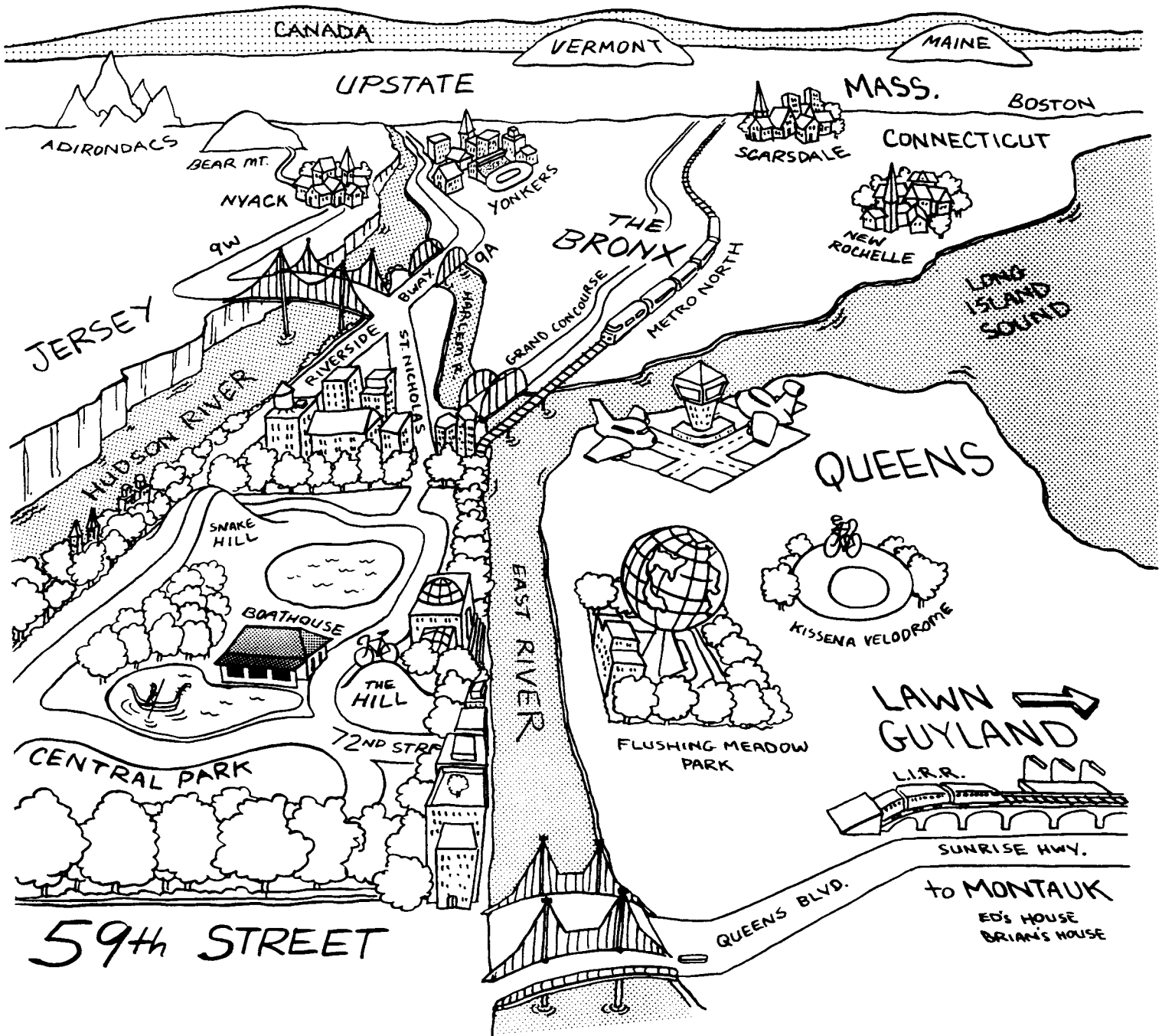


November  
1990

NOVEMBER 1990

# NYCC BULLETIN



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



# NYCC Bulletin

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

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

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

**Submission Guidelines.** All submissions may be edited for length and clarity. Publication of material is determined by available space, which varies with the length of ride listings and we cannot guarantee that all submissions will be published. Submission is contributor's warranty that material is in no way an infringement on the rights of another and that the material may be published without additional approval. Call editor for article guidelines and/or advance approval.

Please submit articles on an IBM format (5.25 or 3.5 inch) diskette if possible. Include a self-addressed, stamped envelope if you wish material returned to you.

**Display Advertising.** Only bicycle related advertising is accepted. Rates are for camera-ready copy, page size is 7.5 by 10 inches. One-time rates: Full page, \$250; Half-page, \$135; Quarter-page, \$75; Eighth-page, \$45. Frequency discounts available. Call Peter Kleinschmidt 212/593-2228 (days) for more information.

**Classifieds.** Two classified ads per member per year are free (up to 6 lines), additional ads are \$1.00 per 25 character line.

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

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Cover Artist: Mike Samuel  
Editorial Assistance: Loraine Gruber

**Deadline for December issue: November 6**



# New York Cycle Club

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

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

## Guidelines for Club Rides

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

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

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

Ride Class	Average Speed (not incl stops)	Cruising Speed (flat terrain)	Ride Description	Central Park Self-Classification Times (4 laps = 24.5 miles)
AA	17+ mph	22+ mph	Vigorous riding, frequently in pacelines. High regard for good riding style.	< 1:10
A+	16 - 17	20 - 22		1:10 - 1:16
A	15 - 16	18.5 - 20	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:** Inside this "Special Election Issue" of the *BULLETIN* find your ballot for the Board of Directors election. Two positions are contested, and your vote is important. And be sure to take part in the "Best of the NYCC" poll on the ballot too... The NYCC board has been working on a new club brochure. We want to give club members a chance to make suggestions, so you'll find it inside too. It's designed to fold in thirds for easy display at bike stores. Please give it to a friend who might be interested in joining the Club.

# RIDES THIS MONTH

- Sat. Nov. 3 **RYE, N.Y.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Shore Road to a new diner in Rye. A couple of new and wonderful roads into White Plains. Then, the final stretch down Grassy Sprain. Hope I don't get dropped.  
A/66  
9:00
- Sat. Nov. 3 **FIVE HILLS IN LONG ISLAND.** Leaders: Marc Leveque (718-354-0977) & Liz Dollinger (212-787-1981). From the Boathouse at 8:30 a.m. OR Queens & Yellowstone Blvds. at 9:10 a.m. I found Liz to be such a good rider that I asked her to co-lead a ride. That tells it all... Rain cancels.  
A/75  
8:30/9:10
- Sat. Nov. 3 **KINDER AND GENTLER.** Leader: Brian McCaffrey (718-634-1742). From the Boathouse. We'll do the same five hills as Marc and Liz and the hills will not be kinder, but the pace will be gentler. (We may even see 1000 points of light after a few climbs.)  
A/75  
8:30
- Sat. Nov. 3 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up and make something up. If it rains, try again at 11:30 a.m.  
B/9:30
- Sat. Nov. 3 **NOVEMBERIDE 1.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10 a.m. OR 179th St. and Ft. Washington Ave at 10:45 a.m. Get your last lick bicycle kicks. River Road and points beyond. Helmets required. Rain, predicted highs below 50° cancels. Call if iffy.  
C/C+ / 50-60  
10:00/10:45
- Sun. Nov. 4 **SUNDAY QUICKIE.** Leader: Mike Yesko (212-475-4007). From the NY side of the Staten Island Ferry to catch the 8 a.m. boat. Jody's scenic route got rave reviews last time, so let's do Staten Island again. If it's chilly out, those early hills will be a welcome warm-up. After a deli stop in Tottenville, be prepared for a paceline sprint to make the 11:30 a.m. ferry back. May have to skip the boardwalk.  
A/A- / 45  
7:50
- Sun. Nov. 4 **LAST CHANCE FOR FALL FOLIAGE.** Leader: Irv Schacter (212-758-5738 *No calls on weekends, please*). From the Boathouse. A view of the late autumn foliage along Wheatley and Chicken Valley Roads, Remsen and Valentine Lanes. Lunch in Bayville. 60% or greater chance of rain cancels.  
A-/70  
9:00
- Sun. Nov. 4 **MORRIS COUNTY, N.J.** Leader: Doug Blackburn (212-563-7067). Cartop ride. From Montclair State College into the depths of Morris County. Meet in front of leader's home (303 W. 29th St.) at 8 a.m. or at 9 a.m. at the College (Normal & College Ave., Upper Montclair, N.J.; call if you need directions). Ride is still being scouted, so details are sketchy. But trust me, it will be a good route. Wet roads cancel.  
A-/55+  
8:00/9:00
- Sun. Nov. 4 **ALINDA'S BRILLIANT IDEA, II.** Leader: Sara Flowers (718-944-5168). From the Statue of Civic Virtue, Queens ("E" or "F" train to Union Turnpike). Join me on a beautiful route which is ride-oriented, not destination-oriented: long shady stretches, pretty vistas and hills and dales through Seacliff, Glen Cove, Lattingtown, Bayville, Oyster Bay and Syosset.  
B/60+-  
9:00
- Sun. Nov. 4 **MANSIONS OF MIDWOOD.** Leaders: Amy Weinstock and Bart Slavin (718-783-4084). From under the arch of Grand Army Plaza, Brooklyn. Terrain: Flat. Many marvelous, magnificent mansions await you in Brooklyn. We'll bet you have never seen some of these gems. There are stone street markers, turrets, sunrooms, beautiful verandahs, and stained-glass windows. Come prepared for slow-paced, leisurely cycling with great architecture to complete the view. Bring lunch money and camera. The usual cancels - if it snows, don't bother to call.  
C/15  
10:30
- Tues. Nov. 6 **ELECTION DAY - VOTE!** From the Boathouse. This leaderless ride will allow you to exercise your right to vote for your destination. The polls will be open from 8:45 to 9:15 a.m. Republicans can go up the right side of the Hudson to White Plains. Democrats can go up the left side of the Hudson to Nyack. Extreme liberals can continue to Bear Mountain. Independents can ride alone. Anarchists can let the ride just happen. Communists will ensure that everyone does their share of the work by maintaining a rotating paceline. Although dictators may dictate the pace, hopefully they will be overthrown and may risk execution. Those who would like to filibuster the issue can sit on the hill all day.  
A/A-  
9:00
- Sat. Nov. 10 **LONG ISLAND MOUNTAIN BIKING.** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. A picturesque first ride on the Greenbelt Trail from Syosset to Bethpage and back. We take the Long Island Railroad so bring your passes. Call leader in case of questionable weather.  
ATB/25  
8:00
- Sat. Nov. 10 **VALHALLA ALLA A 'LIL CHILL.** Leader: Jody Saylor (212-627-4863). From the Boathouse. Up and across the Kensico, lunch someplace warm, home way before dark.  
A/65  
9:00
- Sat. Nov. 10 **WHIPPORWILL TO BEDFORD AND BACK.** Leader: Jon Miller (718-458-2842). From the Boathouse. A scenic mixture of short and longer climbs. Guaranteed to work up your appetite for an all-you-can-eat Bedford stop. (Bring pocket food.) Easy ride home. The usual cancels.  
A-/95  
7:30
- Sat. Nov. 10 **BAYVILLE III.** Leader: Don Passantino (718-446-9025). From the Statue of Civic Virtue (E or F train to Union Turnpike station). Terrain: Rolling. You all missed Bayville II, here's your last chance this year. Rustle the leaves and enjoy the clear crisp fall weather and hot chocolate in Bayville. Rain, temp. below 45° cancels. RAIN DATE: Monday, Nov. 12.  
B-/60  
9:00
- Sun. Nov. 11 **WESTPORT...HERE WE COME!!** Leader: Lisa Halle (212-319-6097). From Grand Central OR Westport train station. This really should be fun! We'll meet at Grand Central to take the 8:07 Metro North train to Westport, CT OR meet on the Eastbound side of the Westport train station. We'll travel through Weston, Newton, Georgetown and other towns. It'll be beautiful, with some rolling hills...but nothing you can't handle. Please call to confirm attendance. Rain, sleet, snow cancels.  
A/60+  
8:07/9:05
- Sun. Nov. 11 **SUNDAYS IN ROCKLAND.** Leader: Joe Furman (201-692-8306). From the Boathouse at 8:00 a.m. OR the GWB/N.J. side at 8:30 a.m. Leader will meet you at GWB/N.J. side. A non-stop ride at a reasonable pace to Nyack or Tappan Lake and back. Overworked leader needs support to keep in shape while keeping up with a busy schedule. Joint BTCNJ.  
A/A- / 45-50  
8:00/8:30

- Sun. Nov. 11 **RIVER ROAD IN AUTUMN.** Leader: Irv Weisman (212-562-7298). From the GWB Bus Terminal. Terrain: Rolling/Hills. Meet at the GWB Bus Terminal (178th St. and Ft. Washington Ave., "A" train to 175th St.). For an autumn view of the River Road. Wander through nearby Bergen County and lunch in the Closter Diner. Hills going and returning. Return before 4 p.m. Predicted high below 45°, 60% chance of rain cancels.
- Sun. Nov. 11 **THE BAD NEWS: IT'S BROOKLYN. THE GOOD NEWS: IT'S FLAT.** Leader: Peter Hochstein (212-427-1041). From the Boathouse. (Phone for other pickup points.) The best of Brooklyn and the most banal of Brooklyn. Spectacular vistas on a bike path by lower New York Bay and dreary industrial eyesores on Third Avenue. Return via Ocean Parkway and Prospect Park. Diner lunch in Sheepshead Bay. Bring lock, lunch money, helmet and spare inner tube. You'll need them all. Rain or temp. below 38° at 8:30 a.m. cancels.
- Sat. Nov. 17 **LATVIJAS BRIVIBAS DIENA (LATVIAN INDEPENDENCE DAY).** Leaders: Jeff Vogel and Margaret Cipolla (718-275-6978) From the Boathouse at 9:00 a.m. OR Queens Blvd. and Jewel Avenue at 9:45 a.m. Since Maxim is away this weekend, non-Latvians will lead this traditional ride. However, we will take a different route to a different diner in Syosset for breakfast. Red-white-red attire appreciated. Latvian invasion of the U.S. or rain cancels.
- Sat. Nov. 17 **LUNCH AT THE FLAGSHIP IN WHITE PLAINS.** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Pretty ride to the Flagship for the best French Toast in the area.
- Sun. Nov. 18 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From the Boathouse. We haven't been to Rockland for a while, so let's do Tweed and some other choice climbs enroute to a quick breakfast stop at Skylark or Eat Your Heart Out. Back by half past Noon. I don't like wet roads or temp. below 0° Celsius.
- Sun. Nov. 18 **WESTCHESTER.** Leader: Clif Kranish (212-473-6745). From the Boathouse. Brunch at the Flagship. If it's a nice day, maybe we'll go as far as the Kensico Reservoir. Wet roads cancel.
- Sun. Nov. 18 **RAAM (Ride Almost Around Manhattan).** Leader: Ken Weissman (212-222-5527). From the Boathouse. A figure-8 loop encompassing breakfast at South Street Seaport and an indoor/outdoor lunch (weather depending) near Columbia's Baker Field at the northern tip of Manhattan. Ample subway return alternatives. Helmets required. Rain, snow, temp. below 40° at 9:00 a.m. cancels.
- ThursNov22 **SAVE THE TURKEYS!!** Leaderless ride from the Boathouse. If you're going to pig-out (turkey-out?) tonight, you should work up an appetite. Nyack or White Plains and you'll be back by 1:00 p.m.
- Fri. Nov. 23 **BREWSTER.** Leader: Karl Dittbrandt (212-477-1387). From the Boathouse. This is about the last long ride this year. There will be a little of everything - breakfast at Stony Point, lunch in Brewster and a train home from Cold Spring. There are some hills so bring gears and good tires. Don't worry about the distance - there are plenty of bail-out points along the way. Don't forget your Metro-North pass. (Help Karl celebrate his birthday today by doing this ride and making sure he takes a train back long before 110 miles - J.V.) The usual cancels.
- Sat. Nov. 24 **NORMAL A RIDE.** Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Unusual route through New Rochelle and Scarsdale on our way to the Thornwood Diner. Unusual route through Cemetary City and Hawthorne on our way to Grassy Sprain Road. What's a "normal" A Ride?
- Sat. Nov. 24 **BICYCLE CHRISTMAS SHOPPING IN HICKSVILLE.** Leader: Marty Wolf (212-935-1460). Meet at Tramway Plaza at 9:15 a.m.- we'll leave on the dot of 9:20. Our objective is a Christmas Sale of bicycle paraphernalia in Hicksville. (\*The ride will go off at an "A-" pace, but "B" and "C" riders are welcome to join and ride at their own pace. Maps and cue sheets will be provided.) Any precipitation cancels.
- Sat. Nov. 24 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up and make something up. If it rains, try again at 11:30 a.m.
- Sat. Nov. 24 **NOVEMBERIDE 2.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10 a.m. OR 179th St. and Ft. Washington Ave. at 10:45 a.m. Give thanks for the (hopefully) lingering good weather. Ride north somewhere. Helmets required. Rain, predicted high below 50° cancels. POSSIBLE RAIN DATE: Sunday, Nov. 25 - *Call first.*
- Sun. Nov. 25 **SUNDAYS IN ROCKLAND.** Leader: Joe Furman (201-692-8306). From the Boathouse at 8:00 a.m. OR the GWB/N.J. side at 8:30 a.m. Leader will meet you at GWB/N.J. side. A non-stop ride at a reasonable pace to Nyack or Tappan Lake and back. Overworked leader needs support to keep in shape while keeping up with a busy schedule. RSVP with leader the night before. Joint BTCNJ.
- Sun. Nov. 25 **SHOW AND GO!** Leader(s): You. From the Statue of Civic Virtue (E or F train to Union Turnpike station). Don't write, don't phone. Just show up and make something up. If it rains, you may want to try again at 11:30 a.m.
- Fri. Nov. 30 **ULTRA-MARATHON GET TOGETHER.** Organizer: Jeff Vogel (w., 212-265-2500; h., 718-275-6978). Meet at the Vogel/Cipolla Bike Center. We'll discuss plans for 1991's Paris-Brest-Paris and qualifying brevets, 24 hour races, and RAAM qualifiers. If you are interested in participating in these events as either a rider or a support person, you should attend. Anyone who would just like to have some pizza and beer is also more than welcome. Call for directions.
- Sat. Dec. 1 **TIGER'S PROMENADE.** Leader: Marc Leveque (718-461-5480). From the Boathouse at 9:30 a.m. OR Queens Blvd. and Yellowstone at 10:00 a.m. Yeah, it's that time of the year again when the cats go back to warm places and the tigers come out. Call leader for subway information. Rain cancels, temperature irrelevant.

- Sat. Dec. 1 **SHOPPING SPREE.** Leader: Joe Furman (201-692-8306). From the Boathouse at 8:00 a.m. OR the GWB/N.J. side at 8:30 a.m.  
A/A-/50-55  
8:00/8:30 A friendly pace to Park Ridge for pancakes and hot coffee. Afterwards, we'll stop at Cycle Sport to look at the latest cycle fashions. With lots of goodies to carry, we'll take a schmoozy ride back to the hill where we can sip on hot chocolate and compare our new threads and gadgets. Snow cancels the ride, cold or rain cancels the hill.
- Sat. Dec. 1 **SHOW AND GO!** Leader(s): You. From the Statue of Civic Virtue (E or F train to Union Turnpike station). Don't write, don't  
B/9:30 phone. Just show up and make something up. If it rains, you may want to try again at 11:30 a.m.
- Sun. Dec. 2 **WESTCHESTER ADVENTURE.** Leader: Bill Richards (212-675-1946). From the Boathouse. A scenic ride over the Croton  
A/A- / 80  
8:30 Dam and on to Katonah. The route includes two passes through the Pocantico Estate. First stop, the Highland Diner in Ossining. The usual cancels.
- Sun. Dec. 2 **SHOW AND GO!** Leader(s): You. From the Boathouse. Don't write, don't phone. Just show up and make something up. If it  
B/9:30 rains, try again at 11:30 a.m.

### Previews

- Dec. 8-9 600km Qualifier for Paris-Brest-Paris in Huntsville, Alabama. Class: A+/A/A-. Mileage: 375. Karl Dittebrandt and I are  
Sat.-Sun. going to ride with the good 'ole boys in Alabama, Georgia and Tennessee. If you're interested in coordinating travel plans, call me; if you have lots of questions, you can call David Buzzee in Huntsville, AL at (205) 859-9401.
- Sun. Dec. 9 All-Class Hike. Leader: Ken Weissman (212-227-5527). From the Port Authority Bus Terminal 8:15 a.m. Pine Meadow  
Lake, Harriman State Park. Call leader for information.
- 4/27 - 5/2/91 California Tour North. Contact: Holly Gruskay (212-534-1156). Class: A/B. Mileage: 55/day. Come join me in displaying  
our NYCC stripes on this 5-day tour through Wine Country. The trip begins in Sacramento, finishes over the Golden Gate and will attract some 600 riders. The \$125 fee (\$115 before 11/30) includes campsites, gear transport, and hot showers.

## Quick Releases

by Janet Kronstadt

Last month's membership meeting, which was well-attended and at which final nominations for Club officers were tendered, offered an interesting program: John Rakowski, "The World's Greatest Cycle Tourist," showed slides of himself in places throughout the world, accompanied by a variety of attractive young women photographed on bikes laden with bulging panniers. John does not consider himself a "cyclist": He didn't remember how many water bottles he used to climb this or that peak, didn't mention his brand of bike (a welcome relief...), but he has beautiful slides, beautiful companions, and has traveled more places by cycle than anyone most of us knows (200,000 miles, over 50 countries, in 17 years of nearly continuous cycling since he retired). He has also published two books about his experiences.

John's presence proves that we're truly a Touring Club, I suppose. Also, he sure sounds like a cyclist to *me*.

Paul and Susanne Mort, currently of New Jersey (near Rutgers University where Paul is in school), have a new daughter, Sophia Catherine, known as "Sophie." Sophie's presence (and Ph.D. requirements) have limited Paul's cycling lately, but it's almost the end of the season anyway.

Don Ketteler claims he has "not been on my bike in a month" - he is in L.A. making videos and TV films, and his stay got extended, and extended, and extended. "I may buy a bike," he promised. "Or go home and ship mine out here."

Endless summer weather has forced faithful Club members to continue attendance on a nonstop array of long, ambitious rides, which one can hope will persevere well into November... (December? January? February?) Anyway!

## Bicycle Writing

Harrisburg to Harper's Ferry: The MS 150

by Carlos Cardona

I had never done 150 miles in two days, so when my friend Diane suggested doing the "Harper's Ferry Happening," otherwise known as the MS 150, a two-day bikeathon from Harrisburg, PA to Harper's Ferry, WV, I said, well, okay. I sent in my \$25 registration fee, dutifully hit up my co-workers for pledges, and did extra training.

Also in preparation for the event I made an appointment at a bike shop to get my wheels trued on a Thursday, and planned to leave for the tour on Friday about 2 p.m. I brought the bike in Wednesday night; one of the head mechanics assured me it would be ready by about 6 the next evening. That's when I show up to get the bike. I want to go for one last training session before the long weekend. But the bike is not ready. They mislaid my work order and the bike hadn't even been touched. They ask if I can come back in 24 hours. I start to get mad. They will do my wheels right now, could I come back at 8:30? So they fix it and true it. I leave with my bike and ride home in the dark. It is 9:20 p.m. when I get home, and a little late for any training.

Due to car battery blues, we were unable to leave dear Manhattan before 4:30 on Friday, July 27th, just in time to play Tunnel Traffic Tag. Four hours and two life stories later we arrived in Mechanicsburg, PA, where we were to spend the night at a Comfort Inn (not bad for \$50). We ate our turkey subs (the only place open—Earl's Sub Shop, Earl himself was there, and he looks just like the logo!), and bananas and beer.

We arrived kind of late at Messiah College, where we registered, got our numbers (one for your top tube, one for your back) and of course the ever-present ride T-shirt. The number on your back also had four tickets, one of which you gave each time you either picked up your luggage or your bike—two days, four tix. We actually got on the road at 8:30, which classified us as D- riders, according to their schedule of who should leave when. The schedule was backwards, in my book. Why should A riders leave at 7:05, just to get there by 11 am and sit around all day? They should leave last, they'd still get there ahead of everyone else! (It was only 68 miles the first day). Also, I don't do anything that's supposed to be fun where you have to get up before 6 AM! This defeats the purpose before it begins!

So we were finally off with about 4 other riders, the last riders to leave. The first stretch was a real back road in a low-rent but pretty area—pretty hilly actually. These first hills were all steep but so short that you could easily power up them, well, I could, but halfway up the first hill I saw a couple of people walking already! I started to look around me as Diane and I seemed to be passing everyone, and this happened even on Sunday when we left much earlier. Most of the people on the ride were casual riders, local kids on their mountain bikes and old ten-speeds, C riders and below. Maybe 15% of the riders at best were what we would call A or B+ riders.

The ride was very well organized. Marshals stopped traffic for us and pointed the right direction, and every 12 to 14 miles there was a rest stop with Gatorade and carbo-snacks. The riding was beautiful, mostly through low-traffic rural lanes, and on many of the roads taken by Confederate and Union Armies on the way to and from the battlefields of Gettysburg and Antietam.

The first day was quite hilly but bearable, with several nice long downhill. The marshals stopped most of the traffic at intersections, so it was a delight to just keep going for twelve miles at a time before stopping for Gatorade and a stretch. Living in New York one forgets how beautiful the rest of the country is, especially the country part of it.

We arrived at Mount St. Mary's College at about 2:15 after 68 miles, dropped off our bikes at the gym and went to bathe before the 4:30 dinner bell. Mount St. Mary's is a beautiful little campus, with a lovely chapel and grounds. I'm a sucker for stained glass, and, after my shower, I spent about half an hour taking photos of the church and the grounds.

So there I was, waiting for Diane to come back from her shower, when the dinner line started to move, and I decided I would get in it before it got any longer. Then I noticed. . .wow! What a beautiful woman, and she seemed to be alone! I jumped into the line behind her and started a conversation. She was from Brooklyn! (I shoulda known!) Her name was Cheryl and she had rented a car to drive up to the ride with her Cannondale because she really wanted to do it, even by herself. We talked about what we did, and liked, and, of course, she was taken. (All the good ones are!)

Cheryl was a vegetarian and worked for Condé Nast, and was mad that the promised pasta dinner had, wouldn't you know it, meat sauce. So she ate salad and fruit and fumed while we waited for Diane. After dinner they had the Civil

War lecture and then a "live band" plus beer for a buck on the lawn in front of the Student Center. The band wasn't too horrible, and I hung out with some new found friends and traded life stories while Diane had fallen asleep in her dorm room and Cheryl had gone off to call her long-distance boyfriend.

After a couple of beers and a couple of hours I'd had enough too, and crawled off to sleep. My two roommates seemed to have made other accommodations because they had split with their stuff by the time I got back. The room was hot, but keeping the door cracked open helped create a flow. I didn't have an alarm, but I woke up at 4, 5 and 6 by myself. We were on the road by 7:30.

This early morning was my favorite part of the ride, because we were on desolate country lanes, slightly rolling and well-paved, and it was nice and cool; we cranked out a 20+ paceline for two. Then the hills came. Hills, hell, mountains! (No Alps, the Maryland, VA & WVA variety mountains), but still tough. The toughest was on the approach to Gathland State Park, which contains the War Correspondent's Memorial, an arch about half the size of the Washington Square Park one. The first couple of hundred yards were very steep, and, though I probably could have made it, I didn't want to ruin myself for the rest of the ride, and chose to walk it (along with everybody else sans granny gears). After the initial stretch it leveled off a bit and I got back on for the rest.

The final approach to Harper's Ferry was no picnic either: a winding country road that went straight down and then straight up! Just how tough was demonstrated when we were forced to stop by a three bike pileup that was bad enough to require a couple of ambulances take away the three injured cyclists. We later learned that they would be okay. We had gone about 75 miles, but I refused to let any damn hill stop me at this point. At the Potomac we had to climb our bikes up about twenty iron steps to the bridge for the short walk to West Virginia and Harper's Ferry. Volunteers were applauding our success and gave us a necklace with a lapel pin for a medal. At this point you were too tired to care whether anybody approved or not, but somewhere deep down it felt good. We had then to walk up this incredibly steep, long hill up to the Jr. High School where we were supposed to shower and get ready for the trip home. (Nobody rode this hill, even with a granny gear!) I was disappointed that there was no hot water for our showers, and that their "dinner" was almost inedible, but the ride back to Messiah College to get your bike and go home was a good time to catch a catnap and prepare yourself for the 4-5 hour ride home, which turned into 6 with Terrible Tunnel Traffic! It was worth it for the beautiful riding. See you next year!

---

**Everything that's important to know that I learned in ten years of cycling in my middle-age:** No matter how flat the terrain will be where you'll be biking overseas, even if it's billiard-table flat, train to develop your upper thigh strength to its maximum. This isn't for climbing. It's for something that requires stronger quadriceps and greater endurance than climbing. It's for Turkish Toilets. —Richard Rosenthal

## Board of Directors Nominations

Final Nominations for the 1990 New York Cycle Club Board of Directors were accepted at our October membership meeting. Candidate's statements for contested positions are on page 9. Ballots are in this issue of the *Bulletin* for voting by the November membership meeting. The candidates are:

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

## Chain Letters

### But For the Grace of ...

In the aftermath of the Central Park Jogger incident there has been a visible increase of security at the North end of the park. However, the following incident shows that we all need to be aware while riding in this area.

On a Friday afternoon in mid-September I was out for four laps in the park. On lap two, as I was climbing the hill in northwest corner of the park, I passed an unmarked police car on the hill going even slower than I. As I crested the hill, I heard screaming and saw a figure ahead in the left lane.

Instinctively, I raised my hand and went to the aid of the person on the pavement. It was a woman cyclist with only minor road rash but in great emotional distress. She had been shoved to the pavement by a mugger who stole her bike.

A pedestrian and a cab also stopped. I asked them to get the cops, but to my surprise they said that when I raised my hand, the officers in the unmarked car went into the woods after the thief. In a few minutes a third officer arrived on a scooter. He told us that several cyclists had been victimized in this very spot in last few days.

Then the two officers emerged from the woods, having caught the "S.O.B." with the bike. The thief was being held away from the victim for later identification. That frightened woman found the courage to identify the thief.

It could have been me, it could have been you, it could happen to any of us; but I will be damned if a few "animals" are going to keep me from enjoying my sport.

When you're in the north end of Central Park, be aware. I am as guilty as anyone of being so preoccupied about my lap time that I'm not paying sufficient attention to the environment around the road. For those of us who ride in the park when there are not a lot of other cyclists around, it might be wise to hang out at the boathouse for a few minutes to pick up a riding mate.

—Mark Gelles

*A new member told me she lost her Bianchi, also at "Snake Hill," so please, "be careful out there."* —Clif

## President's Message

Christy Guzzetta

It's starting to get very cold outside. And soon, it will be dark at 4:30 pm. I miss seeing all my friends on rides, at the boathouse in Central Park, and doing laps in the evening. Thank goodness for our monthly membership meetings—open to one and all!

Our meetings are the absolute best! Not much "business" is conducted—the Board of Directors takes care of that—thank you very much. Our monthly membership meetings have evolved into a party-like event. We meet new members, visit with old friends, hear tales of cycling joy, and find about the life and times of our membership. There's always a big group who attends—sometimes 100, sometimes many more.

That's not all, either. At each and every meeting, we have a special guest, a special program. Maybe a famous racer will reveal what life is like in the peloton, or a member will tell us about a special trip they went on, or we'll learn some tips on safe cycling, about training, about techniques while in the saddle. These meetings are the absolute best! We have one each and every month, on the second Tuesday of the month, at O'Hara's Restaurant, 120 Cedar Street (one block south of the World Trade Center—between Greenwich and Trinity Streets), starting at 6:00 pm. And they happen whether it's Winter or Summer, hot or cold, all the year through. They are the greatest.

See you there.

## Mountaineering for Cyclists

by John G. Waffenschmidt

Those of you who know me are aware of my passion for the mountains and the joy of climbing. There are many similarities between mountaineering and cycling—physical capabilities, use of equipment, need for nutrition, endurance, and of course, mental attitude. As in the last couple of years, I am again putting together a progressive program for those who would be interested in a winter activity to complement their cycling. The initial session is on November 18, and will likely be more akin to hiking than mountaineering. Each week will become progressively more difficult and challenging, though all the hikes are well within the physical abilities of our members. February will be spent in the White Mountains of New Hampshire at the Pinkham Notch Hut, and for those who have been sufficiently bitten by the bug, March will offer an overnight mini-expedition into the Adirondacks. The approach to be followed will put a primary emphasis upon safety, proper technique, and proper attitude for enjoying the mountains. For those who have participated with me in the previous years, I am developing some new routes (so y'all won't get bored with me), but will retain the old favorite—Slide Mountain. Those interested in participating in the program should give me a call at 516/683-5400 (w) or 718/476-0888 (h). I'll see you in the white world.



# No Tech Tips: Round Advice

by Bob Moulder

Of all the skills a good bicycle mechanic possesses, there is perhaps none more valued than the ability to build a strong, durable and true set of wheels. And as riders of bicycles whose downhill speeds approach 50 MPH on some of our local less-than-perfect roads, there is no skill we should appreciate more. Also, consider this: there's a good chance the wheels you bought at your local less-than-reputable bike shop (yeah, we've got those, too) were built by an inexperienced 16-year-old part-timer, who, if you're lucky, was under the supervision of the shop "veteran" who just turned 17.

Now do you want to read some more about bicycle wheels?

The story's not all bad. Fortunately, there are many young wheelsmiths who do excellent work, and because of the bicycle wheel's fundamentally very strong structural characteristics, even lousy wheels tend to disintegrate gradually—a broken spoke here, a bad rim wobble there—so that the penalty for riding them is usually nothing more than sheer frustration at being stranded in the wild 'burbs of northern New Jersey. But even this inconvenience can be largely avoided with proper attention to these important components.

First, let me recommend a book about bicycle wheels and wheelbuilding. Even if you never intend to put a #1 spoke wrench to a brass nipple, read Jobst Brandt's *The Bicycle Wheel*, so you can begin to get an idea about what to look for in well- and poorly-built wheels. And if you do intend to try your hand at "rolling your own," buy it and read it through six times before spending a penny on truing stands, dishing tools and tensiometers. While these tools are nice to have, Brandt says, and after trying it his way I agree, you can build excellent wheels using only a spoke wrench and your bike.

But no matter your tool equipage, building good wheels is not easy; this is one of the few areas in which I'll allow that there's a certain "mystique" in craftsmanship.

## THINGS TO LOOK FOR IN GOOD WHEELS:

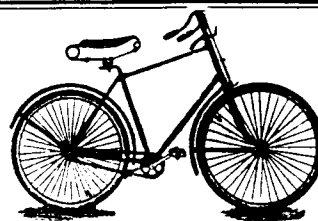
1. Know Your Wheelbuilder. Talk to fellow cyclists for recommendations of local shops with good reputations, and of mail-order houses which are generally well regarded.

2. Check for firm, even spoke tension, keeping in mind that the non-freewheel side spokes on rear wheels have significantly less tension than the freewheel side, because of their "dished" construction. What's firm?

On another wheel you know is well built, squeeze a pair of spokes which are most-nearly parallel, then compare this feeling with your "suspect" wheel. Over-, under- and uneven tensioning are the primary culprits in wheels that won't stay true, frequently have broken spokes, and die young. By the way, if you have a wheel that has broken more than two spokes, have it rebuilt.

3. Check to see that your wheelbuilder has *improved the spoke lines*. In a well-built wheel, the craftsman physically bends *each spoke with an elbow on the outside of the hub flange* back toward the hub center a bit, so that the spoke naturally makes a straight line between the hub flange and the rim. This seemingly insignificant, not easily observable modification is crucial to wheel longevity because it prevents microscopic bending of the spoke back and forth at the hub flange which leads to early breakage. If this procedure has been properly done, even when tension is totally removed the spoke maintains a straight line between the rim and hub flange. You *might* be able to tell if your wheelbuilder skipped this important step by completely loosening *one spoke* whose *elbow faces the outside of the hub flange*, then checking to see if the spoke wants to "pull" or "bow" toward the outside, or if it has a bit of a bend toward the inside of the hub. Still not sure? Have a good wheelbuilder check for you. Brandt spends much time on this topic in his book.

## What Constitutes A Good Wheel?



Road King, \$135.

1. When it is constructed on the best mechanical principles; on perfect lines.
  2. When it contains the best materials the market affords; for instance, Jessop's tool steel for the bearing parts, and the best weldless steel tubing for the frame.
  3. When the workmanship and fitting is by the most experienced cycle mechanics.
  4. When the nickeling and enameling and general finish is without flaw or blemish.
  5. When it has the ONLY TRUE PNEUMATIC TIRE.
  6. When it has proved capable of great speed (therefore ease of running) and wearing qualities.
  7. And when it is FULLY GUARANTEED by its makers.
- If a wheel cannot show these qualities you should not buy it. The ROAD KINGS and ROAD QUEENS not only have these qualities, but they have proved the fact—many times over.
- Purchasers of our wheels have found this out and are satisfied. THEY MAKE NO COMPLAINTS.
- Have a talk with some of our agents:
- HIBBARD, SPENCER, BARTLETT & CO., Chicago, in all territory west of and including Michigan and Indiana.  
THE MCINTOSH HUNTINGTON CO., Cleveland, in the State of Ohio and Northwestern Pennsylvania.  
WRIGHT & DITSON, Boston, in Boston and the New England States.  
PECK & SNYDER, New York, in New York City and Brooklyn.

4. Lateral trueness can be confirmed by observing the wheel from above as it spins, using brake pads as a guide. Side-to-side movement indicates that spokes on one side of the wheel have too much tension or that spokes on the other side have too little. Some inexperienced wheelsmiths try to correct all problems by tightening spokes to pull the rim back toward the center, which is incorrect. A good wheelbuilder who has a proper "touch" always checks tension *first* before making a decision to tighten or loosen a spoke.

5. Check for radial trueness to see if the wheel is "out of round." Again, using a brake pad as a guide, spin the wheel and look at the rim from the side for movements up and down in relation to the brake pad. Wheels radially out-of-true are almost always that way because *several consecutive spokes on both sides of the wheel* are too "loose" or too "tight." Solving this problem requires much more wheelbuilding "feel" than is necessary for lateral adjustments, because when a "correction" is attempted the radial bulge is frequently moved to another section of the rim.

6. General sloppiness in craftsmanship is belied by too-short spokes (look for spoke threads showing outside the nipples), too-long spokes (remove the rim tape and you'll see them sticking out), rounded-off corners on the spoke nipples (indicating a struggle during construction), and an inconsistent "lacing" pattern.

#### IF YOU BUILD YOUR OWN:

1. Instead of trying to use complicated calculations to decide on proper spoke length, use the spoke length chart found in a Bike Nashbar catalog, or the very nifty chart found in a Mavic Component catalog.

2. Use "DT," "Wheelsmith" or other brand name spokes. Avoid "no name" spokes marketed through mail-order houses.

3. All brand name hubs (and nearly all no-name hubs) work well, so if money's tight cut costs here and spend the money saved on better rims and spokes. For instance, get Suntour "Sprint" hubs instead of Campy "C-Record," then buy Mavic Open 4-CD rims instead of Mavic MA-40's. "V"- and "U"-section rims are much stronger than "box" styles such as the popular MA-40.

4. Use brass nipples, not aluminum, which tend to get rounded corners more easily, and *do* lubricate spoke threads.

5. Virtually all truing corrections involve adjusting several spokes, not just the spoke located at the extreme point of a wobble. For instance, when a correction of  $\frac{1}{2}$  turn is required for the spoke at the most extreme point, the two spokes on either side (on the same side of the wheel) should receive a  $\frac{1}{4}$ -turn correction, and the next two spokes farther out should get  $\frac{1}{8}$  of a turn.

6. Spoke tension can be judged by using *Tone*, *Tensiometers*, and *Touch*. Experienced wheelsmiths will tell you the best of "The Three T's" is *Touch*, because it is the quickest and, with experience, the most reliable. *Tone* and *Tensiometers* can be adversely affected by tension in crossing spokes, spoke gauge, slight rim imperfections, etc., so that these might indicate a flaw when, in fact, there is none. However, tensiometers are valuable for spot-checking a wheel, or locating a potentially troublesome spoke.

*NEXT MONTH: Low Budget Performance.*

## Candidate's Statements

Candidates for the contested positions of Treasurer and Membership Director have submitted the following statements:

### Treasurer

**Mendel Markstien:** The generous gesture in nominating me treasurer is in line with everything the club has meant to me: fun, friends and a great sense of well-being. Not only will I be honored to serve as treasurer but I will benefit you by trying to reciprocate, through service to the club, the pleasure the New York Cycle Club has brought into my existence.

**Larry Nelson:** Why me? So often asked when it comes to giving time to a club such as the NYCC by serving on the Board. But for me, the idea of writing this for the *Bulletin* is more daunting than the idea of serving as treasurer. I say this on being more experienced in the job of treasurer, having been Treasurer of my Co-op and my church, than in writing "campaign speeches." While I can't guarantee the Club's funds will always be spent wisely, I can assure that you will know how and where they are spent. And even though cycling gives me sticky fingers from Powerbars and cramps in my legs, I have never had sticky fingers while counting money or hand cramps from endorsing checks and writing deposit slips. And not to forget to ask for the order, please vote for me for treasurer.

### Membership Director

**Maggie Clarke:** As membership director I would generate new members via an informative membership brochure, such as the one I developed for the club as Secretary in 1983 and which resulted in a doubling of membership—from 250 to 500—in less than a year. But I would not limit my work simply to attracting new members; something needs to be done about the Club's chronic high turnover rate. One third to one half of members come and go every year. To turn this around and to serve our longstanding members better, I would develop an annual membership survey to see where member's interests really lie. With knowledge of club members desires regarding rides, programs, etc., we can tailor our activities more effectively.

**Herb Dershowitz:** My name is Herb Dershowitz. I am running for the office of membership director of the New York Cycle Club. I have been a member of the New York Cycle Club since the mid-1970's. I have never served on the board, and I feel it's time to return all the pleasure I have received, and still receive, by donating my time and energy as membership director. I've introduced many new members to the club and hopefully will continue to bring new members into enjoy the camaraderie of New York Cycle Club rides.

## LEGAL RIDER

by Amy Weinstock and Barton L. Slavin, Esq.

*Many cyclists have requested information concerning accidents stemming from road hazards and possible legal recourse. There are different kinds of road hazards, so we will devote the next few columns to this subject.*

One day you are riding your bicycle on the city streets. You are aware of automobiles, pedestrians, traffic lights, etc. All of a sudden your front wheel is swallowed up by the largest pothole imaginable—a gaping hole (which you can't avoid at this point). You tumble and crash, then go to the hospital, and when you get home with your broken bones (and bruised ego), you want to sue the City of New York.

What does this involve? Well, believe it or not, there are two different types of potholes. The first type of pothole is caused by deterioration due to normal wear and tear of automobiles and trucks on the streets. This deterioration grows larger through oversight and neglect—it simply isn't fixed soon enough before it becomes a pothole. The other kind of pothole is caused by human error. When a hole is dug in a street (such as for sewer pipes or telephone lines) and it is not filled properly, the asphalt doesn't always hold up and the result is a man-made pothole.

Let's assume that the pothole which caused your accident was the result of natural erosion. It is the obligation, within certain limits described below, of the City to keep its streets in good repair. Pothole lawsuits have become so commonplace that there are rules which govern such claims. Most municipalities in New York State have rules similar to NYC's "Pot Hole Law," and other such laws relating to suits against the City. You must file a notice of claim within 90 days of the date of the accident with the City. Before you can recover any money as a result of a lawsuit, the hole that swallowed up your wheel must have been on the "notification of pot holes or defects" list maintained by the Department of Transportation (DoT).

Some people believe that the laws governing prior written notice actually serve to limit or reduce the City's duty to keep sidewalks or roadways in good repair. The sad reality is that NYC simply doesn't have the manpower to constantly inspect streets. So citizens and residents need to participate by reporting road hazards. *Anyone* can report a street pothole or a sidewalk defect. In order for your lawsuit to succeed in imposing liability upon the City, the City must have received *written* notice of the defect (which was your pothole) and have failed to fix it within 15 days of receiving the notice.

Where does this leave you? You have a broken collarbone—all because of that huge crater in the street. You still want to sue? Hire an attorney to file the notice of claim. Some people are reluctant to hire an attorney, but there are strict procedural requirements concerning the content of the notice of claim. Failure to comply with these requirements can result in the dismissal of the lawsuit, regardless of whether or not the City is at fault. Besides, you can withdraw your claim at any time without penalty if it turns out that the City is not liable for the pothole. If you are willing to spend most of a day in line at the DoT, you can find out for free.

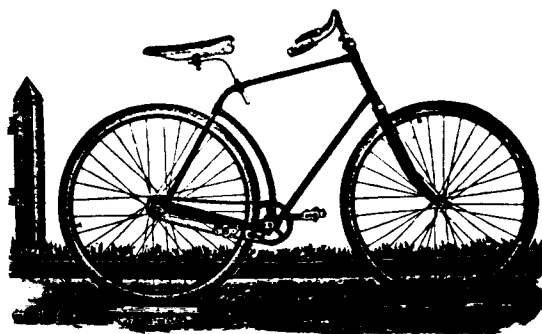
Or, for a fee, an agency will check this out for you or your attorney. There are private companies which survey City streets, prepare maps indicating surface defects, and submit them to the DoT. These companies also search for notification of potholes submitted by other corporations as well as agencies and citizens.

It is advisable to hire an attorney. There is no fee payable at the beginning of a personal injury lawsuit. The fee will be a fee contingent upon the amount you are paid ("recovery") as the result of your lawsuit. Assuming that everything goes in your favor and a payment is made to you, you will reimburse the attorney the expenses that were spent on your behalf, and the legal fee will be 1/3 of the net recovery. A lawsuit can take anywhere from one to four years, from the day of your accident to when you receive payment. In addition, there is enormous amount of paperwork and details of medical care and expenses to prove. Both accident victim and attorney should work together to prove the case.

If you do not file the notice of claim within 90 days of the date of the accident, it will be extremely difficult for an attorney to overcome this strict requirement. Failure to file within 90 days, even if the City had notice of the defect, may prevent recovery of compensation for your personal injuries or for damage to your bicycle.

Even if you are not certain what you want to do after your accident, file a notice of claim. Although you may not want to discuss the accident, filing the notice of claim will give you time to decide what to do. This will, at the very least, protect your rights by giving you the option to start a lawsuit.

*The next article will cover accidents from man-made potholes.*



### THE 3 BIGGEST LIES IN CYCLING

**"SHE'S ONLY FASTER THAN ME  
ON THE HILLS."**

**"NOTHING'S GOING ON—  
WE JUST TRAIN TOGETHER."**

**"I NEVER READ THE BULLETIN."**

## Classifieds

### FOR SALE

CAMPY Athena Groupo: 32 hold hubs, Synchro II, English threads, 170mm cranks. GIANT IGUANA Black Chrome mountain bike. Suntour XC. Mint. Call Neil 914/667-7428.



### The Aldrich Bicycle Cape.

[Patent applied for.]

Prepare for rainy weather. Can be worn by the rider of any safety manufactured, and is a complete protection from the hardest rain. Weight only 28 ounces. Easily carried when not in use. Price \$4. Liberal discount to the trade. For further particulars address the General Agent,

**L. M. ALEXANDER,**

Dealer in Bicycles and Repairs,

191 Front Street, Worcester, Mass.

[Mention this paper.]

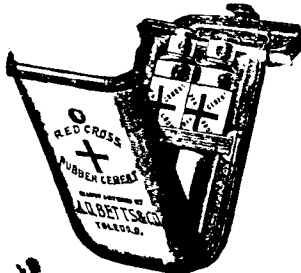
### PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. B. AUGENBAUGH,** Patent Building Washington, D.C.

### NOTICES

Research Volunteers Needed. Doctoral student searching for male cyclists, ages 48-80 who have cycled the last 10 years, approx 3 times weekly, avg 60 miles per week. I need only one hour of your time for a brief interview and minor spatial task administered at your convenience. If you or someone you know meet the criteria, please call Austen Hayes 212/879-0878.

### RED CROSS



### Pocket Cementing Outfit.

These metallic cases are nickel plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching Cement, a sheet of Emery and a sheet of Friction Cloth. Sent to any address on receipt of price, 75c. Manufactured by **A. U. BETTS & CO., TOLEDO, OHIO.**

## COA's and Corrections

**GROSSMAN, Ron** 514 11th St.; B'klyn; 11215 ..... 718-965-2168  
**LEWIS, Larry** 280 Prospect Park W. #2B; B'klyn; 11215 .. 718-965-4686  
**LOWENTHAL, Tom** 85-30 90th St.; Woodhaven ..... 718-847-6048  
**MORALES, Peter** 760-67th St. #5E; B'klyn; 11220 ..... 718-833-4370  
**ROSENTHAL, Richard** 245 E. 63rd st.; 10021 ..... 212-371-4700

## AVAILABLE

This space is available in our December issue, in time for holiday shopping. Reach over a thousand of New York City's most active cyclists and their friends at a very low cost. See page 2 for information about advertising in the NYCC Bulletin.

## Perspectives

"This race is bigger than anything they got in Europe."  
*What Donald Trump said to Greg Lemond before the start of a stage of the first Tour de Trump.*

"Just Say 'Moe!'"  
*Seen in Soho on a sweatshirt depicting one of the Three Stooges.*

## 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, November 13**

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. Bicycles may be parked (and locked) on the fourth floor.

Meat, fish, chicken \$11.00  
Vegetarian \$ 8.50  
\$2 surcharge for food tickets purchased after 7:00.  
Non-diners are seated separately.

## New York versus Cyclists

A panel discussion with:

NYC Transportation Commissioner Lucius Riccio  
NYC Parks & Recreation Commissioner Betsy Gotbaum  
NYPD Traffic Div. Commanding Ofcr., Insp. John Murphy  
New York Roadrunners Club Representative Debbie King  
Transportation Alternatives Pres. Charles Komanoff

Your program director asks you to make a special effort to attend this meeting as a courtesy and show of respect to the panelists who honor us by their presence. (Translation: Let's show 'em our clout.)

**Next Month: Holiday Party**

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



**First Class**



810-810  
CHRIS MAILING  
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