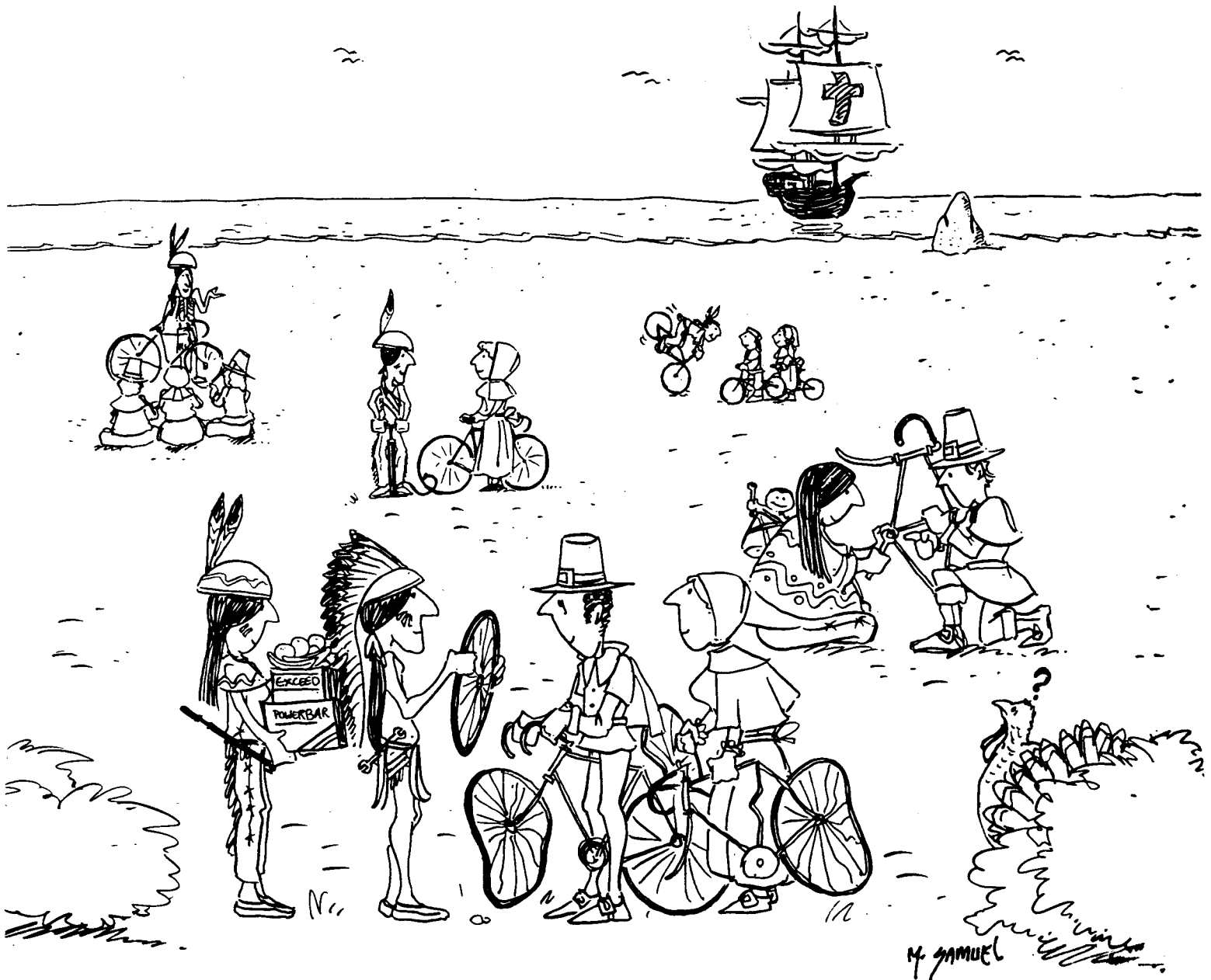


November
1991

NYCC BULLETIN

THE FIRST THANKSGIVING

The Pilgrims would never have survived even a single season in the *NEW WORLD* without the provisions and technical support of the Native Americans...



NYCC Bulletin

All the news that fits, we print.



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

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 December issue: November 5



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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 pachelines. 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 annual "election" issue of the BULLETIN includes the ballot for the 1992 Board of Directors. Almost all the positions are uncontested, but vote anyway to show the new board your support (and vote for me). Some Club members proposed bylaws amendments, which according to the bylaws, we have to put to a membership to vote. Some are frivolous, some forward personal agendas, and I, for one, do not believe any of them would benefit the Club. Also on the ballot, just for fun, are the "Best of the NYCC" awards. ▶ This month's travelogue is not one, but two "rides across the state" in New York and Iowa. Both sound like great rides!

November Rides

Saturday, November 2

A/65 · 9am · Mr. & Mrs. Lead First Ride Easy Going Simple A Ride

Leaders: Christy & Jody (212-595-3674). From the Boathouse. North on Route 9, up and over on 448, breakfast at the Thornwood. South through the cemetery-final leg on Grassy Sprain-and home to the Hill. Maybe it will be warm enough to hang out. Divorce or bad weather cancels.

B/55 · 9:30am · North Shore Ramble

Leaders: Brian McCaffrey (718-634-1742) & Steve Antolan (718-651-3807). From the Statue of Civic Virtue. B paced Bayville, Oyster Bay or Syosett? A ride on LI's North Shore to an indoor lunch stop. Cue sheets provided if you want to ride at B+ pace.

C-/21 · 1pm · Brownstone Brooklyn Hgts-'Living Decently'

Leader: Paul Rubenfarb (212-740-9123). From the front of the Brooklyn Museum (Eastern Pkwy stop on 2 or 3). In contrast to today's "American dream" of split level suburban sterility, Brooklyn Heights victorians knew how to live. In their cupola-ed Brownstones and Beaux Art apartments they wore their stain glass and marble ornamentation gracefully. This neighborhood was NYC's first ebullition of Brownstone obsession or the chocolate decadence. Rain or shine.

Sunday, November 3

A/65 · 10:30am · Hedgehogs

Leaders: Jeff Vogel (718-275-6978) & Stefani Jackenthal (212-348-8467). From the Boathouse. Learn the secret of hedgehogs and other tales of Scandinavia. Brunch at the Flagship, another schmoozy stop in Tarrytown, home along the Hudson Fjord. Lots of little hills but we'll avoid the Trollstigen. Riding skills appreciated, social skills mandatory. If you're puzzled by this, call the leaders.

B+/45-50 · 8am sharp · Not the NYC Marathon

Leaders: Steve & Caryl Barron (212-595-7010). From the Boathouse. Brunch in Scarsdale or maybe the Flagship while thousands elbow their way through the boros. Catch the leaders and cheer the crowds at noon on 125th St. Bridge. Walkmen welcome during race only. 60% chance of rain cancels.

B-/45 · 9:15am · 10th Annual Croton Aqueduct On/Off Road Ride

Leader: Maggie Clarke (212-567-8272). From Dykeman Triangle Garden Dykeman & Broadway-200th St. "A" Train stop. This ride takes us along the historic Croton Aqueduct up as far as Sleepy Hollow, past some lovely mansions, great views of the Hudson River. Picnic near the Rockefeller Estate. 1 1/8" or wider tires recommended. Metro North pass for bail out. 60% chance of rain cancels.

C/36 · 9am · RAAM (Ride Almost Around Manhattan) '91

Leader: Ken Weissman (212-222-5527). Breakfast at South St. Seaport-lunch indoors or outdoors Wien (Baker) Field. Helmets required. Precip. cancels.

Saturday, November 9

A/75-80 · 8:30am · Thornwood Sans Grand Concourse

Leader: Mark Martinez (718-726-7644). From the Boathouse. A dam nice Westchester ride!

B+/B/50-60 · 8am/9am · It Was a Mystery to Us (now it's to White Plains)

Leaders: David Visoky (212-427-8381) & Kathy Young (718-435-6784). From Grand Army Plaza at 8am, from the Boathouse at 9am. To White Plains we go. Helmets and patience required.

C-/29 · 1pm · Olde Newark + 2 Museums of Famed Interwar American Regionalist Painting

Leader: Paul Rubenfarb (212-740-9123). From the Greyhound sign at front of Newark's Penn Station Path terminus. No apter site than Newark and its neighbor Montclair could exist for America's 2 premier museums of 30s and 40s

American realism, for now-rust-belt Newark was, in those decades, the quintessential American city-with broadest blvds, noblest elms, and lavishest brownstones and Deco office towers-in all dimensions the equal of a Boston, Detroit or Cincinnati. Despite the later desuetude, we'll still glimpse streetscapes out of this heyday captured in the master paintings of such regionalists as Edward Hopper, Charles Burchfield, and Reginald Marsh. Rain or shine.

Sunday, November 10

A/56 · 10am · The Nastiest Nearby Hill You've Never Climbed

Leader: Richard Rosenthal (212-371-4700). From the Boathouse. Just off 9W, a mile north of that wretched short turn-off to Tweed is a mean thing by the name of Mountain View Road. The only cyclist I know to climb it literally got sick to his stomach in mid-hill. As I'm the club's worst climber, and this "A" ride is at my "A-" pace and ability, my dread shouldn't be your dread. Lunch in Nyack or Piermont. Rain, snow, temp. below 38° cancels.

B/50 · 11am · Cycle Slugs II

Leader: Wayne Wright (718-626-1002). From the Boathouse. Catch some zzz's, lobby your Congressman for year round daylight savings time, then join us for a ride up River Road and beyond. River Road virgins welcome. 60% chance of rain or temp under 40°.

Monday, November 11

A/60 · 9am · A Very Special Veteran's Day Ride

Leader: Bob Moulder (212-682-5669). From the Boathouse. What's so special about it? We won!! Let's breakfast at the Flagship Diner in White Plains as we contemplate the Soviet military-industrial complex as it turns it's attention to building titanium frames for Raleigh. Hope they're cheap. Hope they're straight. Hold the vodka. Start temp. below 30° or precip. cancels.

Saturday, November 16

A/? · 9am · Leaderless "A" Ride

Leader: You. From the Boathouse. Yikes!! A Saturday and no volunteer to lead an "A" ride? Must be November. Your "A" ride coordinator would lead it, but he's backpacking this weekend. Jim Babbitt's "A" ride looks good. Hmmm...let's take it easy today. Cold, snow, rain cancels.

A-/65 · 9am · Long Island-Heads or Tails

Leader: Jim Babbitt (718-296-0027). From the Statue of Civic Virtue (Queens Blvd and Union Tpk, take E or F train to Union Tpk.) We'll ride the North Shore of LI. A flip of the coin will determine the route. Heads, we do a six hill ride. Tails, we'll go to Syosett via the LIE with a stop at the Celebrity Diner and come back thru Roslyn. Rain cancels.

B+/? · 9am · Oldcomer's Ride (Wanna Bet?) to Woodale Park

Leaders: Carlos Cardona (212-581-2858) & Bob Stein (212-866-6345). From the Boathouse. For those of you who missed the Newcomer's Ride this year, join a couple of Spring Chickens on the B+ route to Woodale Park (NJ) at a "B" pace. Right. Sure. A "B" pace. Carlos, Bob, tell us another one! 60% chance of precip. cancels.

C-/17 · 1 pm · NYU Hall of Fame's Grand Art Nouveau Statuary

Leader: Paul Rubenfarb (212-740-9123). From NE corner of 181 St. & Ft. Washington Ave. (A train). America's turn of century architectural obsession called the 'city beautiful movement' climaxed in the Bronx NYU's beaux art campus with its peristyle called "the Hall of Fame for Great Americans." This arced promenade embraces world class East River vistas and contains pulchrous art nouveau portraiture statuary of such gilded agers as T. Roosevelt, Wilson, Longfellow and Whittier + 250 others. Rain or shine. Rough unobtrusive attire.

Sunday, November 17

ATB/20-25 Mountain Biking on Long Island

Leaders: Barry Shapiro (718-426-4479) & Herb Dershowitz (212-929-0787). Take LIRR from Penn Station to Syosset to Massapequa on Long Island's scenic greenbelt trail. Return to city from Massapequa station. Round trip approximately \$9. Call Barry Shapiro Wednesday, November 13 for details concerning meeting place and time. Beginners to mountain-biking are welcome.

A/60 · 9am · 6th Sunday before Christmas Ride

Leader: Lisa Halle (212-319-6097). From the Boathouse. Ho, ho, ho and all that jazz. After being in Sunny Palm Springs for a week, I sure won't be in the mood for freezing cold. So we'll try to keep warm on a jaunt to Rockland County. Rain, freezing cold, gorgeous men in Palm Springs cancels.

B/55 · 8:45am · Backroads & Byways: Brookville to Oyster Bay

Leader: Nancy Asquith (718-278-7504). From Queens Blvd & Yellowstone E or F train (2 blocks west of E stop). Ride past LI's North Shore estates on little travelled roads and longer straightaways. Moderate hills. Below 40° or 50% chance of precip.

C/44 · 9:30am · Famous Peoples Homes

Leader: Richard Rosenthal (212-371-4700). From the Boathouse. Sneden's Landing is off 9W near the State Line. It's an enclave of celebrities e.g., Diane Keaton and Bill Murray. Elsewhere, the homes of Eddie Murphy, Don Mattingly, Stevie Wonder and Gloria Swanson. Lunch: somewhere. Rain, snow, temp below 40°.

Saturday, November 23

A/55-60 · 9am · Untitled

Leader: Dave Regen (212-222-0532). Up to the White Plains area, with a few rolling hills to keep us warm. Flagship for breakfast. Admit it. Half the fun of riding this time of year is making your couch potato friends/relatives/spouse think you're some amazing athlete. Rain, snow cancels.

A-/50 · 9am · More Nyack

Leader: CJ Obregon (718-338-3275). From the Boathouse. River Rd-Bradley/Tweed with a flat return. Helmets required. Precip. or escaping turkeys cancels.

B+/55 · 9am · A Warm Hearted Ride

Leader: Alan Stein (718-896-6571). From the Boathouse. Have fun! Stay warm! Temps. below 40° at start or any precip. cancels.

C/45 · 9am · A "See" Ride

Leaders: Lisa Halle (212-319-6097) & Lance Leener (212-947-9392). From the Boathouse. Come "C" the sights in White Plains. A C mingly delicious brunch at the Flagship. "C's" the opportunity to "C" me lead this not too C-rious ride. It will be comme "C", comme so. "C" for yourself! Rain, snow, temp. below 40° cancels.

C-/25 · 1pm · Jackie Gleason's Peasant Bushwick

Leader: Paul Rubenfarb (212-740-9123). From front of Brooklyn Museum (Eastern Pkwy stop on 2 or 3). Tour the eponymous proletariat and working class neighborhood encompassing miles of 4 story walkups with remarkable symmetry and urbanity. We'll see frequent walnut and oak adorned doorways and oriels and inhale some of the blue collar zeitgeist that engendered such a folk raconteur of the vernacular toiler as Jackie. Rain or shine.

Sunday, November 24

A/A-/90 · 8am · Pomona Hills

Leader: Karl Dittebrandt (212-477-1387). From Boathouse. Up around Pomona Hills-Saddle River-Airmont Rd-lunch in Stony Point return along the Hudson. Temp. below 30° rain.

B/60 · 8:45am · Rockland Lake

Leader: Jeanine Hartnett (212-721-2968). From the Boathouse. Henry Hudson Drive, Bradley Hill and a river's edge bike path await

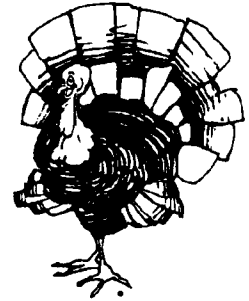
C/44 · 9:30am · Schizophrenic in Brooklyn

Leader: Peter Hochstein (212-427-1041). From Central Park Boathouse. (Call for Brooklyn Pickup). Half beautiful, half ugly. Half residential, half industrial. Half paved with asphalt and half with broken glass. We'll bike to Sheepshead Bay for a diner lunch, following a route I picked up through the fillings in my molars. Rain, snow, predicted high below 40° cancels.

Thursday, November 28

A/? · 9:30am · Pilgrim's Progress

Leader: You. From the Boathouse. Most of us begin in earnest today our winter campaign to put on weight. If you're one of those who plan to stay Plymouth Rock-hard all winter, who plan not to stuff yourself on Turkey Day, meet other Pilgrims and progress to a diner for pancakes. Cold, snow, rain cancels.



Saturday, November 30

A/A-/110 · 7:00am · Kent Hills

Leader: Karl Dittebrandt (212-477-1387). From the Boathouse. I tried this ride in September but it got rained out so we'll try again. Seven Lakes Drive up 9D for some nice hills return by Metro North so bring your train pass. Temp below 30° at start or rain cancels.

B/40-50 · 9am/10am · Tallman Mtn. State Park

Leader: Ted Hertzberg (212-831-8422). From the Boathouse at 9am or the GWB Bus Terminal at 10am. Lets end November and burn off those Thanksgiving calories with a ride up 9W to Tallman State Pk. We can buy lunch at a local deli and picnic inside Tallman. Friends who are new to cycling will be coming along. Very nice people, very nice route, very nice park, very "B" pace. Torrential downpour or light rain cancels.

C/60 or 30 · 9am · Bicycle Christmas Shopping in Hicksville

Leader: Marty Wolf (212-935-1460). From the Tramway Plaza (59th & 2nd. Ave.) at 9am for a prompt 9:10am start. Our objective is a Christmas sale of bicycle paraphernalia (books, posters, mugs, key chains, cards, etc.) in Hicksville. Note: we'll ride at a "C" pace but B riders are invited as well; maps and cue sheets will be provided so "Bs" can ride at their own pace. Leader will ride roundtrip but should anyone wish to return on the LIRR. Bring your bike pass. If rain is forecast, call the night before if you want to take the train out.

C-/18 · 1pm · Bon Vivant Jersey City's Roaring 20s Architecture

Leader: Paul Rubenfarb (212-740-9123). From congressman Guarini's marquee at top of PATH Journal Sq station's escalators. Overlooking graciously treed blvd, Jersey City's grand apartments effused the Wilsonian era's elan as the world's new creditor. Apt. living was then deemed the ritzy-not just a way station to split level suburbia (as today) and the castellated and Moorish buildings competed for discerning tenants with extravagant styling. Rain or shine.

Ride Previews

Sunday, December 1

B-/55 · 9am · Maybe She'll B- There

Leaders: Dick Goldberg (212-874-2008) & Judy Goldberg (212-873-4104). If enough of us show up to welcome Judy back from a summer and autumn of recovering from her crash, maybe she'll show up on this gentle ride through Southeastern Westchester. She will also be granted veto power over the one hateful hill-the one right after lunch. Temp. below 40° at start or 60% chance of precip. cancels.

I heard complaints recently that I never write about B and C riders. I write about them whenever I can but A riders just gossip more. Well just when I thought it was hopeless one of my sources got an anonymous message on his answering machine "Carlos Cardona and Andrea Goodman." That's it. What does it mean? Is this two stories or one item? I have no idea. You stumped me. Will someone let me know what's going on?

If you've read the newspaper and magazines lately it's hard to miss Ed Fishkin's name. "Dr. A Rider" was most recently quoted in a Sunday Times article on "Why Emergency Rooms Are on the Critical List." Ed is in charge of the Emergency Room at Kings County Hospital which was the city's busiest hospital in terms of number of emergency room visits last year.

I was walking down First Avenue recently and as I passed the Metropolitan Cafe, I heard quite a commotion going on inside. I thought they were going to call the riot squad. Then, when I heard what the heated debate was about (By-Laws amendments and other exciting stuff), I realized it was only a NYCC Board of Directors meeting. They sure do take this seriously.

The featured ride last month was the Connecticut Shoreline Ride. With the threat of rain *only* 55 people showed up. After breakfast of juice, coffee and bagels, A, B and C riders all set off on rides of varying lengths. The threat unfortunately became reality as it rained on and off all day. It wasn't enough to dampen anyone's spirits and it certainly improved the local economy as many riders stopped to buy dry socks and shirts for the ride home. The question of the day though, concerns George Kaplan, the ride's organizer. On the train ride home, he emerged from the bar car sporting a "schweber" across his stomach. We're still waiting for an explanation.

October's club meeting featured a lecture and slide show presented by Nimet Habachy. Nimet, who is the late night, classical music disk jockey on WQXR-FM, has toured the world as a C rider. Also at the meeting was cycling author, Peter Nye, to autograph his new book, *The Cyclist's Sourcebook: The Only Guide You'll Ever Need to Equipment, Services, Tours and Information*.

On to the racing news. The big race recently was the G.S. Mengoni Grand Prix where several NYCC members did well. Angel Rivera got 6th place in the Category 4 race and Alan Resnick's bike took 2nd place in the Pro, 1, 2, 3 race.

Ok, I'll explain that. Pro racer Mike McCarthy was having mechanical problems when Alan offered Mike his bike. They stopped, did a quick bike switch and Mike sprinted back to the pack. After Alan had Mike's bike fixed, they switched back. Mike wound up finishing second. Thanks, Alan. In the Women's race, Stefani Jackenthal just got up for a 10th place finish. I guess doing sprints with Mike McCarthy during the week helps, huh, Stef? Elizabeth Emery has also been racing well, placing in several out of town races and collecting lots of prizes from all the primes she's won. And, finally, if you read the results section of *Winning* magazine you'll find Glenn Weiss' name listed at least 4 or 5 times.

In the really big race, Art Crowley finished 5th in the Race

Across America qualifier. Art rode the 515 miles on a very hilly course in 42 hours and 2 minutes in some of the worst conditions ever encountered on a RAAM qualifier. Besides the difficult terrain, the racers had to fight strong winds and nighttime temperatures that dropped to near 20 degrees. This race was so tough that over 80% of the starters dropped out! Art has not yet regained his sanity as he is still thinking about doing the Race Across America.

If you think this month's column sounds like a race report it's because you people were really boring last month! No one got married, no one had a baby and *that* couple didn't break-up and get back together again. Yeah, you know who. She threatened to sue me for libel if her name appeared here. Well, first of all, even if you won, all you can get is my bike. And, secondly, your name's not here.

Keep those cards and phone calls coming folks. And don't forget to vote, especially for your favorite monthly column.

Richard Rostenthal faxed this news flash as we were going to press: Forty-five years after the development of the Atomic Bomb in the New Mexico desert, warfare took a giant leap backwards when that same desert came under a gas attack by Ed Fishkin. ☐

Cycling Glossary

It seems we need a word to succinctly describe the harmless slow motion fall that results from the failure to exit clipless pedals or toe clips before coming to a stop. This maneuver is usually performed in front of a large group of cyclists, much to their amusement. I nominate the following candidates for your consideration:

Stop and Flop; Dead Cockroach; Separation Disagreement; Otherwise Engaged; Clousseau; No Exit; Timber! ; Tangle Argentino.

The dread of performing this *faux pas de deux* should probably be called Separation Anxiety.

MARK MARTINEZ

Bike Shorts

Richard S. Rosenthal

Hear, Hear for Cycling

Cyclist A rolls up to a red light where he sees cyclist B who is wearing a Walkman headset.

A: That's not very safe riding like that, is it? (pause) Can you hear me?

B: (removing his headset) Huh?

A: I said, "That's not very safe riding like that, is it? Did you hear me?"

B: Yeah

Members are reminded that wearing headphones while riding a bicycle is illegal in New York State.

Chain Letters

Irv Weisman reports that Jim REXX is convalescing and would appreciate hearing from Club members. His address is 23-26 26th Street, Astoria NY 11105.

Notes from Sao Paulo

Seven months in Brazil have shown me that the country is *not* a cyclist's paradise. With some patience, however, it is possible to find some good places to ride. My advice to anyone coming here is to leave your bicycle home, enjoy the beaches and the countryside. To the foolhardy who refuse to heed this warning I would offer the following observations.

The University of Sao Paulo is the local equivalent of our Central Park. For anyone who needs a pedaling fix, it is always possible to get off the wind trainer and ride laps here, but don't expect to find a car-free sanctuary.

Ibirapuera Park is reputed to be a good place for cycling. Many Brasileiros ride there. For the serious cyclist, though it would be akin to riding through Washington Square on a warm Sunday afternoon.

Avenida Presidenté Juceline Kubitschek is closed to automobile traffic on Sundays. It's a short ride, but safe.

There are a couple of Rodovarias (highways) which provide excellent riding. Trabalhadores has a shoulder, smoothly paved and relatively clean. Banarantes has more hills and some time nice little towns along the way. Both have signs which prohibit bicycles. But the police all gave the thumbs up signal as we rode by.

Some cautionary tips: When riding outside of the city, treat the entire route as if riding on the George Washington Bridge. I have been advised to never ride alone outside of the city on bicycle that I would terribly mind losing. Never ride on the busy streets in the city. Brasileiros are warm and friendly people, but something strange and terrible happens to them when they get behind the steering wheel. Don't expect to easily find tires and tubes to fit our narrow rims. Finally, if you want to ride in Rio or Sao Paulo during the dry season, bring a gas mask.

Richard would love the police here. You can pay the fine on the spot and never be issued a citation.

NYCC is the best in the world. See you all in February. Até a Vista.

MICHAEL PERINE

Ride to Nowhere

Remember my article in last year's October BULLETIN about the MS 150 charity ride. What a great time my friend Diane and I had riding from Harrisburg to Harper's Ferry. Well this year we decided to do the ride again, not realizing the bureaucratic nightmare that lay ahead.

Diane and I registered for the ride, but a knee injury forced her to cancel a couple of weeks before the event. Since she had the car that would get us there, I was up the proverbial creek.

Fortunately, I was able to find someone else who wanted to go, and he even had a car!. When I called the MS Society that they transfer Diane's registration to the new guy, Steve, I was told that her registration is *not transferable*! I finally spoke with the Tour Director, who informed me that if Steve wanted to go he would not only have to register, (\$30, no problem) but would

have to come up with the entire donation up front!! \$150 smackers in cash or credit card, because he would be registering after the July 12 late registration deadline. This was not only a problem, it was ridiculous! Steve would now have to plunk down about \$250 for the trip! Why such a rigid rule, I argued, this isn't a bank loan, it's a charity ride!

The Director replied that studies show that people who register late are less likely to send in their pledges than people who register on time. Maybe so, but does this mean that any specific individual is less likely to send in the pledges? Isn't this an example of the sins of the few being foisted on everyone?

I hope all of you will warn any of your friends about the stupid rules of the MS Society, and join me in a boycott until they change their stupid rules. Perhaps if they see danger to their precious bottom line they will come to their senses. This, sadly, seems to be the only way some organizations will amend their regressive ways. It's doubly sad that funding for care and research into multiple sclerosis might suffer because of the corporate clone, bottom-line-frantic, anti-human policies of the MS Society, but these charities must be made more enlightened if they are to do the job they were created for.

CARLOS CARDONA

Minutes

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

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

Absent: Dick Goldberg, Christy Guzzetta, Hannah Holland

The August minutes were approved.

The Board reconsidered the issue of whether or not to list new members in the BULLETIN every month. A motion was made to not list new members in the Bulletin. The only listings would be the semi-annual roster listings. This motion passed by a vote of 6 for, 1 against, 2 abstain.

The board discussed whether or not they would state their opinion on the proposed By-Laws amendment regarding discrimination. A position was drawn up and unanimously passed. *The proposed amendment and board's position are on the ballot in this BULLETIN.*

Two Club members proposed a By-Laws amendment regarding Ride Coordinators responsibilities. The amendment will appear on the ballot as required. A motion was made to not issue a position on this amendment. This passed by a vote of 7 for, 1 against, 1 abstain.

Bob will write something for the BULLETIN telling A riders about the benefits of dual membership with the CRCA.

The issue of the BULLETIN arriving late was brought up. A motion was made to table the issue until Hannah was present. The motion passed, 7 for, 3 abstain and Larry.

Richard discussed upcoming programs.

Larry reviewed the financial statement.

Ed presented a draft of his letter regarding the 15 mph speed limit in Central Park. The revised edition will be submitted to the Parks Department as the Club's official position on the issue.

George discussed his plans for the CT Shore Ride. He also announced he is initiating a letter writing campaign, in conjunction with other cycling clubs, to allow better access to public transportation. It was agreed that the Board would have to approve any correspondence before it was mailed.

Lisa was contacted by a representative of the Food and Hunger Hotline regarding marshalling and/or participating in their October Ride. Sherri said it will appear in the BULLETIN.

The meeting adjourned at 8:57 pm.

Nominations for the NYCC Board of Directors

At the October membership meeting nominations were finalized for the 1992 Board. The Club members nominated are:

President: Richard Rosenthal

V.P. Programs: Sherri Gorelick

V.P. Rides: Margaret Cipolla

Secretary: Jeff Vogel

Treasurer: Larry Nelson

Public Relations: Carlos Cardona, Clif Kranish

Membership: Herb Dershowitz

Circulation: Hannah Holland.

Editor: Gail Birnbaum

A Rides Coordinator: Mark Martinéz

B Rides Coordinator: Jim Babbit

C Rides Coordinator: Geo Carl Kaplan

Mark Leveque has withdrawn from consideration as A Rides Coordinator due to obligations that would preclude his attending the monthly Board and Club meetings.

Candidate statements are on the ballot in this BULLETIN.

"A" Ride Notes

Lest those of us who struggled up Devil's Kitchen engage in too much giddy puffery over our accomplishment, let me pass along some data I collected on our recent ascent of that infamous incline.

From bottom to top the climb is 1.94 miles, as measured by my accurately-calibrated Avocet 40 cyclometer (I also made it a point not to zig-zag as I climbed), with an elevation gain of 1,060 feet (plus/minus 20 feet), according to my trusty Casio Alti-Depth Watch which has proven quite accurate when compared to topographic maps.

Based on this data, my calculations (which employed simple, but more accurate, trigonometric methods recommended by **Tom McMahon**) revealed an average percent-of-grade figure of only 10.40%(!?) for this hellish climb. Without the trig it was 10.35%, or 5.94 degrees from horizontal.

What went wrong? Sure, 10.40% is pretty darn steep, but those who did it will swear that some sections were at least a chicken-chokin', cleat-clackin' 20%. *Surely!*

The key word is *average*. Remember that in addition to the few flat spots among the ghastly pitches below, the top 1/3 of the climb was relatively gentle. Added together they dilute the final figure. Next year I'll measure it again without including the top part, and try to get some backup data from **Alex Bekkerman**, whose bike fairly bristles with electronic measuring devices.

In the meantime, if further assurance is needed heed the words of **Maxim Vickers**, renowned for his uncanny sense of direction, and now for his magical sense of slope, "At least 20%... at least 20%."

BOB MOULDER

President's Message

Lisa Halle

I really don't like the cold weather do you?

I know, the Fall is a great time of year. The leaves change colors, apple cider abounds, football, Thanksgiving, turkey....all that good stuff.

But the cold weather?!!! And all those *clothes* you have to put on. It's so nice in the summer...It takes five minutes to throw on a jersey, a pair of shorts, socks and shoes...and boom, you're out the door and on your bike. But now, it takes forever... Long underwear, turtlenecks, jerseys sweaters, hats, balaclavas. By the time you're dressed, the sun's going down.

And all that technical mumbo-jumbo! Polypropylene, neoprene, Thermax, Coolmax, Drylite...you name it. So much to think about!

But even though I hate the cold, it's still nice to get outside for some fresh air. And even if you don't ride through the winter, here are some helpful hints to think about *before* going outside in the cold.

► Get a good night's sleep the night before. It's always harder to get out of that warm bed when it's cold outside after staying up (or out) all night.

► You *don't* have to sleep with all your cycling/thermal clothes on to save time in the morning (and grab a few extra moments on the snooze alarm!). Instead, try laying out your clothes the night before, so you're prepared in the morning.

► If you have Cable TV, watch The Weather Channel in the morning before you go out. It not only provides you with the most up to date weather information, it also has great music and cool maps to stare at!!!

► Last but not least make sure you go to the bathroom *before* you put all your winter clothes on. Or else, you'll be disrobing for hours and you'll work up a sweat even before you get on your bike.

Happy cycling, and keep warm!

Join T.A.'s "Plant-In" To Keep Central Park Summer Hours

Monday, Nov. 4, 5-7 pm. Sixth Ave. and 59th St.

Transportation Alternatives has asked Mayor Dinkins to extend Central Park "summer hours" (no cars, 10 am - 3 pm and 7-10 pm) throughout the fall and winter. This would improve the park environment and safety and also acknowledge the outpouring of support for permanently banning motor vehicles from the loop drives. T.A.'s Auto-Free Central Park campaign has already generated 8,000 cards and letters and 10,000 petition signatures to City Hall.

On Monday, November 4—the first scheduled day of winter hours, T.A. is staging a "plant-in" at the 6th Ave. entrance (at 59th St.). T.A. invites NYCC members to participate. Bring a potted plant (if possible) and a positive attitude. Come at 5 pm if you can, but later is OK, up until 7 pm. For more information, call the T.A. office at 212-941-4600.

CHARLIE KOMANOFF

RATS!

by Mike Hortens

This past summer I took a nine day bike trip across New York State. It was an exhausting, thrilling, and wonderful experience. I want to tell other Club members about this trip, because I think any member of the Club would enjoy it.

My business was kind of slow in July and I was tired of working as well as tired of the city. I was reading the BULLETIN and in the "Out of Bounds" section I saw a notice for a "Ride Across The State." After some hesitation and some encouragement from friends, I called and made a reservation.

The trip originated in Buffalo on July 26th and ended up in New York City on August 4th. The sponsors are the Niagara Frontier Council of the American Youth Hostels in Buffalo and the Mid-Hudson Bicycle Club of Poughkeepsie. There were 65 people on the trip from 17 states and Canada.

At 8:30 am on August 25th I took an Amtrak train from Penn Station. It was very pleasant trip with beautiful scenery. The train traveled along the Hudson and Mohawk rivers and barge canal. I arrived in Buffalo by 5:00 pm.

Shipping my bike couldn't have been any easier with a very large bike box provided by Amtrak. I was given the box at the baggage desk, and it took me no more than ten minutes to fold and tape the box together and roll my bike into. Amtrak required that I remove the pedals and twist the handlebars so that they were parallel to the bike. The cost to ship the bike was \$5.00. I had to send the bike a day ahead so that it was waiting for me when I arrived.

The evening of the 25th a "Get Acquainted" dinner was held in a big restaurant called The Spaghetti Factory, and most of us ate some sort of pasta. At this dinner the organizers and sag crew were introduced to us. The sag wagons carried water and food. The food was mostly fruit, bought on the road from farmers or grocery store, Granola bars and peanut butter sandwiches.

The evening before we left most of the riders slept onboard a mothballed US Navy cruiser, the USS Little Rock. The cruiser is part of sea power display, something like the Intrepid Museum on the west side of Manhattan. Sleep was about as comfortable as it could be bunking with 40 guys inside a ship, but some people did sleep on deck.

The next morning we had breakfast, met a group near the ship and heard various organizers of the trip describe what we about to do. It was listed in the literature as "A Friendly Ride Across New York," and it truly was. As a matter of fact, Susan Toomey Spinks of the Buffalo AYH was the main person responsible for the success of trip, and she did a good job.

The weather in Buffalo was cool and dry on the day we left and cycling out of the city was rather easy for a Saturday morning. The trip consisted of biking 70 miles a day with two 80 mile days and one 100 mile day. The group consisted of men, women, and boys from 15 to 71 years of age. These people were from different backgrounds and with all different levels of cycling experience.

There were two guys from Chicago who had biked from there to Buffalo just to be on the trip. Their total mileage by the end of the trip was about 1500 miles. There was a general feeling of camaraderie around all the people. Some biked 100 miles a day as their personal goal, while for others the planned

daily mileage was just fine.

What I liked about the trip was the fact that the cyclists just wanted to have a good time. I would be riding along and all of a sudden there would be two fifteen year olds, having a squirt gun fight on their bikes, zooming by me. Another time there were four guys from Minnesota that all wore the same style outfits and three of the four were over 6' 4" tall, so when they came by in a paceline, it was a big paceline!

Sometimes when I would stop at a small post office to get stamps, the postal workers would get excited that this group of people cycling the length of the state and would be passing right their post office.

I grew up on the banks of the Hudson and I always wanted to see the western part of the state. Western New York's terrain was flat to rolling to hilly, but it was almost always beautiful partly because we had wonderful weather and tailwinds.

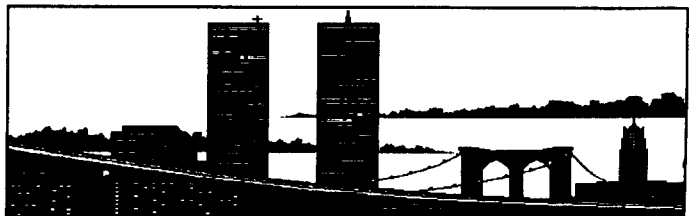
Most nights we stayed at college dorms with one night at a Days Inn. The dorms were fine, by and large, and the staff was always helpful. We stayed at Keuka College on Keuka Lake (in the Finger Lakes region) and were able, after cycling all day, to go for a swim in the lake, have dinner in the cafeteria, and then if we wanted, go to a free concert of humorous music. It was just a nice way to spend a summer day with friends. On this trip, I spoke with cyclists who taken rides across Iowa, Nebraska, Oklahoma and the entire U.S.

People spoke of different cycling and physical problems one developed while cycling. I was okay, but I was amazed at how much I craved bananas during this trip and how much water I drank. I was lucky enough to bike part of the way with a husband and wife who were both doctors. They told me to drink more water and I did. What I found interesting is that for the first three days of the trip I could smell my own perspiration, but by the fourth day I was sweating and drinking so much water that my body was, in effect, flushing itself clean and I had no real body odor.

This trip seemed like a world away from taking the Broadway subway downtown and having black coffee and danish. I found the greatest enjoyment from the trip in the fact that this vacation was a total immersion in the activity of cycling. I got up each morning, cycled for six or seven hours until I got the destination for the day. I worked hard, sweated, ate and drank when I was hungry. The rhythm of cycling was sort of hypnotic and relaxing at times. I saw the most beautiful scenery from the vineyards near Seneca Lake to the golden fields with dark shade trees, to seeing a calf being born on a farm near Phoenicia.

Finally, on August 4th we rode as a group to AYH at 103rd street and Amsterdam Avenue in Manhattan. I had cycled across my home state, cycled with people from all over the country, eaten good food, and had a few good laughs.

I had had a good vacation and I heartily recommend it you all as a very enjoyable experience. ☐



RAGBRAI

by Bernie Goldschmidt

During the third week of July I rode across Iowa on RAGBRAI: (Des Moines) Register's Annual Great Bicycle Ride Across Iowa. I joined eight thousand other bikers to ride from the Missouri to the Mississippi in seven days. If you want a week of fast-paced, strenuous riding, RAGBRAI is not for you. If you prefer to bike fifty to seventy-five miles per day at whatever pace you like, and you like small town hospitality, home-cooked food, and do not tire of rural landscapes, RAGBRAI is for you.

This year was the nineteenth year of RAGBRAI. Similar to the NYC Marathon, which started with a few hundred people running four loops of Central Park, RAGBRAI started with two bikers who worked for the Des Moines Register, and coaxed a few other "crazy bikers" to ride from the western side of Iowa to the east. In recent years selection has been by lottery, and this year, for every rider accepted, one was turned away, including me. However, for the determined, there is a waiting list, which means you won't know if you are on the ride until the last moment. If you are accepted early, you can write to the Chamber of Commerce of each stopover town and, with luck, arrange to sleep in a bed in someone's home. Like the majority of riders, I slept in a tent every night and showered in the local middle school or high school. According to the rumor mill, bicycle clubs which apply as a group are more likely to get on the ride. The North Jersey Bicycle Club had eighteen people on the ride. They chartered their own bus to and from Iowa, and had their own U-haul to move their belongings to the next stopover town. The sixty dollars you pay RAGBRAI gives you a map, a list of the stopover towns and allows you to load your clothing, tent, misc. onto a semi in the A.M. If you got to the stopover town early you could watch the baggage handlers unload the semi, as if they were dropping garbage over a cliff. Still, I don't begrudge RAGBRAI the sixty dollars, as after they cover their expenses, they give the remaining money back to the towns we rode through.

Contrary to what you have heard in bike clubs on the East and West coast, Iowa is not flat. They don't have a Palisades Avenue, but what they have are lots of rolling hills, the first and last day had most of them (i.e. near the great rivers). When I ride with the NYCC in Westchester or Rockland, and I am going downhill, I am always worrying—if a car will come out of a driveway, if there is a large pot-hole in the road around the bend, etc. The downhills in Iowa were perfect for worriers like me: on your left was a cornfield, on your right soy beans (or vice-versa); no potholes, so I roared downhill with glee. How is it possible to have an enjoyable ride with so many other bikers? First of all, not everyone starts at the crack of dawn as I did. Secondly, I discovered that if you push yourself a bit in the first hour or so the group thins out enough so you can relax. Still, you never need a map because someone is always in sight ahead of you and lots more are behind. What about the cars on the road? They shared the left lane. Intersections? No problem, state troopers controlled each intersection. So when I heard "car-up" or "car-back" I moved right and gave them the left lane. When I heard the cry "rumbles" my brain was spinning. I grew up in NYC and "rumbles" meant a street fight. In Iowa "rumbles" means there are road cuts to warn the motorist of a stop sign ahead. What happens if your bike breaks down? RAGBRAI has authorized a half a dozen bike shops to cruise the route, and for

a reasonable charge they fix your bike. At the end of the day the same repair crews would set up shop in one area, and you could stop and buy parts or have work done on your bike. In the same area you could buy RAGBRAI tee shirts, sweat-shirts, etc.

RAGBRAI is not only a ride across Iowa, it is also eating your way across Iowa. For your breakfast a pancake concession was usually in the overnight town, and a second one would be located nine or ten miles out on that day's route. Until RAGBRAI, I had never seen a pancake assembly line. It consisted of a griddle, about ten feet long, above which was a batter container which straddled the width of the griddle. The cook pushed the batter container down the length of the griddle, at the same time controlling the opening of six evenly spaced holes which dispensed the batter. By the time the batter-container reached the end of the griddle, the cooks at the starting end were flipping the first pancakes. All the pancakes, sausage and coffee you wanted for only \$3.50. RAGBRAI's success (a number of other states have now copied its format) is partly due to the fact that the meals and snacks you eat are usually homemade. The large number of people on the ride gives the local boy scouts, church groups, and civic groups a chance to earn money by preparing and selling food all along the route, while the riders and fellow travelers (people accompanying the riders in vans, trucks, campers) are hogs in heaven. I don't want to make my readers too hungry so I'll only briefly mention other delights: watching ice cream being made before you ate it; partaking of such delicacies as fresh fruit pies, muskmelons, Bohemian fruit tarts, butterfly chops (pork slices broiled over corn cobs served on a roll) and root beer floats. Yum!

Dinners were the *pièce de resistance*. How does a town of two thousand with two fast food places and one restaurant with eight tables feed thousands of hungry bikers? Answer: God provided. The church members cooked and baked and served. Only the churches had large enough rooms and tables to serve hundreds of people at once. One church would offer lasagna, salad, bread and rolls, cold and hot beverages plus a slice of pie or cake, all for the princely sum of four to six dollars. Another church might offer a spaghetti dinner with a similar generous offering of salads, breads, beverages, cakes and pies.

So when dinner was over what could one do in a small town? Obviously, have a big block party. The streets in the center of town were closed to cars, and a corporate sponsor (Miller Lite) trucked in a sound stage, and hired local and nationally known musical groups. So there we were: bikers, friends, and town folks partying and usually drinking the town dry of beer and pop. At that point I understood why more than fifty percent of the bikers have been on RAGBRAI before, and why the competition among the towns to be on the RAGBRAI route is intense.

Finally, what about that small town hospitality? Two brief anecdotes: I flew into Omaha airport and a volunteer from Missouri Valley, Iowa (this year's starting town) picked me up in his own van. He charged me nothing and refused my offer to pay for the gas. During the ride I often stopped at the roadside for a cold drink. In Grinnell, a boy and a girl were selling iced tea and lemonade for ten cents a glass. As I was downing my second glass, their mother came running out of the house carrying a large tray of cookies just out of the oven. She said, "you get a free cookie with every glass." Iowa, here I come again! ☐

The 14 Percent Solution

If you're one of those cyclists who takes his or her machine to a bike shop for repairs only as a last resort, preferring instead to do at home the 85% of repairs/parts replacement which can easily be done there, and would like to be able to handle the other 14% which *can* be done at home, this is your article. If you don't feel at all comfortable using tools, if you consider successfully repairing a flat tire a major mechanical victory, if you haven't the foggiest notion about the difference between a bearing race and a sack race, then this article *definitely is not* for you. But if you're like a lot of folks you have a modicum of mechanical inclination and can, with clear written instructions and illustrations, and the right tools, carry out about 85% of the most common bicycle repairs. You 99 Percenters know who you are; you can confidently tackle nearly any bike repair or part replacement job and do it as well as or better than many bike shops, and more quickly. You'd rather take your bike apart than ride it. You've got a sizable pile of used parts left over from your jobs and from work you've done for your friends. The 1% of mechanical maladies you can't cure usually involve frame repairs and realignment.

(No matter whether you're a 99 Percenter, an 85 Percenter, or "less than zero," if you're not comfortable with a certain repair, or aren't willing to accept responsibility if you screw up, take your bike to a reputable shop for repairs.)

If you're an 85 Percenter looking to close the gap to 99, here are some of the tools you'll need...

Bicycling Magazine's Complete Guide to Bicycle Maintenance and Repair. First arm yourself with the most valuable tool of all - Knowledge. Self explanatory. Lavishly illustrated. As up-to-date as can be. And at \$16.95, gram for gram your next-most valuable tool.

Manufacturers' Instructions. If a good repair manual is gold, these are fine diamonds. They contain info regarding unique repair procedures, special tools you'll need, parts dimensions, bearing sizes, torque force figures, etc.

Chain whips. These are used to remove freewheel/freehub cogs for replacement or to change gear ratios. You'll need two of them if you use a freewheel or a cassette freehub with a screw-on small cog. Even with lockring-style cassette freehubs, you'll still need one chain whip. Cost of two chain whips is in the neighborhood of \$10-\$12, last time I checked.

Freewheel Removal Tool/Freehub Lockring Tool. Used with a big wrench to replace a totally shot freewheel, or freehub cogs. Cost: \$5-\$7.

Hub Cone Wrenches/Special Freehub Removal Tools/Cartridge Bearing Tools. Hubs should be repacked with fresh grease at least once a year, more often if necessary, and which of these tools you need for the job is determined by what kind of hubs you have. As conventional cup-and-cone freewheel hubs are displaced by cassette freehub designs and cartridge bearings, the need has arisen for special tools for disassembling them. For instance, special tools are needed to remove the freehubs from Campagnolo and Shimano cassette hubs just to get at the bearings. MAVIC has several special tools for installing/disassembling their components. Those "wild and crazy"

Winners hubs require a pin spanner! Look at the instruction sheet which accompanied your new hubset to find out which tools you need. What? Threw away the instructions?! For Shame!

Crank Puller. This is a neat little screw-in-a-screw gizmo which (*after* removing the crank bolts with a 14mm or 15mm socket wrench) you screw into your cotterless cranks, which you then screw into itself with a big wrench, thereby prying off your bike's crankarms. Some crank pullers, such as the one made by Park Tool Co., have a handy, built-in wrench arm. Depending on where you buy 'em and what kind you buy, crank pullers can cost from \$7 to \$20. There are only two reasons you need this tool: for replacing your crankset, or for adjusting/replacing your bottom bracket, in which case you'll also need...

Bottom Bracket Tools. Used to remove and replace the fixed and adjustable cups, there are two of them. The first tool has one end shaped like a circle with two flat spots, for the fixed cup side, while the other end is shaped like a "C" with a hook in it, for loosening/tightening the lockring on the adjustable cup side. The "C" end is used in conjunction with the second bottom bracket tool, a pin wrench, to make final adjustments. These tools are usually sold as a set for \$10-\$15.

The Nashbar Headsetter. The job of a headset is to press the headset bearing cups into the head tube, and the crown race onto the fork. You can pay much, much more for a precision-made headset tool than the \$9 the crude, ungainly-looking Nashbar Headsetter costs, but you won't get a more effective one. The Nashbar tool (or, more accurately, toolset) consists of a long, threaded bar with a set of nuts, washers and more oversized, odd-shaped nuts on either end which, when inserted through the headset and tightened against each other, press the cups into place. The other part of the toolset is a heavy, galvanized pipe with an inside diameter just a bit larger than the outside diameter of your fork's steerer tube, used to install the crown race. Slip the new race into place, slip the tool over it, and lightly tap the race into place with a small hammer. Crude, maybe, but it does the job. Cheaply.

Headset/Crown Race Removal Tools. I purposely didn't mention these tools first because I would've wrecked the modest amount of credibility I may or may not have. My Headset Removal Tools are—brace yourself—a light hammer and a small chisel. If you use them gently, carefully and patiently, you can tap out the bearing cups and crown race without marring your frame. Of course, the bearing cups and crown race will have scratch marks on them, but what the hell? You don't plan to install them on another bike, do you? The "formal" headset removal tools consist of a tube with two curved, flexible stainless steel "paddles" riveted to one end, which is inserted into the head tube so the bearing races can be tapped out from the inside, and a thick "U"-shaped metal punch used to tap off the crown race. The "formal" tools cost about \$30 apiece.

Headset Wrench. Depending on your headset, it's a 31mm or 32mm flat wrench, or a one-of-a-kind wrench such as the one needed for vintage Dura-Ace headsets, or none at all with late-model MAVIC headsets. Otherwise, about \$6 each. One is enough. ■

Next Month: Patching a tube

Classifieds

FOR SALE

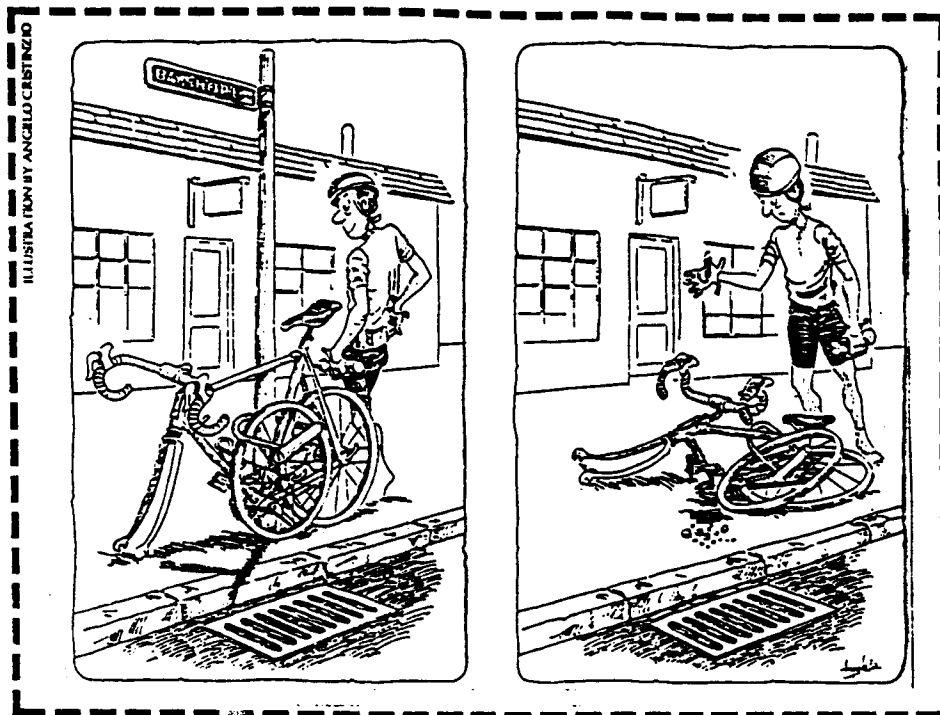
SOMECE 60cm (c-c) Columbus SP tubing frame with Dura-Ace HS, BB, F&R Der, 6spd shifters, Delta brakes, Campy cranks, seatpost, Modol bar & stem, Mavic HP4 rims, Turbo Saddle, LOOK Pedals. \$1,500. Call 877-9013.

SCHWINN SUPER SPORT. 19 inch, 12-speed, Shimano 600 SIS. Brand new condition. Call Terri 212/288-6208.

NOTICES

NEW YORK STATE LICENSED MASAGE THERAPIST. Experience working with athletes, convenient Greenwich Village location. By appointment only. Call Sue 212/674-6519.

NYCC Member Julie Gengo plays with MARION DAZE at Kenny's Cataways on Bleeker Street on Nov 2nd at 10 pm. A nice way to end an evening for all those cold-weather cyclists.



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 ☐ SBBC ☐ TA ☐ _____

1991 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one BULLETIN. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple). Mail this application with a check made payable to the **New York Cycle Club**, P.O. Box 199, Cooper Station, New York N.Y. 10276.

New York Cycle Club

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

Tuesday, November 12

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

Monthly Meeting

Sam Posey, Part II:

The '91 Tour de France

You saw Sam, ABC's Voice of the Tour, at the club last year. Now let's see if he can be a smash success again...only this time without Beth Ruyak.

More stories, more gossip, more conjecture from the Tour.

And, yes, any comparison of PDM's food to ours is invidious; the question is: To Who?

Next Month: Holiday Party and, depending on availability, Comedy Night. Plan now to bring your used (or new) bike stuff that you'd like to sell at our giant flea market.

New York Cycle Club

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



5/01

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

