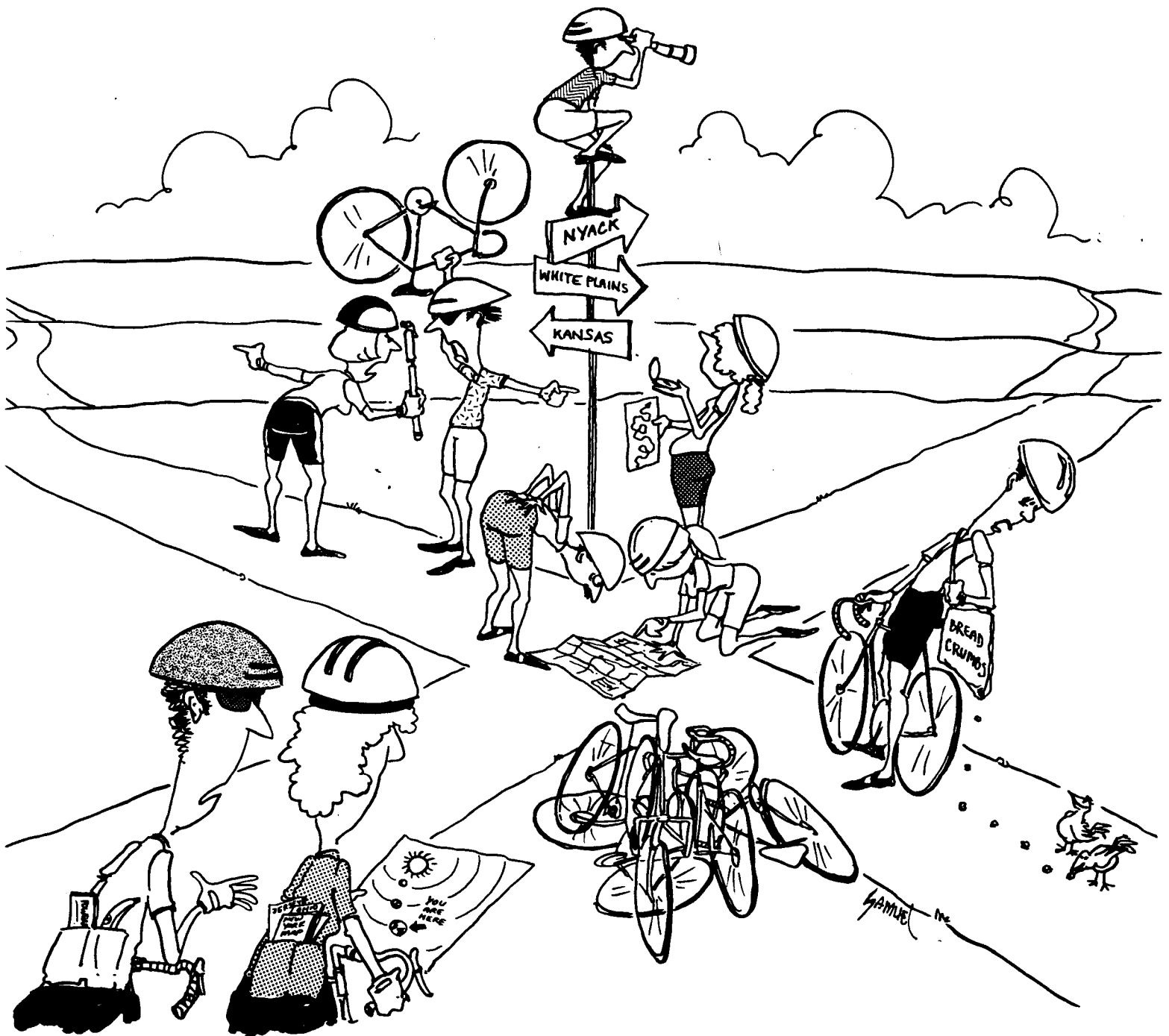


July  
1991

JULY 1991

# NYCC BULLETIN



*"So, whose bright idea was it to have a ride  
for all of the **ride leaders**?"*

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



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.

**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.

**Production Notes.** This issue composed on an IBM PC with WordPerfect 5.1 and printed on an HP LaserJet IIP.

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Deadline for August issue: July 9



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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		1:16 - 1:23
A-	14 - 15	17 - 18.5	Stops every 2 hours or so.	1:23 - 1:30
B+	13 - 14	16 - 17	Moderate to brisk riding with more attention to scenery.	1:30 - 1:38
B	12 - 13	15 - 16		1:38 - 1:48
B-	11 - 12	14 - 15	Stops every hour or two.	1:48 - 2:00
C+	10 - 11	13 - 14	Leisurely to moderate riding; destination oriented. Stops every half hour or so.	2:00 - 2:14
C	9 - 10	12 - 13		2:14 - 2:30
C-	8 - 9	11 - 12		2:30 >

**Cliff Notes:** This is the annual special summer issue of the BULLETIN. We have a double "BlowOuts" this month, three pages of rides, probably the last of the "lies," notes from the "B" and "C" ride coordinators, new members and lots more. ▶ The year's first official "All Class" ride is to Bethpage on Sunday, July 21st. I hope to see a lot of you there. ▶ It's been too darn hot to ride as much as I'd like lately, but I finally broke 2000 miles for the year. I'm going to Nova Scotia for a week's vacation to ride where it's a bit cooler. What about your vacation? wouldn't you like to write about it for the BULLETIN?

## July Rides

### C · B<sup>3</sup> · Bicycle Beach Bums

*This summer bicyclists have the opportunity to join a weekly caravan to some of NY's most beautiful beaches. Beach-bound riders meet every Sunday in July and August: 9:30am at City Hall and 10:00am at Prospect Park. The rides are organized by the Five Borough Bicycle Club, NYCC and TA to attract bicycle beach bums of varying abilities. Destination and distance will be announced at the start of each trip. Bring swimwear and a spirit of riderty cooperation. Beach ride listing will be noted by a B<sup>3</sup> symbol.*

## July 4-6 Weekend

### A-/250-300 · Watergap Weekend

Leaders: Steve & Carol Baron (212-595-7010). We'll ride to Hope, NJ on Thursday, July 4, do the Gap on Friday, and return to NYC via the southern route on Saturday. If you have not signed up for this ride already, you're probably out of luck. Call leaders to confirm.

### All Class · Weekend in Wilton · July 4-7

Leader: Paul Minkoff (718-937-6171). If interested in joining me up north (Wilton is just outside of Nashua, NH). Call immediately for info. Rides organized by the Granite State Wheelmen. Local inn features superb dinners.

## Saturday, July 6

### A+/A/A-/58 · 7:00am Sharp · Beat the Heat

Leaders: Suzanne Rohr (212-996-1263), Marc Leveque (718-461-5480), Chuck Wong (212-219-1268), Craig Spiegel (212-874-4256) & Cari Gengo (212-316-9896). From the Boathouse. Let's get to Nyack before Mother Nature has a chance to turn her ovens on. Inland route on 501 to avoid 9W as much as possible.

### A/230 · Saratoga Springs to Montreal Special

Leader: John Ceceri (518-773-2781). Contact leader immediately for start time and location. This mostly flat ride is a cinch for regular randonneurs. Join me for this ride through beautiful countryside.

### A/82 · 9am · Because It's There

Leaders: Ernie Yu (212-663-5747) & Bob Moulder (212-682-5669). From the Boathouse. Westchester. Sunshine. Hometown. Hills. "A" ride. Because it's there.

### B+ +/? · 9am · Pace Buster I: Show & Go

Leader: Leaderless (1-800-B+ Cycle). From the Boathouse. A new classification offering the perfect ride for those who find B+ too slow but don't like the diner on the A- ride. (See the "B There" article).

### C+/B-/40-60 · 10am/11:15am · Kensico Dam

Leader: Sandy Gold. From the Boathouse at 10am, from last stop of #4 (Jerome and Woodlawn) at 11:15am. An easy ride through bucolic woods via the Bronx River bicycle path. Will ride up to the top of the Kensico Dam for a view from above. Helmets required. Rain date: Sunday, July 7.

## Sunday, July 7

### A/85+ · 8am · Croton Cruise

Leader: David Regen (212-222-0532). From the Boathouse. We'll shuffle up 9D, then head a bit east to the reservoir area. Lunch (or whatever) at Armonk. I promise not too hilly (well, there will be some hills, right?).

### B/B-/60 · 8:30am/9am · Bastille Day Pre-ride

Leader: Marc Leveque. From the Boathouse at 8:30am and Yellowstone & Queens Blvd at 9am. Become a leader the easy way! Join us in scouting the Bastille Day ride, then return the following Sunday for the official celebration.

### B-/? · 9:30am · Show & Go

Leader: Leaderless. From the Boathouse. An opportunity for group riding by

group consent--and an opportunity to pressure others into volunteering to lead B- rides in the future. 60% chance of rain at 8:30am cancels.

C/50 · 9:45am · In Search of the Spot Where They Hanged John Andre  
Leader: Peter Hochstein (212-427-1041). From the Boathouse. Hey, it's a no-class idea—but since some no-class Brits took over my company and killed the bonus plan, I say screw taste. Besides, it's July 4. Celebrating a hanged Redcoat is patriotic. Best to bring lunch. Most delis will be closed. Swimming possible (not promised) in Piermont, afterwards.

### C · B<sup>3</sup> · Bicycle Beach Bum 1

Leaders: David Lutz & Dorothy Fong. The direct route to the Rockaways. See above.

## Saturday, July 13

### A/A-/B+/60-90 · 7:30am · 3 Clubs (No Trump) or No Hills To Huntington

Leader: Paul Minkoff (718-937-6171). Bring your LIRR bike pass for the 7:58 to Huntington (from Penn Station), where we will bridge the gap, joining the LIRC & HBC for a scenic ride along the eastern north shore. Please leave a message stating name and ride level so that I can inform the LIRR and the LI club. If you wish to do less than 90 miles, you must say so and leave your phone number. You'd be a dummy to pass on this one. (Lox and cake not guaranteed, however.)

### A+/90+ · 8:30am · No Fooling: It's an A+!

Leader: Lisa Halle (212-319-6097). From the Boathouse. Can you believe it? Me? Leading an A+ ride. Just goes to show that it's not that hard to do one. Let's go to CT, maybe do a few hills, check out the Sound! Then we'll take Metro North home.

### A/70 · 9am · Tom's Very Excellent "A" Ride

Leader: Tom McMahon (212-777-5845). From the Boathouse. Not too radical, dudes, you know, like nothing gnarly. Really. Just some mellow 'clines up around Nyack.

### A- · 8:30am · Bastille Day Leaders' Scouting Party

Leader: Marc Leveque (718-461-5480). From the Boathouse. Invitation to tomorrow's leaders only. Let's go check out the trail of history together, to make sure we don't inspire another Revolution tomorrow.

### B/B-/50 · 7:30am · Early to Rise

Leaders: Sherri Gorelick (212-744-6699) & Debbie Horowitz (212-650-0941). From the Boathouse. It's just too darn hot to be cycling in the middle of the day. Let's have an early morning ride to Piermont for a picnic breakfast at the pier. Riders are invited to bring bathing suits and stay on to swim at Tallman.

### C/40 · 9am · A Visit to Staten Island

Leader: Roscoe George (212-989-0883). From the Manhattan side of the Staten Island Ferry (9:30am) or 10am from the SI side. Leisurely flat trip along the shore. See the model airplane fly. Bring suit and towel if you want to use the beach and if there's time a visit to Snug Harbor.

## Sunday, July 14

### A-/60 · 8am · Let's Go ... Montvale!

Leader: Doug Blackburn (212-563-7067 - no calls on Sunday am). From the Boathouse. A quickie. Prompt 8:10am departure; deli stop; return no later than 1pm.

### All Class · Bastille Day - The Tour De Friendship

Leaders: A+ - Glen Weiss (212-724-3689), Craig Spiegel (212-874-4265), David Younglove, Bill White, Loulou and French Friends, A - Marc Leveque (718-461-5480), Suzanne Rohr, Don Montalvo, Dorothee Ahrens, & Ed Fishkin, A- - Monica Smith (212-781-0526), B/B+ - Dick Goldberg (212-874-2008) & Carlos Cardona (212-581-2858), B- Irv Weisman (212-562-7298), C - Roscoe George (212-989-0883). From the Boathouse at 8:30am for A+ & A- ride (or A- riders meet at 9:15am at Yellowstone & Queens Blvd), 9am for the A & B/B+ ride, Yellowstone & Queens Blvds. at 9am for the B- ride, and 9:30am from Penn Station (11am at Syosset LIRR station) for the C ride. Be

French for a day! Wear Blue, White and Red as we ride out to meet the Paumonok (all LI) and AYH clubs at 11:30am at Cold Spring Harbor, then lunch together at Caumsett Park as you polish your French. Bring a musette bag to carry lunch from Cold Spring Harbor to the park, (approx. 3 miles), or pay \$1 to have your lunch transported by van. Twin/AB will provide free "ultra fuel", for the first 240 riders to arrive at the park.

#### C • B<sup>3</sup> • Bicycle Beach Bum 2

Leader: Ed Ravin. See above.

## Tuesday, July 16

#### All Class Sea Level • 5:45pm • Sink or Swim

Leader: Comodore Dave Lutz (212-627-1137). From Pier 26, Hudson River south of Laight Street. Peddle the waves on board a high tech sea cycle. Bring a picnic dinner. Storms at sea cancels.

## Friday, July 19

#### All Class Evening Pita Ride and Chow Down

Leaders: Your VP of Rides & the Ride Leaders. That's right, for all you folks who missed the successful evening pizza ride (or the Desert Storm parade), we're back to celebrate July with a Middle Eastern flair. Healthy pita party on the hill. Bring bike (or camel) and plan to ride from 7-8pm. Show up at the Boathouse hill by 7pm to pay for dinner, then race around the park for an hour. Dinner includes beverage and dessert. Wear NYCC colors or your desert camouflage.

## Saturday, July 20

#### A/91 • 8:30am • Bedford

Leader: Christy Guzzetta (212-595-3674). From the Boathouse. It's 42 miles to the 1st deli stop on the Bedford green. And it's a piece of Whipporwill Road as well. Then we'll start down Riversville, Ridge St., and Grassy Sprain. Just an old fashioned A ride.

#### A-/53 • 8am • Not Thelma & Louise

Leaders: Patricia Childers (212-989-4458) & Stefani Jackenthal (212-348-8467). From the Boathouse. To Saddle River and Piermont. As recent SIG graduates, we could take you out and break your legs, but we won't this time because it's an "A-" ride. This one will be fun and not too hilly. Nor too fast this time.

#### B/55 • 9am • A Civilized (B)each Ride

Leader: Nanci Fleisher (212-255-4295). From the Statue of Civic Virtue. The fast-ish, flat-ish way to Long Beach. Real waves on the South Shore. Brunch at the Cozy Nook. \$5 gets you on to the beach. Bring a lock and proper sand/surf gear.

#### C/? • 10am • Leaderless C Ride

Leader: You! Meet at the Boathouse at 10am.

## Sunday, July 21

#### All Class • Ride to Bethpage

Leaders: A's-Ed Fishkin (718-633-3038) & Donna Slattery (718-921-4635), B's-Karen Daly (212-935-6509), Dick Goldberg (212-874-2008), & Carlos Cardona (212-581-2858), C's-Melanie Yalles, Irv Weisman, Vince Gallucio, Roscoe George. This annual event is guaranteed to frustrate the VP of Rides who is desperately trying to type the correct times and departure locations. Here goes: From the Boathouse at 9am for the A & B level, from the Boathouse at 9:30am for the B+ riders, from 179th & Hillside Ave. Burger King at 9:30am for the B- riders, from Cunningham Park (196th Place & Union Turnpike) parking lot at 9am for the C rides.

#### A+/A/A-/54 • 7am sharp • Beat the Heat

Leaders: Marc Leveque, Suzanne Rohr, Chuck Wong, Craig Spiegel & Cari Gengo. From the Boathouse. A really early start means we won't look like road kill when we get home. If you must get home early and can't do the All-Class

ride, join us for a quick jaunt to Nyack.

#### C/30 • 9:30am • Biking in Rockland County

Leader: Richard Fine (914-638-0842). From Rockland Lake Park Rt 9W Congers North Lot #1. Biking in Rockland County. Loop through lovely Rockland and Nyack areas with real Rocklanders.

#### C • B<sup>3</sup> • Bicycle Beach Bum 3

Leader: Alex Maurice & Don Passantino.

## July 27-28

#### A/275 • Tour De (Delaware Water) Gap

Leader: Maxim Vickers (718-728-7179). The genuine article; two time ride-of-the-year winner. Challenging terrain, excellent fellowship, lovely scenery, great food. Fully self-supporting. Reliable equipment is expected. Overnight in the Gap. To reserve space, please remit \$30.50 (per person, double occupancy) to the leader by July 16.

## Saturday, July 27

#### A/65 • 9am • No Coke, Pepsi

Leaders: Herb Dershowitz (212-929-0787) & Lisa Halle (212-319-6097). From the Boathouse. Thru White Plains to Pepsico Headquarters in Purchase, NY. Picnic lunch by lake, then a walk through the sculpture gardens.

#### A-/95 • 8am • To Bedford for Brunch

Leader: CJ Obregon (718-338-3275). From the Boathouse. A few hills in CT. We'll wait at the top. Helmets required.

#### B/60 • 10am/10:45am • Northwest Territory

Leader: Alex Von Braun (718-965-3552). From the Boathouse at 10am and 179th & Fort Washington Ave at 10:45am. Ride to an inland NJ park via River Road (helmets required).

#### C+/B-/60 • 10am • Nyack State Park

Leader: Sandy Gold (212-222-4076). From the Boathouse. Scenic roads and a minimum of hills to Nyack Park for lunch along the Hudson. Be prepared to carry lunch for 3 miles. Helmets required. Call leader for other starting points. Rain date: Sunday, July 28.

## Sunday, July 28

#### A+/70 • 7:15am sharp • Sunday Real Quickie

Leader: Steve Pollick (212-861-6491). From the Boathouse. River Rd. with Tweed/Bradley or Rockland Lake or Hook Mt. Path (or some such combo) before stopping in Nyack. We'll warm up the road for the "A" ride to follow.

#### A+/A/A-/54 • 7am sharp • Beat the Heat

Leaders: Marc Leveque, Suzanne Rohr, Chuck Wong, Craig Spiegel & Cari Gengo. From the Boathouse. As they say, "The early bird gets the wo..." Well, we'll say "gets a good seat at the Skylark in Nyack." If you can't stand the heat... (darn! another cliché), join us early.

#### A/214 • 5am • Untitled-Just Long

Leader: John Ceceri (518-773-2781). From the Bandshell in Johnstown. Contact leader for directions. Scenic and hilly ride through Adirondack State Park going through Poland, Old Forge, Blue Mt. Lake, Indian Lake, Speculator and back to Johnstown. Maybe a sag wagon.

#### A/65-75 • 9am • Nyack for a Change

Leaders: Franziska Rauch (718-278-6241) & Mike Samuel (212-722-8125). From the Boathouse. A fast cruise along the classic and this year almost forgotten route, River Rd. An intense but short climb up Ash & Tweed Hill and Rockland Lake. Lunch in Nyack.

#### B+ +/? • 9am • Pacebusters II: The Survivors

Leader: Jim Babbitt (718-296-0027). From the Statue of Civic Virtue. More vigorous riding for like-minded individuals.

### **B/? · 9:30am · Who's in Charge Here?**

**Leader:** Leaderless. From the Boathouse. Another opportunity to structure your own ride while wondering why one volunteered to lead rides on such a beautiful Sunday.

### **C · B<sup>3</sup> · Bicycle Beach Bums 4**

**Leaders:** Laurie Harris, Geo Carl Kaplan & Bev Pincus. The indirect route to the Rockaways.

## **Ride Previews**

### **All Class · July 27-August 2 · New Hampshire Lakeside Tour**

**Leader:** Paul Minkoff (212-532-9427). A trip in the Lakes Region of New Hampshire. Approximate cost of \$500. Call for additional info

### **A/A- · August 3 · Not the West Point Ride (Distance) 100**

**Leader:** Karl Dittbrandt (212-477-1387). From the Boathouse. Although the destination is unclear, the ride will go over to Western NJ from the GW Bridge with at least two deli stops. The A pace will be respected. Oh, yes there will be some hills.

### **August 3-4 · West Point Overnight**

**Leaders:** Jody Saylor (212-799-8293) & Christy Guzzetta (212-595-3674). From the Boathouse. Leaving early morning, we'll ride North to the spectacular West Point Campus. We'll enjoy a picnic lunch on the banks of the Hudson. Then, a scrumptious all-you-can-eat dinner at the Hotel Thayer where we'll be staying overnight. Breakfast—again—all-you-can-eat—Sunday morning before we embark on a beautiful and very challenging ride home (lots of bail out points via Metro North). Cost approximately \$70-\$75. Details to follow in the BULLETIN.

### **A-/55 · August 4 · Let's Go to ... Montclair!**

**Leader:** Doug Blackburn (212-563-7067 No Calls Sunday AM!). From the Boathouse. A quickie. Prompt 8:10am start, deli stop, back no later than 1pm.

### **August 10-17 · BMB, The Slow Version**

**Leader:** Paul Minkoff (212-532-9427). No, not Boston-Montreal-Boston. While the maniacal are off to France for PBP, practice your French by biking to Montreal and Back (starting and ending in Vermont). Cost is approximately \$500. Call for additional info. August 29-September 10.

### **August 23-September 6 · Labor Day, Lakeside**

Chez Minkoff available again for possible up to two weeks, bordering Labor Day Weekend. I can accommodate up to six people gratis. Additional people will have a choice of B&B, lakeside cabin, motels or inns to suit any and every budget. \$100 per person deposit required (refundable to the first six who qualify; certain conditions apply). Call Paul for info at 718-937-6171. Please specify the week of your preference, or if interested strictly in the long weekend. If I'm on vacation, call 603-253-6787 or write PO Box 202, Mirror Lake, NH 03853.

### **A/62 · August 24 · In Search of the Nude Beach**

**Leader:** Christy Guzzetta (212-595-3674). I just don't know anymore—does it really exist or not? This year, for sure, we aim to find out. The boat has been chartered for the return trip (cost: approximately \$20). Advance sign up required. See August BULLETIN for final details.

### **A/B/325 · August 29-September 10 · David Tours the Eastern Alps**

**Leader:** David Schlichting (516-482-3423). Spectacular tour of eastern Alps through Switzerland, Italy, Austria and Liechtenstein. Incomparable scenery, mostly quiet roads, challenging climbs, thrilling descents. \$1650 includes airfare, hotels, meals.

### **A+/A/65 · September 15 · Devil's Kitchen**

**Leaders:** Jeff Vogel & Margaret Cipolla (718-275-6978). The wimps of the Tour du Pont are skipping major climbs this year. We're not!! Last year 14 out of 21 riders walked up (well, two people did hitchhike and one went back for his car). For those of you who didn't make it all the way up, this is your chance for redemption. For those of you who didn't attempt it, bring comfortable walking shoes!

## **Out of Bounds**

### **The Coalition of Connecticut Bicyclists**

Invites NYCC members to join them on their rides. Dates are Aug 10 (C/25), & Sept. 29 (C/30). For info call Larry Johnsen at 203-287-9903.

### **July 19-Aug 3 LAW Bicycling Delegation to China**

Delegation of 35 LAW members will travel to the People's Republic. Call Dawn Davis at 509-534-0430 for details.

### **July 27-August 4 · Sixth Annual NY Ride Across the State**

For information and registration, call Larry Van Heusen at 716-648-6272 or Suzanne Toomey at 716-885-4633.

### **July 28-August 3 · Cycle Around Maryland '91**

Cycle a 350 mile tour which will wrap the Chesapeake Bay exploring both the eastern and western shore. \$120 registration fee. Call 1-800-842-BANK for more information.

### **August 2-4 · Hudson Valley Jubilee Rally**

Mid Hudson Bicycle Club, along with the League of American Wheelman sponsor this ride. Call 914-462-4353 or write to Hudson Valley Jubilee, PO Box 1275, Wappingers Falls, NY 12590 for more information.

### **August 10-11 · The Pan Massachusetts Challenge**

A 200 mile bike-a-thon from Sturbridge all the way to Provincetown to benefit the Jimmy Fund of the Dana Farber Cancer Institute. For info call Caroline von Fluege at 212-274-1072. Registration deadline is August 1.

### **August 24-25 · The Cape Ann Bike Trek**

A two day 50,100 or 150 mile ride along scenic coastal New England roads to raise money for charity. Registration fee of \$30 plus a minimum of \$150 in donations gets you overnight accommodations, breakfast, clam bake dinner, etc. Write to The Cape Ann Bike Trek, PO Box 390978, Cambridge, MA 02139 for registration info.

### **September 8 · The Great North Jersey Bicycle Rally**

On "Century Sunday" join the Bicycle Touring Club of NJ for their 25 mile, 50 mile, 63 mile or 100 mile rally. For more info. write Anne Reynolds at 405 Oradell Ave, Oradell, NJ 07649.

### **October 5-6 · The Third Annual CONNTOUR**

An environmental bicycle tour to benefit Connecticut Fund for the Environment and Coalition of Connecticut Bicyclists. Call Steve Gurney at 203-389-2733 or Jonathan Thaler at 212-724-8770 for info. & registration material.

### **THE 3 BIGGEST LIES IN SUMMER CYCLING**

**"NO ONE UNDRESSES  
ON THE NUDE BEACH RIDE."**

**"EVERYONE UNDRESSES  
ON THE NUDE BEACH RIDE."**

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

## My Bashing Fall

by Richard Rosenthal

## S.I.G. "A" Ride Series Recap

by Lance Leener

Two women—I don't know who they were, but one had a magenta sleeveless jersey on and the other a medium blue one—preceded me up the long climb to Bash-Bish Falls.

All the way up it galled the hell out of me that I couldn't close the gap on them one bit. So when I crested the hill, I shifted into male assertiveness and really stomped the cranks.

I have no memory of the accident or even apprehension of it—I've lost about forty-five minutes of memory: I'm told gravel and 90° turns had their way with me. I do recall seeing 31MPH on my Ciclomaster.

The ambulance attendant asked me, "Who is president?" I, in all seriousness, said "Reagan," because I had lost short-term memory. Upon reflection, however, I think it turns out I was unintentionally right. Unless, of course, the correct answer was "Halle."

Here's what I learned from my crash: (possibly) tighten my front skewer; and always wear a helmet..Jeff. I would be indistinguishable from broccoli (to name a vegetable maligned by Bush) if—as was the case from April 1980 to April 1991 and for parts of the two days before my accident—I hadn't worn one.

There's something else I learned. As I near my dotage, I increasingly hear advice that I ought to marry just so I'll have someone to look after me once I'm in it. My new answer: Why? I'm in the New York Cycle Club.

...Which is simply my way of saying thank you to those of you who struggled back up the hill you had already descended as your reward for your earlier climb, to find me when word reached you I had crashed.

The mere fact that Ed Fishkin rides in the "A" Class is reason enough for riders to work to move up to the "A" Group.

Thank you, those of you who hastened to find me in the hospital in Great Barrington. There, Holly Gray, having heard me describe my penile servitude, diagnosed me as suffering from testosterone poisoning. I like that.

And I like the remarks Beth and Angel made on the menus, which a lot of you kindly wrote me from the Blackberry River Inn. Some of you who wrote to wish me well, acknowledged you didn't even know me, so I'll permit you to recant your sentiment once you do. Others of you, many others, need penmanship lessons. I don't know who you are even if I do know who you are. But to all who wrote, thanks. And who called, thanks. And who chased me to the hospital in Great Barrington, only to find I had been transferred to one in Pittsfield, especial thanks.

My only lasting worry is that in killing off so many brain cells, I may emerge from this less curmudgeonly. God, I hope not. That would be too serious an injury to suffer for the pursuit of even so transcendent a pleasure as cycling. ■

*Aside from that, Richard enjoyed the weekend. We hope he's back on the road again soon. —Clif*

The 1991 S.I.G. proved once again, that with dedication and commitment, one's cycling skills can be completely transformed. Under the leadership of Christy, Lisa, Donna, Ed, Glen and Lance, sixteen NYCC members endured the rigors of a demanding schedule, which began with four loops in Central Park and concluded eleven weeks later with a 115 mile charge up Bear Mountain and beyond.

Notable was the group's cohesion and camaraderie. Within the first couple of weeks of the series, small groups had formed in the mornings before work to help reinforce the skills and add necessary base mileage. The group bonded quickly, and cheers of support could be heard on every ride for every rider on every climb.

The S.I.G. rides got progressively more difficult as each new skill was learned. Beginning with single pacelines, the group then went on to double pacelines, hill climbing technique, proper gear selection and general bike handling. Teamwork as well as safe, cooperative riding was always stressed.

This year the graduates were one of the finest and fastest groups to date. Each one will add skill, enthusiasm and spirit to their future "A" rides. Moe provided constant emotional support as he gave it his all on every ride. Mary and Janet, while constantly battling the desire to give up, persevered and have become LeMond-like. Craig and Stephanie earned the red polka dot jersey for their excellence in hill climbing. Despite her crash, Carolyn, fully equipped with resounding determination (and less half of a tooth) finished in style. Wayne hammered every week, as he challenged his own bike not to completely disintegrate. Tony was the total trooper and gave it 110%, while Paul and Kenny became so fast they earned the right to save their legs—and did! Elizabeth became a cycling fanatic and is now race ready. Ellen got so strong that we named her "Grizzly." George became silky smooth and steady, and Patricia developed her new skills every week. Lauren showed total dedication and passion for the descents, and Maynard added polish to his game.

Sure, some got dropped along the way, but desire prevailed. They all worked extremely hard and acquired the miles and technique that will enable them to ride an any Club "A" ride. On a personal note, it was great fun being a part of these past eleven weeks. It is quite a thrill seeing people take on a passion for our sport. Special thanks to the other leaders who dedicated their time and expertise. You guys made it all happen.

Congratulations to all those who pushed!!!

Mary Allen, Carolyn Blackmar, Patricia Childers, Tony Dean, Elizabeth Emery, Wayne Friedman, Kenny Herbert, George Huryn, Stephanie Jackenthal, Paul Leibowitz, Lauren Pipkorn, Ellen Richard, Moe Slotin, Janet Spain, Craig Spiegel, and Maynard Switzer. ■

### Tired of Sitting Around, You Want to Travel?

But you don't want to pay the airlines \$30 each way (\$45 on some airlines!) to transport your bike? There is an alternative. If you are a member of L.A.W. (the League of American Wheelmen—and you *should* join this bicycle advocacy group, for \$25 per year) for an additional \$49.75 per year you can also join an organization called *USAmateur*. Members can request unlimited "Sports Equipment Boarding Passes," which let you to take your bicycle (or other sporting equipment, even scuba tanks) on Continental or Delta Airlines at no cost. Other benefits include discounts at Alamo and Avis rent a car.

Although limited to "sporting events," air fare discounts are also available from the same airlines: an additional 7% off discount fares or 50% off one-way coach fares. Even better, "events" include not only an event like the Tour DuPont, but GEAR rallies or the Walden School of Cycling bike camp.

A three month "trial membership" in both the L.A.W. and *USAmateur* is now available for \$19.75. For more information call *USAmateur* at 1-800-872-1992.

### Century of the Year?

Is 1991 the year for your first Century? While I may still have the possibility of riding a full Century (100 miles in one day) before it becomes "downhill all they way" for me, with Dorothy Fong (one my prize pupils of 1990 wistfully eyeing the Century as a meaningful goal to cap her development into a long-distance touring cyclist), I plan to run the L.A.W. Century patch series for 1991, and I'm inviting Club-mates who share this goal to join us.

The rides in Bergen County, which I have developed over the years, will start at the George Washington Bridge Bus Terminal. They will start an average speed of 11 MPH (a "B-" pace) and will increase by six or seven mph each week. Although I skillfully (cowardly?) avoid many hills, we will nevertheless encounter several along the way—and some of them are quite demanding. When you finish the series, you'll feel much more confident about your long-distance capabilities. I hope to schedule the Century ride in late September.

A word of caution on my favorite subject—gearing. If you have a 10- or 12-speed bike with a 52-tooth large chainring, your bike is not equipped with low enough gears for these rides, and I'll advise you to make some changes. In particular, replace your double chainring with a triple with 48-38-26 or 46-36-24 chainrings depending on your rear cluster.

If riding a Century at a modest touring pace is a meaningful goal for you this year, get in touch with me soon at 212/562-7298 (home) or 212/241-4783 (work). I will not be listing the individual rides of the series in the BULLETIN, because I want to ride with a committed group rather than a group of different riders each week.

Incidentally, L.A.W. awards patches for a ¼ Century (25 miles), ½ Century (50 miles), Metric (66 miles) and Century (100 miles). After five years of cajoling I finally persuaded them to offer a ¾ Century (75 miles) patch as an alternative to the Metric Century, a more sensible intermediate goal.

IRV WEISMAN

## President's Message

Lisa Halle

Group rides are so much fun aren't they? It's a chance for people to get together, meet new friends and enjoy a nice ride.

But while these rides are fun, riding in a group *must* be taken seriously. Because accidents can happen; and they're no laughing matter.

This season alone we've had several accidents during rides. Fortunately, aside from some "road rash," a few scratches, some broken bones (wrists, ribs, collar bones) and some bicycle damage (a wheel turns into a pretzel? or a potato chip?) everyone has survived (if not their bicycles.)

When you ride in a group, you must be careful. Even if you don't crash, the person riding behind you or next to you may and cause other riders in the group to go down. Here are a couple of things to keep in mind when riding:

- Point out hazards in the road (big holes, tree branches, glass) and point them out *in advance*. Let the group behind you know about big sewer grates so they don't ride into them.

- Keep your eyes and ears open. Make sure you are not just staring at the bike in front of you. You should be aware of everything around you!

- Don't slam on the brakes unnecessarily, causing a multi-bike pile-up. Make your movements gradually. Let the person behind you know what you're doing.

Whether you're riding in a tight "A" paceline or on a casual "C" ride, these tips will help you to be a safer rider. Cycling is a wonderful sport, and it can be a safe one too. Let's try to keep it that way.

### Bastille Day

What is "Bastille Day?" While not a French revolutionary protest, "Bastille Day" recalls the citizenry storming the Bastille and chopping off heads...an event seared into the souls of the French. Our idea is quite different. Our ride will be the gathering of all New York clubs, both racing and touring, for tour of Long Island's North Shore, culminating in a friendly picnic in Caumsett State Park. We recognize that cyclists are a breed apart, and need to help and support each other and the sport. On this day we are not individually the NYCC, LICC or CRCA members, "A," "B," or "C" riders, but simply cyclists. It is a ride for everybody. Hopefully this annual ride will become a major event.

Any masochistic rider willing to play the role of Louis XVI or Marie Antoinette, please call the coordinator ASAP.

MARC LEVEQUE

### Accidents Will Happen

We hope they don't. However if you should sustain an injury, a new hotline may be of help. The Health & Injury Insititute announces a new consultation service for recreational athletes. This free telephone referral service is staffed by licensed physical therapists. You can reach *The Sports Injury Hotline* at 1-800-NY-ORTHO.

▶▶▶



## B There!

**Thanks and Pleases.** Thanks to David Miller for leading his "B" training series for the third or fourth year in a row (he's not sure either), and to the 48! other leaders for keeping the "B" program alive and well for the first half of 1991. Welcome back Jeremy Herman whose Westchester rides have become a Club staple. Now how about you? You began the year as a "C" or "C+" rider and are now looking for "B-" rides or have even worked yourself into "B+" condition. Without realizing it, you've picked more than just muscles. After three or four Club rides, you've also got the practical knowledge it takes to lead, and we need leaders. The Club has a library of routes and welcomes new ideas when accompanied by a willingness to make them happen, so... if you'd like to lead or co-lead a ride please contact me at 212/874-2008.

'Tis the season. After a few months of riding, we're all getting stronger and, as mentioned above, more knowledgeable. So far so good. The downside of this is an increase in pace-busting and crashing. Crashing is often a matter of attention failure, and there's not much that anyone other than the rider can do about it. Pace-busting—riding faster than the announced pace—is another matter. So it is that we introduce the all new *Pace-busters* "B++" classification, the ultimate in "B" self-expression, with all variables (destination, speed, distance, etc.) decided spontaneously by the leader or the group. On Saturday, July 6th, there will be the first such ride, a leaderless "Show and Go," meeting at the Boathouse at 9:00 am. There will be another on Sunday, July 28th.

As for those who actually expect a "B" ride to go at a "B" pace, the leader makes this happen by going at the announced pace. This may mean that some riders will go off the front and some off the back. Distributing cue sheets will provide these front and back pace-busters with the information they'll need to do this successfully, leaving the leader free to do the ride as listed. If the group breaks into two segments a second leader may be chosen to lead the alternate group. Truth in advertising and having fun on a "B" ride need not be incompatible.

**Shipmono with Hydroglide?** Commodore Dave Lutz has invited us to pedal upon the waters of the Hudson in his new two-seater pedal-boat. Meet after work on Tuesday, July 16th at Pier 26, just south of Laight Street and not far from the Amazon Club. Bring a picnic dinner. Helmets are *not* required, and Dave supplies the life jackets.

DICK GOLDBERG

## As I "C" it

"A" riders do it! "B" riders do it! Even emancipated "C"s do it—Let's fix our flats. Bring a spare tube and a patch kit, so that should you get a flat, you can continue the ride without "borrowing" a spare from someone—who will then be without. Carry a pump and tire irons that you may change the tire and re-inflate with ease—even with someone's help.

And speaking of help—help yourself and the rider behind you by relaying signals—signals such as turns, stops, and road hazards—when you see a pothole, glass, tree branches, gravel and sand, drainage grates, anything that can potentially cause an accident—point your finger at it so that not only will you avoid the hazard, but the rider behind will too, so on down the line.

"C" you for more happy miles on the road.

ROSCOE GEORGE

## West Point Overnight

Jody Sayler and Christy Guzzetta will be leading the West Point Overnight ride August 3rd-4th. Saturday morning we'll head North to the spectacular and historic West Point Campus. Upon our arrival, we'll enjoy a truly scrumptious picnic lunch on the banks of the Hudson. Then, we'll embark on a leisurely tour of the entire campus, certain to enjoy the beautiful setting, the historic sights, the majestic views. We'll have an all-you-can-eat dinner at the Hotel Thayer on campus, stay overnight at the Hotel, wake to an all-you-can-eat breakfast on Sunday, before we head out on a very beautiful and challenging ride home. Approximately 75 miles on Saturday, 95 miles on Sunday. Cost of the weekend (picnic lunch, dinner, breakfast, overnight accommodations) is \$75. Make check out to Christy Guzzetta and mail it to him at 49 West 75th street, New York NY 10023. Upon receipt of your payment you will receive an information sheet with complete details of the ride, starting point and time, etc. Be advised that no shorts or bicycling clothes are allowed at dinner. Space is limited, first come, first served.

CHRISTY GUZZETTA

## Minutes

### NEW YORK CYCLE CLUB BOARD MEETING

(Tuesday, May 7, 1991)

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

**Absent:** Dick Goldberg, Hannah Holland

Herb reported that many new members heard of the Club through the articles in *New York Magazine* and *MetroSports*.

Larry reported that the Connecticut Shore Ride produced a profit of approximately \$200. The Board voted 9 to 2 in favor of establishing a Special Purpose Fund for future events.

Richard proposed that the Club organize an annual Century Ride to be publicized and open to the general cycling population. Richard, Geo, Clif and Lisa volunteered to work on various ideas for this event.

Sherri proposed that a new Board position be created for Events Coordinator to maintain information on the various events club members organize, and/or to run special events. It was decided not to add a Board position as the responsibility will remain with the V.P. of Rides. Alternative ideas were discussed for maintaining information on club events.

George also announced that the Five Borough Bicycle Club would not list joint NYCC-5BBC rides in their newsletter.

The Board thanked Irv Weisman for organizing the Newcomers Ride.

Richard discussed upcoming programs.

The Club was approached by a local bike shop that proposed a donation be made to the Club for all items sold in that store to Club members or that a free Club membership be given with the purchase of a bicycle. The Board voted against this proposal 6 to 4 with 1 abstention. The majority reason being that we don't want to ally ourselves with any one bicycle shop.

Richard initiated a discussion about whether or not Rides Coordinators can edit ride listings. The Board voted 9 to 2 in favor of allowing the Rides Coordinator to do such editing.

Transportation Alternatives asked if they can use our mailing list for their annual century. The Board reaffirmed our position that our mailing list cannot be used for such purposes. We suggested that they place an ad in the BULLETIN.

The meeting adjourned at 9:03 P.M.

If you weren't there, boy, did you miss some interesting rides. First, there was the Montauk ride. Besides the regular "A" ride there was the Team Time trial. Well, sort of. All the time trialists combined to form one Super "A" paceline of about 15 riders. Angel Rivera and Jay Rosen rolled into Montauk at about noon. Following right behind was Evo. Within the next five minutes Jeff Vogel, Phillippe Chateau, John Illes, Scott Hirsch and Steve Pollock all arrived.

The hottest part of the ride though didn't involve riding. Phillippe and Scott had used a cream on their legs to keep them warm in the cool morning. They probably used a little too much. By the time they arrived at the deli stop 75 miles later, their legs were on fire. They ran into the bathroom and filled the large industrial-sized sink with dish detergent and water. They then sat on the edge with their legs in the sink and scrubbed and splashed for a while. When the deli owner saw the mess, he was understandably upset. While it slowed the group down, Beth Herman was able to enjoy an extra five minutes rest while Phillippe mopped the floor!

The rest of the "A" riders rode in another super paceline, hanging together almost all the way to the Southampton lunch stop. In a break with tradition, the Progressive "A" Ride Series SIG did *not* conclude with the Montauk Century, but with a charge up Bear Mountain the day before. Nonetheless, most of the SIG leaders showed up as did *one* SIG 1991 graduate: Ellen "Grizzly" Richard.

The bus ride back from Montauk was uneventful, until we got back to Queens. The bus had to slow down to pass an ambulance at an accident site. Then we realized it was a bicycle-pedestrian accident. Not only that, we recognized the bicycle—it was Tony Nappi's. He was returning home from Maxim Vicker's Twin Century to Montauk when the pedestrian stepped out from between two parked cars. Tony was alright and the pedestrian did not appear to be seriously injured either.

The following weekend was our annual trip to Sheffield, Massachusetts. We all have Karen Reich and Gerry Wendrowsky to thank for organizing a fabulous weekend. There were rides of varying lengths and speeds for everybody.

On Saturday Catherine Chatham led a ride to her lakeside summerhouse, just up the road from Meryl Streep. Herb Dershowitz and Dan Schwartzman used this as an opportunity to practice for the Nude Beach Ride and went skinny dipping. Of course, you *know* someone was going to steal their shorts. Bob Foss was the guilty party as he raced and slid across the dock (Bob says dock burn isn't as bad as road rash) just in time to grab a pair of shorts. Jane Kenyon was the heroine who returned their shorts. Thank you, Jane. Alex Bekkerman was oblivious to all this, as he was busy swimming across the lake. And you thought he couldn't do anything but ride a bike. By the way, Catherine appears to be the Club's new femme fatale, based on the number of men that are always following her around. And now, the *women* new to the Club were asking "Who's the guy with the ponytail?" about Dan Zan.

Sunday night we all got together for an excellent buffet dinner. The line for food got so long that Christy Guzzetta decided to have dessert *first*. Later, Jeff Vogel and Sherri

Gorelick were seen standing and eating at the *buffet* table while waiting for more lasagna to come out. Monday's ride back included stops for several Memorial Day Parades. It also featured a sing-a-long on the paceline lead by Amy Sackman.

The only unpleasant note on the weekend was Richard Rosenthal's crash as he was descending Mt. Washington on the Bash Bish Falls ride. He suffered a broken arm and a concussion. Thankfully he was wearing his new helmet. Maybe *now* Jeff will. We wish you a speedy recovery, Richard.

Caryl Baron reports that she and six other NYCC members (Steve Baron, James and Alison Empson, Ilse Hoffler, Bob Tamiso and Scott Wasserman) rode to Tenaflly on May 12 to *run* a 10K race on roads we normally *cycle* on. Despite cries of Oh, s—t! from a surprised Alan Zindman, all ran well and had a good time. The May 27 "Barons' Biathlon II" went off, even though the Barons were pedaling around Padova. Ilse was so invigorated by the ride to Ridgewood that she took first place in her category in the Memorial Day 10K.

There were only a few NYCC members at the L.A.W.'s GEAR (Great Eastern Rally) but they stood out in their distinctive blue, yellow and purple Club jerseys. Irv Weisman reportedly kept a full room listening with rapt attention to his discourse on (low) gearing.

At the June Club meeting acknowledgements were given to Michael Toomey for his photos which appeared in *Winning* magazine, and to David Regen for his photos and article in *Bicycle Guide*. Lance Leener, Lisa Halle and Christy then presented the 1991 SIG graduates with their certificates (which were beautifully designed by, who else, Mike Samuel). Lance said he was paid "the ultimate compliment" when Paul Leibowitz described the SIG ride to Croton Dam as "the perfect blend of pain and pleasure." We expect to see the 16 new riders participating regularly on "A" rides, but hope that they will be gentle with us. The evening's program was on bicycle touring where Ron Grossman, Richard Rosenthal and others entertained us all with a slide presentation and narration on their worldwide bicycle touring experiences.

The NYCC is mentioned in *BikeReport* once again, this time in John Schubert's "Cycle Sense" column wherein he recalls his visit to our meeting last July: "They were such a nice bunch of bike riders, I found it hard to believe they all lived on that dreadful \$24 island... After buying me a nice London Broil and some liquified barley, a couple hundred of them peppered me with questions about wheel strength and spokes." John continues, "What they wanted to know mostly, though, was about tubing," the other subject of his column.

Congratulations to Amy Weinstock and Bart Slavin on the birth of their son Jeffrey Ross Slavin. Amy is already looking for a tricycle.

And finally, we've had Jersey contests and logo contests. Now we'll have a Lou S. Pokes Contest. No, Ed McMahon won't announce the winner on TV, and no, you won't win \$10,000,000. In fact, the Grand Prize winner may not win anything. Second place will get a free dinner at O'Hara's. So send me a note (of course I'm listed in the roster) with who you think Lou S. Pokes is and *why*. The best *wrong* answers will be printed. Also, remember Lou *could* be short for Louisa. ■

Your editor, who is not Lou S. Pokes will, as always, pass on any communication addressed to him (or her?). —Clif

## STI Mythology

About five or six years ago, at the dawn of the Compact Disc Age, I read somewhere that industry experts predicted it would take about 10 years for CD's to make a significant dent in the LP market due to the higher cost of CD's, higher prices for CD players, incompatibility with audiophiles' current equipment, blah-blah, blah-blah, blah-blah... If you go into almost any record store now, the shelves will tell you the experts were clearly mistaken.

A similar picture may be emerging in the case of Shimano's STI (Shimano Total Integration), which combines braking and shifting into one set of levers. Sure, they're expensive right now, they're a bit heavier than conventional shifters and levers, there's no friction option, and you must use an 8-speed freehub, but once you get past these hurdles you discover it was all worth it. And it seems the STI option may become more affordable with the news that Shimano plans to introduce an Ultegra version in the not-too-distant future. Even the price of the original Dura-Ace version has remained stable, or gone down in some cases, despite the recent battering of the dollar against the yen. Word that Campagnolo will soon unveil its own brake hood shifter system should further assist in keeping prices down. No doubt about it, the system is a joy to use. But because STI is not in widespread use yet, and because of its price and the retro-grouch element (those who insist that wool shorts and downtube friction-only shifters are *the one and only way to go*), several myths have arisen which I will address here:

**Myth No. 1 - You hop on your STI-equipped bike and you're and instant expert.**

**The Truth.** Not a chance. No matter what you might've read about how you become right at home with STI after using it for one mile, it just ain't so. Some really smart folks might settle down with it after about 200 miles of riding, but it took me about 400 or 500. Hell, after 200 miles I was still pawing at the downtube for my regular levers. You just can't immediately erase a set of basic reflex motions developed over several years and many thousands of repetitions, and you can't then expect a whole new set of reflexes to become second-nature without a substantial amount of practice. If you don't believe this, put STI on your bike, ride one mile, then go screaming down a hill, around a corner, and up a steep hill. Let me know when you're going to do it, because I want to see the look on your face when you reach the hill.

**Myth No. 2 - You must use the new dual-pivot brake calipers with STI levers; the regular ones won't work.**

**The Truth.** Baloney. This myth got its start in the installation instructions that come with STI, which clearly state that regular center-pivot calipers can't be used because the STI levers' throw is inadequate. Not true; I've seen this set-up in use, and the owners reported it works just fine. This myth has been reinforced by several bike magazine articles which simply passed along Shimano's instruction sheet info without checking it out. Most recently a *Bicycle Guide* review of STI regurgitated the myth, while on the cover of *Bicycling* appeared a photo of now-

U.S. Pro Champion Davis Phinney, allegedly descending a hill at 50 MPH, riding a STI-levered bike with regular brake calipers. That said, I must admit the new dual-pivot brakes provide incredible stopping power; one finger will bring you to a quick stop, even from a fast downhill run.

**Myth No. 3 - You must use Hyper-glide cogs with STI.**

**The Truth.** Hyper-glide cogs, which have little ramps on their sides to assist the chain's upward jumps when shifting, are nice, but not entirely necessary. In fact, the only difference I've noticed between shifts with Hyper-glide and regular twist-tooth cogs is that when I downshift while standing up as I climb a hill, with twist-tooth cogs the *ker-chunk* sound is just a little louder. Big deal, huh? Also remember that Hyper-glide cogset choices are currently quite limited (only 12-21 and 13-23 are available), while the twist-tooth combinations are numerous, with cogs up to 26 teeth easily obtainable.

**Myth No. 4 - STI is faultless; it has no little idiosyncracies which must be dealt with.**

**The Truth.** "Hah!" I say. A) When you first ride it, it takes a while to learn that this system was designed to shift *better* under pressure. New STI riders frequently encounter chains being thrown off the small chainring because the front derailleur spring is extra-stout for pressure shifts. During a front downshift with STI, the derailleur literally snaps inward with great force, so significant pressure must be maintained to keep the chain from being thrown past the small chainring. B) STI-induced speed wobbles are a foible of new users; when shifting from the drops, riders new to STI must learn to isolate the shifting motion to the fingers only. At first, when you try STI you'll naturally tend to exaggerate the shifting motion, which causes movement in the hands and arms, which translates into a wobble every time you shift. Until you get the hang of it. C) Double shifts are baffling at first, and you'll experience some horrible misses. Most people won't pick up on this tip quickly, but it is extremely useful for figuring out how to do STI double shifts: think "*little/little, big/big*," which is to say that double shifts almost always involve using the small shift levers together, or the big levers together.

**Myth No. 5 - STI equipment is a bitch to install.**

**The Truth.** It isn't. When I first began installing STI on my bike, it became obvious that Shimano's engineers put a great deal of thought into designing these units as solid chunks with the delicate parts buried deep inside, and into simplifying their installation. While the seeming maze of cables appears daunting at first, you soon notice how easy it is to feed the cables through, and how readily and cleanly the cable housings seat in their places, and how intelligently the bar clamp bolt placement was thought out. If you can properly install and adjust a regular 7-speed index system, you can install STI.

**Myth No. 6 - STI installation instructions were written by a Japanese engineer with little knowledge of English, and there is no other source for the information provided above.**

**The Truth.** Myth No. 6 is no myth. It's absolutely true (as opposed to just plain true). I hereby offer my services to Shimano as an instruction sheet writer, and I'll even include an operator's guide. All for a hefty fee, of course.

**Next Month:** I promise, subject matter of wider interest. ■

### Straight out of Brooklyn

I know all too well the many problems and difficulties attendant to the job of Editor of a newsletter, having been in that position for a number of years in a professional organization. I also am aware of the priorities of space that one must assign to all the articles and items you choose to publish.

In the June 1991 *NYCC Roster*, however *whatever happened to starting points in Brooklyn?* I counted at least 97 members of the Club who are Brooklyn residents, a fair percentage of the membership.

I think I could have managed to do without the Weather table (as we are all aware, the information is irrelevant when we look at what this Spring's temperatures have been).

Perhaps it was an inadvertent omission, or a printer's error, or someone spilled liquid paper correction fluid on the page, or a cat pounced on an imaginary mouse sitting on the Brooklyn information, or..

Anyway, hopefully you can somehow rectify the matter before long. The rest of the BULLETIN looks terrific.

DOROTHY FONG

*We reviewed the BULLETIN for the last year or so for regular starting points—the one recurring starting point in Brooklyn is Grand Army Plaza, although Nathan's often appears as a destination—and then simply forgot that one. No slight was intended, and the omission will be rectified when we reprint the Roster in October.*

### When in Rome...

Trying to divest ourselves of a rented car, and having made a wrong turn into a surreal automated underground parking garage, we made a further wrong turn into the rented bicycle exit of said garage, necessitating a skillful backing out on Steve's part. But yes, you *can* rent a bike in Rome. The other location we noted is at the Piazza Spagna entrance to the Metropolitano.

It should be noted that Rome has many cobblestone streets, merciless motor scooters, and the only way to safely cross the street is to shield yourself behind a nun. We wouldn't recommend cycling there.

There are lots of good carbs, though. The Roman McDonald's has Big Mac's for about \$4.50 and a huge circular dessert counter with cheesecake, fruit tarts, and dense chocolates for \$3.50 a slice.

CARYL BARON



### Cat. Cannondale

New York doctors' drive BMWs and Mercedes-Benzes with special license plates that let them park anywhere except, it seems, near their patients.

A medical doctor who actually makes house calls in New York is unheard of—and a veterinarian is even more incredible.

So, now that we're honoring vets, let's acknowledge George Korin, DVM—neither Cat. 2, 3, nor 4, but Cat. Dog, Bird, Rabbit. He travels by Cannondale with his instruments in his Kirtland handlebar bag and Rhode Gear rack trunk bag.

George, surely *you* can tell us what it is about a moving bicycle that drives dogs absolutely nuts.

### The Perjurers' Criterium:

#### Or, What Goes Around Comes Around

This is not an endorsement for perjury....

Ms. G received a ticket from New York Police Officer S for making a left turn through a red light on a completely deserted street at 7:15 on a Saturday morning.

In New York motorists go through red lights, speed, double park, and transgress pedestrians' and cyclists' rights-of-way with impunity. Non-threatening cyclists (as opposed to the bad messenger dudes) get tickets. Ms. G is thirty-three, attractive, petite, an executive, and a casual rider...as unthreatening a prospect for a ticket as a cop drooling to make his quota could hope for.

At trial, Mr. X testified in support of Ms. G. "Your honor," Mr. X tells the administrative judge (who, as a per diem administrative judge in Traffic Court, technically isn't an "honor" at all), "I was crossing the intersection on a green light and this cyclist comes whizzing around the corner into the intersection and violates my right-of-way. And, frankly, I've had it with these god damned cyclists who menace pedestrians and who don't yield to us.

"If the cop had cited her for transgressing my right-of-way, as I hoped he would, I would be here supporting him and offer him my gratitude and appreciation because somebody's got to teach these damn cyclists a lesson. But I'm here because she didn't go through a red light."

The judge says, "I completely agree with you about cyclists. I hate 'em myself. But I guess I have to find her Not Guilty."

Thus does Mr. X, who actually had been a couple blocks from the site of the arrest at the time it occurred, demonstrate a certain primitive understanding of public sentiment; and thus does he, a fifty-one year old with thinning hair, respond in kind to his having been convicted on perjured police testimony for "failure to keep to right" on his bike.

## How Exercise Affects Your Blood Sugar

Sugar, or *glucose*, plays a major role in fueling the body for exercise, and it's also the primary source of energy for the brain. What steps do you need to take to make sure your body doesn't run low on this vital source of energy? Do you need to worry that your blood will be drained of glucose during exercise (a condition known as *hypoglycemia*)? Should you consume sugar just before a exercising? What about replacement drinks that contain glucose? Understanding how exercise affects your blood sugar level can help provide answers to these and other questions.

### Fending Off Hypoglycemia.

Glucose isn't your body's only source of energy—fat is another—but during exercise the role of glucose increase as intensity increases. At maximal effort, your muscles may be using only glucose as fuel. How does this affect your blood sugar level? Surprisingly, unless you exercise for two hours or longer, not all—thanks to glycogen.

*Glycogen*, formed by linking several glucose molecules together in a chain, is stored in both muscle tissue and the liver. When you start to exercise, the release of adrenaline triggers the breakdown of muscle glycogen to glucose, making glucose immediately available to your muscles, which is used to provide fuel for contractions. This is your first line of defense against hypoglycemia brought on by muscular activity.

The supply of muscle glycogen is capable of meeting exercise demands at 75% to 80% of maximal capacity for about 60 to 90 minutes—exactly how long depends on how much glycogen was stored in the muscles prior to exercise. Because the carbohydrates you eat can be stored as glycogen, *carboload-ing* (eating large amounts of carbohydrates for three or four days prior to prolonged intense exercise) may be helpful. But you don't want to carboload regularly because it can lead to increased dependence on glucose as fuel and less ability to use fats.

When you run out of muscle glycogen, your muscles begin to take up glucose from the blood. At this point, glycogen stored in the liver becomes your second line of defense against hypoglycemia. To keep blood glucose concentrations at normal or near normal levels the pancreas releases the hormone glucagon, triggering the breakdown of liver glycogen to glucose, which is then released into the blood stream.

When liver glycogen runs low, your adrenal gland releases the hormone cortisol, which breaks some muscle proteins down into amino acids, which in turn are converted into glucose in the liver and released into the blood. Since this occurs at the expense of protein in tissues, it's counterproductive to draw on this third line of defense regularly. When liver glycogen runs out, and your blood glucose level drops substantially, your intensity of effort lessens considerably, a phenomenon known as *hitting the wall*, or *bonking*. This generally occurs after about three hours of intense exercise.

### Loading up on Glucose.

Your body guards glucose zealously because the brain must have a constant supply. Hypoglycemia can cause dizziness, nausea and confusion. In extreme cases it can cause convulsions, lost of consciousness, and eventually coma.

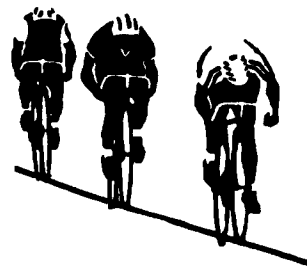
Since the body is so dependent upon glucose, is it important to load up on sugar just prior to exercise, or to drink soft drinks or eat sweets for energy at a rest stop? No. Ingesting glucose at rest prior to exercise can trigger the release of the hormone *insulin*, and it's not a good idea to begin exercise with an excess of insulin in the blood. Luckily, exercise inhibits the release of insulin. And when only a small amount of insulin is available, glucose can be used selectively by working muscles and the brain, since they are the only tissues that are able to take up significant amounts of glucose without the aid of insulin.

Ingesting glucose *during* exercise is a different story and is to be encouraged. Eating foods that contain glucose is not the way to go, however, because the digestion process takes to long and there is some risk of gastrointestinal discomfort. Replacement drinks that contain glucose are a better bet, although recommendation on their use has been controversial. Earlier studies of glucose drinks found that their transit time through the stomach was longer than that of water. Since the primary purpose of drinking water during exercise is to replenish water stores and keep the sweat pouring, anything that slows replenishment is frowned upon. Recent research suggests, however, that although drinks containing glucose and *electrolytes* (sodium and potassium) leave the stomach more slowly than water, this is compensated for by enhanced fluid absorption in the intestines. In addition, glucose drinks have been found to cool the body as effectively as water. Drinking five to eight ounces of beverage containing 6% to 8% glucose about every 15 to 20 minutes is recommended—about one water bottle per hour.

### Effects of training.

With fat in storage, why not tap it for fuel and save glucose for the brain? The body tries to do this to best of it's ability, but there are limits. Fat can be burned as fuel only in the presence of oxygen (aerobically), whereas glucose can be burned with or without oxygen (anaerobically). Endurance training increases aerobic capacity aerobic capacity, which increases the ability of muscles to store glycogen. These training effects enable the body to maintain blood glucose at closer to normal levels during prolonged exercise, which allows you to exercise longer and feel more comfortable and to perform better. ■

*NYCC member Russell B. Cohen is a chiropractor specializing in sports medicine and practicing in Manhattan. Next month he'll write about glycogen replacement.*



The New York Cycle Club welcomes the new members that have joined or rejoined the Club since May.

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Shes, Noreen			
Sherman, Beth 444 E 86th St #29C, NY 10028	212-535-6797		

Phone numbers for the following members were listed incorrectly in the June Roster. Please note the corrections below.

Goldberg, Dick	212-874-2008
Guzzetta, Christy	212-595-3674
Herman, Jeremy	212-543-6472

If your phone number or address is incorrect, please fill in the Membership Application and check the box marked "Change of Address" and mail it to the Club P.O. Box and it will be corrected when the we publish the Roster again in October. Please, please do not call with C.O.A.'s.

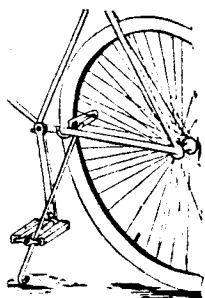


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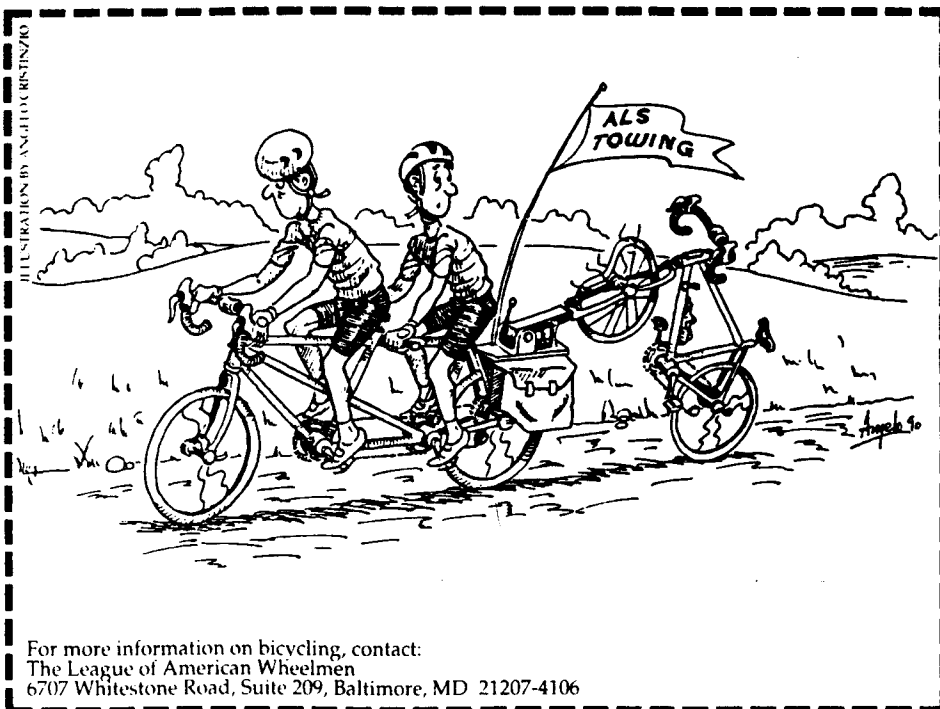
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6707 Whitestone Road, Suite 209, Baltimore, MD 21207-4106

## 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  
Bicycle parking on fourth floor

Tuesday, July 9

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

# *Bitch to the City!*

with:

John Benfatti, Bicycle Coordinator,  
NYC Dept. of Transportation.

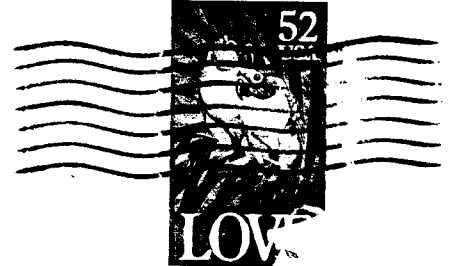
Special Guest:

Deputy Parks & Recreation Commissioner Bill Dalton  
who, on National Public Radio, bad mouthed cycling over 15MPH in Central Park.

**Next Month:** The bicycle racing photography of Michael Toomey

### New York Cycle Club

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



First Class



5/01

CHRIS MAILING  
ARLENE BRIMER  
110-30 MYRTLE AVE  
RICHMOND HILL NY 11418

