

December
1991

DECEMBER 1991

NYCC BULLETIN



*"Okay...so the sleigh was more **traditional**, but did it have 8-speed index shifting, Scott titanium bars **and** hoofless pedals?"*

AMUEL

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

NYCC Bulletin

All the news that fits, we print.



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.

New Address! Send correspondence to Gail Birnbaum, Editor, NYCC BULLETIN, 309 E. 87th Street - Apt 6R, New York, NY 10128.

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.

Ride Listings. To lead a ride and have it listed in the BULLETIN, call the Rides Coordinator for the class of ride you want to lead.

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.

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. See Page 11 for a membership application. If you don't receive your copy by the first of the month contact the Circulation Manager.

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Deadline for January Issue: December 3



New York Cycle Club

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Guidelines for Club Rides

NYCC rides are friendly group rides by individuals of similar riding abilities. Our leaders are volunteers. In addition to setting the pace and choosing the route, they may require or recommend specific equipment (helmets, locks, etc.) in their ride descriptions. Unless otherwise stated, rain (snow, sleet) at the starting time cancels the ride.

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	Avg Speed (not incl stops)	Cruising Speed (flat terrain)	Ride Description	Central Park Self-Class Times (4 laps = 24.5 mi)
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 2 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: In this "holiday issue" there may be fewer rides than "in season" but that doesn't mean we don't have a full issue. Ten of our members did their own exploring in and around Santa Fe over Columbus Day weekend; Catherine Chatham reports they had a gas. Our once and future "A" rides coordinators, Bob Moulder and Mark Martínez each offer their own perspective on that bane of our existence, not to be mentioned here. And finally, while I normally restrict my personal observations to this colophon you'll find an extended "Clif Notes" on page 6. ► The annual NYCC holiday party is one of the best (and best attended) meetings of the year. I hope to see a lot of you there.

December Rides

Sunday, December 1

A/A-55 • 9am • Pearl River

Leader: Tom McMahon (212-777-5845). From the Boathouse. Via the World Famous "Doug Blackburn Route." Fairly flat, but we will have to climb the Palisades to the GWB. Precip., start temp below 32°.



Saturday, December 2

A/57 • 9am • Saddle River, NJ

Leader: Christy Guzzetta (212-595-3674). From the Boathouse. Saddle River Road, breakfast at the hotel, with a piece of Strawtown Road on the way home. A nice weather ride. Bad winter weather cancels.

B+/50 • 9:30am • Westward Ho, Ho, Ho!

Leaders: Steve & Caryl Baron (212-595-7010). From the Boathouse. Barons' Jewish Deli Series #1-warm your kishkas with kasha varnishkas at Bader's East Side Deli in Westwood. There's also the opportunity to buy a few Chanukah bootie-stuffers at the Westwood Cycle Shop and view the decorative excesses of Rio Vista. Less than 32° or any precip. or dire threat of same at start.

C/35 • 9:30am • Lunch at Nathan's in Coney Island

Leader: Herb Dershowitz (212-929-0787). From the Boathouse. A fun flat ride on Ocean Pkwy to Nathan's in Coney Island for lunch. If Nathan's runs out of hotdogs, trip cancelled.

Sunday, December 8

A/135 • 7/7:30am Sharp • Montauk Revisited II

Leader: Lawrence Ksiez (718-478-0644). From the Boathouse at 7am, from Queens Blvd. & Jewel Ave. at 7:30am. This is the last official NYCC century (and then some!) of 1991, so come on out and make history! LIRR return, so bring your pass. Precip. cancels. If severely cold, contact leader.

B/50-60 • 8/9am • Two Boro Leaderless

Leader: ?? From the Boathouse at 8am, from the Statue of Civic Virtue at 9am. An opportunity for the Boathouse gang to join the virtuous statue team for spontaneous North Shore fun. Common sense cancels.

Saturday, December 14

A/0-60? • 10am • Let's Play Scavenger Hunt

Leaders: Stefani Jackenthal (212-348-8467) & Elizabeth Emery (212-260-4992). From the Boathouse. Join us for a day of play. You will be divided into teams and get out to search for many, many things. Bring musette bag (extra large kind) to carry goodies. We will meet later (inside) for food, drink & to show off new found treasures and to count point value. Call leaders to sign up. Do you have a polaroid camera? Yuckiness cancels.

A/A-62-68 • 9/9:45am • Ninjas Ride East

Leaders: Mark Martinez (718-726-7644) & Margaret Cipolla (718-275-6978). From the Boathouse at 9am, from Queens Blvd. & Yellowstone Blvds. at 9:45am. Black balaclavas are recommended attire for this brisk ride to

A-/75 • 9am • A Pretty Ride To Greenwich

Leader: Marty Wolf (212-935-1460). From the Boathouse. Not only is this a pretty ride, but I've discovered a super restaurant in Greenwich. It is slightly more pricey than usual-plan on spending about \$10 (meal/tax/tip), but you won't be disappointed. If the day is a washout/freezeout, call me Sat.-I might reschedule for Sunday. Any precip. or temp. below 30° cancels.

B/B+/50 • 9am • Nyack This Time

Leader: Ellen Richard (212-505-0697). Helmets required on this spin North via River Road. Temp below 35°, precip., ice at start cancels.

Sunday, December 15

A/52 • 9am • An Old Standby, Frozen

Leader: Lisa Halle (212-319-6097). From the Boathouse. No major objectives here...Let's just bundle up and head to White Plains, brunch at the Flagship, and get back home without losing any body parts to frostbite. Precip., icy roads, start temp. below 30°.

B/45 • 9:30am • An Unstudied Ride

Leaders: Reyna Franco (212-529-6717) & Stephanie Schwartzhoff (212-866-1755). From the Statue of Civic Virtue. This is a basic Out-to-the-Diner-to-Brunch-and-Back Ride designed by and for those who must study (or watch football) in the afternoon. Temp. below 35° at start or 60% chance precip. cancels.

Friday, December 20

A/B/C/30 • 6:45pm • 'Twas Six Nights Before Christmas

Leader: Marty Wolf (212-935-1460). From the parking lot in front of City Hall. Enjoy this festive season with a friendly-paced ride to the Flatbush section of Brooklyn to pedal past some of the most outrageous, extravagant and, at times, downright tacky Christmas displays in the entire NYC area. Although this is a short ride in distance, don't plan to be home much before 11pm.

Saturday, December 21

A/A-/60-45 • 10am • Lake Welch Cartop

Leader: Tom Lowenthal (718-847-6048). Beautiful 15-mile loop in Harriman State Park with an exhilarating 40 MPH+ downhill. Bring lunch plus plenty of pocket food and drinks; no delis, no stores in the wilderness. Precip. cancels, but not cold.

B/B+/40-50 • 9:30am • The B-For Christmas Ride

Leaders: Rikki Furman (212-734-8857) & Mercedes Menocal (212-644-2885). From 179th & Hillside, Burger King. A fairly flat and definitely scenic ride to what might be the North Shore of LI. 60% chance of precip. or temp. below 40° cancels.

Sunday, December 22

A/A-55 • 9am • Shake Your Booties-Weird Science

Leader: Tom McMahon (201-777-5845). From the Boathouse. Nyack with a twist-probably a piece of Western Highway, if we feel like it. We'll test a theory: if your teeth and your feet chatter at the same frequency, they'll cancel each other out. Fact or fiction? Find out. Precip. or start temp. below 30° cancels.

B/47 • 10am • The Solstice

Leader: Richard Rosenthal (212-371-4700). From the Boathouse. The Hayden Planetarium to the Turning Point (in Piermont) and back. Precip. or temp. below 35° cancels.

Wednesday, December 25

A/60 • 9am • Not For Jews Only

Leader: Jeff Vogel (718-275-6978). From the Boathouse. We'll try again. This ride has been cancelled because of the weather 3 straight years. With a special invitation to Rudolph and other red-nosed hedgehogs maybe we'll get lucky. You know what they say about not having enough time to train-It's not the quality of miles, its the quality that counts. Well, I promise that these will be all junk miles with lots of schmoozing. Bring your Christmas cheer. And don't forget to show off all those new Christmas and Chanukah toys. One quick diner stop, probably Celebrity in Syosset. White Christmas cancels.



Saturday, December 28

A/51 • 9am • Park Ridge Diner

Leader: Christy Guzzetta (212-595-3674). From the Boathouse. I know how to get to the Park Ridge Diner, but I don't know how to get back! Hopefully, someone who does know will be on the ride. Otherwise...? Very cold, ice cancels.

B/60 • 9am • The Swamp, The Hollow & Morristown

Leader: Bill Strachan (212-677-6951). From the World Trade Center, PATH Train-top of escalator. PATH to Newark to Great Swamp to Jockey Hollow to Morristown. Train is \$1 each way. Helmets required. Call by 8am morning of ride for cancellation or go. 35° or lower one hour before ride or 50% chance of precip. cancels.

C/40 • 9am • A.C.J. & C.W. "C" Ride

Leader: CJ Obregon (718-338-3275) & Chuck Wong (212-219-1268). From the Boathouse. A flat ride to Scarsdale with Merlin and Spectrum (with respect to Batman and Robin). Lunch at an overpriced deli. Below 30°, any precip. cancels.

Sunday, December 29

A/42-52 • 9am • Out with the Old

Leader: Bob Moulder (212-682-5669). From the Boathouse. This is the last ride on the NYCC 1991 calendar. I'm the last person crazy enough to agree to do it. I'm not going to lead any more rides this year-and that's FINAL!! (See you next weekend...) Precip., icy roads, start temp. below 30° cancels.

B/? • 9am • White Plains

Leader: Lee Tyler (718-338-8337). From the Boathouse. Ride easy, ride warm! Temp. below 35° or less at 8am or any precip. cancels.

Wednesday, January 1

A-/55-6- 10am • New Year's Day Annual Ride to White Plains

Leader: Marty Wolf (212-935-1460). From the Boathouse. Start the New York out right with an entry on your brand new 1992 mileage chart-and a somewhat laid back ride to the Flagship in White Plains for brunch. (No chart? The leader will give one to all who ride today.)

Saturday, January 4

A/52 • 9am • The Pillsbury Doughboy Rides Again

Leader: Bob Moulder (212-682-5669). From the Boathouse. Join the Doughboy on this schmoozy ride to Nyack and see how his winter weight reduction campaign went. A perennial winter slug favorite. Any precip., temps cold enough to freeze our buns.

Sunday, January 5

A/60 • 10am • Babes in Toyland, Hedgehogs in Disneyland

Leader: Stephani (Daisy) Jackenthal (212-348-8467), Lisa (Sylvester) Halle (212-319-6097), Margaret (Minnie) Cipolla (718-275-6978) and Jeff (Goofy) Vogel. From the Boathouse. Join Daisy, Sylvester, Minnie and Goofy on a journey to the Magic Kingdom (White Plains and Dobbs Ferry). This is for children only-no grownups allowed. Of course you must still be over 18 but that never stopped any of us from being children. Please bring your favorite cycling toys (bells, waterguns, spokey-dokeys, etc.) Two schmoozy stops for Hedgehogs and home before bedtime. Ride is cancelled if Mommy and Daddy find out.

Ride Previews

A/50-60 miles per day • June 1992 • The Animals Go To Africa

Leaders: Margaret Cipolla & Jeff Vogel (718-275-6978). Customized bike tour to Kenya and the Rift Valley. 18 day tour. Call leaders by mid-December if interested.

"B" There

Well, it seems like I embarrassed myself (yet) again. This time it was at the October Board of Director's meeting when, with a certain amount of self-righteousness in my otherwise wise and understanding voice, I demanded to know why there were virtually no articles in the BULLETIN relating to B rider concerns and why this Pokes character refuses to write about us who choose to view the world at 11-14 miles per hour. I was promptly informed that (1) this was not true; and (2) if so it was because, despite the open invitation to submit material, no B riders had done so. This then led to a brief discussion of alienation among B and C riders, specifically why so few of us choose to attend meetings or run for office or take other active roles in the Club.

This year that attitude seems especially out of place. B rides are up: the Kingsland All-Class ride featured one A ride, one C ride and *three* B rides! So, with mouth closed, I started thinking...

If there are that many of and we feel estranged from the policies of the Club, how come we haven't *done anything* about it? Talk about how we don't like pace lines and would rather be judged by the sights that we see than composition of our frames doesn't cut it. Kvetching (mine included) doesn't bring about more touring-oriented meetings or more weekend trips for those who don't enjoy chasing up hills and crashing down them.

I consulted with the Voice of Sanity (whom I just happened to meet at the supermarket one crisp evening), and with his help came to the realization that we simply like it this way! Those of us who would interrupt our pursuit of Indurain up the Alp du Whatzit to pick wild blueberries or just check out the view are perfectly happy with what the Club already provides. Besides, the active Type A personalities do a pretty good job and once in a while people like George and Sherri come along and add some new stuff and besides, if you get a cue sheet you can always go off the back and not get lost and so what if maybe when you back to the B&B all the hot water's gone and everyone's already left for dinner and you don't have a car but what the hell you can always sit on the porch and drink tequila and not have to listen to all that about STI and Cro-Magnon frames and unclipped pedals and now there's no more biopace just when I think I finally understand it. We have all we really want without having to get involved and maybe I've been doing this B ride coordinating a little too long...yeah...well...hmm...it seems like I've embarrassed myself (yet) again.

DICK GOLDBERG

Dick further "embarrassed" himself complaining that this article didn't appear in the November BULLETIN for "political" reasons. Actually, I'd encourage all members to get involved. But I got it so late the entire newsletter had been laid out—except the rides listings. There was just room for a turkey. —Clif

Walden Too

The Walden School of Cycling has long been a popular "spring training" for NYCC members and was featured this summer in *Bicycling* magazine. Whether you are a tourist or a racer, you'll learn riding techniques and skills, as well as getting in 200-500 miles of early season riding. The school is in Mt. Plymouth, Florida, near Orlando. A one-week session costs \$345 and includes expert coaching, meals and lodging. The sessions start on Sundays, from February 2 through April 12. For more information call 313/652-0511.

Everywhere I turn, all I hear about is the 15 mph speed limit. **Lisa Halle** was interviewed on WABC-TV (I don't think we should forgive them for the graphics on the bottom of the screen which identified her as President of the New York Circle Club) and **Curtis Liteburn** was on WINS. There have also been articles in the *New York Times* and several Manhattan weeklies. The arbitrary imposition of a speed limit is unfair and discriminatory. Training at 15 mph, would **Nelson Vails** have been able to win an Olympic Silver Medal? Would **Mike McCarthy** be racing professionally and would **David Walls** have been able to finish RAAM? The New York cycling community needs to unite to find alternative solutions to the safety problem in Central Park or we'll all be looking for a new sport soon. Bowling, anyone?

A special thank you for their support of cycling goes to **Leslie Tierstein** and **Herb Dershowitz** [no] who were listed in the most recent issue of *Bicycling USA* as being L.A.W lifetime members.

An article about giving up running for cycling in *Sports Illustrated* prominently mentions the New York Cycle Club. How did a national magazine hear about us? The author was Club member **Peter Sikowitz** which explains the caricatures of several cyclists, including **Bill White** and **Angel Rivera**.

Could that 80-hour gear masher named James from New York that Ed Pavelka refers to in his story on Paris-Brest-Paris in December *Bicycling* be our friend **James Brennan**? James is known to many of us for his antics on the Scandinavia, West Point, Catskills and Devil's Kitchen rides. Could cycling's answer to a Harley 883 be the same guy who crashed soon after leaving Paris, ending up with partial amnesia while still finishing in 67 hours?

Mike Yesko also rode a few miles with Pavelka on P-B-P before being dropped. In Fougères, Mike took some publicity photos for Tom Kellogg showing off two Spectrum Titanium bikes—featured on page 51 of the above-referenced publication. And, if you look closely at the picture on page 8, that's **John Barentz** in the foreground at the finish of P-B-P.

Belated birthday wishes go out to **Karl Dittebrandt** who just celebrated his 50th birthday on November 13th. Another birthday celebration was had on Mike Yesko's October 27th Regressive A Ride. **Janet Klutch** celebrated her 29th birthday (for the 12th year in a row). And it sure seems like shit happens often, doesn't it, Janet?

Let's wish a speedy recovery to ultra-marathoner **Art Crowley**. His recent crash left him with a couple of broken ribs, a punctured lung, a broken hip and torn knee ligaments. X-rays also revealed that he had dislocated a shoulder in a previous accident but was unaware of it until now. There must also have been some brain damage as Art is still talking about doing RAAM next year.

Was the first weekend in November "Party Weekend" or what? The hosts on Saturday had the perfect combination: **Catherine Chatham** loves to cook but has a tiny apartment. **Margaret Cipolla** hates to cook but has a large apartment and doesn't mind cleaning the resulting mess. Catherine arrived early with **Craig Spiegel** [yes] to prepare dinner. The jumbala-

ya, sweet potatoes and fritters were perfect as all 20 guests had a great time. And as a bonus there was enough jumbalaya left over that Margaret hasn't had to cook since.

The next day was Marathon Sunday and the NYCC had a marathon rolling party on **Jeff Vogel** and **Stefani Jackenthal**'s [no] Hedgehog Ride. After brunch at the Flagship it was on to Santa Fe in Tarrytown where **Elizabeth Emery** organized a surprise birthday celebration for **Steve Pollock** [yes]. After a long day of partying 12 people, fighting the darkness at the edge of town finally made it back to the Boathouse to watch the 8 hour marathoners finish. At last report though, Mike Yesko and **Holly Gray** [yes], Catherine Chatham and Margaret Cipolla, never ones to leave a party early, still had Margaritas in front of them at Santa Fe. Please come back.

I'm not quite sure of the story behind the Hedgehogs, but **Noel Comess** and Stefani Jackenthal [yes] presented Jeff with the official Hedgehog helmet. He actually looked like a hedgehog at the start of the ride, but by the time the ride ended it was pretty foul smelling. It seems that people were sticking things in it all day, like olives, tortilla chips, gum, noise makers, candles, limes and ugh!, Power Bars.

Speaking of Santa Fe, Mike Yesko's Santa Fe, New Mexico Quickie was certainly a romantic success. The five night trip had five men and five women (interesting rotational possibilities). While they all went as singles, *three* couples did come back. Clues as to these and other romances can be found elsewhere in this column.

Let's thank **Paul Rubenfarb** for giving us something to do late on Sunday afternoons. His 1:00 P.M. rides at a C- pace not only allow us to stay out late on Saturday night or enjoy Sunday Brunch, but we get to ride through neighborhoods we don't normally see. The architectural tours have visited Red Hook and Bedford-Stuyvesant along with Newark and Jersey City.

The NYCC had more than a passing interest in the results of the Oyster Bay races. **George Hincapie**, who was a guest speaker last winter, won the junior race. **Jessica Grieco**, whose parents spoke at the same program, won the woman's race (in which Elizabeth Emery won money for her strong finish). And Mike McCarthy, who spoke at the club several years ago, not only won the men's race but also won one of the two primes put up by the club. Race announcer **Joe Sahling**, also a past guest at a club program, read our announcement twice—that we're a more than fifty year old club of 1200 recreational cyclists, Lisa Halle, President. Twenty-one of 23 club members solicited at the race contributed \$1 to the two prime pots. (Maybe we should take up a collection for the two who couldn't contribute.) In the Cat. 3 and 4 race **Glenn Weiss** and **Tom Cipolla** (Margaret's brother) took home checks for their efforts.

In the only other racing news, **Hannah Holland**, yes Hannah Holland, was suspended by the CRCA for failing to marshal on her assigned day. I guess this will delay her long awaited racing comeback by a few more years.

November's Club meeting featured a return appearance by **Sam Posey**. Sam's discussion and slide show of the 1991 Tour de France kept a larger than usual crowd entertained throughout the program. Unfortunately, we also learned that ABC will *not* be televising the Tour in 1991, and it looks unlikely that any other U.S. networks will pick it up. ■

This is my last issue as editor of the BULLETIN. What a long strange trip it's been! Over the past two years I've tried to make the BULLETIN more like a magazine that covers cycling and cyclists in New York than just a newsletter. I did have help and there are some people I'd like to acknowledge, who have supported, encouraged, assisted me in this endeavor.

First, **Loraine Gruber**, credited for Editorial Assistance, provided a "second pair of eyes" and moral support. She not only did most of the proofreading but helped with layout and copy editing—getting everything to fit into 12 or 16 pages. Thank you, Loraine.

Arriving for a Club ride on the first Saturday of every month I'd approach the Boathouse with some trepidation. What would the reaction be to the new BULLETIN? But after all our work on the *copy*, all everyone was talking about was the *cover*! A special thanks to **Mike Samuel** who every month came up with a Samuel original!

Contrary to popular belief, I don't have the most important job in the Club. **Sherri Gorelick** does as V.P. Rides. The Club may survive without a newsletter, but not without the rides listings. She made the rides listing readable and added the "Out of Bounds" list of *other* club rides. And, most important she convinced the Board to move their meetings to Metropolitan Cafe!

The Club was privileged to have a fine president, **Lisa Halle**, and past president **Christy Guzzetta** who provided a monthly "message" and always encouraged me when I needed it. And I must thank **Bart Slavin** and **Amy Weintstock**.

Month after month, one of the most popular articles in the BULLETIN has been **Bob Moulder's** "No Tech Tips." I know I'm not the only one who has learned a lot about cycling from Dr. Bob. **Mark Martínéz** brings a much needed sense of humor to the newsletter; **Richard Rosenthal's** "Bike Shorts" provided much needed filler. **Jeff Vogel**, former Ultra-Marathoner, wrote all the "minutes" and most of the "lies." And thanks to *all* those I persuaded to write about their bicycling vacations.

Last, but not least, I want to thank my very good friend **Lou S. Pokes** who writes about what *really* goes on in the NYCC. Once the Boathouse crowd gets past the cover, "BlowOuts" is the first thing they turn to. I would always worry that someone might take offense but there were more complaints from those who were *not* mentioned.

For those of you that have said "No one can do it like you, Clif," I thank you. But fear not. The BULLETIN is in good hands. Our new editor, **Gail Birnbaum**, has been a staff writer for a notorious national weekly newspaper for most of the past decade. Handling the "graphics" will be freelance designer **Neal Spitzer**. He also teaches typography so he should be able to free us from Helvetica without making the BULLETIN look like a ransom note. I can't wait to see the new January BULLETIN.

Although this is my last month as editor I'm staying on the NYCC board as Public Relations Director (thank you for your support) and I'll contribute articles about cycling in New York, and maybe even write about *my* bicycle trips.

Minutes

New York Cycle Club Board Meeting (Tuesday, September 3, 1991)

Present: Herb Dershowitz, Dick Goldberg, Sherri Gorelick, Christy Guzzetta, Lisa Halle, Geo Kaplan, Clif Kranish, Bob Moulder, Larry Nelson, Richard Rosenthal, Jeff Vogel

Absent: Ed Fishkin, Hannah Holland

The September minutes were discussed. The bylaws amendments which were presented to the Board and discussed in September were reviewed again for the benefit of Christy, who had been absent. After he unsuccessfully attempted to convince Richard and Jeff to withdraw their proposed amendment, the September minutes were approved.

Larry announced that we need three Club representatives to LAW. It was decided that Clif, Geo and Ed will be the representatives. The Club will also solicit nominees for LAW volunteer of the Year.

Dick proposed a bylaws amendment creating a new Board position for Club Librarian. After the proposed amendment was revised a motion was made that the Board should take a position on this amendment. This motion was defeated by a vote of 6 against, 4 in favor, with 1 abstention.

Geo was requested by Metro-North to write a letter about possibly having morning trains out of NYC and late afternoon trains returning to NYC that would accept up to 60 bicycles and riders every Saturday and Sunday.

Richard discussed upcoming programs.

Clif announced that the Flagship put up the award we gave them last year for "Diner of the Year." The "Best of the NYCC" will be on the ballot again.

Clif presented a bylaws amendment submitted by two "anonymous" Club members. Christy made a motion that all proposed bylaws amendments be identified by their authors. This motion passed by a vote of 8 to 1, with 2 abstentions. The proposed amendment was withdrawn.

Clif then presented a bylaws amendment regarding Rides Coordinators responsibilities. Christy requested that Clif, Richard and Jeff try to consolidate their amendments into one amendment. When they were unable to do so, Christy made a motion that Clif's amendment be endorsed by the Board. This motion was passed by a vote of 5 to 4, with 2 abstentions. Upon further discussion as to how to word the endorsement, Clif withdrew his amendment.

Clif proposed a bylaws amendment regarding the requirements for proposing bylaws amendments. After discussion he withdrew the amendment. Clif presented a proposed bylaws amendment regarding a helmet requirement. A motion was made and seconded that the Board endorse this amendment. The Board then discussed the possible legal ramifications of this amendment. The motion and the amendment were withdrawn.

Christy announced he was proud of the accomplishments of the Board; i.e. insurance for every member, and the expanded C Ride schedule.

Lisa reviewed the nominations for the upcoming elections. Dick said that many B riders felt like second class citizens. We all agreed that more people, particularly B and C riders, should be encouraged to run for office.

The meeting adjourned at 9:53 P.M.

Junior Effective Cycling Course

Are you interested in a junior version of the LAW Effective Cycling course? It will stress traffic savvy and road safety, on-road repairs and adjustments but not delve too deeply into high level mechanics. The course will start with indoor discussions in January and February and will move onto the roads in March. Although there is no tuition, we will have to rent a meeting room in upper Manhattan (unless someone can provide space for 10-20 people) and a text may be required. The course is intended for B and C riders who are interested in touring and recreational riding rather than racing. Send a stamped self-addressed envelope to **Irv Weisman**, Box 97, Kingsbridge Station, Bronx, NY 10463 for follow-up information and include information about your cycling background including: your Club and touring experience; the kind of bike and gearing you have, and what you would like from such a course.

IRV WEISMAN



NYCC Board of Directors Elections

Elections were held at the November membership meeting. The 1992 Board of Directors are:

President: Richard Rosenthal

V.P. Programs: Sherri Gorelick

V.P. Rides: Margaret Cipolla

Secretary: Jeff Vogel

Treasurer: Larry Nelson

Public Relations: Clif Kranish

Membership: Herb Dershowitz

Circulation: Hannah Holland.

Editor: Gail Birnbaum

A Rides Coordinator: Mark Martinéz

B Rides Coordinator: Jim Babbitt

C Rides Coordinator: Geo Carl Kaplan

Bylaws Amendments

Due to "procedural errors" the Board of Directors decided that the bylaws amendments on the Ballot were void. They will appear again in January.

So What's a Good Cadence

High cadences, such as 90 RPM or more, are most efficient, right? Wrong! And what's more, I want to use your body to prove it to you.

I have designed a wind-trainer (or magturbo) test which predicts your most effective cycling cadence; it is probably lower than you think. Each run of the test, which is tailored to your class and does not require you to be in tip-top condition, takes $\frac{3}{4}$ hour per run, and is an interesting winter cycling activity. You will learn how your body reacts to various cadences, and I will get all kinds of data to play with.

The following equipment is needed: (a) A wind-trainer or magturbo. (b) A cassette tape player for the test instructions and cadence beats. (c) A heart monitor, or a human helper, to monitor your pulse each minute (you can't do it yourself and still maintain a steady cadence, which is essential). (d) Another cassette recorder, or the same helper, to record your pulse each minute. [Suggestion: get together with another cyclist who would also like to do the test, and help one another.]

I need to know your riding class and the number of teeth on your chainrings and freewheel sprockets (uniform spacing is best for this test). I'll then make an instructional tape for you. The test results will be analyzed by Frank Rezac with a program he developed from my equations. It will reveal your most effective cadence, i.e. the cadence at which you deliver the most power to the bike. This is not the most *efficient* cadence (i.e. max miles/calorie) which is about 50-60 RPM, which for other reasons, is too low for good cycling.

To get in on the tests, call (212/562-7289) or send me (a) your riding class, and (b) your chainrings and sprocket sizes, and I'll develop a test program for you on tape.

IRV WEISMAN

President's Message

Lisa Halle

Well, it's December. It's my last month as President. This year has gone by so fast. There were so many things I wanted to do...to make this club the best it can be...to make everyone happy. But I guess that's never possible.

But I would like to say thanks. To all of you. For making my job a lot easier. Because, after all, it's all of you that make this Club what it is. And I'd like to add a few special thanks.

► Thank you Christy, for having faith in me as president. I only wish you'd told me about *Robert's Rules of Order* sooner!

► Thanks, Sherri, for all your coordinating efforts in getting all those rides listed and organizing some *great* all class club rides.

► Thank you, George (oh I know, it's Geo!) for making the unbearable times a hell of a lot more bearable. It was your wonderful, and very funny, words of encouragement that got me through.

► Thank you, Dick and Bob, for such great B and A rides!

► Thanks, Clif, for bearing with my non-IBM friendly President's messages each month!

► Thanks, Jeff for being the best secretary a president could ever have. The coffee was always warm, and the chocolate cake the best!

► Thanks Hannah, for making sure I got my BULLETIN.

► Thank you Herb, for making this Club membership the biggest ever! And Larry, for keeping track of all the funds!

► Thanks Dr. Ed, for your medical (and mechanical) assistance on so many rides.

► Thank you Charlie Komanoff, for getting me involved in all the Central Park issues.

► Thanks Lance and Jane, for putting up with my bad moods! You always knew how to make me laugh when I thought I'd cry.

► Thank you Chris Mailing, for your enthusiasm for the NYCC and CRCA. I doubt I can follow in your footsteps and become CRCA president!

► And last but not least, thank you, Richard Rosenthal, for your undying dedication to this Club, not to mention your wonderful stories that made driving from L.A. to San Diego at midnight a lot easier. You're going to make a great President!

It's been quite a year. Here's to 1992!

Club Volunteer of the Year

As an affiliated club of the League of American Wheelmen (LAW) the NYCC can name a member to be recognized as the "Volunteer of the Year" who has contributed the most to the Club's efforts throughout the year. Nomination should be based on: commitment to improve the future of bicycling or significant contribution to bicycling over the past year. A nominee must be a member of the NYCC, but need not be a member of the LAW. If you would like to propose a member to be so honored, send their name and a brief description of their contribution to Lisa Halle at 400 E. 55th Street #12B, New York NY 10022.

The Trip was a Gas

A collaboration of Catherine Chatham and Mike Yesko with major contributions by Ed Fishkin and Richard Rosenthal

The Santa Fe Quickie started innocently enough. However with five women and five men away for five nights on the road, the "rotating paceline" had the potential to take on new meaning. With this in mind, the group boarded at LaGuardia, filling up the very back of the airplane, which seemed at first to be cozy, but happened to be the *loudest* section—sort of like being out in the middle of a runway (must have been the discount tickets). Richard Rosenthal passed out bike magazines and a new brand of Power Bar, which we all instantly consumed. It takes a lot of power to talk above the plane's drone and endure the restroom traffic.

We began the first day in Albuquerque by attending the 20th annual International Balloon Fiesta at sunset. We watched nearly 800 hot-air balloons of all shapes, colors and sizes being inflated and launched. It was here that Karen Reich had her first breakfast burrito, a flour tortilla wrapped around mostly beans and chile sauce. The group discovered (and Karen continued to prove) that she had a stomach lined with cast iron, for she ate more beans and chilli sauce than a well-weathered truck driver; yet she suffered none of the usual rude side effects. Truly amazing, considering what the group had to endure when Ed Fishkin came close to a bean, thought of a bean, or allowed a plate of beans to accidentally pass before his nose.

We rode from Albuquerque to Santa Fe that first day. During our first sag stop, Janet Klutch went off into the bushes and pushed aside a cactus to avoid sitting on it. She came out of the bushes with enough prickly thorns in her hand to keep Dr. Ed busy with tweezers for a half an hour so. This ride between Albuquerque and Santa Fe took us along "The Turquoise Trail" through small mining towns which were sparsely inhabited and very quiet—except when Richard took his turn driving the sag van while listening to the Clarence Thomas hearings at high volume, wrecking the solitude of the desert.

The next day we took the "high road" from Santa Fe to Taos which included several spectacular climbs, one of which was a steep 12-miler between Chimayo and Truchas. Truchas was where "The Milagro Beanfield War" was filmed. Of course Janet got lost twice in Truchas—a desert town with two (count them) streets. She had to ask directions from a truckload of toothless locals and told them she was from western Pennsylvania, afraid to admit being a New Yorker. Janet has a keen sense for survival. After lunch at the one café in Truchas, Janet headed back down the mountain toward Chimayo, causing Mike Yesko to chase her down before she descended too far. Going back down a painful and anguish-filled climb would be upsetting for most riders, but Janet had a great sense of humor about her mishaps (as well as others'), and kept us laughing most of the trip.

Upon reaching Taos, we discovered that the Laughing Horse Inn (a place where D.H. Lawrence *might* have slept) had a hot tub and a nice atmosphere with fireplaces in the rooms. Holly Gray demonstrated her NOLS skills by quickly producing a blaze in her fireplace. It turned out that John and Yoko *did* sleep at the Laughing Horse when visiting Taos, and Craig Spiegel and Catherine Chatham nabbed *their* room when they arrived at the inn ahead of the others. The inn was so cool, and Taos so beautiful that we changed our plans and stayed there for two

nights, rather than one. The second night we all shared a funky penthouse apartment with a huge TV and VCR, though none of us could stay awake through a quarter of "The Shining."

Our second day in the Taos area took us on a 90 mile circuit called the "Enchanted Circle," which was remarkable for its transition from desert up through a canyon to a ski resort town and further up into Alpine forest and meadows, including two challenging passes above 9,000 feet. Richard got the honors for completing the entire gruesome route without sag support.

It has to be noted that our leader, Mike Yesko, got back on a bike for the first time since his accident in mid-September, and Richard accompanied him in the sag van, blaring John Tesh's Tour de France theme music while tossing oatmeal cookies out the window at him. The sag van proved to be a very good idea. It gave riders a chance to cut a day's ride short or skip the climbs. Sherri Gorelick was mid-mountain when she ran out of water, but Ed and Craig pulled up next to her on the climb, grabbed her water bottle and re-filled it. The only conflicts seemed to occur in the van over what would play on the radio or cassette player. Clarence Thomas hearings vs. Mexicali vs. tribal drum rhythms vs. Salsa vs. Navajo flute music.

Craig (who brought the average age of the riders down to 76) proved to be Mr. Enthusiasm, waking up every morning asking, "How many climbs, how many miles?" and jumping up and down in his seat at restaurants when food arrived at the table, "yes it's food on the table, food on the table..." Craig looked at climbs like a beast in heat; his eyes glazed, his breathing heavy and irregular. Sort of like the same look that Bob Foss got on his face when he saw a yellow sign of a truck on a triangle, indicating a long and steep *descent*.

For our route from Taos back to Santa Fe, innkeeper Joe recommended the "low road" to Mike, emphasizing that it included a descent into and a corresponding climb out of a beautiful canyon. It *is* beautiful if you have a 4-wheel drive pickup truck. Joe knew we were from New York and was probably back in Taos, chuckling over his beans and eggs while we rattled and rolled down the gravel road toward the Rio Grande. Janet, Karen and Sherri were able to skip the climb by hitching a ride with an Indian family whose father moved his children from the truck's bed into its cab to accommodate the three riders and their bikes. The rest of us climbed the steep gravel road out of the canyon through "Texas tacks" (little thorns with more power than glass to blow tires) and sand to reach a paved flat stretch. For a while we were paced by a snaggle-toothed motorcyclist with a Neanderthal shaped head who looked like he ate human flesh for breakfast. It turned out he was taking a break from picking piñon nuts. When he dropped to the back of our paceline and settled in behind Catherine for a couple of miles, we became concerned. We couldn't "drop" him so we were relieved when our sag van appeared on the shoulder and the Neanderthal-in-leather lost interest in the encounter and sped off to stalk his next meal.

We bypassed a chance to soak in the iron and cyanide hot springs, pushing ahead to a nerve-wracking 16 mile climb along a busy highway back to Santa Fe.

▶▶▶

Needless to say, the rides were beautiful and challenging and the weather wonderful. Strangely enough though, the talk at mealtime was not about rides or scenery but about problems digesting the local cuisine. We couldn't sit down for five minutes without one of us bringing up the subject of gas (and there was always a cloud around us). Granted, there were a lot of beans, but no one was forced to eat them. Gas-X proved to be totally ineffective with this test group. Janet commented that she could not afford to keep the group in toilet paper. Holly unsuccessfully tried to change the subject at each meal and refused to join in on gaseous subjects, so a warning to bikers who dine in Nyack, no scatological discussions at "Eat Your Heart Out."

We were all a little bummed our last night in Santa Fe. The group placed a call to Beth Herman, the absent co-leader, to praise her role in the advance planning of the trip. Sherri had to take on the difficult task of smoothing out the sleeping arrangements that last night. Bob and Ed had a very special night since they had one bed between them. On a closing note, Bob got back to his car in the LaGuardia parking lot, and discovered that the battery was dead. This can and usually will happen, Bob, if you leave your dome light on for five days and five nights.

In any event, we loved the trip so much that we're considering a ski weekend to Taos in January or February. See one of us if you have an interest in joining. ☐

Out of the Saddle

Mark Martinéz

Hiss-Teria!

"Fffft, Fffft, Fffft ..." Sound familiar? Nothing intimidates a new rider so much as the fear of getting a flat tire. Not homicidal cab drivers, not potholes, not even rabid dogs.

I hadn't had my first bike a week when I got my chance to go *mano a mano* with a flat clincher. It was a bleak Saturday in September and I was alone. I pulled the punctured tube out of the tire and my patch kit from my pocket. "Just take your time," I said to myself. Then it began to rain. "Well not *that* much time!" While the elements played "Misty" for me, I hastily applied the patch and completed the repair. Pnema, the goddess of compressed air, must have heeded my fervent supplications, because the patch did its job and I made it home without further incident. I soon learned to leave patch jobs to the stress-free confines of home and simply swap a new tube for a perforated one while on the road.

Permanent Shunning

My initial concerns about my ability to repair a flat slowly faded only to be replaced by a more subtle fear; How long could I take to fix a flat before everyone on a club ride cursed me and all my ham-fisted ancestors. Extensive curbside observation has led me to conclude that the interval required before permanent shunning occurs varies depending on (a) extremes in temperature; (b) miles travelled; (c) number of punctures already sustained on a ride, and some sexist types would add; (d) the gender of the rider.

Fortunately for me, my more experienced riding partners

could sense my mechanical ineptitude, much like dogs smelling fear, and usually had the offending wheel and tube removed before I had my spare out of my seat pack. (Woe unto the unlucky tyro who punctures without a spare, for his name shall be uttered with contempt and derision!) I was amazed at the way tire, levers, and tube were deftly manipulated until my tire was ready to be reinflated. This latter task came under the category of unskilled grunt work, so I naturally got to do the pumping.

The Kindness of Strangers

With glacial slowness, my roadside repair skills had evolved to the point where I, unlike Blanche DuBois, rarely relied on the kindness of strangers. When some individual had the misfortune of puncturing on a club ride, I would stand by the roadside, arms folded, watching his mortal combat with a recalcitrant Kevlar bead. After much grunting, swearing, and bending of tire levers, I'd nonchalantly volunteer, "Need a hand?" This seeming gesture of goodwill would then place the flatee in a characteristically male dilemma, "Should I admit defeat in front of my hairy-chested and smooth-legged comrades, or should I bravely struggle on until the cows come home?" Poor soul.

Then there are those who should know better. The "A" riders mounted on gleaming examples of fine Italian craftsmanship complete with Silca frame pumps custom painted to match. When faced with the task of inflating tires to modern riding pressures with their anemic (but classic) pumps, they would sheepishly ask, "Anyone got a Double-shot?" I suppose that's better than the guys who left their pumps "on my other bike."

Anxiety-Fraught Weeniehood

How quickly we forget what it's like to be on the other end of the tire lever. This is not accidental. I believe it was Freud who said, "The desire to distance ourselves from non-mechanical dweebs is our way of coping with latent insecurities left over from our own anxiety-fraught weeniehood." Fortunately for us, this stage is usually a brief one.

Having passed through this phase, I am now attempting to atone for my former sins. Every flat tire I help to fix is a chance for me to repay my debts to cycling society and hone my skills at the same time. I even confess to enjoy popping a tight tire bead over a rim with my spaghetti thin fingers. (You don't haf to be built like Ahnolt!) Flat fixing may be the one technical skill that even non-technical types can easily master.

Flat Fixing Gene

But far be it from me to keep this pleasure all to myself. I would be happy to initiate others into Zen and the Art of Tire Maintenance. This invitation naturally includes the women in the club who have long been deprived of this sense of accomplishment by us over-eager, chest-thumping, male louts. I know they can't believe that the ability to fix a flat is contained on some gene found on the "Y" chromosome. They must simply be afraid of deflating our fragile male egos by inflating their own tires. Fear not, we will endure.

Some of the sisters are already doin' it for themselves. A little while back, I got to watch while four women from the Club attacked two flat tires with the precision and skill of the Wood Brothers in the pits at Indy. Like those four women, I enjoy being a little bit more in control of my own destiny. Water main breaks in the street, track fires on the IRT, and traffic jams on the LIE leave me frustrated, hostile, and aggressive—in other words, a typical New Yorker. But a flat tire, this I can handle. ☐

Patching a Tube

Patching a tube is simple, right?

I think so, but when I see a cyclist throw away an otherwise brand new \$6 Turbo Tube because it has a tiny pin hole, it's obvious some people think not. Or perhaps they're wealthy enough to buy a new tube every time they get a flat, and just don't want the hassle (albeit a very small hassle) of patching a tube. Or, more likely, perhaps they've been frustrated by using patched tubes that failed because the patch wasn't properly applied. That's probably it.

Some of us, whether rich or poor, and for twisted motives not entirely understood, literally hate to throw away punctured tubes. My personal patch record for a single Turbo Tube is eight. It would've been higher but for a vicious, unpatchable half-inch glass slice that ended the streak and destroyed a brand new tire in the process.

But enough sentimentality. You want to know how to stick on a good patch that stays stuck.

1. Find the hole. Before removing the tube from the wheel, examine the tire tread to try to find the nail or the glass shard or whatever caused the flat. If the tire went flat immediately after hitting a deep pothole, you've probably got a "snake bite," so called because of the two tiny side-by-side holes that look like they were made by a viper's fangs. If that's the case, check for tire sidewall damage. After removing the tube from the tire, fill it with your air pump and feel around its circumference with your hand to locate the tiny puff of air. Still can't find it? Fill a sink with water, immerse the inflated tube and follow the bubble track right to the hole. If no sink is available, make your best guess and use saliva to confirm it. If the tube deflates immediately when you try to pump it up, you've got a really big hole. Most tubes are manufactured with some talc inside, so look for the telltale white dust on the tube to locate the hole. If you have trouble visually locating it, have a buddy man the pump while you feel for the rapidly escaping air.

2. Rough it up. This is a critical step which many people skip or don't do properly. The sandpaper that came with your patch kit is used to rough up the area around the hole so the glue can get a good "bite" on the slick rubber surface. Don't putz around when sandpapering the puncture site. Scrub the entire area vigorously and thoroughly, *being very careful to sand down completely any mold ridges which will be covered by the patch.* To do this it is sometimes necessary to stretch the tube over your thumb while sanding so that the ridges stick up where you can get at them. Remember, improper sanding is one of the leading causes of patch failure.

3. Apply the glue. To the roughed up area of the tube, *not* to the patch. Squeeze out a little glue on the tube right at the puncture location, then work the glue around in small circles, squeezing out more glue as it is spread thin. Spread a thin coat of glue over an area *slightly larger* than the patch will cover. Don't worry if the glue blobs up in a couple of spots, *but make certain there are no areas without glue.*

4. Let the glue dry. It is a common misconception that the patch is applied while the glue is wet. It isn't. Let the glue dry until it has a "flat" or "matte" appearance with no shiny, wet areas. If there are shiny blobs of glue, that's okay—just let the glue dry a little longer. You'll know when the blobs are dry because they shrink down almost flat. Glue drying takes about 5–7 minutes, longer if it's cool. Much, much longer if it's cold. Find a warm spot, such as inside a diner.

5. Apply the patch. Peel the backing off the patch. For virtually all patches these days, the backing is the shiny aluminum part, not the clear cellophane "handling" part. Being very careful not to touch or to get any dust or dirt on the patch, carefully center the patch over the hole and press hard to seal the bond. After the patch is thoroughly stuck to the tube, peel off the clear cellophane handling sheet.

Voila! You've done it! A good patch!!

More Tube and Tire Tips.

1. To be absolutely sure your patch is a good one, and to avoid frustrating and time-consuming roadside re-repairs, after you get home repair your punctured tube right away, then reinstall it in the tire in which it was punctured. Reinflate to full pressure. There are two reasons for this: 1) If the patch is not good the tire will lose pressure overnight, so you find out at home instead of on the road somewhere, and 2) you'll always have a "virgin," patch-free tube in your seat kit to rely upon.

2. So you'll always have a reference point for locating punctures, make it a habit to install tires with their labels on the drivetrain side, centered over the valve stem hole on the rim. That way, if you locate the puncture-causing culprit in the tire casing you can hold the tube up next to the tire to narrow down the location of the tube hole. Likewise, locating the hole in the tube can help you trace a hard-to-find shard in the tire tread. I once used this method to track down a tiny wire in the tread which was smaller in diameter than a baby's hair.

3. An ounce of prevention can eliminate many flats before they occur. Many flats are caused by bits of glass or other debris that were deposited in the tread hundreds of miles ago, then gradually worked their way through the tire casing and the tube. It's a good idea to completely deflate your tires once a week, then pinch the tread all the way around the tire to open up the numerous tiny cuts. This will expose embedded potential gremlins so you can dig them out.

4. Use fatter tires. Skinny, high-pressure tires = lotsa flats. Slightly fatter tires (for instance, 23 mm vs. 20mm width) can virtually eliminate pinch flats (snakebites). Also, they can be ridden at lower pressures, which produces three positive results: 1) fewer punctures, because the tires more easily conform to puncture-causing junk, and 2) a more comfortable ride, and 3) longer tire life. The ever-so-slight increase in rolling resistance is well worth the drastic reduction in flats.

If there are any topics you want covered, or if you have tips to share with the rest of us, contact me at 212-682-5669 with your request or your own No Tech Tip. Or you can FAX it to 212-682-4249. ■

Classifieds

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Free bicycling mileage logs available at the December membership meeting. Ask Tom Lowenthal.

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NYCC Membership Application

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

Name _____ Signature _____

Street _____ Apt _____ Phone (H) _____

City _____ State _____ Zip _____ Phone (W) _____

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

Where did you hear about NYCC? _____

Circle if applicable: I do not want my (Address) (Phone Number) published in the semi-annual roster.

Other cycling memberships: ☐ AMC ☐ AYH ☐ Bikecentennial ☐ CCC ☐ CRCA ☐ LAW ☐ 5BBC ☐ TA ☐ _____

1992 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one BULLETIN. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple). Mail this application with a check made payable to the **New York Cycle Club**, P.O. Box 199, Cooper Station, New York N.Y. 10276.

New York Cycle Club

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

Tuesday, December 10

6pm Drinks, 7pm Dinner, 8pm Program
Dinner: \$11 meat, fish, \$8.50 vegetarian. \$2 surcharge after 7pm
Non-diners seated separately
Open to members and non-members

The Best Holiday Party You'll go to All Season

The Comedy and Songs of Doug Nervik

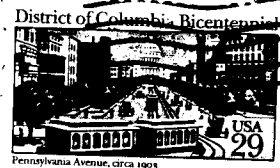
Doug was an outstanding bike mechanic for entirely too long. Now he's a professional (and terrific) comic, mimic, and wit. Perhaps you've seen him in his three-person comedy shows at New York nightclubs or in theaters around town as part of several improv groups, currently "Chicago City Limits." You'll recognize some of the characters in his repertoire for the night: they're your fellow club members! And his songs are written about us. He entertained us three years ago at the first meeting for which I was program director—and now the last one.

Giant Flea Market Featuring *Your* Bike Stuff

Here's your chance to sell any bike stuff you don't want; or buy other people's. Display tables open all night long for browsers.

New York Cycle Club

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