

October
1991

OCTOBER 1991

NYCC BULLETIN



"These Halloween rides always make me a little uneasy..."

Amel

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

NYCC Bulletin

All the news that fits, we print.



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

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.

© Copyright 1991, NYCC. All rights reserved. May not be reprinted in whole or in part without written permission of the editor.

Cover Artist: Mike Samuel
Editorial Assistance: Loraine Gruber

Deadline for November Issue: October 8



Affiliated Club

New York Cycle Club

P.O. Box 199 • Cooper Station • New York NY 10276

☎ (212) 242-3900

President	Lisa Halle	(212) 319-6097
Past President	Christy Guzzetta	(212) 595-3674
V.P. Programs	Richard Rosenthal	(212) 371-4700
V.P. Rides	Sherri Gorelick	(212) 744-6699
Secretary	Jeff Vogel	(718) 275-6978
Treasurer	Larry Nelson	(212) 874-5125
Public Relations	Edward Fishkin	(718) 633-3038
Membership	Herb Dershowitz	(212) 929-0787
Circulation	Hannah Holland	(212) 666-2162
Bulletin Editor	Cliff Kranish	(212) 473-6745
A-Rides Coordinator	Bob Moulder	(212) 682-5669
B-Rides Coordinator	Dick Goldberg	(212) 874-2008
C-Rides Coordinator	Geo Carl Kaplan	(212) 989-0883
Past President	Christy Guzzetta	(212) 595-3674

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: The first nominations for the NYCC Board of Directors for 1992 appear in this issue. After two years as Editor, I've declined the nomination for another term. I plan to spend more time riding, writing and other things. I will run for Public Relations. Serving on the Board is a great experience, a way to really get involved with the NYCC. Elections are next month and several positions will be contested. ▶ In this "special double issue" there is something from everyone, articles from "A" to "C" riders, a tribute to a former Editor and President, and a new columnist. And the semi-annual Roster and Reference.

October Rides

October 5-6

A/212 • 5:30am • Vermont Twin Centuries

Leader: Ray Malecki (call now! 718-426-7383). From Grand Central Station. Metro-North (fare \$20) to the end of Harlem Line in Dover Plains, then cycle 106 miles to Woodford VT, atop Prospect Mt. Stay at beautiful Greenwood Lodge. Contact leader right away to reserve space (\$30 for dorm bed, we cook, breakfast in Bennington after a 7.5 mile downhill coast). You'll also need shoes, train pass, pocket money and a yearning for the wild. If you miss this one, wait till next May, June and September when we can handle groups up to 40.

Saturday, October 5

A/A-/70 • 8am • Keeping It In the Cities (NJ)

Leader: Lawrence Ksiez (718-478-0644). From Macy's on Queens Blvd. at 7:30am or the Boathouse at 8am. We'll head over the GWB and head south, for a change, keeping it in the cities. Nice city riding, rolling hills and flats, mostly! Bring a lock.

B+/75+ • 8:45/9:30am • Being There: A North Shore Version

Leaders: Elizabeth Maas (718-459-6612) & Jim Babbitt (718-296-0027). From the Boathouse at 8:45 or the Statue of Civic Virtue at 9:30am. We'll all get there and back. Remember this is a B+ ride at a B+ pace.

B/65-70 • 9am • Around Rockland Lake

Leader: Jeanine Hartnett (212-721-2968). From the Boathouse. A rolling ride which features Henry Hudson Drive, Bradley Hill and a rider's edge bike path with wonderful down river views. 60% chance of rain cancels.

C-/23 • 1pm • Red Hook-Brooklyn's Picturesque Peninsula

Leader: Paul Rubenfarb (212-740-9123). From front of Brooklyn Museum (Eastern Pkwy stop on 2/3). Enjoy world-class harborscapes and pockets of adorable brownstones in this scenic bucolia somehow eluding the brash stridor of establishment 'discovery'. Rain or shine.

Sunday, October 6

All Class • 7:30am • Connecticut Shoreline

Meet at Grand Central Terminal for a private Metro North Railroad car to New Haven for a reprise of our fabled April ride. New routes, same bagels for breakfast, pizza for dinner. Metro North pass required. Return to GCT by 7:00pm. If you have not registered already, wait for next Spring's CT ride.

A+/A/A-/54 • 8am • Heat the Beat

Leaders: Marc Leveque (212-988-3605), Craig Spiegel (212-874-4256), Mark Martinez (718-726-7644), Chuck Wong (212-219-1268) and Monika Smith (212-781-0526). From the Boathouse. Last month we changed the name, and this month we change the start time to 8am because the mornings are getting a bit nippy. One or all of the leaders will show up to head the procession to Nyack. Rain or snow cancels.

A-/53 • 9am • "Regressive A" Series - Westchester

Leader: Michael Yesko (212-533-2409). From the Boathouse. Our ever-popular Westchester route takes us to White Plains the traditional way, with a brunch stop at the Flagship. Then across to Tarrytown via Grasslands and back along the Hudson to NYC. We may try a short off-road piece on the aqueduct or look for some other variations on the route. Let's remember the rules for this series and enjoy. Rain cancels.

B-/51 • 9:30am • Round Hill Roundabout

Leader: Charles Morris (914-693-2580). Cartop joint with Country Cycle Club. Meets at parking lot W2 SUNY Purchase. Easy to find: NY Thruway north to Cross Westchester (287) East, off at Westchester Ave. (after big smokestack on right) follow service road, left up Anderson Hill Rd. about 2½ miles to SUNY. Left onto campus, left again to W2....

October 11-14

All Club • Wilton Colorfest

Leader: Paul Minkoff (718-937-6171). A five hour drive brings you to peak leaf-changing season in NH. Cost \$25-\$40 per person per day (dbl occ) incl. breakfast and tax. Gourmet dinners available. Call Paul for last minute details.

Saturday, October 12

A/80 • 9am • Grassy Point

Leader: David Younglove (212-366-0463). From the Boathouse. Rolling hills in the beginning. Hilly at the half way point. Back 9W. Rain cancels.

B/60-70 • 9am/9:45am • Old Bethpage Restoration Village

Leaders: Andrea Goodman (212-254-1717) & Andrea Ratay (212-769-1917). On the true Columbus Day, discover New Worlds as we ride to the Old Bethpage Restoration Village. We promise you won't fall off the edge of the earth. LIRR pass for bail out.

C-/20 • 1pm • NYC's Provincetown-City Island

Leader: Paul Rubenfarb (212-740-9123). From Northernmost exit stairs of Pelham Bay terminus on #6 train. Ferret out victorian manses at the end of pastoral sandy lanes overlooking the Sound in a New England fishing town ambience. Rain or shine.

Sunday, October 13

A+/A/A-/54 • 8am • Heat the Beat

Leaders: Marc Leveque and company (212-988-3605). From the Boathouse. See Oct. 6 ride description for details.

A/95 • 7:45am sharp • Better to Look Good than to Feel Good

Leaders: Elizabeth Emery (212-260-4992) & Paul Leibowitz (212-799-0161). From Grand Central Station Info Booth for the 8:07am train to Westport, CT. (Call leaders by Oct. 9 to reserve space on train.) Candlewood Lake. Beautifully hilly. Peak foliage. Cooperative riding. Fun. Fun. We hope to see everyone we SIGed with this year. Rain cancels.

A-/125 • 7am • Montauk Revisited

Leader: Lawrence Ksiez (718-478-0644). I was given a route sheet and map a while ago and I recently started to ride it. I thought it would be nice to do this ride a couple of times before Winter comes. Taking LIRR back, so train pass is needed. Rain cancels.

A-/75 • 12 noon • Afternoon Delight IV

Leader: Steve Metcalf (212-431-0533). From the Boathouse. A late start for those who stayed out Saturday night, or read the paper and ate brunch Sunday morning. Through Harriman Park across Bear Mtn. Bridge, then up the Hudson. Return by Metro North. Bring pass.

B-/45-50 • 9:15am • Croton Death Ride

Leader: Ken Weissman (212-222-5527). From Woodlawn & Jerome (last stop on #4 IRT). Ken's annual search for a hernia. Metro North return. Bring passes, wear helmets.

C/40 • 9:30am • Westchester Revisited: Or Does Tom Paine Still Live in New Rochelle?

Leader: Roscoe George (212-989-0883). From the Boathouse. A ride to historic New Rochelle. City of the Huguenots and churches.

Monday, October 14

A/70 • 8:30am • Columbus Discovers Armonk

Leaders: Jane Kenyon (212-662-1935) & Ernie Yu (212-663-5747). From the Boathouse. Let's form a cycling armada to sail through Westchester. Brush up on your history of Chris's Discovery. There will be a quiz at lunch. Discovery of a new continent cancels.

October 18-20

C+/40-50/day · Return to Woodstock

Leader: Fran Rolston (718-381-9720). Moderately hilly. Get out your tie dyes and Earth shoes again! (B pace if B leader available). Bike Catskill country roads, wind around reservoirs. Stay at newly renovated Mtn. Gate Lodge, Oliveria, 2 nights plus breakfasts: approximately \$75. Register by October 4. Send SASE and \$75 deposit to L Fran Rolston, 22-03 Harman St., Ridgewood, NY 11385.

Saturday, October 19

A/70 · 9am · Where Do We Go From Here?

Leader: Lisa Halle (212-319-6097). From the Boathouse. I'm not stupid, I know it's the fall season. So, maybe we can see some fall foliage? I think we'll go across the "Bridge" to Northern Jersey. Freezing temp., snow, or rain cancels.

A-/2 · 9:30am · Leaderless "A" Ride

Leader: You. From the Boathouse. If the Prez's ride is too much for you, meet for a schmoozy ride and destination. Suggestion? The posh Scarsdale Diner.

B+/60 · 7:45am · Cruising Connecticut

Leaders: Ernie Yu (212-663-5747) & Barbara Lee Epstein (212-986-1468). From Grand Central Station Info. Booth. Fall foliage is the loveliest ride through beautiful reservoir country. Hilly and silly. Train departs for Westport at 8:05am-arrive early to buy tickets. Metro North pass required. Rain cancels.

B+/B/45 · 10am · Westchester the Beautiful

Leaders: Jeremy Herman (212-543-6472) & Ted Hertzberg. From Broadway at 242 St. Last stop on the #1. This well known ride through estate and horse country has some challenging climbs, but you're rewarded with exhilarating downhill. In addition, there's lunch at Kingsland Point Park. If weather is questionable, call leader in am.

B-/C+/40-50 · 9:30am/10:15am · Lamont Doherty Open House

Leader: Roscoe George (212-989-0883). From the Boathouse at 9:30am or GWB at 10:15am. To Piermont for lunch via one of several interesting and diverse routes, but more important a visit to the Lamont Doherty Geological Observatory of Columbia University. This is the only day of the year open to visitors. Tours, lectures, demonstrations. Marine geology & geophysics-climate-oceanography-marine biology-paleontology-geochemistry-paleomagnetism-seismology-petrology. And best of all four (4) A+ riders: Phillippe Chateau, Nelson Mora, Tony Nappi, and Angel Rivera will join us to teach the lowly Bs and Cs some of their techniques. Join us for a fun filled frolicking fiesta on bikes.

C/35-45 · TBA · Bronx Greenways Exploration

Leaders: Dave Lutz (718-624-0346) & Ed Raven. From the Bronx Botanical Gardens. Shorefront and park cycling over the proposed Bronx Greenways Path along with elected City Officials. Ride begins and ends at the Bronx Botanical Gardens. Call leader for time and exact location of start. Precipitation cancels.

C-/19 · 1pm · Historic Architecture-Manhattan's Hanging Gardens

Leader: Paul Rubenfarb (212-740-9123). From NE corner of 181 St. & Ft. Washington Ave (A Train). On a bluff across Broadway from Ft. Tryon are perched lofty terraced parks appearing from some vantages to float in the sky in a setting of Art Deco gems. Enjoy also this highland domain's immense tunnel system bored through solid rock. Rain or shine.

ATB · 10am · Fabulous Minnewaska State Park

Leader: Bernie Gold (212-677-0311). From Minnewaska upper parking lot at 10am. The best and most scenic mountain biking this side of Colorado. Mountain bikes can be rented in New Paltz. Bring lunch and water. Call leader for directions. Joint ride with BTCNJ.

Sunday, October 20

A+/75 · 9:15am/10am · For Bad Boyz 'n' Girlz

Leaders: Craig Spiegel (212-874-4256) & Marc Leveque (212-988-3605). From 6th Ave. and 53rd St. Subway station at 9:15am, take the F train to its last stop at 179th St. in Queens for 10am departure. We're off to the races in Oyster Bay! If the ride out isn't fast enough for you, bring your USCF license so you can register for one of the races with the Super Bad Boyz n Girlz. Rain cancels.

A/2 · 9am · Leaderless "A" Ride to Oyster Bay or Elsewhere

Leader: You all, y'all or you'se guys. From the Boathouse. If you want to go to the races, but don't want to race to get there, meet other "A" riders and head out together to Oyster Bay or elsewhere. Somebody should bring a map. Yuck cancels.

A-/75 · 12 noon · Afternoon Delight V

Leader: Steve Metcalf (212-431-0533). From the Boathouse. Have a great Saturday night or a lazy Sunday morning? Join Steve on this 12:30 foliage ride. See Oct. 13 for details.

B+/2 · 9am · A Sleepy Hollow Ride

Leader: Lenny Leon (212-769-9006). From the Boathouse. Using Jeremy's route to Sleepy Hollow, then up to the Maryknoll Seminary for a picnic lunch. Return after Teatown Loop. Plenty of hills.

B+/55 · 7:30am · New Canaan Fall Foliage

Leaders: Karen Reich (212-874-7923) & Paul Liebowitz (212-799-0161) Meet at Grand Central Terminal Information Booth at 7:30 for a 8:07 departure to New Canaan. Call Paul by Wed. prior to ride to ensure space for your bike. Metro-North pass a must (they do check). This is a beautiful ride on back roads, some hills, lots of foliage. Lunch stop on Bedford Green. Rain cancels.

B/56 · 9am · Bike Paths & Bridges

Leaders: Michael Di Cerbo (212-645-1120) & Sandy Gold (212-222-4076). From the Boathouse. A scenic ride with three different paved bike paths, the largest one meandering back and forth over the Saddle River. We'll have a picnic lunch in Ridgewood. Rain cancels.

C/45 · 9am · Breezy Point Special

Leader: Ken Weissman (212-222-5527). From the Boathouse. Breakfast at South St. Seaport-along the Brooklyn Waterfront and over the Marine Park Bridge to lunch at Breezy Point/Gateway National Park. Return via "A" train. Helmets required. Precip. cancels.

Friday, October 25

B-/40+ · 12:00 midnight · Sleepy Hollow with Sleep-less Psychists

Leaders: Susan Levine (212-769-9139) & Mark Plaut (212-866-1276). From Grand Central Terminal. We'll celebrate Halloween early with a party on Metro-North to Tarrytown (costumes optional) then we ride about 40 miles through Westchester's rolling hills to enjoy the world of the spirits. Return via Metro-North or by bike. This *all* night ride requires helmets, lights and Metro-North pass. Number of people limited, call leaders for details and to reserve.

Saturday, October 26

A/75 · 9am · Whippoorwill Thrill

Leader: Bob Moulder (212-682-5669). From the Boathouse. Christy Guzzetta's famous shore road route to White Plains (Flagship breakfast), Hwy 22/120 to Whippoorwill Hill, my famous "Graveyard Route" back to White Plains, then home via Scarsdale and Grand Concourse. Rain cancels.

A-/70 · 8:30am · New City News

Leader: CJ Obregon (718-338-3275). From the Boathouse. River Road, Bradley Tweed, South Mtn. with lunch in New City. Helmets required. Rain cancels.

B/45 · 9am · Kings Point-Sands Point

Leaders: Ron Heller (212-879-1167) & Harold Aronowitz (718-454-2213). From the Statue of Civic Virtue. Welcome back ye who were rained out, to the

fabulous mansions of the North Shore. Possible lunch at Sands Point Preserve. 60% chance of rain cancels.

B-/60 • 9:30am/10:15am • Exercise in Self-Control

Leaders: Judy Koper (914-833-4309) & Jim Lane (212-697-8942). From the Boathouse at 9:30am, GWB Bus Terminal at 10:15am. Through the Bergen County suburbs to Tice's Farm, where we can overindulge in excellent homemade cider (\$.25 for all you can drink). Remember, though, you still have to ride back. Helmets absolutely required. Bring lunch or money for it. Joint Sierra Club ride. Rain cancels.

C-/27 • 1pm • Bedford Stuy-Brownstone Patriarch

Leader: Paul Rubenfarb (212-740-9123). From front of Brooklyn Museum (Eastern Pkwy stop of 2/3). Do these brownstones outclass the Slope or Convent Ave? See as we tour grand Herkimer St. and Prague-like squares immortalized by famed Brooklyn impressionist Harvey Dinnerstein, and assay this chocolate decadence. Rain or shine. Rough unobtrusive attire.

Sunday, October 27

A+/A-/A-/54 • 8am • Heat the Beat

Leaders: Marc Leveque and company (212-988-3605). From the Boathouse. See Oct. 6 for details.

A-/45 • 8:50am • "Regressive A" Series-Statens Island

Leader: Mike Yesko (212-533-2409). From NY side of SI Ferry to catch 9am boat. Jody's scenic route of architectural delights should be even more pleasant with some colorful fall foliage. If it's chilly out, those early hills will be a welcome warm-up. We do a deli stop in Tottenville at a pleasant park on the bay and ride some of the boardwalk on our way back to the ferry. Lunch at South St. Seaport for those interested. Rain cancels.

B+/79 • 8:30am • Islands in the Sun

Leaders: Tony Dean (718-797-9484) & Abbey Rummell (212-628-8117). From the Boathouse. Set your clock back and use this 25 hour day to explore some Islands off the North Shore of LI. How do you bike to an Island? Join us and see. 60% chance of rain cancels.

B+/70-75 • 8am • Barrons' Mystery Ride for Art Lovers (If We Lead It, They Will Come)

Leaders: Caryl & Steve Barron (212-595-7010). From the Boathouse. Trust us, but bring your Metro North Pass, pocket food and money. 60% chance of rain cancels.

B-/50 • 8:40am • Paterson Falls & Garret Mtn. in Fall Foliage

Leaders: Irv Weisman (212-567-8272) & Maggie Clarke. From the World Trade Center Concourse near the escalators to PATH. View pretty Montclair estates, Paterson Falls, and NYC skyline from Garret Mtn. Lunch in Little Falls Diners, snack in Rochelle Park, and climb a series of hills back to the GWB by 5pm. Joint TA ride.

C+/40 • 9:30am • Scarsdale Schmoose

Leaders: Arlene Ellner (212-677-3306) & Bernie Pearlman (212-285-1235). From the end of the #4 Jerome Woodlawn stop. A few hills, lots of pretty roads and lunch at the diner. (Nothing could be finer than to have your ham & eggs in Scarsdale-anah-with apologies to Johnny Mercer!) Helmets please and spare tubes. If weather doubtful call leaders.

D/15 • October 27 • Bike to Jones Beach

Leader: Fran Rolston (718-381-9720). Meet 10am at Wantagh RR Station. Cedar Creek bike path along Wantagh Pkwy to boardwalk and beach. Bring your kites and frisbees. There may be folk dancing on the boardwalk too. Bring lunch or buy. Joint AMC/LIBC. Bring lock.

Saturday, November 2

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.

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.

Out of Bounds

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.

October 12-13 • Cystic Fibrosis Foundation Cycletour 150k

Two day noncompetitive 150k tour from beautiful Dorchester County, on the Eastern Shore of Maryland. Contact 301-771-9000 for registration & pledge info.

October 19-20 • 1991 Fall Classic Cycling Tour

75-, 150- and 200-mile ride starting in New York City to benefit the Food and Hunger Hotline. Registration fee of \$75 includes food, beverage, overnight lodging, sag wagons and other support services. Volunteers wanted and needed. To register or help call 212-366-5400.

October 20 • 1991 MS Bike Tour

Join thousands of NYers on this MS Fall Bike tour. Call NYC Chapter, National MS Society 212-463-7787 for registration info or to volunteer.

Chain Letters

Around the Finger Lakes

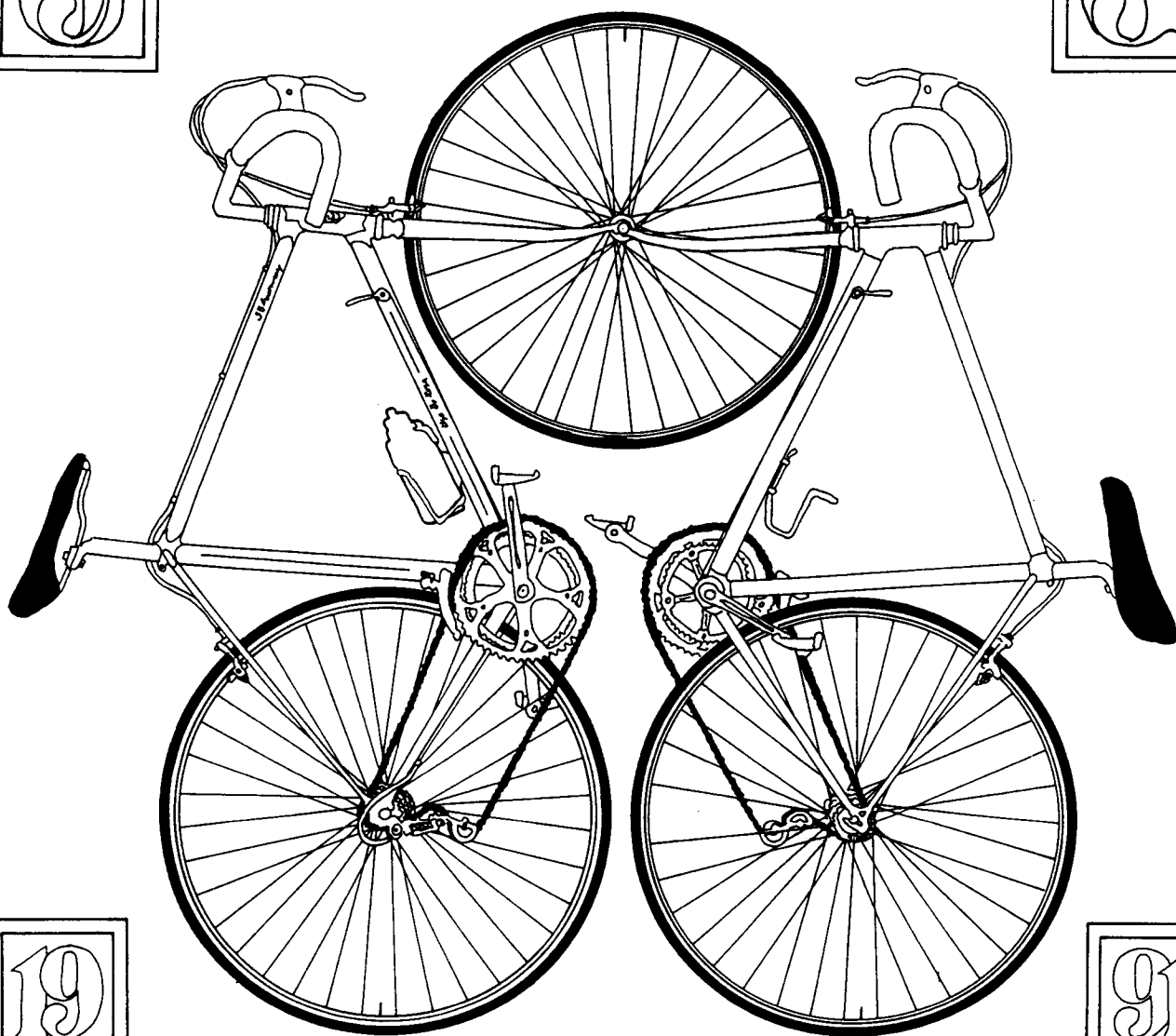
This summer I went on a "Five-day Inn-to-Inn Getaway" with *Finger Lakes Cycling Adventures* around three of the lakes, starting in Canadaigua, N.Y. They run very small tours (4-12 cyclists) and we stayed in beautiful Bed and Breakfasts, much nicer than inns. We were pampered with attention by two enthusiastic leaders and there was a sag wagon for the luggage and some hills. There were spectacular vistas across the valleys and lakes, long downhill runs. Good maps and cue sheets were provided for B and C riders with choices from 10 to 60 miles. There were lots of choices at the restaurants for dinner. It was perfect for a first-time cyclist vacationer. You'll be hooked.

DON PASSANTINO

J

IN CELEBRATION OF THE WEDDING OF
JODY SAYLER & CHRISTY GUZZETTA

G



19

91

Michael Farnley

Nominations for the NYCC Board of Directors

At the September membership meeting nominations were accepted for the 1992 Board. The club members nominated are: **President:** Christy Guzzetta, Richard Rosenthal, Jeff Vogel. **V.P. Programs:** Christy Guzzetta, Irv Weisman. **Secretary:** Jeff Vogel. **Treasurer:** Mendel Markstein, Larry Nelson. **Public Relations:** Carlos Cardona, Margaret Cipolla, Ed Fishkin, Clif Kranish. **Membership:** Herb Dershowitz. **Circulation:** Hannah Holland. **Editor:** Neil Spitzer, Amy Sackman. **A Rides Coordinator:** Mark Leveque, Mark Martinez, Bob Moulder. **B Rides Coordinator:** Dick Goldberg. **C Rides Coordinator:** Geo Carl Kaplan, Alex Von Braun.

The nomination process continues at the October membership meeting. It's not too late, you can still run for office.

"A" Ride Notes

Are you a glutton for speed? Do you enjoy towing the whole group all day long at 25 MPH, then showing up the next day and doing it again? Do you boogie up hills? Let's face it - are you a racer at heart?

Admit it. You are. So join another club.

What?? LEAVE the NYCC?!

No, fellow speedsters, nothing so drastic as that is necessary. Do what many rapid-riding NYCCer's have done. Become a dual member of NYCC and the Century Road Club Association (CRCA), one of the country's oldest (maybe *the* oldest) racing clubs, which holds most of its races right in Central Park. This is America—we can do that. In case you don't know it, they're the guys and gals who zip by the Boathouse *en masse* at 35 MPH between 7 a.m. and 8 a.m. most Saturdays.

How fortunate! CRCA races end by 8:10, so there's time to collect your prize and the adulation of your fellow racers, then freewheel back down the hill to the Boathouse for a NYCC "A" ride, most of which start at 8:30 or 9:00 and vary in length from about 60 to 100 miles.

For those who thirst for the social interaction of an "A" ride, but are frustrated by the relatively "slow" pace and lack of anaerobic burns, such a combination might be just the ticket. Churn and burn, then mellow out and chat.

I and quite a few other NYCC members have tried this route. The general consensus is that for your average mad dog, racing before a club ride satisfies your speed needs and takes just enough zing out of your zip to prepare you for a good "A" ride (unless you're a yellow-bellied wheelsucker who didn't do any pulling during the race).

Joining the CRCA will cost you more than the NYCC's modest \$17. CRCA membership is \$45, which gets you a membership card, a nifty club jersey, club newsletter and an obligation to serve as a course marshal at least three times during the year. Before you can race, though, you'll also need to get a US Cycling Federation (USCF) racing license (\$32), and a helmet, if you happen to be one of the two serious cyclists on the planet who don't yet wear helmets.

For info write P.O. Box 2041, Greeley Square Station, NYC 10001.

BOB MOULDER

President's Message

Lisa Halle

It's that time of year again. It's back to school, back to work, back to long sleeve jerseys, tights and booties. And it's also time for you know what. It starts with an "E" and ends with an "N."

I'm talking about Elections. And not just for your State Senator or representative, I'm talking about The New York Cycle Club Board Of Directors!!

It's time to start thinking about who you would want to be on the Board. Or, then again, is there some position that you want to be nominated for? Well, get your friends to nominate you!

Being a Board Member is a wonderful opportunity. First of all, you get to be involved in all aspects of major decisions for The New York Cycle Club, and cycling in general in the New York Area. Second, you get to meet new people, share your thoughts and explore new ideas. And, if that's not all, you get to have a delicious meal the first Tuesday of every month!

Think about it. And please, make sure you take the time to *vote*. Remember, you don't have to hide behind a curtain and pull a funny looking lever.

"B" There

HELP WANTED! The Club needs a B Rides Coordinator for 1992. The job is not difficult. Once a month ride leaders are recruited for the upcoming month. There are a great many members who are willing to lead. So far this month over eighty different people have lead "B" rides. Many have lead more than one. New leaders are constantly appearing. The second function of the B Rides Coordinator is to attend Board of Directors meetings, a task at which I was far less successful than I was at recruiting leaders. Perhaps you will be better at it—but only if you run for and win the office

ALL CLASS RIDES? Between the time I write this and you read it, the September "All Class" ride to Kingsland Point Park will either have happened or been rained out. If it was like a traditional NYCC All Class, five rides following different routes all had lunch at the same place, although not at the same time, and those finished first did not hang out to socialize, but left as quickly as the had come—thus turning the event into the All Class Overlapping Lunch Stop. The original intention of these rides was to promote interaction among riders of differing abilities and to offer the "spectacle" of the massed riders returning to the city in a grand unit. This is not happening. It seems the only way to unite our "classes" is to confine them together in a locked and moving railroad car (witness the success of the Connecticut Shoreline Rides) or to serve everyone's food simultaneously (Pizzas or Pitas in the Park rides). With the next All Class ride nine months away, there is ample time to redefine or restructure the event returning it to its purpose. Anybody got any ideas?

DICK GOLDBERG

Silent Outrage

by Barbara Resser

Last year I stood in line for two hours to renew my drivers' license only to be told it was suspended. "But why?" I asked in dismay, "I haven't driven a car in four years."

"It seems to be for running red lights on a bicycle," the clerk answered. My mind searched back...

A year ago I was riding to work, waiting at 61st and 2nd at eight in the morning. A mass of cars, trucks, and a bus stood racing their engines behind me as I waited for the cross traffic to clear so I could sprint ahead of the angry herd. A block later I noticed flashing lights in back of me and a disembodied voice boomed, "Pull Over!" Was it directed at me? I road on. Pull over, bicycle!" the voice said again. I pulled over. A police car with two officers pulled in front of me.

I approached the driver, "What did I do, officer?"

"You ran a red light back there," he answered, writing my ticket. "Show me some identification." I handed him my library card. "You don't have a license?" he asked.

"You don't need one to ride a bike." I answered. "Is this all you guys have to do? Isn't there some *real* crime going on around here?" They gave me a dirty look, handed me the ticket, and drove off, leaving me grumbling about injustice.

Six months later it happened again. I'd forgotten about it thinking they'd never find me as I didn't give them my drivers' license. They found me.

I proceeded to the Traffic Violations precinct and after standing in line for another hour the clerk said "Guilty or not guilty?"

"Not guilty," I answered indignantly.

He sent me to a room filled with people waiting to go before the judge. Another hour later and it was my turn. Again the question. "Not guilty" came my answer. The judge handed me a computer printout of my court date.

Over the next three months I prepared my defense. People on bikes are unprotected in every way. I would go before the judge, helmet in hand. "This piece of foam is all that stands between my brains and two-ton hunk of steel." I would begin. "I have no body of steel surrounding me in case of an accident, no insurance. People who bike in the city do so defensively. We do what works." On and on my mind would go.

A month later I take time off from work to go to court, and I receive an extension. It's now *six* months later. I appear before the same judge, helmet under arm, speech ready. He brings up my case on the computer. "Case dismissed on the first violation. Officer retired. You still want to plead 'not guilty' on the second?"

"Yes," I answer. Another court date and no chance to give my speech.

This time the court date is extended three times. It's now two years after my misdeeds, and I've gone on with other things, completely forgetting the most recent court date. One day I pass the precinct house, and I suddenly remember it must be around right now. I check the printout: it was last week.

I wait in line for an hour, same room, same judge, helmet under arm I approach the bench. "The arresting officer has left the force. Case dismissed."

No speech? No story? What a let-down.

A week later I receive a notice saying my license is revoked. Will this never end? I go down to the precinct to be told not to worry, the violations have been erased. I don't think so. I go down to the Drivers' license bureau and sure enough, the renewal goes through.

Plead "not guilty" even if you are. Infractions on bicycles are insignificant in comparison to whatever else is happening in this city. Maybe you'll even get the chance to make a speech. ■

Minutes

New York Cycle Club Board Meeting

(Tuesday, August 6, 1991)

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

The June and July minutes were approved.

Due to the multitude of accidents that have occurred on club rides recently, the Board discussed various ways to make members more safety conscious. Ed will try to develop a safety program for the Club.

George presented his proposed safety guidelines to be given out at all rides. The Board will consider and make recommendations.

Larry discussed the possibility of accepting the next year's dues in November and December. He will propose an amendment to the By-Laws.

Richard discussed upcoming programs: August - Michael Toomey on race photography; September or October - Framebuilder Harry Havnoonian; November - Sam Posey of ABC; December - Comedy night

Richard and Michael Toomey are finalizing the Scheutze Public Service Announcement.

Richard discussed the funds collected at last year's Christmas meeting that are to be used to purchase a bicycle for a needy child.

Richard described the details of the arrest of a rider from the "Pack" on a recent weekday evening.

Hannah announced that we are nearing the 1000 member level. We are also sending out hundreds of complimentary BULLETINS each month to people calling to request them.

Sherri initiated a discussion on the "special purpose fund." It was determined that Club funds will be available as an advance if a written proposal is presented to and approved by the Board.

Transportation Alternatives agreed to pay for the additional costs involved in inserting their NYC Century Brochure in the BULLETIN.

Jeff asked that a policy be established regarding whether or not other rides can be listed on the same day as an All-Class Ride. The Board voted 11 in favor, 1 against, with 1 abstention that no rides can be listed in direct competition with an All-Class Ride. The V.P. of Rides will have the final decision on what is "direct competition."

Lisa read a letter from Ernie Yu, Recording Secretary of the 5 Boro Bike Club apologizing for late publication of the NYCC article in their newsletter, *Bicycletter*. They will also co-list our rides where the leader is also a 5 Boro Bike Club leader.

We learned that long time Club member and former Club President Jimmy Rex is recovering from surgery. Lisa will talk to Irv Weisman about writing an article for the BULLETIN.

Lisa reminded us that nominations for next year's Board will be taken at the September and October Club meetings. An announcement will appear in the BULLETIN.

Lisa discussed the ongoing meetings she has attended regarding the 15mph speed limit in Central Park. The meetings have been attended by Tobi Bergman of the Parks Dept. and representatives of the other recreational users of the Park.

The meeting adjourned at 9:05 p.m.

The final Friday night Pizza Party of the year was highlighted by Dan Schwartzman's appearance on his new Pederson bicycle. Dan, Mike Yesko and Mike DeLillo all purchased Pedersons when they were in Copenhagen this summer. In fact, now they are the American distributors. Don't ask me to describe what a Pederson looks like; let's just say it's unique. While it may not be practical on an "A" Ride, Dan says it's a great way to meet people walking down Columbus Avenue.

There are only 843 acres in Central Park—not enough for some urban urchins to play in so they must taunt and play chicken with cyclists descending at speed into the S turn at the northeast corner of the park. The results of their games are to be seen in hand and wrist injuries to Angel Rivera and Phillippe Chateau, four destroyed wheels, and a dented tube. And where were the police? Mere blocks away chatting with one another.

Citibank's new advertising program is featuring lots of cyclists, all of whom are members of the NYCC. Not only did they get to have their faces and bikes plastered all over Metro area billboards, but they were paid for it too! Everyone received the standard modelling fee. How did we get all this fame and fortune? Tony Nappi is in charge of Citibank's campaign. Supposedly you'll be seeing us on TV soon too.

So, is the NYCC fast enough? The recent CRCA 4 Man Team Time Trial was dominated by NYCC members. Bill White was part of the winning team, doing the four laps of Central Park in 56:29. Noel Commess, Angel Rivera and Craig Spiegel were all part of the second place team, 26 seconds behind. And, Elizabeth Emery, Lisa Halle and Stefani Jackenthal joined CRCA President Christy Hansen in winning the women's division.

Due to the tremendous turnout in prior years, Ed Fishkin limited his barbecue ride to 30. The BBQ was hosted by Mom and Dad Fishkin and ended with a cake celebrating Mom's birthday. Everyone had a great time. Next year sign up early!

True or false: How many Club members does it take to true a wheel? A minor crash on Ed's ride left Stefani's front wheel badly out of true. Eight hands later it was worse than ever. Finally after an hour of work by Robert Colon her wheel was better than when she started in the morning.

Normally everyone on the Nude Beach Ride is sworn to secrecy. However, I did manage to obtain most of the important details. The big surprise was Christy *did* take his shorts off and what an elephant he was! The boat ride home was just as exciting (no one was sworn to secrecy about the boat ride) as Lisa Halle and Jane Leener flashed passing boaters. I wish I had been on another boat to see this.

This could only happen in the New York Cycle Club. Jody Saylor and Christy Guzzetta were planning a small quiet wedding. Well, Catherine Chatham, Margaret Cipolla, Herb Dershowitz, Ed Fishkin, Bob Foss, Holly Gray, Lisa Halle, Donna Slattery, Jeff Vogel, and Mike Yesko had other ideas. They crashed the wedding! Fortunately, they behaved themselves in church, although Jody was overheard saying "I can't believe they're crashing our wedding." The crashers reported it was a beautiful ceremony at the Chapel of Our Lady overlooking the Hudson River in Cold Spring, NY. Supposedly they had

no intention of crashing the reception that evening but Cold Spring is a small town and some of them accidentally (yeah, right) stumbled across it. Never ones to pass up a party most of them wound up dancing the night away.

The following day Jody and Christy reaffirmed their vows in front of 50 Club members aboard the *M.V. Commander* as they cruised up the Hudson River from Garrison to Newburgh and back. At the end of the trip Jody threw the bouquet. What was left of it, after Charlie the Tuna got most of it, was caught by Phillippe Chateau. Congratulations Phillippe!

When asked where they were going on their honeymoon, Jody suddenly became very secretive. We can't understand why. We would never think of crashing the honeymoon. We did find out the results of the name debate. It's going to remain Jody Saylor, which is strange since that's not her real name anyway. It's really Karen and most of her relatives call her "K.J." And they call Christy "Hotshot." I think it fits well.

Congratulations are also in order for Judy Cohen and Ken Vigelette. They were married the same weekend as Jody and Christy, but kept the location a secret to keep the freeloaders out. They're spending their honeymoon cycling through Greece. Now that's something we would really like to join them on.

Also, congratulations to Jackie and Rick Plate on the birth of their second child. We hope to see *all* of them on some rides soon.

The September Club meeting featured nominations for next year's Board of Directors. Lisa did a great job at soliciting nominations so that hopefully we'll have contested elections for every position. Unbelievably, I was nominated for two positions, Editor and President. Since the Editor is the only person who knows who I am, that would be the perfect way to keep my identity a secret. But President, I'd really have to think about that. I would be able to follow in the footsteps of my idols, James Garfield and Richard Nixon. But then if Dan Quayle can serve as Vice President... Nominations will continue in October. Let's see if anyone will run against me.

The program was a discussion with Harry Havnoonian on the merits of titanium vs. aluminum vs. carbon fiber vs. steel. Who cares, a bicycle is a bicycle, I just want to ride.

If 27 Club members went up literally breathtakingly difficult Devil's Kitchen, how come only six went down? Because only 22% of the starters crashed on the rain-slick metal grating bridge five miles after the top.

Mike Yesko, who just returned from successfully completing Paris-Brest-Paris, broke three ribs, proving cycling is more dangerous than taking his daughter ice skating. That fall resulted in a broken wrist. Club—and cycling—newcomer Charles Lee, the first to crash, described his road rash from bicycling as a far more painful injury than any he suffered in his four years of racing motorcycles—and he crashed plenty.

En route home, the Thruway was at a longlasting standstill so Jeff Vogel and James Brennan removed their bikes from the cartop carrier and got in some extra miles up and down the backed-up Thruway. Vogel added to the day's toll when he contracted guard rail rash avoiding a truck backing up on the shoulder. The truck didn't belong there of course, but a *bicycle* on the Thruway? If T.A. can make case for this one, cars will be out of Central Park in no time. ■

Look! Cleats

Ahhhh, the Good Ole Days... Remember when you bought a brand new pair of Detto Pietros with steel shanks and leather soles, rode them around for a couple of hours in your toe clips and straps without cleats, then took them to a shoe shop to have the metal cleats attached with cobbler's tacks, their slots perfectly matching the pedal cage imprints on the bottoms of your 2-hour-old Detto Pietros, with nary an alignment problem? Oh, those were simpler times...

But those damned clips blackened many a toenail, and when the straps were tightened down for some serious riding, your feet felt like you were standing on a short-order cook's grill turned up to full broil. I, for one, do not mourn the passing of toe clips and straps, though a few ascetic traditionalists still cling to their quills.

The LOOK company of France changed all that circa 1985 with the introduction of their nifty pedals and cleats, in which were applied ideas borrowed from that company's main line of products—skis, bindings and boots. The Look pedal, you see, is just a miniature ski binding, so there's nothing clamping down on the tops of your feet to cause discomfort. Several other companies now offer clipless pedal designs (the biggest of the others being TIME, headed by a former LOOK designer), but none seems to match LOOK for compactness, ease of installation, availability, reliability and interchangeability (MAVIC and Shimano clipless pedals are manufactured under license from LOOK). And the design has also proven to be quite adaptable; a simple cleat modification was all that was necessary to give LOOKs rotation capability, even as MAVIC and Shimano have devised their own nifty rotation solutions.

Despite all these advantages, there is one small shortcoming—it can be tricky to get the cleat position *just right*. "Close" is easy, but "perfect" can be elusive, especially when rotation is involved.

With that in mind, I'd like to identify for you what I believe are the most common LOOK misadjustments, and offer some ideas on how you can achieve a perfect fit.

Note: Even if you plan to use red "ARC" (rotating) cleats, first install and adjust black (fixed) cleats as set forth below. If you're using MAVIC rotators, set both cams to "zero." No matter what you may have read elsewhere, adjustment of "floaters" is no less critical than fixed cleats. Trust me. We'll make 'em wiggle, by the by.

Problem: The ball of the foot is not directly over the pedal spindle. As you apply pressure to the pedals with your foot held level (parallel to the road), the ball of the foot should be directly over the pedal spindle. It shouldn't be ahead of the pedal spindle, and it shouldn't be behind it. It should be directly over it, because that's the way natural evolution intends it.

Solution: You'll need your cycling shoes, your LOOK cleats (not installed) and pedals, a piece of chalk, and a screwdriver.

First put on your shoes and snug 'em up, then feel for the joint between the big toe and the metatarsal bone right behind it. If your foot is normal, this is its widest part. Now take the piece of chalk and make a mark on the outside of the shoe's sole right

next to the joint, perpendicular to the sole of the shoe. This may or may not be the shoe's widest part, so go on record with the chalk mark.

Next, take your unmounted cleat and fit it to the pedal, *without* clicking it all the way in. Make a mark on the side of the cleat, in line with the center of the pedal spindle. (If you accidentally engage the bare cleat, you may need a pair of pliers to pull it out.)

Align the two chalk marks when installing the cleats to insure that the ball of the foot is directly over the spindle.

Problem: Big toe joint and/or ankles hit the crankarms. This is a common problem with larger shoe sizes, mostly with men's size 8 and up (European size 43 and up), which tend to crowd the pedals a bit.

Solution: Ever mindful of maintaining the alignment of your carefully scribed chalk marks, loosen the three bolts which attach the cleats to the shoes and slide the entire cleat toward the big toe side of the shoe. This will move the foot further away from the crankarms. Don't worry if the back edge of the cleat sticks out past the sole of the shoe. I've looked at quite a few larger cycling shoes with LOOK cleats, such as my own rowboat-sized 47's, and when properly fitted they all seem to stick out, some quite a bit.

Problem: When pedalling, the heels feel like they're too far in (duck footed), or too far out (pigeon-toed). This is because the rear of the cleat is too far in or out.

Solution: This adjustment is best done during a test ride on flat roads, while carrying a short-shank, flat-blade screwdriver. If a heel feels too far in or out, hop off the bike. Take off the shoe, and with the screwdriver loosen the two rear cleat bolts completely, then loosen the single front bolt *just enough to let you pivot the cleat around it*. To "move" the heel out, rotate the rear of the cleat inward (i.e., toward the big-toe side); to move the heel in a bit, rotate the rear of the cleat outward (toward the little-toe side). Secure all the bolts, hop back on the bike and ride for about 5 minutes to assess the adjustment, then hop back off and make more adjustments, if necessary. It's not unusual to have to repeat this process 5 or 6 times *for each shoe* before they feel just right, so be patient. Plan to devote about an hour for this task, then ride hard spinning 120 RPM, stand while climbing, hunker down and hammer, and do a thrashing sprint. If they feel okay through all that, you've probably got it right. As you get closer, make very small adjustments.

Problem: "Hey, Bob, they ain't rotatin' yet." So your fixed cleats are now perfect. They feel good. No knee pain, even after a 100-mile ride. Perfect. But, *nooooo*, you just gotta have rotation. *Alright already!*

Solution: Now that you've got the fixed cleats perfectly aligned, using nail polish, spray paint (shield the uppers with newspaper) or some other indelible, visible marking method, carefully outline the exact position of the fixed cleat on the sole of the shoe. Let the paint or whatever dry, then remove the black cleats and, using your painted guide, carefully position your "ARC" cleats and secure the bolts. MAVIC users, simply leave the black cleats in place and "dial in" the desired amount of rotation. Less is more.

Volunteer Needed: I've never used TIME pedals, so if you're interested in detailing how to set them up, contact me at 212-682-5669 to volunteer a "No Tech Tip." ■

The Sirens of Titanium OR All You Need is \$3,500 and a Dream

Now that Raygun's Star Wars (aka SDI) has faded from the headlines and the Pentagon has eased its grip on titanium, that miracle metal reappears in our own club peloton in the form of STI¹ equipped wonderbikes. I'm not sure this is what they meant by the Peace Dividend, but you couldn't tell there is a recession going on by the number of megabuck titanium cycles rolling up to the boathouse on recent weekends.

Sorry Jeff, your carbon-fiber cycle isn't cutting edge anymore. Mendel, that Kestrel is becoming a lame duck. And as for the rest of you still riding pig iron CroMo frames—well you can hang them up next to the high wheelers in the museum. Just walk, no, RUN, to your local pedal pusher and fork over about three-and-a-half grand and you can have one too!

Am I a retro-grouch, opposed to technological innovation? No, but sometimes I am amazed at the rationalizations we make to justify our latest acquisition of over-hyped (sorry Richard) cycling wonderfulness. Am I guilty of this same delusional techno-lust? In the words of a former U.S. vice-president, I plead *nolo contendere*. [For the record, I own one steel and one aluminum bike, both with clipless pedals, aero rims, aero brakes, cyclometers and indexed shifting.]

What is it that makes us part with our hard earned cash for the latest in cycling sophistication? Perhaps, after millions of years of evolution, we are still dazzled by the latest shiny metal objects trolled before us in glossy magazine ads. We are hooked by slick copy full of catchy phrases like "total integration," "dual-pivot," "aerospace quality," and "ultra-light." If we aren't gaffed and landed yet there are always the endorsements of LeMond, Phinney, Tomac, et al. Maybe our appetites have been whetted by long winter nights spent poring over mail order bike catalogues with an enthusiasm usually displayed by adolescent males for Playboy. When Spring arrives, we stagger, eyes glazed over like Pod People, to our favorite bike shops in search of Mo' Better Toys.

What really motivates us to continually seek out the new plus ultra in cycling hardware? For most of us, owning the best of many things is outside our grasp. Estates in the Hamptons, Monet landscapes and Lamborghinis exceed our means. We manage to make do with weekends in Fire Island, Keith Haring T-shirts and whatever Hertz has a weekend special on. Nevertheless, many of us *can* afford to own virtually the same bicycles (minus the engine) as those ridden by the world's most elite cyclists. For once we don't have to compromise.

Or do we? How many of us would still want the Lamborghini with a Yugo engine? So perhaps we are being a little pretentious on our Merlins, Colnagos and De Rosas. One club member with less delusions and more ability than most, refers to his Pinarello as a "Pinot Grigio." I like that. I think it's his way of keeping things in perspective. There is a fine line

¹STI: Shimano Total Integration; a combination brake and shift lever, not the concept of incorporating Americans in the workforce of Japanese corporations.

between pretention and that most childlike of all games, pretending. I like to think that beneath all our adult rationalizations for cycling, the real reason we spend all those hours in the saddle, is that it makes us feel like...kids.

Bicycling stokes our imaginations in a way that few other activities can match. What's wrong with imagining we are chasing Indurain up some Alpine pass, even if we are only grinding up Perkins Drive? Every little bit of inspiration helps sometimes. The difference between pretense and pretending is all in your attitude. In the final analysis, our bicycles are merely the vehicles (no pun intended) for our ambitions, aspirations and desires. Should you spend three hundred or three thousand dollars for your next bicycle? I guess it all depends on why you are buying it. But, to paraphrase a current Subaru commercial, "...if your [bike] enhances your status with your neighbors, you have snobs for neighbors."

What does all this say about our priorities. I'll leave that for the sociologists to ponder when examining the subculture of cycling enthusiasts. For many cyclists though, The Right Stuff is some glittering triumph of Computer Aided Design lying in wait for them in the local bike shop window. "Psst, hey you with the Gold Card..." Titanium may be the stuff that dreams are made of for them. But dreams, like bicycles, can be made of almost anything our imaginations can catch hold of.

As for me, I'll keep pretending that the State Line is a finish line and hope I catch the peloton napping. Now if I could only find that Lamborghini engine...■

This is the first of an irregular series of articles in which Mark will share his own warped perspective on our subculture's bizarre, obsessive and ritualistic behavior. Next: Training Resistance.

Bike Shorts

Richard S. Rosenthal

USAF into USCF Swords into Plowshares

In September long distance foot races were held at El Toro Marine Base, a triathlon was held at Holloman Air Force Base, and a USCF-sanctioned time trial was held at Travis Air Force Base. The start house and ramp for the time trial was the inside and ramp of a C-5 Galaxy, a goliath USAF troop transport and military cargo plane. Thus are swords turned into plowshares and the USAF into the USCF.

A List of Obscure or Long Forgotten Bicycling Terms and Concepts

Campagnolo	sponsors
chamois	stage races
chrome	teams
Colnago	10 speeds
cotton shorts	36 φ
French bicycles	\$30 sun glasses
French threading	toe clips
French threads	USCF
friction shifters	hair nets
hard shells	water
leather	wool

"Iron Legs" Jim Rex

Jim Rex was very active in the New York Cycle Club ten years ago. He served as V.P. of Rides, BULLETIN editor, and as President. He is currently recovering from several operations for colon cancer and is still quite ill. Irv Weisman asked several club members who knew him well to thank him for his contributions to the Club and to their lives.

Iron Legs

I first heard about Jim Rex as a high-speed menace, and was warned not to ride too close to him. His high gear/high speed climbing had earned him the nickname "Iron Legs."

He is a strongly competitive rider with a well-developed ego to match. He was a record holder for the New Year's day Century Rides, participated in 10 Memorial Day 24 hour Pepsi Marathons, setting two records for veteran riders. He and Steve Bauman led a contingent of 16 riders to the 1983 Paris-Brest-Paris where, because of their excellent training, all riders finished and won a trophy for Best Foreign team. Despite Jim's competitive spirit and his growing list of accomplishments, he always had encouraging words for newcomers and younger riders, taking some of them on as protégés.

But the attitude which endears him to me most is his gratitude to his adopted country. He escaped (by bike, fittingly) from his native Hungary after the 1956 uprising was suppressed by the Soviet military. He nearly died several times during his escape but ultimately made it to the U.S. Here, he made time not only to contribute to our Club with his legendary exploits and with many hours of dedicated work, but also to the Boy Scouts. As he puts it, "These are my ways of giving back to America for the opportunities it gave to me."

IRV WEISMAN

The Cycling Animal

I met Jimmy Rex in the fall of 1978, when I first joined the NYCC. Back then the Club had 250 members and "A" riders were a minority. A large part of Jimmy's schedule was long distance rides, usually centuries and double centuries. He was also a member of the Century Road Club Association and won many of their New Years Day century rides, often in miserable conditions—freezing rain, snow, ice, you name it—which he seemed to thrive on.

Jimmy was V.P. of Rides when there were no Rides Coordinators, doing single-handedly what four board members do today. His style for getting ride leaders is that you would receive a phone call just as you had started eating dinner, and Jimmy would talk non-stop in heavily accented jabber until you agreed to lead a ride, so that the phone conversation could end and you could get back to your dinner, which by then needed reheating. His approach was very effective.

Jimmy was known as the prime counterpoint to Irv Weisman's exhortations for the use of low gears. His articles in the BULLETIN often derided the 32-tooth freewheel sprockets advocated by Irv. However, like Irv, he maintained an almost maniacal passion for statistical analysis, best evidenced by his quarterly and year-end summaries of ride statistics including the number of leaders, trips, trip mileage, riders, and club mileage,

all broken down by "A," "B," and "C" categories, and typed on a typewriter with tiny smudged characters.

In later years, Jimmy spent more time with his son, involved in Boy Scouts, but he would often ride the big rides such as the Delaware Water Gap, the Boston Double Century. He continued to ride to work daily from his home in Astoria to the jewelry district. I was pleased to see him at my going away party in April, the first time I'd seen him in several years.

CHRIS MAILING

Matter-of-Fact Encouragement

I was late getting to the start of the 1984 Montauk ride, my first century. Jimmy came by, on his track bike, and saw that I was sluggish. He didn't want to know that I hadn't had time for breakfast. "Drink some water," he said, "I've ridden a hundred miles before breakfast." That perked me up. After all, I knew I'd be able to eat before 100 miles.

Sometimes it wasn't so easy to understand him. Maybe it was his accent, or maybe because I was huffing and puffing in the back. One time though, I clearly heard him as he passed me on a gruesome hill, "it gets easier every season" he said. That meant the man they called "Iron Legs" was human too.

ARLENE BRIMER

Iron Legs Chronicles

I belong to the NYCC because of Jimmy's "Iron Legs Chronicles." When Ed and I moved to New York 15 years ago, Ed was the lone cyclist in the family. He saw the NYCC BULLETIN and decided that any club that published the very lengthy, very personal articles by Jimmy had to be the club to join. Ed taught nights and sent me to my first club meeting as his rep to "just find out where the best routes are." I was elected Club Secretary at the meeting.

I finally made it on a bike because of Jimmy's enthusiasm for cycling. If he ever saw me trying to learn the roads or my bike, he would stop his paceline and share the "Iron Legs Philosophy." The NYCC was lucky to have Jimmy Rex as a leader for so many years. Ed and I are lucky to know him.

SARA FLOWERS

The Lion's Roar

Certainly knowing Jimmy Rex is one of the many bright spots in the history of the Club, and he is remembered with admiration and affection. I first met him when I was a bright-eyed neophyte "A" rider, and he was one of the old timers, a man who made notes obsessively at every break, using a tiny 1½" stub of a pencil—no weight disadvantage here.

He was enormously, and justly, proud of the distances he had ridden; his signature jersey was covered with ride patches. He marked his major life milestone, 100,000 km, by painting a figure on the East Drive by the Boathouse.

What I enjoyed most about was the sense of theatre he brought to a ride. He would chat happily in the pack for hours, then he'd suddenly be off the back, looking forlorn and apparently burnt out for the day. Suddenly there would be a roar, a loud lion's roar, and Jimmy would be sprinting past the group and triumphantly claiming the imagined trophy.

CLAIRE GOLDTHWAITE

▶▶▶

The Long Distance Friend

Ten years ago, when I just joined the Club, one husky and bold individual came up to me and said, "Comrade, let's ride to Montreal next weekend."

Since at the time my English was only good enough to smile, I did just that. He probably misinterpreted my reaction so repeated his offer and added: "C'mon, you can do it". I accepted the offer. Little did I know that trip would be a first link in a long chain of similar events, which would change my lifestyle.

That individual was Jim Rex. In today's club few people know who Jim Rex is; even fewer know that he is the original marathoner. And probably nobody knows that Jim is solely responsible for my total passion for long distance racing. Not only did he introduce me to this demanding sport, he also showed me how to enjoy its intensity, pain and sweat.

Speaking of sweat, Jim has a very peculiar habit of logging every drop of his sweat. When asked about mysterious notes taken during a ride, he would proudly display his body "water balance data sheets" for any ride he ever did. These were my first lessons of cycling science.

Later we logged thousands of miles together and I learned the art of pacing, keeping always something in reserve and... Strangely enough some wisdom. Let me explain.

Being overly competitive and green I used to constantly fall into little fights with whoever was riding faster than me. During one of the club rides in the middle of a climb I suddenly heard Jim's voice, "let them go, don't play by their rules, your game should be endurance." I listened and probably for the first time in my life did not chase. Jim was right.

Another time, he gave me a lesson in the long sprint. We were coming back from our second trip to Montreal. Jim was on my wheel for a while and I, feeling proud that such a strong rider is drafting me, asked "how is the wind?"

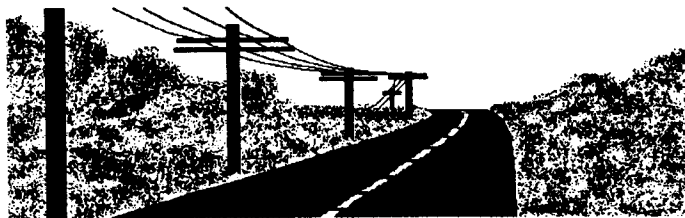
Jim's face changed color, he accelerated wildly and was gone. I tried to chase at 25 mph but in vain. We were good 70 miles from the city and this "oldie" (then in his mid-forties) just disappeared until I saw him again in New York.

Some of my strongest compulsions are directly traceable to Jim. I am laughed at for my habitual laps around the Central Park "to finish off" a century or a double century. It just doesn't feel right to go home with 189 miles. But Jim totally stunned me when after the Montreal trip he suggested finishing off 800 miles by riding laps in Central Park.

If I was asked to describe Jim in a couple of words I'd say that he is a relentless lone warrior with sense of purpose and fine mind which is understood by very few.

I think that I am one of those lucky few...

ALEX BEKKERMAN



The Kitchen Workers

by Richard Rosenthal

WordPerfect Mastery by Mark Martínez

On a dank mid-September morning that soon turned into a drizzle and then a downpour, twenty-seven riders left Saugerties (Exit 20 on the Thruway) to climb Devil's Kitchen—two-miles of heart-, lungs-, legs-, and psyche-taxing road with inclines up to 20°. LeMond's, Kiefel's, Bobrick's, Raul's, Andy's, Bauer's, 7-Eleven's, and, even more defunct, CCCP's name remains on the cracked, chipped, and broken macadam from when they ascended it as part of the Tour de Trump in 1989 and 1990. Many Trump riders, finding themselves undergeared, had to dismount and walk. A smaller percentage of the NY Cycle Club had to do the same.

While no derogation is intended of the terrific accomplishment of 100 lb. Catherine Chatham who was the first to reach the top even with a momentary rest pause, note must be made of the trio of Noel Comess, Don Montalvo, and Jeff Vogel who were the fastest up the hill. Vogel flattened just prior to the beginning of the hill. The others stopped to keep him company during his repair, lingered to fix Noel's derailleur, then overcame their ten minute deficit by speeding (if 6-8 MPH constitutes "speeding") past all but three, finishing within a scant minute of the first finishers, Chatham, Herb Dershowitz, and Alan Zindman.

Vogel graciously insisted the Mark Martinezes, the Ernie Yues, et al., are deserving of the greater credit for overcoming their trepidations to master a climb they hadn't previously experienced as others had.

Bob Trestman, one of the club's great climbers, flattened in mid-hill. Serves him right for motoring by us on hills all summer with his hands off the bars, in feigned nonchalance, cleaning his fingernails as he passes, all the better to humble us.

The Tour de France recognizes the Best Young Rider who is 23 or younger. We do things backwards and recognize the speed and strength of Art Crowley: Age: 50; Wgt.: 201. And the Jeff Vogel for organizing the event: Age: 35; Wgt.: 147 lbs.; Hair: (at start) Brown; (at end of day): Brownish-Grey.

Alphabetical list of all those working the Kitchen, and their lowest gear:

James Brennan 39x26; Al Catusas 39x32; Catherine Chatham 38x28; Margaret Cipolla 39x28; Alan Cohen 30x24; Noel Comess 39x23; Art Crowley 42x26; Mike DeLillo 36x24; Herb Dershowitz 39x26; Elizabeth Emery 39x24; Clay Heydorn 39x28; Stefani Jackenthal 39x24; Charles Lee 42x26; Mark Martinez 39x28; Don Montalvo 39x26; Bob Moulder 39x26; C.J. Obregon 39x28; Steve Pollack 39x24; Richard Rosenthal 39x28; Bob Trestman 39x24; Maxim Vickers 34x26; Jeff Vogel 39x26; Roger Williams 39x26; Greg Worley 39x28; Mike Yesko 39x26; Ernie Yu 42x28; Alan Zindman 39x24.

Note: This event was not a race. All cyclists did reach the top of the climb under their own steam (unlike last year!).

Jeff Vogel notes that when six riders went down on this ride, Richard was among them, yet while suffering from severe road rash he still had the presence of mind to run to the nearest house to call for help and to bring back blankets for those whose injuries were worse than his own. With the temperature and the rain coming down, Richard's quick thinking prevented any chance of hypothermia. ■

Cycles in the Mist (Fjords, Trolls and Hedgehogs)

by Jeff Vogel

Clif said someone had to write about our trip to Scandinavia. There were nine other people there but he insisted...

Our trip to the Fjord country started in Bergen, on the west coast of Norway. Well, it actually started in Amsterdam and Oslo airports. Margaret and I arrived early so that we could spend a few easy days touring around Bergen. It rained for three days. We rode seven miles. We decided to do some sightseeing instead. We didn't visit any beautiful old churches though. Not that there aren't any. This is Europe and every town has a beautiful old church. In fact, one of the churches in Bergen dates back to the 15th century. But I didn't go because I've seen old churches before and even New York has beautiful churches that I haven't visited. And besides, I'm Jewish.

So what sights did we see? We went to the fish market and about half a dozen bakeries. I'm a cyclist, I like the sight of food. The bakeries have wonderful hearty breads and very sweet cakes and pastries. And we saw some old historical buildings.

Finally Dan Schwartzman and Stefani Jackenthal arrived to join us. It was still raining. After assembling their bikes we shipped our bike cases to Copenhagen where hopefully they would be waiting for us when we arrived two weeks hence.

We gave Dan and Stefani a quick tour of the town and we all went out for dinner. Dan and I tried the specialty of the house, horse steak, figuring it would give us the horse power for the next day's ride. Stefani threatened to fly home.

Sunday morning we were finally ready to start our tour. Our pensione had a kitchen in the room so we prepared our own breakfast. Dan made the coffee cowboy style (don't ask). I can't believe we drank two or three cups each. We finally decided to check the maps and realized our planned 78 mile ride was really 105 miles. You really should plan these things.

We're finally on the road and the scenery is absolutely spectacular; snow capped mountains, waterfalls around every turn and the fjords. The Icefields Parkway in the Canadian Rockies comes close, but we all agreed that this was the most beautiful scenery that we had ever cycled through.

The day wasn't without its adventures though. Margaret had gone to dinner in Bergen with some business acquaintances and they assured her that there would only be one difficult climb. We realized that they weren't cyclists as we ascended our third switchback laced mountain of the day. We also experienced cycling through our first tunnels, some of which were up to a kilometer in length. And it rained again.

Monday started with a 17 mile ride from our hotel to breakfast. It included a 1½ mile climb on a well graded road with several switchbacks and passed some tremendous waterfalls. After the long descent into Voss we had earned our breakfast of bread, cheese and smoked fish. We only had another 30 miles of cycling left, but we were in store for quite an adventure.

Twenty miles down the road, in the middle of a long twisting descent, we encountered a mile long tunnel. Unfortunately, this one had no lights in it. All we had was one Cateye headlight. Those of you who have used them know how little light they give off. Think about what it would be like trying to light the road for four cyclists with absolutely zero extraneous light! After many screams of "Stop!" "Wait, Wait!," "I can't see!" and "I'm totally in the dark!" we tried walking. That

didn't work much better but we were able to get out of the way of the cars quicker. Finally we figured out that the person with the light should ride last and the riders in front should go slow enough to stay within the lighted area. It still wasn't much fun, but we survived. (With time, the tunnel will have grown to 17 miles, the grade was too steep to walk, the falling rocks caused a partial cave-in and we were attacked by trolls!)

We finally escaped the tunnel and wound up in a magnificent valley. We were surrounded by waterfalls falling hundreds of feet down the sheer cliff walls. Around every turn there was another waterfall, more spectacular than the one before it.

The river valley ended at the ferry port of Gudvangen, where Dan and I had a delicious lunch of reindeer stroganoff. Dan and I will order the strangest thing on the menu, no matter what it is, Margaret tastes it and likes it and Stefani laughs at our sick humor about Mr. Ed, Bambi and Rudolph. From there we took a ferry to Balestrand. Well not exactly "a ferry" but two ferries. There's some saying about not changing horses in midstream isn't there? Our ferry went through Narrowsfjord, the narrowest fjord in the world! Then we arrived in the Sognefjord where we had to change ferries. That's right, no dock, no port, right in the middle of the fjord. They just pulled the two ships up to each other side by side and laid a narrow ramp across. I think the best part was watching Margaret's expression as she carried her bicycle across the ramp between the two ferries.

The trip ended in the tourist town of Balestrand (or Balholm, depending on the map). After a walking tour of the town we went to dinner. Every chance we got we pulled out our maps to try and figure out where we were going. We had a general idea of the places we wanted to see, thanks to Richard Rosenthal's guidance, but we had no idea how to connect the dots. Richard had told us he would never speak to us again if we didn't take the Gudvangen to Balestrand ferry and ferry across the Hardanger Fjord. Of course we were going to take those ferries to see two of the most spectacular fjords in the world. We were just going to tell Richard that we missed them to see if he would really stop talking to us.

So after spending an hour with our maps at dinner and at breakfast we were all set to ride. That is, until the hotel manager suggested a better route. His suggestion, which we followed, started with a ferry, what else? In fact, the ferry system in Norway is so efficient and accommodating to cyclists that we dubbed it "Metro Norsk." On the ferry we met several Belgians who were cycle touring in Norway. They had a car for support and to take them through the dark tunnels. They were very familiar with the area and convinced us to change our route again. The ferry let us off in the town of Fjærland, where a bus was waiting to take us up next ten miles which culminated with a ride through a 4½ mile long tunnel. The tunnel may be boring, but it sure looks a lot better from the inside of a bus than it does from a bicycle.

Every night Stefani told us the next day would be sunny, 82° and we'd have a tail wind. She went 0 for 3, as we realized Stefani's strength is climbing, not forecasting, as we started our third consecutive day of overcast, chilly, drizzly weather. In fact, we've renamed the trip "Cycles in the Mist." ■

To be continued...

Classifieds

FOR SALE

TWO USED WHEELSETS.

(1) Athena 32h hubs, MAVIC Open 4CD rims, DT spokes (15/16 front, 14/15 rear), plus 13-21 7-speed Dura-Ace freewheel (used a lot), plus 13-19 straight black D/A (used less than 100 miles). Used but not battered. Many good miles left in these wheels. \$135 firm.

(2) Performance cartridge-bearing hubs (28f, 32r), Open 4CD rims, DT spokes (14/15 front, 15 rear), front wheel almost new. \$85 firm. Call Bob quick at 212/682-5669 and get both sets for \$200 firm.

LONELY WOLBERALPINE FRONT Wheel, 32-S700; 105 HUB, seeks mate for happy future in your household. Others fleeing PC invasions: used 105 6-S R Deraileur & Sift levers, 6-S 105 13x28 freewheel, Campy seatpost. Call Holly 212/534-1156.

UNIVEGA 61cm ROAD BIKE, up-graded with Mavic rims, Campy Hubs, LOOK Pedals, Cinelli bar & stem. Recently tuned \$350. Call Al Grunberg 323/639-8118.

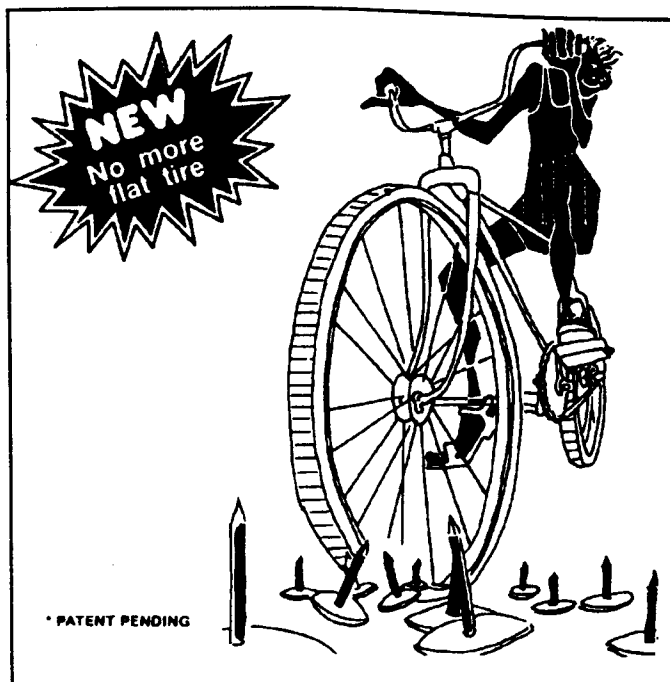
CANNONDALE SR-300 19" black road bike. Like new, 1 yr old. Best offer. Call Julie Gengo 212/399-6956 (w).

WANTED

I am a C+ rider, looking for a cycling companion interested in riding early in the morning—6am to 7am, preferably in lower Manhattan. Call Diane, 212/243-6891.

NOTICES

Healthy women, 24+ years needed to participate as normal controls for research with patients suffering from mood or personality disorders. Volunteers must have no history of psychiatric disorders in themselves or their immediate family, no chronic illness, take no medication, or be past the age of menopause. Volunteers receive a free comprehensive medical evaluation and will be compensated for time and effort. Confidentiality guaranteed. Call Susan Weston, MD, Mt Sinai Medical Center, 212/241-9385.



Protect One Ltd. is introducing "RUBBERSTRIP" which prevents tire punctures caused by thorns, nails, glass and stones. It's lightweight and even gives a more comfortable ride! They are looking for distributors. For information call 212/243-3087.

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, October 8

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

The Bicycle Peregrinations of an Intellectual C-rider.

with Nimet Habachy

Nimet is the late night, classical music disk jockey on WQXR-FM ("The radio station of the *New York Times*") and if you're a longtime listener to her program you've heard her talk, in between scholarly disquisitions on the great composers, about her bike trips to literary, architectural, artistic, historical, and, of course, musical landmarks in England, France, and Italy.

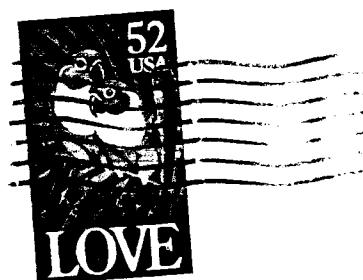
Your program director solicits and expects a massive turnout of B and C riders who caterwaul that the programs are loaded in favor of A riders. A riders are summoned to hear what you're missing in your rides.

Special Guest: Peter Nye, author of *Hearts of Lions*, the definitive history of American bicycle racing, will be present to autograph his new and very different (paperback) book, a general overview entitled, *The Cyclist's Sourcebook: The Only Guide You'll Ever Need to Equipment, Services, Tours, and Information*. Our cost is \$11.00, a 40% discount (plus shipping).

Next Month: Sam Posey, Part II: The 1991 Tour de France

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

