

October
1990

OCTOBER 1990

NYCO BULLETIN



*"So, er...have you ridden with **the Club** before...?"*

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. Or, submit typed copy and use a 45-character line length. Include a self-addressed, stamped envelope if you wish material returned to you.

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

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

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

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Cover Artist: Mike Samuel
Editorial Assistance: Loraine Gruber

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New York Cycle Club

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☎ (212) 242-3900

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

Guidelines for Club Rides

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

Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire irons, water, pocket food, and medical I.D. Optional items include a lock, maps, commuter rail bike permits, additional tools. Helmets are strongly recommended. Headphones are illegal in New York State.

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

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

Clif Notes: Mike tells me the idea for this month's cover just came to him as he was riding down Sleepy Hollow Road. Inside, look for "Legal Rider," a new column by Amy Weinstock and Barton Slavin who will be writing regularly about legal issues that affect cyclists. Also, NYCC members will find the semi-annual Roster and Reference issue with updated information and listings for over 800 NYCC members.

RIDES THIS MONTH

Fri.-Mon. **CATSKILL COLORS.** Leader: Brian McCaffrey (718-634-1742). Call me for details on this colorful weekend trip.
Oct. 5-8. A/B/C

Sat. Oct. 6 **PERKINS.** Leader: John G. Waffenschmidt (h., 718-476-0888, w., 516-683-5400). From the Boathouse. Classic route, classic pace, classic attitude. Be there or be square. Special invite to Alan Z. and Holly G. As usual, participants are expected to have wide latitude to accept others of varied and different perspectives. The usual cancels.

Sat. Oct. 6 **OVER THE HILL PRINCETON CENTURY.** Leaders: Caryl & Steve Baron (212-595-7010). From the Staten Island Ferry. Be there at 7:15 a.m. to be on the 7:30 ferry (yawn, yawn). Bring \$.50, now. To celebrate our combined age of 100 years, we will begin our spring training early with a new route to Summit Hill and Raritan Canal. Special favors for other couples with this age Milestone - to be given out at Millstone! The usual cancels.

In honor of ALL "B" rides leaders sharing simultaneous unavailability, we present a **COLUMBUS DAY DISCOVER THE NEW WORLD** ride series:

Sat. Oct. 6 **THE NINA.** From the Boathouse. Discover Westchester through a route of your own and take others along. Make suggestions.

Sun. Oct. 7 **THE PINTA.** From the Statue. Try your own route to Bayville. Maybe add on Center Island.

Mon. Oct. 8 **THE SANTA MARIA.** The Boathouse again. Lead the way to a lake or reservoir or--must it be said?--a diner.
B / 9:30

Sat. Oct. 6 **STRETCH YOURSELF.** Coordinator: Alex von Braun (718-965-3552). From the Boathouse. I have ideas. You have interest. Call me by Friday to tailor your own ride. (I will lead if in town.)
C/50+/-
10:00

Sun. Oct. 7 **RIDGEFIELD FALL FOLIAGE CENTURY.** Leader: Maxim Vickers (718-728-7179). From the Boathouse. An updated revival of the longstanding annual classic. Enjoy miles upon miles of peak autumn color along the lakes and rivers of Upper Westchester and Connecticut. Scenery guaranteed; cooperative peloton skills stressed; gearing recommended. Breakfast in Ossining, deli stops in Ridgefield and White Plains. Downpour cancels.

Sun. Oct. 7 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From the Boathouse. Back to Bergen we go for fall colors, via Routes 501 and 6 to upscale Ridgewood. Quick breakfast at Family Treat or bagel stop. Return via Route 502 and up Closter Dock Road to be comfortably back in Central Park by noon.

Sun. Oct. 7 **IN SEARCH OF GIANTS.** Organizer: Richard Rosenthal (212-371-4700); based on an idea by Jeff Vogel (don't call). New York Giants, that is. Lawrence Taylor and Phil Simms live in Saddle River and Franklin Lakes. It's Sunday so they'll be at work but we'll stop by their houses anyhow.

Sun. Oct. 7 **"B" riders** -- see above.

Sun. Oct. 7 **PIERMONT AGAIN.** Leaders: Hindy & Irv Schachter (212-758-5738). From NW corner of 1st Ave. & 64th St. Over the GWB to Piermont. Bring or buy lunch at a farmer's market. Joint AMC. Rain cancels.
C/45-50
9:30

Sun. Oct. 7 **REAL ESTATE FANTASIES OF THE RICH AND FAMOUS.** Leader: Peter Hochstein (212-427-1041). From 179th St. & Hillside, Queens (last stop on "F" train). When the century was young and money was money, great robber barons summered in Sands Point, LI. We'll pass the estate gates of the Whitneys (arrow slits to fend off revolting peasants), the Guggenheims (pikes for mounting the heads of knaves), the Luckenbachs (barbed wire to keep the horses in). See the view of Jay Gatsby's West Egg, Mrs. Guggenheim's pet cow field, Herbert Bayard Swope's 43-room beach shack, Jay Gould's medieval castle (if we're lucky), and Marv Albert's 4-bedroom colonial. Warning: hairy roads and a few steep hills. Bring lock, lunch money, helmet and granny gears. Bourgeois precipitation cancels.

Mon. Oct. 8 **"B" riders** -- see above.

Sat. Oct. 13 **POUND RIDGE POUNDER.** Leader: Ron Grossman (212-598-4563). From Metro-North station in Greenwich, Ct. (6:40 from Grand Central). Pounder this: A sterling autumn ride through eastern Westchester and Connecticut without the headache of getting out of/back into the Gorgeous Mosaic (glass, potholes, traffic). I've arranged in advance for any biker-hostile dogs along the route to be sent to the local pound. Recommended reading for ride inspiration--anything by Ezra Pound. Preferred deli snack on the ride --guess what kind of cake! Train back from Greenwich. Rain/temps. below 40F cancel.

Sat. Oct. 13 **BERGEN COUNTY.** Leader: David Regen (212-222-0532). From the Boathouse. This WELL-SCOUTED ride will roll through the Upper Saddle River area, then down south for the way back. The pace will be brisk if the weather is. Fall foliage? Don't hold your breath; last year we didn't get anything 'til early November.

- Sat. Oct. 13 **A GREAT NECKERS' RIDE (Bring your clincher).** Leader: Paul Minkoff (w., 212-532-9427, h., 718-937-6171). From the Statue at 9 (leaving 9:15 sharp) or Lakeville and the LIE at 10. Licking up and down two necks...will be the waves on the shore. 70/50- mi. A-level hills (level hills?), B-level pace, C-level views. Come if you B-fit this description. No one will be D-riden for taking the 9:00/10:00 many available flat, cued shortcuts, but have appropriate gearing. Locks will not be needed. Joint LIBC.
- Sat. Oct. 13 **CROTON AQUEDUCT OFF-ROAD/ON-ROAD.** Leader: Maggie Clarke (212-567-8272). From Dyckman Triangle Garden. This is an annual ride up the Croton Aqueduct path along the Hudson (great views), through some large estates (Lyndhurst, Rockefeller). We will picnic near there and come back along Rt. 9. Though mountain bikes are ideal, I do it on 1-1/8" tires. 70% chance of rain cancels. 9:00
- Sat. Oct. 13 **HEADLESS HEADSET.** Leader: Charles Morris (914-693-2580). From Jerome & Woodlawn Aves., Bronx (last stop on C++/45 #4 train). Sneaky back ways of Westchester. Slightly hilly. Rain at start cancels. 9:30
- Sun. Oct. 14 **RESERVOIR TO RESERVOIR RIDE-NEW PALTZ EXTRAVAGANZA IV, OR IS IT V?** Leader: John G. Waffenschmidt (h., 718-476-0888, w., 516-683-5400). From intersection of Rtes. 299 & 32, New Paltz. A ride with unusual aspects, it is a repeat of last year. This was necessary due to overzealous riders avoiding the last few turns, which had surprises and beauty as the dividends. All the usual pro-human attitudes should be evident. 8:00
- Sun. Oct. 14 **FALL FOLIAGE TO BEDFORD.** Leaders: C.J. Obregon (718-338-3275) & Neil Schreffler (212-628-3038). From the Boathouse. A real "A-" pace. Neil promises to wait on top of hills for C.J. A couple of quick breaks and lunch in Bedford. Helmets required. Rain, temps. below 32F cancel. 8:00
- Sun. Oct. 14 **OY VEY, IT'S OYSTER BAY.** Organizer: Richard Rosenthal (212-371-4700). From the Boathouse. If the bike races don't interest you, the tacky booths selling schlock and fried foods might. It's called a festival, the Oyster Bay Festival. 8:30
- Sun. Oct. 14 **CONNECTICUT.** Leader: Dick Goldberg (212-874-2008). From Jerome & Woodlawn Aves. (last stop on #4 train). Don't worry, we'll find it. Foulness at 8:30 a.m. cancels. 9:30
- Sun. Oct. 14 **LEADERSHIP TRAINING.** Coordinator: Alex von Braun (718-965-3552). Call me for routes, ideas. C/50+/- 10:00
- Sat. Oct. 20 **NORTHWARD HO!** Leaders: Lisa Halle (212-319-6097) & Bob Moulder (212-682-5669). From the Boathouse. Today we'll cruise up to Westchester to discover some undiscovered roads. Where will we stop? Who knows. Bring your maps, charts and compasses and help us explore! Rain, snow, hail, Saddam Hussein's oil party cancel. 9:00
- Sat. Oct. 20 **IS THE SKYLARK OPEN THAT EARLY?** Leader: Chuck Wong (212-219-1268). From the Boathouse. Beat the crowd to the Skylark. Wave to everyone on the way back. Rain cancels. A/A-/53 7:30
- Sat. Oct. 20 **TICE'S APPLE FARM.** Leaders: Jim Lane (212-697-8942) & Judy Koper (212-226-5712). From the GWB Bus Terminal ("A" train to 175th St.) Joint ride with Sierra Club to Tice's Apple Farm in Bergen County for all the cider you can drink for a quarter. Helmets required. Rain cancels. B-/50+/- 9:30
- Sat. Oct. 20 **TAKE A CHANCE.** Leaders: Alex von Braun (718-965-3552) & Dorothy Fong (718-596-5776). From the Boathouse at 10 a.m. or 179th St. & Ft. Washington Ave. at 10:45 a.m. Some new, some familiar. Lunch inside or out, weather depending. Helmets required. Rain, predicted highs below 50F cancel. C/C+/45-60 10:00/10:45
- Sun. Oct. 21 **6TH ANNUAL "A RIDE WITH A VIEW" COLOURFEST.** Leader: Joe Furman (201-692-8306). From Stockton, N.J. Enjoy the picturesque farmlands of Hunterdon County, the enchanting forests of Bucks County and the serenity of the Delaware River. A new route, a new starting point, and more beautiful than ever. Not one traffic light in 60 miles! This is a scenic ride so hot shots please leave your rocket launchers at home! You'll have to arrange your own transportation since the leader won't be available to coordinate. Directions: I-78 west to I-287 south to Rte. 202 south to Rte. 29 north to Bridge St. in Stockton. Left on Bridge St., park near Post Office. Driving time: 2 hrs. from GWB, 90 min. from Lincoln Tunnel. Ride starts at 10 a.m. sharp. Joint BTCNJ. More than 50% chance of rain cancels. A/50-60 10:00
- Sun. Oct. 21 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From the Boathouse. Our ever-popular Westchester route takes us to White Plains the traditional way, with a quick breakfast stop at the Flagship. Then across to Tarrytown and back along the Hudson to Manhattan. We'll skip the off-road part on the aqueduct this time and aim to be back cleanly by noon. Ellis Island party after the ride. Interested? Call Jody Sayler (212-799-8293) or Ed Fishkin (718-633-3038). Rain does not cancel (the party). A/A-/53 7:30
- Sun. Oct. 21 **PAUL'S PIG-OUT.** Leader: Paul Minkoff (w., 212-532-9427, h., 718-937-6171). From the Statue at 9 (leaving 9:15 sharp) or Lakeville and the LIE at 10. Not the H ride, but still hilly as heck to Hecksher (near Huntington Harbor) to build up an appetite. An all-you-can-eat gourmet brunch (\$12.00). Then back by the shortest, flattest route I can find. Joint LIBC. A-/B+ 70/50 mi. 9:00/10:00

- Sun. Oct. 21 **FALL FOLIAGE AND PATERSON WATERFALLS.** Leader: Irv Weisman (w., 212-241-4783, h., 212-562-7298). Meet at the PATH escalators, World Trade Center. Take the 9:25 a.m. train (fare: \$1 coin or bill) to Newark where you can get your last minute roll/bagel. Ride through Branch Brook Park, beautiful Montclair suburbs decked out in autumn colors, and visit the waterfalls which Alexander Hamilton predicted would become a great industrial center. Two indoor food/snack stops. Return to G.W. Bridge by 5 p.m., climbing several hills enroute. Low gears necessary. 60% chance of rain cancels.
- Sun. Oct. 21 **PLUM BEACH.** Leader: Ken Weissman (212-222-5527). From the Boathouse. Moderately-paced ride across Brooklyn Bridge, around Brooklyn waterfront to lunch at Plum Beach. Return through the heart of Brooklyn. Ample opportunity to return via subway from almost any point on route. Helmets required. Rain at 8 a.m. cancels unless it's very warm.
- Sat. Oct. 27 **WHY US?** Leaders: Beth Herman (212-689-7778) & Angel Rivera. From the Boathouse. Ask Jeff why we owe him a favor and had to lead a ride. He says there are over 3,000 reasons. Hopefully now he'll find someone else to pick on. Oh yeah, Rockland Lake or Nyack, depending on the weather. Wet roads at the start cancel. Wet roads during the ride mean Jeff owes Angel a big favor.
- Sat. Oct. 27 **LAST TIME TO BEDFORD VILLAGE.** Leader: Marty Wolf (212-935-1460). From the Boathouse. We'll ride one more century. However, the ride may be shortened to Armonk due to weather or shorter daylight hours. Bring pocket food. Precip. cancels.
- Sat. Oct. 27 **FIND THE HAPPY APPLY.** Leaders: Nanci Fleisher (h., 212-255-4295, w., 212-686-4444) & Jim Kendrick (212-595-1780). From the Statue of Civic Virtue, Queens ("E" or "F" train to Union Turnpike). Long Island North Shore ride. Some hills, some horses, some old estates, and some remaining leaves. Hot cider and fresh apples at the Jericho Cider Mill are your reward. Nanci may be in Calif. this weekend, so call to confirm that the ride is still on. Rain at 7:30 a.m. cancels. Call if questionable.
- Sat. Oct. 27 **LEADERSHIP TRAINING II.** Coordinator: Alex von Braun (718-965-3552). From the Boathouse. Call me for routes, ideas.
- Sat. Oct. 27 **BIKE TO JONES BEACH.** Leader: Fran Rolston (718-381-9720). From the Wantagh railroad station (take 9:10 Penn Station or 9:12 Brooklyn train). Cedar Creek bike path along Wantagh Parkway to boardwalk and beach. Bring kites and frisbees. Lunch on boardwalk. Bring lock. Joint AMC and LIBC. Rain date, Sun., Oct. 28.
- Sun. Oct. 28 **YE MERRIE LEAVES OF GLEN COVE.** Leader: Maxim Vickers (718-728-7179). From the Boathouse. Eighth straight year of choice North Shore foliage and mansionry galore. Breakfast in Roslyn, bagels in Syosset. Rain cancels.
- Sun. Oct. 28 **SAGAMORE HILL.** Leader: Brian McCaffrey (718-634-1742). From the Statue of Civic Virtue, Queens ("E" or "F" train to Union Turnpike). Bring your touring shoes for this ride. Lunch will be at Uncle Teddy's estate. Expect a few hills on the way.
- Sun. Oct. 28 **OKTOBERFAST--RIVER ROAD.** Leader: Alex von Braun (718-965-3552). From the Boathouse at 10:00 a.m. or 179th St. & Ft. Washington Ave. at 10:45 a.m. Last ride in October--exciting, huh? Enjoy car-free River Road. Deli or restaurant lunch, weather depending. Helmets required. Rain, predicted high below 50F cancel.
- 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.
- 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.
- 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.)
- Sun. Nov. 4 **SUNDAY QUICKIE.** Leader: Michael Yesko (212-475-4007). From 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.
- 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.
- 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.

Ultra Marathon Rambling

by Jeff Vogel

Some of the things an event organizer has to deal with are absolutely incredible. On the 600km qualifier in the Catskills this July I thought I had taken care of everything. I even had an emergency telephone number where riders could leave a message with an answering service. Well, you know what they say about the best laid plans. The following is a true story. Only the name has been changed to protect the stupid.

As of 4:00 pm Saturday all of the riders had made it to Checkpoint 3. There were 220 miles to go. That was the last I heard of one of the riders (We'll call him Greg). Every two hours, I called the answering service but there was no word on what happened to him. He could have been anywhere in Ulster County and I had 25 other riders to worry about, so I couldn't go out and search for him. The ride went on through the night and into Sunday and still no word on Greg. Finally at 5:00 pm on Sunday, I decided to gamble and call his house, praying that Greg would answer the phone and not his wife. If his wife answered and he wasn't home yet, how was I supposed to explain that he's lost and hasn't been heard from in over 24 hours.

Fortunately, Greg answered and he told me his story. He was running way behind schedule and decided not to continue. He totally forgot about the emergency number (I swear I'll kill him). It was almost 11:00 pm and he thought that the best way to get home would be to bike across the Beacon-Newburgh bridge to Beacon and take Metro North back to Grand Central Station. This is usually a smart choice, but not in this case. This is where the story really gets bizarre. When Greg got to the other side of the bridge the gate was locked (they usually lock it at around 11:00 pm). He then biked back to the Newburgh side and by now the gate there was locked too. He's now locked in on the bridge! So what does he do? He bikes back to the Beacon side, takes his wheels off, throws them over the fence, and then climbs the fence with his frame. Greg then reassembles his bike and rides over to the train station for a happy ending, right? Wrong!! The last train left 10 minutes earlier. So, what does Greg do? He wisely decides to look for a motel. Unfortunately there's nothing in Beacon. All of the motels are in Newburgh—on the other side of the bridge! Greg then decided to do what any good New York City homeless person would do—he found a public restroom, wrapped himself in newspaper and cardboard and went to sleep. The next morning Greg did catch the first train back to NYC to finally complete his odyssey. You can't make stuff like this up!

If you have been thinking of leaving New York and heading for Southern California for their great year-round cycling weather, don't buy your airline ticket just yet. The latest issue of California Bicyclist had four ¼ page ads placed by attorneys looking for cyclists who have been involved in accidents. With that many ads there must be an awful lot of accidents. I think I'll stay here.

In recent months, *Velo News*, *Cycling USA* and *California Bicyclist* have all had stories mentioning Paris-Brest-Paris. *Bicycling* and *Bicycle Guide* have both done feature articles on

the event. With all that talk I guess it's not too soon to start planning for next year. Paris-Brest-Paris is scheduled to begin on Monday, August 26, 1991. On Friday, November 30th at 8:00 pm I'm going to have a get together/planning session. We'll discuss P-B-P, next year's qualifiers, making travel arrangements, planning support and anything else you'll need to know. We'll also discuss some of the other ultra-marathon events on next year's calendar, such as RAAM qualifiers and 24-hour races. Everyone who is interested in these events (as a participant, support person or just an interested bystander who wants some pizza and beer) is invited to attend. Please call me at 718/275-6978 to let me know you're coming and to get directions.

Since many of us ride to eat, rather than eat to ride, one of my future columns will be a diner review. If you would like to submit a review, favorable or unfavorable, of one of our local deli's/diners/restaurants, drop me a note at 102-10 66th Road, Apt 14E, Forest Hills, NY 11375.

Quick Releases

by Janet Kronstadt

According to No-Tech-Tips Bob, also known as "Charles," Moulder, 39 X 26 is the MINIMUM gearing required to climb Devil's Kitchen, the much-fabled and much-feared Tour de Trump nemesis of such Russians as Bobrik and, ahem, even Bekkerman, who is rumored to have WALKED HIS BIKE, along with most others (except one, unnamed, NYCC rider who hitched a ride on a pickup truck) up the Catskill peak. The rumor may be untrue.

The above occurred (or is said to have occurred) on a ride led by Jeff Vogel and Margaret Cipolla on September 8.

Last month this column negligently FORGOT TO REPORT that John Waffenschmidt returned intact from his successful assault of Mt. McKinley, the dangerous Alaska peak which has claimed many lives (at least one during John's ascent—fortunately not John's). This proves what before, many only suspected: that John is SERIOUS.

Those who happen to remember this writer's Raleigh, complete with mismatched fork (and kickstand when I first joined NYCC—at a rest stop on my first ride, one guy pointed at my bike in amazement—it was standing upright while everyone else's was leaning against a 7/11, and said, "Look at that! Wow! How did you do that?") were probably (hopefully) IMPRESSED when I showed up, finally, on a white (unmismatchable, though generally dirty) VITUS. I am sorry to report it was stolen on the GW Bridge at 8 a.m. one recent sunny Saturday morning. Police assure me the same thing happened to a man at the same spot (ramp on the NY side) the next day, so presumably NO ONE, male or female, should ride alone across the Bridge, even early on sunny mornings, unless he/she is much bigger and braver than I (I did resist for awhile—to little avail—but then, I DID survive and who knows what would have happened had stronger resistance been shown?) Fortunately, insurance covers it—I hope. If not, it will be another few years with kickstand and cleats. Oh well—it's actually kind of fun—and much safer on bridges.

Board of Directors Nominations

Nominations for the 1990 New York Cycle Club Board of Directors were accepted at our September membership meeting. The process will be completed during our October membership meeting. You can still run for office. Voting takes place in November. The candidates nominated are:

President: Jody Sayler, Chris Mailing, Lisa Halle, Jeff Vogel, Herb Dershowitz, Alan Leener, Richard Rosenthal, Sara Flowers, Brian McCaffrey, Debbie Bell, Irv Weisman

V.P. Programs: Richard Rosenthal, Christy Guzzetta, Loraine Gruber, Irv Weisman

V.P. Rides: Joe Furman, Lance Leener, John Zap, Alex von Braun, Simone Smith

Secretary: Rosanna Trestman, Jody Sayler, Marylyn Merlob, Jeff Vogel, Judy Copa

Treasurer: Debbie Bell, Maggie Clarke, Larry Nelson, Mendel Markstien, Ken Weissman, Doug Blackburn

Public Relations: Carlos Cardona, Ed Fishkin

Editor: Clif Kranish, Larry Hobson, Neil Spitzer, Michael Toomey

Membership: Arlene Ellner, Herb Dershowitz, Margaret Cipolla, Donna Slatery

Circulation: Hannah Holland, Arlene Ellner

A-Rides Coordinator: Lisa Halle, Bob Moldour, Jeff Vogel, Bob Trestman, Lance Leener, Chuck Wong

B-Rides Coordinator: Gail Birnbaum, Dick Goldberg, Alex von Braun, Irv Weisman, Brian McCaffrey

C-Rides Coordinator: Alex von Braun, George Kaplan, Sandy Gold, Sherri Gorelick

President's Message

Christy Guzzetta

Did you see that dumb statement in that magazine. It said that New York City is the worst city in the country to bike in. What dopes! Obviously they've never been in the park when the All-Class Club Ride pulls in, or at the Boathouse on a Sunday morning as the rides start to gather, or at one of our club meetings, or even took a single ride with the New York Cycle Club. Those birdbrains probably never even heard of the New York Cycle Club. Did you get interviewed for that article? Imagine saying something as dumb as that... What dopes, talking about bicycling in New York City and not even knowing about the New York Cycle Club.

In reality, one has to ride with the New York Cycle Club to really see what biking is all about. You have to hang out at the Boathouse in Central Park, you have to come to a club meeting. Recently, a guy who got a prize to ride his bike all they across the country told me there's nothing like biking in New York City. And now he lives in beautiful, spectacular Boulder, Colorado. Another guy, a former president of the Club, said the exact same thing. He now lives in Florida, the Sunshine State, where it's never Winter. And the lady who moved to Southern California—she said the same thing—they all say the same exact thing. There's nothing like biking in New York City. Heck, it's the best place on Planet Earth to ride a bike. And that's because New York City is home to the New York Cycle Club.

NEW YORK CYCLE CLUB BOARD MEETING

(Tuesday, August 8, 1990)

Present: Debbie Bell, Carlos Cardona, Bob Foss, Dick Goldberg, Christy Guzzetta, Hannah Holland, Clif Kranish, Richard Rosenthal, Jeff Vogel, Alex Von Braun

Absent: Arlene Ellner, Simone Smith

The minutes of the July board meeting were approved.

The Board discussed the merits of bartering for newsletter space with Transportation Alternatives and American Youth Hostels.

As of this board meeting there are 819 members. 87 information bulletins were requested in the first week of August; 1,189 information bulletins have been distributed from 7/89 to 7/90 resulting in over 100 new members.

The bulky package restriction, which prohibits bicycles on New York City trains, is under review by the NYCTA.

Nominations for the Board are taken at the September club meeting; they are finalized at the October meeting; and votes are counted and winners announced at the November meeting. Run for an office it's fun, rewarding, and not very hard.

The meeting adjourned at 8:35 PM.

Chain Letters

My wife and I are currently writing a book for Globe Pequot Press entitled *Short Bike Rides in and around New York City*. (as your probably know, Globe Pequot puts out a series of *Short Bike Rides* covering many areas.) Our book will consist of 30 rides around the greater New York tri-state area.

While their other books cater almost solely to the occasional bike rider by restricting route lengths to under 25 miles or so, we want ours to have an equal appeal to both novice and seasoned cyclist. While our routes will also range between 5 and 25 miles, most can be paired with an adjacent route to create a longer single ride.

We are writing to the New York Cycle Club to solicit suggestions for possible routes and/or roads to highlight in the book. If your organization has any favorite rides of an appropriate length that you would like to pass on to readers, please send us information. Although all ride descriptions will be our own, your club will receive proper credit for any routes and/or suggestions that are incorporated into the final book. You will also receive a free copy when it comes out (tentatively, Spring 1992).

Thanks in advance for any help you can offer.

—Phil Harrington

NYCC members who would like to contribute their cue sheets can send them to: Phil and Wendy Harrington, 54A Dillmont Drive, Smithtown NY 11787.

Training in New Jersey

by Joe Furman

I started a mid-week training series in Bergen County this summer that is turning out to be lots of fun. The series is aimed at A-riders who are thinking of racing or who just want to do some serious training. We ride 25 to 30 miles at an average of 19 to 21 MPH. Riding from the GWB to meet the group in Teaneck of Englewood can add 12 to 18 miles to the ride. I decided to keep a diary of the series, which I'll share with you:

Week One. The first night was dedicated to a simple group ride on the backroads of Bergen. We maintained a paceline at a brisk pace just to feel each other out. Twenty-five miles in 80 minutes was the prescription. The actual dose was 30 miles in 85 minutes. Not bad, if you consider the rolling hills I threw in at the end. Our accomplishment for the evening was the development of a successful paceline. The basic skill we worked on was how to ride steady. A rider that is straight and smooth is a safe rider. You can develop a smooth style by riding the solid white line that runs along the shoulder of long stretches of roadway. While looking 100 yards ahead and not focusing your eyes on the line itself, let your body feel its way. You will feel the contrast of the smooth paint and the rough asphalt. Let your body make the necessary movements to bring yourself back on the line while maintaining a steady cadence and while looking 100 yards ahead. This exercise is the closest thing to rollers and is much more exciting. The idea is to relax in the motion and let the bicycle be an extension of yourself.

Week Two. This ride has us passing beautiful lakes and reservoirs. Today, we work on speed. We warm up for 10 minutes in our small chainrings at 90-100 RPM. To keep the ride a fun experience, we will do informal intervals of two minutes of all-out exertion followed by two minutes of recovery with an easy spin. On the way home, we find a long open stretch of road with a wooded area on the right and a reservoir on the left. We bring the pace up to 28, then to 30. At 31 MPH, we're experiencing a cyclist's high as the wind whistles past our ears. All of a sudden we hear a loud pop that echoed across the water. Someone had a blowout. A kevlar belted tubular that blew at the sidewall. Luckily, the fix took less than five minutes and we were on the road again. I took the last two turns of the day very quickly. When I dropped the group each time, I realized that we would be working on high-speed turns next week. It was great to see everyone finish such a challenging ride with smiles and chatter.

Week Three. We find ourselves whipping around turns at hair-raising speed, chasing down racers from the GS Park Ridge and Team Mazda racing teams on a closed circuit course. Before we attempt to join the pack, we go over some basics: commitment to a turn, where to aim our bicycles, lean angles, pedaling through a turn and holding a line. The plan called for three practice laps and then to tag onto the back of the pack for two or three more laps. On lap four, we slowed our pace and waited for the pack to catch up. As we tried to latch onto the back, they read our presences as a challenge

and attacked (sped up) with no mercy, which eventually resulted in a breakup of the entire group. The result was scattered bunches of one to six riders, some ready to chew anything that moved while others could barely breathe. Our group kept up our own individual places as best we could. We were having so much fun, we didn't want to stop. The setting sun soon prevailed and we found ourselves riding at a brisk pace trying to reach Teaneck before darkness set in. What an exciting evening! I bet those racers are still wondering who the guys with the hairy legs are. Next week we'll ride to Piermont and catch a glimpse of the Hudson!

THE 3 BIGGEST LIES IN CYCLING

"I WON'T BE GONE ALL DAY, HONEY."

"I PROMISE...
I WON'T BE TOO TIRED FOR SEX TONIGHT."

"I NEVER READ THE BULLETIN."

Cycling Ergonomics

by Dr. Henri Rosenblum

Cycling is a rhythmical activity that should not put an undue amount of stress on the joints of the body. The cyclist and his bike should work in tandem, allowing for speed, power and comfort. The relationship of the cyclist to his equipment is of the utmost importance for this synergistic relationship to exist.

Consider the size of the bicycle frame as a first step. When straddling the frame with both feet touching the ground there should be no more than one inch between bike frame and your crotch. If the frame touches your crotch, not allowing your feet to rest on the ground, the frame is too big. If there is more than one inch of space between your crotch and the frame, then the frame is too small.

Your riding position should be comfortable with your weight distributed evenly between the seat, handlebars and pedals. The seat should be level or tilt upward slightly and your arms should have a very slight bend at the elbows. This position reduces stress in the upper body and also allows the body to comfortably absorb shocks involved with cycling.

The seat height should allow for a slight bend in the knee with the leg fully extended. If your knee locks straight, the seat is too high. The amount of bend in the knee varies with each rider. Experiment with seat height until you determine which height allows for the best combination of comfort and power.

The correct ergonomic set-up between the cyclist and his equipment allows for the most comfortable, productive ride possible. Happy cycling.

Dr. Rosenblum is a Chiropractor practicing in New York City.

Bicycle Writing: Tanglewood Weekend by Kathy Gilbert

Is it possible to fall in love with a bicycle touring company? The answer must be yes, I've just returned from a three day biking weekend in the Berkshires, smitten with Breakaway Vacations. Of course, biking in western Massachusetts is a love story in itself: magnificent vistas, challenging terrain, charming towns to explore and plenty of general stores and cafes at which one can refuel muscles for the hills ahead.

My "Tanglewood Weekend" began at 5 p.m. Thursday evening from the upper east side where Stu Greenberg and Mark Plaut (probably familiar names to many NYCC members) have their office and the departure point for the optional van shuttle. Traveling by van was surprisingly enjoyable. Bikes and luggage ride on the roof, so there is plenty of room to stretch out in air-conditioned comfort. Wine was poured almost as soon as we passed into the Bronx and a stream of gourmet goodies never stopped: cheese, crackers, fruits, homemade dips and more:

The Inn on Laurel Lake, our home for all three nights, was delightful. Stu and Mark put a lot of effort into finding places of charm, character and historic interest that welcomes cyclists. The inn offered boating and swimming and had two large sitting rooms for lounging and late night schmoozing. Breakfasts could keep a cyclist going for days—juice, granola, fruit, bagels and copious quantities of hot coffee.

Since this trip offered both biking and hiking, we'd split up after breakfast each day to get maps and a general sense of the day's routes (hikers are accompanied by a local guide as well as a Breakaway leader). High energy snacks were provided to take along: gorp, pretzels, fruit and those beloved fig bars.

Cyclists usually had two to three options with routes ranging from 20 to 40+ miles. Since this is bicycle *touring* there were no time constraints. As on most bike tours, one can ride at a leisurely pace if so desired, stopping whenever the mood strikes. One of the leaders rides sweep, and arrangements could always be made for a van pick-up if necessary.

Evenings in the Berkshires offer diverse opportunities for cultural entertainment. Although most of our group opted to attend Tanglewood both Friday and Saturday nights, some headed for Jacob's Pillow Dance Festival and the Berkshire Public Theater. Stu and Mark appreciate fine dining, so it was no surprise that our dinners were exceptional. On Saturday, Stu took us to his favorite Vietnamese restaurant, where the platters of chicken, beef, fish and vegetable dishes were never-ending.

Detail-oriented and highly organized, I often felt that Stu and Mark were running the trip for me alone. They and their leaders are warm, fun-loving people who treat their guests more as friends than customers.

Breakaway Vacations currently offers biking and hiking trips from May through November. They are considering running some cross-country ski trips this winter.

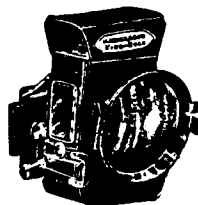
Legal Rider

by Amy Weinstock and Barton L. Slavin, Esq.

"Visibility" is a big issue lately, both for bicyclists and motorists. Recently, the New York State Legislature passed a law concerning headlight use by motor vehicles. Until now, vehicles were required to turn on headlights before dawn and at dusk. As of June of 1990, headlights are required in any precipitation in addition to any condition which calls for better visibility. This means rain, snow, sleet, hail, fog, drizzle, as well as very overcast and dark skies. In the event of an accident, the violation of this law will not make the driver automatically guilty for causing the accident, but it could make a difference. The violation of the new headlight law will be taken into account by the judge or jury who evaluates the percentage of responsibility of those involved in the accident.

Where bicycles are concerned, New York State law is equally specific. Bicycles must be visible, with reflectors and with lights. Although some racers and purists among us wouldn't think of attaching additional weight to their bikes, the law calls for reflectors mounted on the spokes of each wheel (unless you can get reflective tires). Bicycles must have visible lights during dark hours, from one-half hour after sunset until one-half hour before sunrise. The law clearly states the requirements of these lights: the front headlamp shall emit a white light visible from a distance of at least five hundred feet to the front of the bicycle, and the rear tail light shall be a red light visible to the rear for three hundred feet. In addition, at least one of these lights shall be visible for two hundred feet from *each* side for two hundred feet. With more bicyclists sharing the road with motor vehicles, be prepared to see these requirements become issues in the event of an accident.

Many bicyclists believe that these precautions are unnecessary because bikes don't travel nearly as fast as cars. This, perhaps, is the best argument for making a bicycle more visible. However, with the privilege of using the roads, either as a motor vehicle driver or as a bicycle rider, comes the responsibility of following the laws concerning safe conduct.



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No Tech Tips: Cleaning up your click-clunk

by Bob Moulder

A few months ago in this column I described a method for initial set-up and fine-tuning of friction and indexed rear derailleurs. If you used that information as a basis for your installation, or if a bike shop set up your system for you, by now you may be starting to experience some problems with your indexed derailleurs, such as having a chain skip before shifting to the desired cog, or jumping down to a smaller cog under heavy pedalling pressure. There are two main causes for these eventual problems: cable stretch and vibration, which lead to components falling out of adjustment. But as I mentioned in the earlier column, there are many other reasons for poor shifting, such as misalignments caused by crashes and bumps, mismatched parts, loose bolts, too-long chains, squashed cog spacers, etc., etc.

Let's begin by attacking the easy problem, chain shifting to a smaller cog under heavy pedalling pressure. The reason this happens is that flex in the bottom bracket area of the frame causes the chain line to change in relation to the freewheel cogs, resulting in the chain hopping down to the next smaller cog. (Incidentally, frame flex never causes a shift to a *larger* cog.) If a shift system is properly adjusted, however, this should be a rare occurrence, even with a flexible frame such as a Vitus. The solution for indexed systems is to turn the barrel adjuster $\frac{1}{2}$ to one full turn *counter-clockwise* to compensate for the cable stretch, the usual culprit.

Friction system users and racers take note: If you're in a situation in which an unwanted shift is definitely not desired, say in a final sprint, first select your gear, in this case a 53x14, then pull the rear shift lever back 1 or 2 degrees toward the 15-tooth cog. This will compensate for the flex-induced shift, and after a while you'll develop a feel for the amount of "back shift" you'll need. However, some Campy users with fairly stiff steel frames report that even this remedy doesn't always work.

Troubleshooting for minor skipping and "dirty" shifting is a bit more complicated, but can usually be accomplished by systematically eliminating the possible causes, most of which can be categorized as follows: 1) misadjusted components, to include cable stretch and loose or missing parts, 2) mismatched parts, and 3) misalignments from crashes. I'll address the potential problems in this order, and in many cases, as you'll see below, I'll mention only the possible problem because the solution will be obvious.

Misadjustments: Here you will find the root of nearly all shifting problems, and there are so many I'll just list them:

1) Cable stretch, kinks in the cable, improper cable lubrication, cable not routed properly, frayed/worn cable, and cable too tight (preventing shifts to the smallest cog).

2) Rear cable housing too short, cable housing not seated properly in cable stops or barrel adjuster, and one which I recently discovered which is actually very common, *missing ferrules on cable housing ends*.

3) Weak derailleur springs (a common Campy malady which causes poor shifting on the smaller cogs), worn pivot pins, top jockey wheel teeth worn off (I've seen this), loose

hanger bolt, threads stripped on cable gripper bolt (very common), loose or missing high/low limit screws, improperly adjusted high/low limit screws, derailleur body angle screw too loose/tight.

4) Shifter index mechanism worn out, shifter friction/index selector set in the middle, shift cable frayed near the anchor end (where it goes into the lever body) causing "soft" shifts.

5) Chain line incorrect because of too-short bottom bracket axle.

6) Chain too long/short (usually too long). For proper chain length, when in highest gear (e.g., 52x13) derailleur jockey wheels should line up perpendicular to the ground. Some racers claim removing another link or two will result in quicker shifts, but it would take sophisticated timing gear to prove this. Chain may be worn out, or may have a stiff link.

7) Freewheel cogs worn, improper spacers, spacers squashed by over-tightening threaded cogs, cogs reversed, gunk and dirt between cogs preventing chain from seating properly.

Mismatched Parts: Mechanically inclined people who like to fiddle with things will tell you, correctly, that zillions of combinations of freewheels, chains, and click shifters will work great together, and they'll swear by their own surefire custom-combos. But if you're shifting system is giving you fits, this is a good place to look. If you started having shifting problems right after switching from a Regina America freewheel to a Shimano Dura-Ace, you might properly suspect the new freewheel as the cause (assuming you also got a new chain, which you should when installing a new freewheel). You might also discover later that the Dura-Ace would've worked just fine had you also switched to a Shimano Uniglide Narrow chain, instead of staying with the Sedis chain which used to work fine with the Regina freewheel, but sucks when combined with Shimano. (I'm not saying this is the case, but it might be.) While it's true many different brands work well when combined in certain manners, it is also true that manufacturers' recommendations are a good place to fall back to when all else fails.

Misalignment: Look at your bike directly from the rear to see if the jockey wheels on your derailleur are lined up perfectly parallel with the cogs on your freewheel. If they aren't, but your system still shifts just fine, *don't touch it*. If your system is shifting poorly, though, this *might* be the reason. Cockeyed derailleurs are usually hanging that way because the rear dropout is bent, the derailleur bolt is bent, or the derailleur pivot pins are loose from wear. It has been my experience that most derailleurs *don't* hang in a perfectly vertical plane, but continue to work well. Vitus dropouts seem to have a bit of inboard tilt built into them. I've even seen crash-crunched dropouts bent 10 degrees inboard, and the system still shifts well. Less likely, but still a possible cause for poor shifting, are major frame misalignments not easily detected by visual inspection, or a minor-but-soon-to-be-major tube separation disaster (carbon fiber owners, take note). I've heard of these phenomena having caused shift problems, but never personally experienced them. But if you've tried everything else to no avail, get a professional to look at these possible causes of your problem.


Classifieds

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NEW FISHER MONTARE Mountain Bike, Shimano DX. \$650. Call Herb 212/929-0787.

Shimano Ultrega Crankset, 175mm, 42/53, \$60; Shimano Ultrega Clipless Pedal, \$60; Zefal HPX 3 black frame pump, \$10; Campagnolo Record (not C-Record) front derailleur, unused, braze-on, \$20. Call R. Bernardi (w) 212/773-1636.

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NOTICES

TOURING SIG. A special interest group is being formed to discuss touring and exchange information. Exact agenda will be determined by those participating. All members are invited regardless of riding classification. If interested please contact Dick Goldberg 212/874-2008.

NYCC Member Wendy Sharp will be singing a Benefit Concert of Opera and Theater Music, on Saturday October 13, 7:30 p.m., at the First Baptist Church, 79th Street and Broadway. Additional Information call: 212/724-5600. Suggested contribution \$10.00.

If Silence Indicates Agreement then You Like Us! You Really Like Us!!

Results of the Great **New York Cycle Club** Survey are in. More than 500 members expressed their satisfaction with things as they are by not returning the questionnaire at all! This overwhelming vote of confidence however should not prevent a full consideration of the eight responses.

Meetings. Different location, day and foods were demanded by the malcontents—three actually wanted salads! **Programs:** Racing (plain, women's & beginning) tied with swap meet. Touring finished third and wheel-building fourth. Gearing, safety and product demos also received multiple votes. Someone suggested that a happy hour replace the entire meeting every so often.

No real surprises in the **SIG** department: off-road, racing, tandem and photo rides. Most intriguing was the call for a technical SIG to explore the frontiers of mechanical invention ("Anyone interested in the search for an infinitely variable fixed gear?") **Social event** suggestions centered around the consumption of food and drink, singles bike soirees and more time trials. The favorite **special event** was a club rally. **Community involvement** possibilities included gaining access to the city's remaining bridges ("Cops, not cars, keep me from riding there") and giving our unwanted equipment to needy kids.

Rides: "Good," "great," "an adequate supply," and "not enough" were used to describe **NYCC** rides. More beach and off-road rides were requested as well those which are simultaneously shorter, faster and later-starting. A competitive attitude on some rides was recognized. **What Else?** bulk purchases of things we use up (e.g. tubes) and friendlier folks were called for. Finally, one of our respondents took this opportunity to praise our programs, newsletter and our efforts to get you involved.

—Dick Goldberg

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, September 11

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.

John Rakowski

The World's Greatest Cycle Tourist

John has biked more than 200,000 miles in over 50 countries on every habitable continent. One trip took him around the world in 16,000 miles. (he's the man in the Blackburn ad who talks about cycling the jungles of South America. Since retiring 17 years ago, he's been on the road almost continuously. He's written two books: *Adventure Cycling in Europe*, and *Cooking on the Road*. He also happens to be an exquisite photographer, as we'll see.

Future Programs: **New York vs. Cyclists:** A discussion with NYC DoT Commissioner Lucius Riccio and Transportation Alternatives President Charles Komanoff, et al. **Everything You Always Wanted to Know About Components:** Art Wester, President, Mavic, USA. **The Making of America's Next Great Super-Star Cyclist:** 16 year old George Hincapie.

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