxed or very steep seat tube angles to achieve good position. But keep in

mind that many people who paid a lot of extra money for a custom-built frame probably could have gotten a perfect fit on a stock frame.

If you're new to cycling or if you've been riding for a couple of years and are planning to buy a new expensive machine, I strongly recommend going to a good bike shop which offers the "Fit Kit" method for obtaining the proper frame size, seat height, stem and crankarm length, etc. While not always perfect, Fit Kit calculations usually are very close. This is because Fit Kit recommendations are based on precise measurements of an individual rider's body. The Fit Kit treatment costs about \$75 to \$100, but most better shops include it in the price of a new frame. In many cases it is worth ten times its cost in frustration saved. One problem I've noticed with the Fit Kit is that the recommended stem extension is frequently much shorter than most people prefer, so extra attention should be paid when deciding which fits you best. Changing stems is a very labor-intensive task, and many shops are reluctant to do it more than once per customer.

If you purchase a bike at a shop that doesn't have a bike fit system, take along a fellow cyclist who has a lot of experience in size and fit matters, and who is interested in your cycling welfare. There are a few unscrupulous shops looking to sell you a bike, any bike, whether it fits you or not.

If you don't anticipate being "Fit Kitted" in the near future, but would like some guidelines that might help you find out if your position is grossly out of whack, I have assembled what I believe to be the best ideas from several bike fit philosophies, and from these I have devised a simple procedure for determining good bike fit. This procedure will also help indicate if you are a candidate for a custom-built frame. Because of space limitations in the **Bulletin** there is not enough room to print the procedure here, but a copy of this method can be obtained by contacting me at (212) 682-5669 and I'll arrange to send it to you free of charge.

Classified

FOR SALE: Trek 800 Antelope ATB, Full Suntour SIS System, 22" frame, Like new. Asking \$200. Call Joe (718) 946-8476, 7-10 p.m.

CHIROPRACTOR OFFERS FREE INITIAL CONSULTATION AND TREATMENT. Dr. Russell B. Cohen will evaluate and treat your sports-related or nonrelated condition. Dr. Cohen is a Cat IV racer and a sports medicine specialist. Call for an appointment and mention NYCC. (212) 713-0180. 317 W. 45th Street, NYC.

About Leading Dick Goldberg

Leading a ride for the Club is a fairly straightforward thing. There are no real rules, no requirements or tests for leadership, and no two people do it quite alike. A simple willingness is all it takes--which is fine if you've done it before, but it doesn't offer much guidance to a member who'd like to lead for the first time. So, herewith top to bottom is one way to do it.

The first thing to do in planning a ride - no surprise here - is to plan the ride. Routes are available from other club members, tour books and other clubs. Pick one! If you'd rather to work up a ride of your own, begin with a map or two of your chosen location, then scout the ride with your co-leader, should you want one - and you should - to make sure it really works. Check distances, rest stop locations, pavement, traffic and general fun-worthiness. Look for shortcuts and bail-out points too.

Next choose a starting time and place. The ideal location is easy to reach, has toilets and great coffee. Sadly, great coffee isn't always possible. Finally, Decide on cancellation conditions if any. A 50% chance of rain an hour before starting time, icy roads and earthquake are typical. You're now ready to write it up. Describe the pace and terrain as accurately as possible, then submit it to the A, B or C Rides Coordinator for inclusion in the Bulletin. Remember, the rides coordinator is always there to help out at any point in the process and has sign-up sheets. Make up maps and/or cue sheets for as many riders as were on similar rides you've done.

The ride itself. Successful leading is very much a matter of style, whether you ride for health, for competition or companionship or just to ride. People will arrive at the start within 15 minutes of the posted time. Introduce yourself and your co-leader. Pass out the cue sheets/maps and sign in the riders. Check the bikes for obvious mechanical problems. Talk a bit about the ride, especially if there are special attractions along the way. If it's the traditional ride to Nyack, say so. Most importantly announce the pace and that you will be setting that pace!

Some leaders prefer the strong, silent approach: pre-coffee grunts followed by "Let's Roll!" That works too.

It's quarter past the announced time now. Everyone has finished coffee and last minute

business. The people who phoned during the week to find out about the ride have not appeared (not unusual) and it's time to hit the road. This is the only moment in the entire trip when you should make it a point to ride first and to ride at the announced pace. There will be a group who want to go faster, and they will make themselves known within a few blocks. They have maps and know where the lunch stop is, so give them your blessing and watch them go! They will get lost. Just as surely some riders will fall off the back. Being a more leisurely group, they won't get lost and will show up at lunch about the same time as the off-the-fronters.

"Guidelines for Club Rides" in the Bulletin suggests Pit Stop schedules. Just as with pace, follow the guidelines.

Lunch Stops. Cyclists will eat anything, anywhere--so long as there is Gatorade to wash it down with. Eat outdoors if weather permits.

If rides, roads and riders were perfect, you could stop reading here.

Flats and Thrown Chains are the most frequent ride disrupters. When the group rides together everyone often stops to aid, watch, or kibbitz. If the riders are spread out, some will stop and some will continue riding. As leader you are not expected to fix the bike. Your job is to make sure the victim isn't left helpless and without, at least, moral support.

Accidents are rare. When they do happen, you are in charge. Check that the victim's Airway is clear, Bleeding is under control and determine the state of his Consciousness. Make sure that if he cannot be moved, he is protected from further harm. Ask for any knowledgeable assistance, and get help if necessary. Even if you don't know first aid, a cool head and an understanding of priorities can make a significant difference in what results.

Losing your way. Sometimes no matter how carefully you plan you get lost. Make the most of it. That's how new routes are born.

That's it! Leading is fun. The more you do it, the easier and more casual it gets, and a co-leader makes it ever more so. Include you co-leader in as much of the planning and leading as possible. If you are new to leading, an experienced co-leader will provide you with guidance and back-up. As you gain experience, you will be the one to de-mystify the process and help create a new leader.

Have Fun!

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

Present: Christy Guzzetta, Beth Herman, Debbie Bell,
Cliff Kranish, Carlos Cardona, Jeff Vogel,
Dick Goldberg, Arlene Ellner

Absent: Simone Smith, Hannah Holland, Bob Foss,
Alex Von Braun

The December meeting minutes were approved.

All 1989 leaders will be acknowledged in the February bulletin.

Jeff suggested distributing a listing of the "A" training series rides to bike stores. It was thought that "B" and "C" rides should also be listed. Discussion will continue among the rides co-ordinators.

Cliff discussed upcoming bulletin articles. The membership form will be updated to show the new dues, and members will be urged to renew early.

A suggestion was made to publish PATH, MetroNorth and LIRR train pass applications in the bulletin. In the interest of saving space an article will be published explaining how to apply for train passes.

Carlos suggested that NYCC should support the New Jersey bike clubs in their efforts to lobby NJ Transit to allow bike access to trains. He urged that NYCC adopt an editorial policy that avoids antagonizing the bike shops.

Inv Weissman will lead a ride series this year.

The board voted to let our AYH club affiliation lapse. Debbie circulated a draft of 1990's budget.

Beth discussed upcoming programs.

Christy presented plans for a NYCC clothing line.

The meeting adjourned at 9:00 PM.

Bulletin

NEW YORK CYCLE CLUB, INC.
FY 1990 BUDGET
(12/1/89-11/30/90)

REVENUES

Membership Dues	\$11,800
Bulletin Ads	300
Interest	<u>400</u>
	\$12,500

EXPENSES

Bulletin (printing, messengers, editor's expenses)	\$5,300
Bulletin Postage	3,200
Liability Insurance	1,800
Programs	750
Answering Service	650
Hospitality	250
Affiliation Dues	110
Ride Leader Recognitions	100
Bank Charges	60
P.O. Box	30
Board member expenses (postage, xerox, telephone): President, V.P. Rides, Secretary, Treasurer, Public Relations, Membership, Circulation, "A-," "B-," and "C-" Rides Coordinators:	10 x \$25/member
	<u>250</u>
	\$12,500

Approved by
NYCC Board of Directors
February 6, 1990

New York Cycle Club

Membership Application

New York Cycle Club

I know that bicycling is a potentially hazardous activity. I represent that I am over eighteen years of age and that my physical condition and the condition of my equipment is to the best of my knowledge adequate to allow me to participate in NYCC activities. I assume all risks associated with such activities, all such risks being known and appreciated by me. Having read this waiver and knowing these facts and in consideration of your accepting my application, I, for myself and anyone entitled to act on my behalf, waive and release the NYCC, its Board of Directors, their representatives and successors from all claims or liabilities of any kind arising out of my participating in NYCC activities.

NAME _____ SIGNATURE _____

STREET _____ APT _____ PHONE (H) _____

CITY _____ STATE _____ ZIP _____ PHONE (W) _____

DATE _____ AMT. CHECK _____ NEW _____ RENEW _____

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

WHERE DID YOU HEAR OF NYCC? _____

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

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 to: New York Cycle Club, P. O. Box 199, Cooper Station, New York, N.Y. 10276. Telephone: 212/242-3900.

NYCC Monthly Meeting

(Open to all members and non-members)

New York Cycle Club
Tuesday, March 13

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

Our private dining room is one
flight up from the bar.

O'Hara's - 120 Cedar Street
(1 minute walk south of
the World Trade Center)


Meat, fish, Chicken \$11.00
Vegetarian \$ 8.00

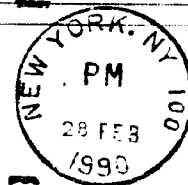
\$2 Surcharge for food tickets
purchased after 7:00.
Non-diners are seated separately.

Bicycle Vacations

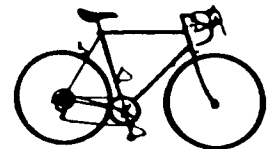
Thinking about taking a bicycling vacation this year? If not, this month's program will make you change your mind. **Classic Bicycle Tours and Treks**, specialists in International touring (especially Greece), will present their unique bicycle adventures. **Country Cycling Tours** will unveil the new cycling program for 1990, and **Breakaway Vacations** will tell us about some of their planned trips for this summer.

Come hear these companies describe their tours and pick up brochures from several other organizations. The March meeting is sure to help you pick a touring company and destination for this summer's vacation.


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



First Class



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