

January
1991

JANUARY 1991

NYCC BULLETIN

9:30am NEW YEARS DAY...



*"...I rode up to the boathouse, remarked what a **bright, cheery**, 30° morning it was, and asked if everyone was ready to **embrace** the new year..."*



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 Cliff Kranish, Editor, NYCC BULLETIN, 111 Fourth Avenue - Apt 7A, New York, NY 10003.

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

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

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

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

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

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

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Editorial Assistance: Loraine Gruber

Deadline for February issue: January 8



New York Cycle Club

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| | | |
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Guidelines for Club Rides

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

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

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

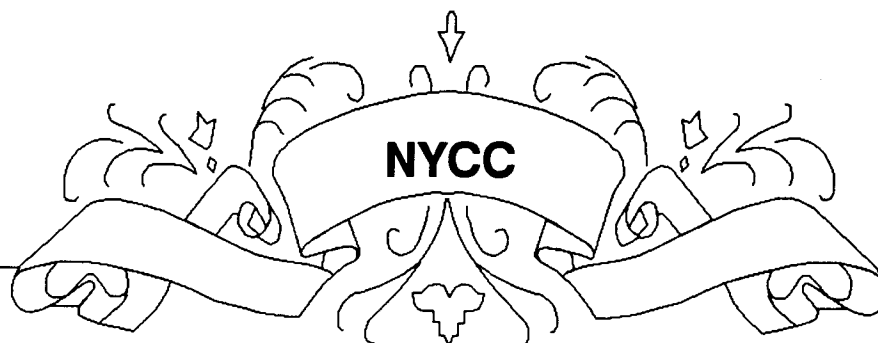
| Ride Class | Average Speed (not incl stops) | Cruising Speed (flat terrain) | Ride Description | Central Park Self-Classification Times (4 laps = 24.5 miles) |
|------------|--------------------------------|-------------------------------|--|--|
| AA | 17+ mph | 22+ mph | Vigorous riding, frequently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

Cliff Notes: Look up top, there's a new Board of Directors! I've agreed to edit the BULLETIN for one more year, and I'm excited about working with them all. Before I forget again, the poem in last month's issue was written by Mike Samuel. Are you or do you want to be an "A" rider? Be sure to read Lance's article. There's also new column starting this month called "BlowOuts." I'm not the author, but I'll pass on any suggested topics.

JANUARY RIDES

- Sat. Jan. 5
A/60ish Mi.
9:00
- JANUARY JERSEY JAUNT** Leader: Lisa Halle (212-319-6097). From the Boathouse. Just a joy ride, so don't be jealous! Nevertheless who knows? Raring to ride to Ridgewood? Alteration always available. Snow, rain, temp below 30 degrees cancels.
- Sun. Jan. 6
A/54 Mi.
8:00
- YESKO'S RIDGEWOOD RE-RUN** Leader: Lance Leener (212-947-9392). From the Boathouse. In honor of Mike Yesko's December early morning trek, we will honor one of the nicest guys in the club by repeating his route. Rotating and cooperative pacelines there and back required. Rain or snow cancels.
- Sun. Jan. 6
ATB/25 Mi.
8:00
- MOUNTAIN BIKING ON LONG ISLAND: 3RD TRY** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Our third try for this ride. 8:41 LIRR to Syosset. Bring passes. Call leader for driving instructions if you prefer the road to the rail. Call leader regarding possible cancellation, in which case wait for #4.
- Sun. Jan. 6
B/B -/C+/35-
10:00 40 Mi.
- SUNDAY AFTERNOON WITH FUN!** Leaders: Maggie Clarke (212-567-8272) & Dick Goldberg (212-874-2008). From the GWB. If 45 degrees or above at 8a.m. (WINS 1010), bike to White Plains. If below 45 degrees, hike the Palisades. If 5" of snow or more, X-C ski in VanCortlandt Park. Start at last stop of IRT #1 (B'way @ 241st St.). All welcome. Rain cancels all.
- Sun. Jan. 6
C/25 MI.
10:00
- CONEY ISLAND VIA BROOKLYN SHORE** Leader: Dorothy Fong (718-596-5776). Meet City Hall parking lot. A leisurely trip along the Brooklyn Shore to Coney Island. You can lunch at the original Nathan's if you so desire and return via Ocean Parkway, Prospect Park, etc. Projected high less than 45 degrees or any precip. cancels. Call before 9a.m. for confirmation.
- Sat. Jan. 12
A/55 Mi.
8:30
- THINKIN' 'BOUT BERGEN** Leader: Dave Regen (212-222-0532). From the Boathouse. A moderate ride on rolling terrain. One great down hill, one slightly gut-wrenching climb on the way back (at least you won't be cold after this one). Breakfast in Ridgewood. If all goes well, back my 1:30p.m. Temp. below 28 degrees or wet weather cancels.
- Sat. Jan. 12
A-/60-80 Mi.
9:00
- EASY RIDE TO ARMONK/BEDFORD** Leader: Jim Miller (718-458-2842). From the Boathouse. Minimal stopping should keep body heat to a maximum as we do some moderate hills up Westchester way. This is a good ride for those looking forward to PBP. Distance may vary according to weather. Rain or tem. below 32 degrees cancels.
- Sat. Jan. 12
B & A/40 Mi.
9:30
- ANNUAL NATHAN'S CONEY ISLAND RIDE** Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Hot dogs, French fries, and fun at Nathan's in Coney Island. On return we stop at Holly Gray's for hot cider & warmth.
- Sat. Jan. 12
All-class 0 Mi.
12:00
- BUILD YOUR OWN PERFECT WHEEL** Instructor: Richard Rosenthal (212-371-4700). Bring your own rim, hub, and spokes or contact me to get them for you. By the time you leave, you'll have built and trued your own wheel. THIS WILL BE HELD ONLY IF IT'S TOO COLD OR WET TO RIDE. Call at 9:30 to confirm. At 245 E. 63rd. St.
- Sun. Jan. 13
A/A-/45 Mi.
8:00
- SUNDAY QUICKIE** - Leader: Michael Yesko (212-475-4007). From the arch in Washington Square Park. With the onset of colder weather, we stay within the city limits on a perimeter route of Brooklyn. Will include Brooklyn Bridge, Shore Road Park, Coney Island, Jamaica Bay, and the Badlands near the Queens border. Precip. or ambient temp. below 32 degrees cancels.
- Sun. Jan. 13
A/A-/55Mi.
9:00
- WHERE ELSE BUT NYACK?** Leader: Donna Slattery (718-921-4635). From the Boathouse. I usually don't ride in the winter so help me keep warm. It's the traditional ride to Nyack possibly via River Road. Rain/snow/sleet/temp below 35 degrees cancels.
- Sun. Jan. 13
Cartop/Hike
A/B/C-10 Mi.
- ALL-CLASS HIKE TO THE LEMON SQUEEZER VIA TIMES SQUARE** Leader: Ken Weisman (212-722-5527) From my house at 710 W. End Ave. (at 94th St.) To Beautiful Harriman State Park in winter. Helmets not required; however, water, lunch, snacks, boots, & layered clothing are. No food available on the trail. Phone in advance if you're coming.
- Sun. Jan. 13
C/25 Mi.
10:30
- RIDE TO FORT TRYON PARK** Leaders: Hindy & Irv Schachter (212-758-5738). From NW corner of First Avenue and 64th Street. See some of Manhattan's lesser know mansions on the way to this jewel of a park setting for the Cloisters. Yes, there is life above 110th Street. Bring lunch or money for it. Projected high less than 45 degrees or any precip. cancels.
- Sat. Jan. 19
A/42 mi.
9:30
- SCARSDALE LOOP** Leader: Christy Guzzette (212-595-3674). From the Boathouse. Casual ride up to the Scarsdale Diner. Return via one big hill and Grassy Sprain Road. If weather permits, we'll extend the ride 11 miles and take in the Flagship. Severe winter weather cancels.
- Sun. Jan. 20
A-/50 Mi.
9:00
- QUEENS FOR A DAY** Leaders: King Jeff and Queen Margaret (W: 212-265-2500; H: 718-275-6978). From the H.M.S. Boathouse. Yes, we will actually ride in the "wasteland" of Queens on purpose. In addition to going "in search of" good cycling roads, we hope to find some, but not all of the following: John Gotti's home, the Jamaica Bay Wild-life Refuge, Bigfoot, the terminal moraine of the last glacier (the highest point in Queens), Geraldine Ferraro's house, Jimmy Hoffa, the Kissena Velodrome, the Al Jolson Casino, and The Tooth Fairy. There will be one deli stop early and the ride will end with a Royal Brunch at the King's and Queen's palatial apartment. Temp. below 20 degrees, rain, snow, etc. cancels ride. In any event, however, brunch will be held and non-riders are also welcome at it. Call for directions.
- Sun. Jan. 20
All-class eat
14 Mi. (R/T)
12:45
- THE VICE-PRESIDENT QUAYLE COMMEMORATIVE RIDE TO JEFF VOGEL'S BRUNCH.** Organizer: Richard Rosenthal (212-371-4700). From the Tramway Plaza, Second Ave. at 59th St. Today marks the second anniversary of our Republic having survived our veep. It is only fitting that we mark the occasion by ducking the hard stuff in favor of taking the easy way out. We'll arrive at the Vogel-Cipolla feeding zone minus the cultural enrichment of our colleagues, but warmer than them. (See above.)

- Sun. Jan. 20
B-/45 Mi.
9:30
GARVIES POINT Leader: Don Passantino (718-446-9025). From the Statue of Civic Virtue on Queens Blvd. near Union Turnpike. Follow the historic McCaffrey Trail to this North Shore natural wonder. Temp. below 45 degrees or wet roads cancels.
- Sun. Jan. 20
C/45 Mi.
10:00
AROUND STATEN ISLAND Leader: Roscoe George a/k/a George Carl Kaplan (212-989-0883). From the S.I. ferry entrance. An attempt to circumnavigate Staten Island. Not the first time nor the last that this will be attempted in this century. Bring lunch or money for it. Plan to take the 10:30a.m. ferry and return via the 4:00p.m. ferry.
- Mon. Jan. 21
A/56 Mi.
9:00
PILLSBURY DOUGHBOY RIDES AGAIN Leader: Bob Moulder (212-682-5669). From the Boathouse. For those who don't have to work on the Dr. Martin Luther King Holiday, this roly-poly ride emphasizes downhill all the way to Park Ridge, NJ, then the flattest route possible back. Let's work off those winter rolls. Temp. below 30 degrees at start, predicted high over 375 degrees, wet, or icy roads cancels.
- Tues. Jan 22
All-Class
0 Mi.
12:00 Noon
FOURTH TUESDAY LUNCH Coordinator: Paul Minkoff (718-937-6171). An NYCC affair with no MC? No hazing of "new faces"? Decent food?! To avoid losing track of fellow cyclists, join other midtown office slaves for lunch at the Patrick Conway Pub on 43rd St. between Madison and Vanderbilt. If successful, to be repeated Feb. 26th.
- Sat. Jan. 26
A/52 Mi.
9:00
I LIKE NYACK IN JANUARY Leader: Bill Richards (212-675-1946). From the Boathouse. We will try River Road, if it is navigable, to one of the best bargain breakfasts around (where cyclists are treated first-class). Up 9W and back 9W. This is a route we can do on "auto-pilot" as the cold will probably be numbing. Start temp. below 29 degrees, bad wind chill, or any precip. cancels.
- San. Jan. 26
A-/60-80 Mi.
9:00
EASY RIDE TO ARMONK/BEDFORD Leader: Jim Miller (718-458-2842). From the Boathouse. As on the January 12 ride, minimal stopping on the way to Westchester for PBP aspirants or any other cold mongers. Depending weather, we may lop off or tack on mileage. Starting temp. below 30 degrees, rain, or snow cancels.
- Sun. Jan. 27
A/A-/45 Mi.
7:50
SUNDAY QUICKIE - STATEN ISLAND Leader: Michael Yesko (212-475-4007). From the entrance to the S. I. Again we'll stay within city limits and keep it short. Jody still gets credit for this scenic route of architectural wonders. Those early hills will warm us up en route to Tottenville for a deli stop. Be prepared for a pace line sprint back to make the 11:30a.m. ferry. Precip. or ambient temp. below 32 degrees cancels.
- Sun. Jan. 27
A-
35-40 Mi.
9:30
TOUR DE PARK RIDGE Leader: Carl Faller (W: 212-602-2926; H: 212-740-5586). From the Fort Washington entrance at the GW Bridge Bus Terminal. Ride through Bergen County to breakfast in Park Ridge, N.J. Loop back to the GW Bridge. Icy roads, predicted high temp. below 32 degrees cancels.
- Sun. Jan. 27
B/60 Mi.
7:30
BEAR & BACK BIKE & RAIL Leaders: Cindy Arlinsky and Jon Orcutt (212-941-4600). From Grand Central ticket windows. Joint ride with Transportation Alternatives. Peekskill to NYC via Bear Mtn. Bridge. Ride south along the west side of the Hudson. Lunch at bike-friendly diner. (Guess which one!) \$6 fare for the train. Bring Metro North Bike Pass. Snow or temp. below 45 degrees cancels. Train departs at 7:55 for Peekskill. Call to confirm.
- Sun. Jan. 27
All-class
Bike B-/C+
35-40 Mi.
BIKE, HIKE, OR SKI Leader Maggie Clarke (212-567-8272). From Broadway and 200th St. Garden. If temp is 45 degrees or above at 8:00 (check WINS-1010). We'll bike (B-/C+) to Westchester. If it is 44 degrees or below at 8:00, we'll hike in Wood Hill, Ft. Tryon, and possibly Wave Hill Park. Start at Broadway and 200th St. garden. If there is 5" or more of snow, we'll X-C ski in Van Cortlandt Park, in which case meet at Broadway and 241st Street (last stop on the IRT #1). Everyone is welcome. Rain cancels everything.
- Sun. Jan. 27
C/25 Mi.
10:00
SALIVAT'NG HOBOKEN RIBS Leader: Nanci Fleisher (212-255-4295). From Columbus Circle. A new adventure in epicurean delight: enjoy a trip up Riverside Drive, over the GW Bridge, and down River Road in NJ to the Texas Bar B-Q and Arizona Grill in Hoboken for a rib lunch or brunch. Cost: \$9-\$15. Bring money for it and a lock. Return via PATH train. Forecast high below 45 degrees or any precip. cancels.
- Sat. Feb. 2
A/65 Mi.
8:30
NORTH HUDSON Leader: Dave Regen (212-222-0532). From the Boathouse. A straight ride up the Hudson Valley, return on Metro North. (Bring your train pass.) We'll try to keep a smooth double pace line with short pulls. If it's not too cloudy it will even be pretty. Lousy weather cancels. (You'll know.)
- Sat. Feb.2
A/<100 Mi.
8:30
EARLY CENTURY TO WESTCHESTER Leader: Marty Wolf (212-935-1460). From the Boathouse. Well, maybe a century. Last year it was 70 degrees on Friday, Feb. 9 and I rode a century. With globalwarming, I figure the weather will be warmer even earlier this year. If not, the ride will be shortened to 85, 75, or even 65 miles. Call the day/night before if it matters.
- Sun. Feb. 3
A/50 Mi.
10:00
QUEST FOR WARMTH Leader: Herb Dershowitz (212-929-0787). From the Boathouse. Leader will try to maintain winter A pace to Emily's in Northvale, NJ
- PREVIEW**
Apr. 27- May 2
A/B
55 Mi./Day
NORTHERN CALIFORNIA TOUR New York Organizer: Holly Gruskay (212-534-1156). A five day tour through wine country. The trip begins in Sacramento and finishes over the Golden Gate. It will attract 600 riders. The \$125 fee includes campsites, gear transport, and hot showers. Inns are optional. Join me in displaying our NYCC colors.



The New York Cycle Club *is* the club rides. And it's the leaders that make those rides happen. In appreciation, all those ride leaders who listed three or more rides in 1990 will receive a **League of American Wheelmen Leaders Patch**.

Thanks to all those who led rides:

| | | | |
|-------|--|--|--|
| 26 | Alex von Braun | | |
| 21 | Christy Guzzetta | | |
| 15 | Joe Furman | | |
| 12-13 | Lisa Halle Marc Leveque Dave Miller | Bob Moulder John Mulcare Mike Yesko | |
| 9-11 | Herb Dershowitz Karl Dittebrandt Mark Gelles Sandy Gold | Dick Goldberg Jeremy Herman Brian McCaffery Richard Rosenthal | Jody Sayler Irv Schachter Jeff Vogel Marty Wolf |
| 5-8 | Jim Babbitt Caryl Baron Steve Baron Rich Bernardi Carlos Cardona Margaret Cipolla | Maggie Clarke Ron Grossman Holly Gruskay Peter Hochstein Alan Leener Lance Leener | Paul Minkoff Hindy Schachter John Waffenschmidt Irv Weisman Ken Weissman |
| 3-4 | Alex Bekkerman Doug Blackburn Carl Faller Sarah Flowers Dorothy Fong | Loraine Gruber Janet Klutch Clif Kranish Charlie Morris Larry Nelson | Don Passantino Angel Rivera Neil Schreffler Maxim Vickers Chuck Wong |
| 1-2 | Michael Allison Steve Antioian Debbie Bell Gail Birnbaum Ethan Brook Philippe Chateau Karen Daly Michael DiCerbo Liz Dollinger Karin Fantus Richard Fine Ed Fishkin Nancy Fleisher Ed Flowers Bob Geffken Judy Goldberg Sherri Gorelick Jim Greene Rich Herbin Beth Herman Michael Hertz Bettina Hetz | Laura Hoeting Pat Houston Joe Irizarry Majk Irwin Geo Carl Kaplan Jim Keehan Don Ketteler Judy Koper Jim Lane Tom Lowenthal Dave Lutz Mark Martinez Gerhard Meilen Marilyn Merlob Jon Miller Peter Morales C.J. Obregon Dave Regen Karen Reich Frank Rezac Bill Richards | Suzanne Rohr Mark Roland Fran Rolston Wendy Rossini Amy Sackman Richard Salvato Mike Samuel Dan Schwartzman Donna Slattery Bart Slavin Simone Smith Hannah Strauss Leslie Tierstein Bob Trestman Scott Wasserman Curtis Waxenberg Ellen Weber Amy Weinstock David Wood Melanie Yolles Ernie Yu |

Best Of The NYCC

The following awards were presented at the December Meeting.

Rider of the Year

A: Donna Slattery B: Brian McCaffrey C: Geo Carl Kaplan

Leader of the Year

A: Lisa Halle B: Irv Weisman C: Alex Von Braun

Best Dressed Rider Male: Lance Leoner Female: Lisa Halle

Rookie of the Year: Liz Dollinger Comeback of the Year: Janet Kronstadt

Couple of the Year: Margaret Cipolla & Jeff Vogel

Most Improved Rider: Margaret Cipolla

Best Weekend Trip: Sheffield Most Scenic Ride: Catskills

Best Diner: Flagship Best Monthly Column: No Tech Tips

Yes, There Will be a Logo Contest

Here is your opportunity to participate in the very first OFFICIAL logo design contest. Bring your regulation design to the January Club dinner. Bring it again to the February Club dinner. Your LOGO will have to be presented at the February meeting. The Club will vote for *its* design at the February dinner.

Procedures for selecting the OFFICIAL New York Cycle Club logo were established at the September board meeting.

Procedures Established for Selecting and Using The New York Cycle Club LOGO

1. The design of the Club's logo is open to all Club members.
2. The designs will be submitted to the Club for vote at the Club dinner.
3. Only one logo design can be offered by each designer.
4. The submissions for the logo will not be associated with the designer until after the vote.
5. All submissions must be on 8.5" by 11" paper.
6. The current logo will be included in the vote.
7. Logo designers must agree to work with the newsletter's editor and the jersey's manufacturer to reproduce the logo.
8. The logo will be included as part of the bulletin's masthead.
9. Wherever a logo appears in conjunction with the NYCC the official club logo must be used.
10. The logo may be changed at any future time that a club member is willing to undertake the process of a contest.
11. Ownership of the logo belongs to the club. The designer has no ownership rights or title to the design.
12. Logo designs will be shown at two consecutive Club dinners. The vote will be held at the second dinner. Members must be present to vote.

NEW YORK CYCLE CLUB BOARD MEETING

(Tuesday, NOVEMBER 1, 1990)

Present: Debbie Bell, Carlos Cardona, Arlene Ellner, Bob Foss, Christy Guzzetta, Cliff Kranish, Richard Rosenthal, Simone Smith, Jeff Vogel

Absent: Dick Goldberg, Hannah Holland, Alex Von Braun

The board discussed the upcoming logo contest and the best of NYCC awards.

Richard reported on the status of future programs for club dinners.

Carlos reported that the NYCTA informed him that they will reach policy decision soon on the status of bicycles on New York City's subways. They are contacting Metro North and LIRR.

The club's fiscal year ends on the last day of November.

The meeting adjourned at 8:00 PM.

Cyclists and Chiropractic

by Dr. David G. Goodman

There are many problems with the spine that can affect the cyclist, the obvious ones causing pain and discomfort. Some of the not so obvious ones affect endurance and performance.

One of the major problems affecting cyclists is improper alignment of the hips. When the hips are improperly aligned they affect the length of the legs in terms of function. When the hip moves it tends to torque in a backward and downward position causing the leg on that side to be raised. That effectively makes the leg on that side shorter. When one leg is shorter than the other the body leans to the short side and the spine must then do some twisting and turning to keep the rider in an upright position. A person with this problem will have curves in his lower and mid-back as well as a head tilt.

For the cyclist, this problem is manifested in two ways. First is that on the short leg side one needs to reach down slightly further when pedaling, thus torquing the body to one side. It also causes more power and pressure pedaling on the longer leg side. Second, the compensatory curves create stresses at various points of the spine—sometimes making it uncomfortable to maintain proper cycling position in the normal bent forward posture.

Chiropractic adjustments to the spine can not only eliminate the pain and discomfort created by this situation, but can also take care of the cause by evening out the hips, returning the legs to a more even position resulting in enhanced cycling performance and endurance. ☐

NEW YORK CYCLE CLUB, INC. FISCAL 1990 FINAL STATEMENT (12/1/89-11/30/90)

| | BUDGET | ACTUAL |
|---|--------|-----------|
| REVENUES | | |
| Membership Dues | 11,800 | 13,946.50 |
| Bulletin Ads* | 300 | 242.00 |
| Interest | 400 | 414.47 |
| December meeting auction | 0 | 359.00 |
| | 12,500 | 14,961.97 |
| EXPENSES | | |
| Bulletin (printing, messengers, editor's expenses)* | 5,300 | 6,171.71 |
| Bulletin postage | 3,200 | 3,370.70 |
| Liability insurance | 1,800 | 1,821.00 |
| Programs | 750 | 131.00 |
| Answering service | 650 | 716.03 |
| Hospitality | 250 | 190.00 |
| Affiliation dues | 110 | 90.00 |
| Ride leader recognitions | 100 | 67.50 |
| Bank charges | 60 | 92.60 |
| Post office box | 30 | 44.00 |
| Board member expenses | 250 | 47.96 |
| | 12,500 | 12,742.50 |
| NET REVENUE | | 2,219.48 |
| CURRENT ASSETS | | |
| Savings account | | 2,914.00 |
| Certificate of Deposit | | 4,000.00 |
| Checking account | | 575.60 |
| Total** | | 7,489.60 |

*includes \$60 for 1989 ads revenue and \$328 for 1989 bulletin expenses

**includes \$400 Schuetze Fund

Chain Letters

It's now five weeks since I had my needless accident on the way home from Oyster Bay. I had spent a beautiful day watching the races with friends and many fellow cyclists and was riding back in a very orderly paceline when one of the Club's most competent riders made not only a wrong but totally unexpected move. I was on his wheel when he reached over, grabbed one of our female riders on her rear end (aka tush, buttocks, etc) then pushed her away, consequently slowing down and causing a major collision with his rear wheel and my front wheel. I was knocked down and hit the ground rather hard.

That negligent act caused me to wind up in the hospital with a broken pelvis, cracked rib and a fracture in my shoulder. The pain I have endured for these last five weeks could have easily been avoided if the rider had been aware of his other fellow riders as well as his own safety. Riding a bicycle in a paceline requires concentration, concern, awareness and most of all, a regard for safety.

I would like to thank everyone on the "Hill" for his/her kind and considerate wishes conveyed on the doilies, the numerous get well cards, floods of telephone calls and thoughtful trips to the hospital. Most of all I would like, whet all my heart and soul, to thank my friend Richard Rosenthal for the **wheelbarrow** ride, the too numerous to mention trips to the hospital, daily phone calls and his sincere caring. It has been a pleasure getting to know Richard from such a different perspective.

Please, let's all learn something from my accident. I love cycling, the energy, the people who share my enthusiasm. To my fellow members of the NYCC, I miss being with you on the road.

—Alan Leener

A new organization, "Women's Cycling Coalition" is starting up and had an announcement in the USCF newspaper. I wrote them for more info and made a lengthy complaint about violence against women cyclists and received this response:

We agree—the violence must be stopped! We have contacted a university interested in working with women cyclists and they are doing further research into possibly finding why there are so many attacks made on cyclists.

At this point we want to educate the public, communities and drivers about cyclist's rights and safety precautions. Please get the word out—we need to insure our safety.

And yes, the WCC is for commuters and citizen to elite racers. We represent women cyclists.

Their address is P.O. Box 522, Castle Rock, CO 80104; 303/688-1075.

—Mary Titus

Members are invited to write letters to the BULLETIN on any bicycling related top. —Clif

President's Message

Lisa Halle

Well, another year has come and gone. And with the new year comes a new year for the New York Cycle Club. New board members, new programs at club meetings, new faces, new rides. And one very big change from the past three years, a new club president: me!

What a thrill it is to be part of a great organization like this! Before I joined the club, the only cycling I had done was a few loops around Central Park. Who would have ever dreamed I'd be exploring the tree-line streets of Westchester, Northern New Jersey, and even the Catskills!

But what makes this club so special is the people. I've made so many new friends and shared so many new experiences. And there's one very special person in this club who's made being a member so wonderful. A person whose passion for this sport is undying. A person who has done so much for the New York Cycle Club. A person who taught me so much. That person? Well you've known him so well for the past three years. It's Christy Guzzetta.

So Christy, thank you for everything. I only hope that I can do as much for this club as you've done for me.

Bulletins

N.Y.C. Cyclist Honored

Congratulations to NYCC member and Transportation Alternatives President Charles Komanof who is one of *Bicycling* magazine's "Cyclists of the Year."

Leadership Training for Cyclists

Bikecentennial is sponsoring Leadership Training Courses this spring from which it will select 1991 bicycle tour leaders.

Tours are from 5 to 90 days long, with the season beginning in April and continuing through October. Leader compensation begins at \$12.50 a day, plus travel allowance.

The courses provide hands-on experience in dealing with matters that typically arise during bicycle tours: mechanical breakdowns, group dynamics situations, and so on.

The small-group orientation and philosophy of self-supported travel (no support vehicles) provides a unique leadership experience. Many leaders return in order to lead new tour offerings and experience new groups.

Tours range from the 90-day TransAmerica camping tour to five day "Light Tours," also self-supported but offering deluxe indoor accommodations and prepared meals.

For more information contact Bikecentennial, P.O. Box 8308, Missoula MT 59807; 406/721-1776.

Share the Road

A new pamphlet, *Sharing the Road: New York State Bicycle Laws*, is available from Eric Eisenstien, Director Bicycle Safety Programs, Office of Bicycle and Pedestrian Safety, Governor's Traffic Safety Committee, Empire State Plaza, Room 414, Albany, N.Y. 12228.

No Tech Tips: Winter Stew

by Bob Moulder

I'm presuming that by the time this article makes it into the BULLETIN, the eternal autumn we've experienced this year will have come to an end, the weather will have turned cold and enough snow will have fallen to make for some decent cross-country skiing, winter camping, and walking on icy mountains with John Waffenschmidt, which are my favorite off-season activities. (After moving to New York from California, where I got re-involved in cycling four years ago, I've finally accepted the fact that there *is* an off-season.) For the vast majority of us, the return of seasonably cold weather means that not only will we not be doing much cycling, but we are also not yet ready to engage in the annual rite of spring: bike tune-ups. All of which is to say that although I have a lot of ideas for future columns, I don't have much say about riding on icy roads in January, except "Don't do it on a skinny-tired road bike." So this month I'll reach way back on the shelf for some leftovers, and combine those with some new tidbits to make a pot of "No Tech Stew."

Hot Foot It: For the fat-tire folks (and crazy roadies) who'll be riding right through the cold months, here's a way to keep your toes toasty on frosty trails: After putting on warm socks and cycling shoes, slide on your booties (You are wearing booties, aren't you?) without zipping them up. Next, slip a thin, plastic-packaged chemical hand warmer *between* your bootie and the top of the cycling shoe near your toes, then zip up the booties. Available at outdoor stores such as Campmor and Herman's, for around \$1.25 each they generate 140° of heat for 5 or 6 hours. For those with fast-freezing phalanges, \$2.50 per ride is cheap frostbite prevention.

Continental Breakfast: That's what New York rocks call the sidewalls of a certain brand of German bike tire. Actually, though, there's good news, bad news, and finally good news about the heretofore hard-to-find Continental clincher tires. The good news: the natural rubber tread is acknowledged by numerous NYCC riders to be the most cut-resistant tread ever encountered. The bad news: Conti sidewalls are the least cut-resistant ever encountered. The redeeming good news is that because of their extremely strong, yet supple nylon casings, these Contis take kindly to booting. Even after booting a cut about 4mm long, then reinflating the tire to 120 PSI, the casing didn't deform, even after several hundred more miles of riding. A side note: I measured my Conti's, which are marked as being 20mm wide, with a Vernier caliper and, behold, they are 20mm wide. The 18's are 18 and, gadzooks!, the 23's are 23. Are you listening Michelin and Specialized?

Boots, Boots, Boots: And when you're doing the above-mentioned booting on the roadside with fingers frozen stiff, having trouble locating a \$20-, \$10-, \$5-, or even a \$1-bill, take out a Power Bar, eat it, then use the wrapper to make an excellent boot.

I offer my sincere apologies to whomever it was who mentioned this tip, because I forgot who you are, but let me assure you I and a couple of others have used the mylar Power Bar wrapper as boot material, and it works great.

Folding a single layer of the wrapper three times makes a boot of adequate thickness.

I Want My STI: "It's new, it's improved, it's 'Shimano Total Integration'." All hype aside, it's great. Retro-grouches, those who believe that using any form of mechanical contrivance to obtain a clean shift, other than well-honed, time-honored retro-friction lever skills, will no doubt look upon STI as an utter abomination and bikie blasphemy, but those of us who've tried it really like it. For those not familiar, the STI system combines the gear shift levers and brake levers in to one unit, allowing for shifting with hands on top of the brake hoods or in the drops. Nearly everyone who has seen it has asked me if it works well, and if there are any drawbacks. The answers are "yes" and "yes." Yes, it works well. Okay then, Superb!, Fantastic! But yes, it also takes some getting used to. Unlike clipless pedals, which are mastered in about 10 seconds, STI shifting is so totally different that you have to teach yourself which way shifts up the cluster and which way shifts down, how to do a double shift, how to trim the front shifter, and how to stop reaching toward the down tube for your shift levers. All that aside, however, I've become quite comfortable with it after about 400 miles. The biggest drawback is its price, around \$1200 for the STI component group alone, *without* bar, stem, seatpost, seat, rims, spokes, tires, bottle cage, handlebar tape and other small items, and I hear the cost is going up more after the first of the year. Another problem soon to be addressed, I'm told, is the severely limited choice of 8-speed Hyperglide cassettes. So far, only 12-21 and 13-23 are available, and there isn't an 18-tooth cog on the planet. But I have one on special order from Krypton. Domo arigato, Mr. Shimano.

Going Through The Garbage: While looking for a material to place between gear shift cables and a rather expensive bottom bracket shell (to keep the cables from sawing through the rather expensive paint on the bottom bracket shell), the garbage can yielded a timely offering: a plastic milk jug. I cut out two little pieces (about 5cm by 1.5cm) of the stuff, one for each shift cable, then cut a little square hole near the end of each one. I slipped the holed ends over the little brazed-on cable guide brackets, which keep the plastic pieces in place, then put a small amount of grease on the plastic and installed the cables. It worked well, even with indexed shifting. (The point here is not that using a plastic milk jug is such a brilliant idea, but that simple solutions are usually nearby.)

Troubled Times: No, not this month, but maybe next. Quite a bunch of you are using Time pedals. I've never used them, so I can't say much about them, but I have noticed that some of you sometimes fall over at traffic lights trying to get out of them, and when getting into them you look like you're trying to kick-start a Harley-Davidson. Well... Bob Trestman tells me there are two simple modifications that can be made on Time cleats: to ease getting in and to assist getting out, which he is going to describe fully in the future. I'd hoped to have Bob detail the procedure over the phone, but although the process isn't complicated it must be done correctly, so will take a bit more space to explain clearly. We wouldn't want you pulling out while climbing Booth Hill, would we?

Happy Riding in 1991! ■

BlowOuts

by Lou S. Pokes

The November Club meeting was quite interesting. It also had our largest turnout in months with many members of Transportation Alternatives and the AYH in attendance. The reason for the large turnout (over 100 people) was the panel of speakers: Commissioner Lucius Riccio of the D.O.T., Capt. Morrisson of the NYPD, Toby Bergman of the Parks Department, Debbie King of the NY Road Runners Club, and Charlie Komanoff of Transportation Alternatives. Each panelist gave a brief speech and then a lively question and answer session ensued. Once again we have **Richard Rosenthal** to thank for putting together a fabulous program.

Even more interesting than the program though, were some of the events during the business portion of the meeting. First, during "New Faces" we met **Marylyn Catusus**, wife of SIG graduate **Al Catusus**. Then we were introduced to **Mary Martinez**, *ex-wife* of **Mark Martinez**. They weren't seated together but did leave the meeting together. So, what's going on, Mark?

Later in the meeting **Christy** announced that he and **Jody** have finally set a date for their wedding, thus ending the longest engagement in club history. The wedding will take place in Cold Spring, NY on September 7 (Christy didn't say but we assume it's 1991). They invited us all to join them for an All-Class Picnic the next day. The only problem that remains is what name Jody is going to use. She would like to keep Saylor. Christy would like her to take Guzzetta. Personally, I think Christy should take Jody's name. How does **Christy Saylor** sound?

The December Club Meeting/Christmas Party was a fun affair. Departing President Christy was presented with a "Guzzetta d'ella Sport" jersey which everyone in attendance signed. He was also given a Bart Simpson mask for his continuing search for a "new face." Awards were then given out for various achievements. **Lisa Halle** and **Margaret Cipolla** dominated with two awards each while **Herb Dershowitz** had to relinquish his title as best-dressed rider to **Lance Leener**. The meeting continued with a long, drawn out auction which did manage to generate a few hundred dollars for our club treasury.

"I wouldn't trade my cherished Tommasini with Dura Ace components for anything" said No-Tech Tipster **Bob Moulder** in his December column. Has anyone seen his Tommasini since he bought his new Merckx?

Christy will also be riding around on a new bike soon. He crashed on the Broadway Bridge and destroyed his beloved DeRosa. Within hours he had a new one on order.

Ed Fishkin was not as lucky. He crashed on Park Avenue on his way home from a ride. His bike was OK but he broke his pelvis in two places. We wish him a speedy recovery.

Jeff Vogel reports that approximately 25 people attended his Pizza party to discuss Paris-Brest-Paris. He said that even though little was accomplished, everyone had a great time.

Why does every ride in December go to the Flagship? Is someone getting a commission? We should at least get a group discount: buy 20 breakfasts, get one free. But enough is enough. How much French Toast can you eat? ■

What's an "A" Ride?

by Lance Leener

The year 1990 leaves us with three indisputable facts: (1) more "A" riders are turning to racing, (2) the annual number of SIG Progressive "A" Ride Series graduates is up, and (3) there has been an increase in training and commitment among all of us. One thing you can bet on is that this year's "A" rides will be fast and furious!

As one cursed member of the notorious "speed blasters," I plead guilty to the dastardly crime of constantly pushing the pace. (Angel, Michael, Joe, John, Scott and Bob: Heed the warning! Your day of confession will come too...) But pleading guilty is not enough. Therefore at the risk of extreme abuse by fellow "A" riders, I will attempt to define what I believe an "A" ride should be. Hopefully this might serve as a barometer for us in the coming miles ahead.

First, an "A" ride is not an "A+" ride. An "A+" ride should be a highly skilled, yet torrid, no-holds-barred, push the pace to the extreme, go-for-broke. You get what you paid for here. Stop your whining. It's drop or be dropped.

In contrast, an "A" ride is a cooperative, group experience. Don't get me wrong, it should be fast and the pace should be pushed. But, it's the spirit that is dramatically different. On an "A" ride, the group works together. *Teamwork* is the key. The stronger riders work harder by taking the longer pulls; the weaker riders keep their pulls to a minimum. The pace is kept under control—this means the "animals" must chill out. It's fine to bust up on the steep climbs, but an "A" ride should regroup at the top of every hill.

The descents should also be fast. Don't be afraid to open it up. Just make sure the rider behind you stays on your wheel. A rapidly descending double paceline can be one of cycling's greatest treats. Enjoy it!

Bike handling skills should be another mark of distinction. All riders should maintain a steady wheel. The rotation of the lines should consist of short, tight pulls. They should be fluid and predictable. Individual discipline is a must. Pacelines should be tight and to the right. Formation should be maintained at lights behind the last car.

There are also "A" ride "don'ts." I have been witness to many "A" riders jumping lights. This must stop. "A" rides should move slowly away from the light, accelerating as a unit. The same concept should apply to gradual ascents. Work together, look over your shoulder, and make sure the lines are intact. Remember: *team, team, team*.

The critical component in making an "A" ride work is communication. The best way to ascertain the appropriate speed in the paceline is to let the person in front of you know how you're doing. If you can't hold on, let him or her know. If you can handle more speed, share that as well.

Remember, we are a *Club*. The camaraderie and friendship can be the greatest product of cooperative "A" riding. Speed isn't the only criteria which defines an "A" rider. I believe finesse, sensitivity to the group's collective ability, and a tap on the back of someone who has just had a great pull is also what makes an "A" ride. Just a thought: wouldn't it be nice at the end of a challenging, fast paced "A" ride to sit on "the hill" and boast how well we all worked *together*? ■

A Review of the 1990 Programs

By Richard Rosenthal

I want to publish here a review of the 1990 programs, not un mindful of the similarity of this to ride reviews—which I think are largely self-congratulatory, self-referential, and a waste of time. But, hey, what do I know?

With this column, I (and Beth Herman, who was the Program Director for the first four programs) want to thank one last time those who gave us their time and to put here, in one place, a listing of the programs for the benefit of club archivists and historians, members given to nostalgia, and prospective members who can get from this list some sense of our interests, or at least the interests of the Program Director(s), however skewed their interests may be.

In February (the first month for which the new Program Director is responsible), Beryl Bender and Jim Bolster presented an evening of exercise instruction, "The Hard and the Soft."

In March, Breakaway Vacations, Classic Bike Tours, and Country Cycling Tours presented slides and talks about the cycling tours their companies offer.

In April, Sandy Pogue of Descente brought clothes for, and self-consciously narrated a fashion show featuring our members as self-conscious models.

In May, Bill Armis of Bell Helmets discussed the development of helmets. The evening appeared to have made little impact on Angel or Phillipe and only marginally impressed Jeff.

In June several bike shop owners and managers formed a panel, "So You Think You'd Like to Own a Bike Shop." Lenny Preheim and Kenny Sloane of Toga, Roger Bergman of Pedal Pushers, and Hank Williams of Bicycle Habitat disabused a lot of us of one of our fantasies.

In July, former editor of *Bicycling* and *Bicycle Guide*, John Schubert, came from Pennsylvania to debunk a ton of cycling myths in his talk, "A \$250 Taiwanese frame is equal to a \$750 Italian frame." We bought, and he autographed, forty copies of his book, *Richard's Book of Fitness Cycling*.

The August meeting presented Irv Weisman with the long-awaited opportunity to hear from one of his favorite speakers—Irv Weisman. He, Ed Fishkin, and Barton Slavin and Amy Weinstock talked us through accident prevention, emergency medical treatment in the case of one, and legal recourse following one.

In September, ABC-TV's Sam Posey and Beth Ruyak talked about televising the Tour de France. They were the on-air, and, in Beth's case, on-motorcycle, commentators for ABC's coverage. Alas, the evening turned out to be mostly an homage to LeMond.

Beth flew here from New Orleans, where she was telecasting a football game, just to be with us before flying to Washington (where she lives) to be with her husband on his birthday. Pretty damn nice of her.

In October, John Rakowski, who has toured the world on his bike, and written two books about his travels, showed slides of his trips. (Before you saw John at our meeting, you

saw him in the Blackburn racks ad featuring his travels in South America.)

In November we were honored by the presence of NYC Transportation Commissioner Lucius Riccio. Toby Bergman, Chief of Operations for Central Park (NYC Parks & Recreation), New York Roadrunner's Community Affairs Director Debbie King, Capt. Dick Morrison, Commanding officer of the NYPD's Manhattan Traffic Division, and Transportation Alternatives president, Charles Komanoff rounded out the panel discussion: "New York versus Cyclists." The fight continues.

A highlight of the December Christmas party was the music of the terrific jazz band that plays by the Boathouse as we sit on the hill across the road from it at the end of our rides. ...Also a Bike Rap with couplets written by every table.

I hope more of you will come to (and stay for) the meetings this year. If you aren't because you are waiting for a few more "Evenings with Irv," I have a hunch that can be arranged... ☐

A Thank You to Bike Shops—And to You

by Richard Rosenthal

Above I thank those who gave us their time to present a program to us. Here I want to thank those who gave the club treasury money by giving us bicycle products to auction at the December meeting. The proceeds are largely used to offset the costs of our programs

These bike shops surpassed generosity in their giving to us. They are in alphabetical order: Bicycle Habitat, Bicycle Renaissance, Conrad's, Gene's, Pedal Pushers, Roy's Sheepshead Cycle, Stuyvesant, and Toga.

I hope you'll show your appreciation by patronizing them; at the very least please stop in when you're near them and thank them.

Finally, I want to thank all of you who came the December meeting. In the month's ahead we will be auctioning through the BULLETIN a number of things we didn't auction at the meeting. You'll be invited to send or phone in your bid and, obviously, the highest bidder wins.

These "Auctions-in-Print" will be open to all Club Members. ☐

Richard Rosenthal is the V.P. Programs of the New York Cycle Club. He is also one of the leading, if not the leading, advertising specialists in the "pro" cycling market.

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Preferred by all Athletes.
CAUTION—See that the name Beeman is on each wrapper. Each tablet contains one grain pure pepsin, sufficient to digest 1000 grains of food. If it cannot be obtained from dealers, send five cents in stamps for sample package to

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Originators of Pepsin Chewing Gum.

NOTICES

All Aboard the SKI TRAIN to Stowe, Sugarbush, VT, world-class x-c & downhill skiing. Amtrak dep 8:30 pm, arr 6:30 am in Waterbury VT, lots of leg room and sound sleep assured, really 1st class. Stay at historic inn, healthy gourmet meals. 3-day non-holiday w/e & mid-week tours our specialty. Organized by NYCC member Chris Trivell, 34 Gramercy Park, NYC, 10003. 212/517-0204. Check it out.



THE 3 BIGGEST LIES IN CYCLING

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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 ☐ TA ☐ _____

Dues for 1991 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

Tuesday, January 8

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

Monthly Meeting

(Open to members and non-members)

Parenting 101: How to Raise a Super-Cyclist

4-time U.S. Junior National Champion George Hincapie (Age 17) and his parents.

7-time U.S. Junior National Champion Jessica Grieco (Age 16) and her parents.

Next Month: Art Wester, President of Mavic, USA
on "Everything You Ever Wanted to Know About Components"

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