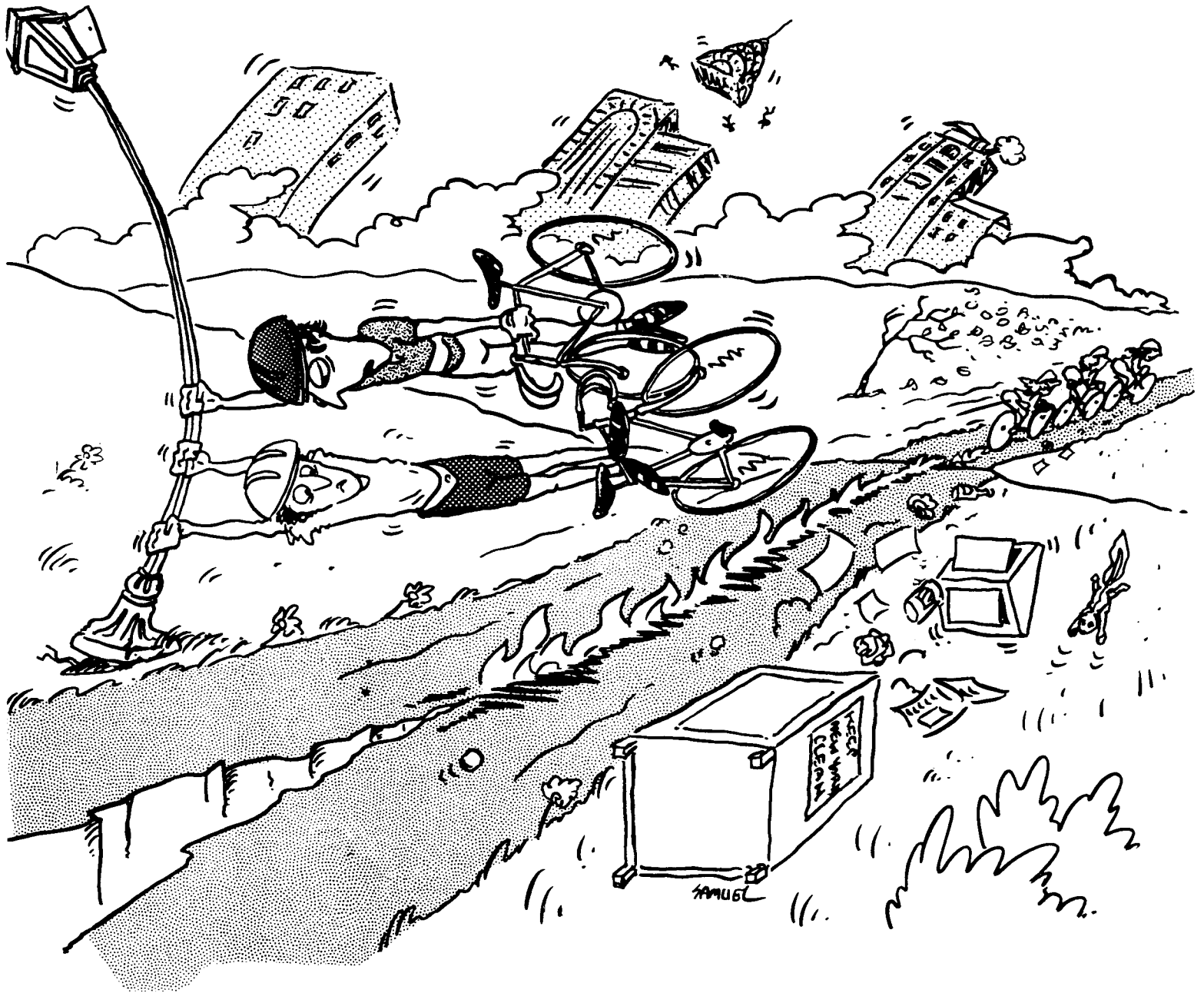


August
1992

NYCC Bulletin



*"Yeah, the S.I.G. comes by here sometimes,
but those were the NYCC women..."*

New York Cycle Club

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Guidelines for Club Rides

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

Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire irons, water, pocket food, and medical I.D. Optional items include a lock, maps, commuter rail

bike permits. Helmets are strongly recommended. Headphones, illegal in New York State, are not.

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

Ride Class	Avg. Speed (not incl. stops)	Cruising Speed (flat terrain)	Ride Description	Central Park Self-Class Times (4 laps = 24.5 mi.)
AA	17+ mph	22+ mph	Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so.	< 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		1:23-1:30
B+	13-14	16-17	Moderate to brisk riding with more attention to scenery. Stops every hour or two.	1:30-1:38
B	12-13	15-16		1:38-1:48
B-	11-12	14-15		1:48-2:00
C+	10-11	13-14	Leisurely to moderate riding: destination oriented. Stops every half hour or so.	2:00-2:14
C	09-10	12-13		2:14-2:30
C-	08-09	11-12		2:30>

Note from the Editor,

Putting together my first Bulletin has not been too easy, but thanks to the previous editors, and to all the regular and new contributors, it has not been too hard either. In fact, members were so generous with their donations of articles and informative pieces that I've expanded this edition to 16 pages. But our regulars do go on vacation, or sometimes may run out of time or ideas for articles, so I'd like to encourage you to contribute writings, graphics, cartoons, jokes, any and all ideas. I especially welcome those members not heard from often enough (you know who you are, Bs and Cs).

At the very least, however, the heart of the club being the rides, I encourage you to talk to your Rides Coordinators and to help lead rides. I would gladly lead rides, but I manage to get lost whenever I venture beyond Nyack, and have therefore volunteered to edit the Bulletin! I invite your feedback and criticism, although the constructive kind will be the most appreciated and heeded.

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 Jane Kenyon, Editor, NYCC Bulletin, 235 West 102 St. #15, New York, NY 10025.

Deadline. The deadline for all submissions and advertising is the first day 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 the editor for article guidelines and/or advance approval.

It is preferred that articles be submitted to the Editor on a 3.5 inch diskette. 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 inside back cover for a membership application. If you don't receive your copy by the first of the month contact the Circulation Manager.

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Credits: FCart, Mike Samuel
Page 14 art, Michael Toomey

Deadline for September Bulletin, August 1st

...Club Rides...Club Rides...Club Rides...Club Rides...

You will notice that some of the rides listed are using a ride classification system which is different than the Club's current system of using A, B & C with + and -'s. We are experimenting with a new system where there would only be 3 ride classes A, B & C. The ride descriptions would not change - please refer to page 2 of the Bulletin for the descriptions. The difference will be that the leader will commit to a cruising speed (on level terrain with neutral wind conditions). For example, a ride listed as A18 will be an "A" type ride with an cruising speed of 18mph, a ride listed as B19 will be a "B" type ride with an cruising speed of 19mph. Your Rides Coordinators would like to hear your opinions and suggestions.

Saturday, August 1

A22 80mi South Mountain Rd (the Easy Way!) 9am
Leader: Ellen Richard (212 505-0697). From the Boathouse. The shade of Saddle River Rd. will help us stay cool as we make our way to Rockland and the cooling breezes generated by a brisk descent of the sinuous South Mountain Road. Way Cool!! Rain at start cancels.

A 70mi Over The Hills And Far Away 8am
Leader: Lawrence Ksiez (718 478-0644). From the Boathouse. The classic 9W ride with River Rd. optional to Newburgh. Train back, pass needed. Precip, call leader.

B16 60+-mi Get in the Swim 9am
Leader: Brian McCaffrey (718 634-1742). From the Statue of Civic Virtue. Queens Blvd & Union Tpke, E or F train to Union Tpke. Bring a bathing suit for our ride and we'll have a picnic lunch on the beach. There are some hills on the way to Bayville. Rain cancels.

B 55mi Mamaroneck 9:30am
Leader: Sandy Gold (212 222-4076). From the Boathouse. Helmets required.

B/C 75/30mi Jones Beach Party 8am
Leaders: Ray Malecki (718 426-7383) & Roscoe George (212 989-0883). B's meet at the Boathouse, C's at Yellowstone & Queens Blvd. Surf sun dance play eat & bike to boot. Bring swim suit, towel, sunblock, lock & \$. Stay at beach til 4pm - LIRR permit 4 optional RR return. Rain cancels.

Sunday, August 2

A22 70+-mi "A" Riders Go Sea Breezin' 8am
Leader: Mark Martinez (718 726-7644). From the Boathouse or 8:45am from Queens Blvd & Yellowstone. The "In Traffic" route to Little Tor drew a hefty crowd in June - so today we will try their suggestion for Bayville & vicinity. Early start will make Queen's Blvd almost a pleasure. Rain at start cancels.

B+ 65mi QB II (6 Little Hills) 9am
Leader: Jim Babbitt (718 296-0027). From the Statue of Civic Virtue. Queens Blvd & Union Tpke, E or F train to Union Tpke. My description last month kept many away from this ride. Don't let the title scare you, they really are little, trust me. (Coming soon QBIII One More Hill). Rain cancels.

B 50-60mi Mamaroneck Harbor 8:15/9am
Leader: Kathy Young (212 907-3206). 8:15 from Grand Army Plaza, Bklyn, 9am from the Boathouse. Pleasant ride thru the Westchester suburbs. Outdoor lunch at the Harbor. Rain cancels.

C 40/60mi Sand in Your Sandwich 9:30/10am
Leader: Dave Lutz (718 624-0346). From City Hall-Manhattan or Grand Army Plaza-Brooklyn. #4 in our series of Beach Rides. Bring towel, swimsuit, sunblock, lock, lunch &/or \$. Joint 5BBC. Precip cancels.

Monday, August 3

A/B/C 15mi Kurt Masur Conducts 6pm
Leaders: Jim Babbitt (718 296-0027), Ray Malecki (718 426-7383). From Queens Blvd & Yellowstone Blvd at 6pm or Boathouse at 7:30pm (or 6:30 for a few preconcert laps). NY Philharmonic in a program of Dvorak, Ravel, Beethoven. Relatively low traffic route from Queens. Join us 4 a picnic & these orchestral treasures under the stars. Lights required, full musette recommended. Reschedule to another date if concert is.

Saturday, August 8

A 55-60mi Kool Kwik & Kwik Early 7am
Leader: Mark Martinez (718 726-7644). From the Boathouse. The aim is to be back to the park by noon. Destination Nyack or White Plains. This ride leaves ON TIME. Rain at start cancels.

A19 75mi More Of The Same 8:30am
Leader: C.J. Obregon (718 622-6137). From the Boathouse. Easy cruising but steep hills. Low gears suggested. Helmets required. Rain cancels.

B/B+ 60+mi I'm On My Way, Home Sweet Home 9am
Leader: Larry Ksiez (718 478-0644). From the Boathouse. Taking the G.W.B. We'll travel south, at our leisure to Liberty State Park. They've recently expanded the waterfront, so it's a nice time to go. Precip. call leader.

B/B+ 45mi Westchester the Beautiful
Leaders: Jeremy Herman (212 543-6472), Carlos Cardona (212 298-3789). From 242nd St. & Broadway, last stop #1 train. This well-known ride through estate and horse country has some very challenging climbs, but you're rewarded with exhilarating downhill. In addition, there's lunch at Kingsland Point Park on the shore of the Hudson River in North Tarrytown. So, it's 30 energetic miles before lunch and then a flat, easy, social 15 mile ride back to the city allowing for digestion of those delicious complex fats from the Italian deli near the park. Call in AM if weather is questionable.

B-C+ 45/55mi Kensico Dam 9/10:15am
Leader: Sandy Gold (212 222-4076). From the Boathouse/Jerome Woodlawn. An easy ride through bucolic woods via the Bronx River Parkway Bicycle Path. We'll ride up to the top of Kensico Dam for a view from above. Helmets required! Precip cancels.

Walk/Run 15mi Cross Train at the Beach 7:25am
Leader: Ray Malecki (718 426-7383). Robert Moses State Park to Watch Hill, Fire Island National Seashore. Call for details.

Sunday, August 9

A 86mi Climb Every Mountain 8:30am
Leader: David Younglove (212 366-0463). From the Boathouse. The usual route to Whipperwill with a brunch stop at the Flagship. Then on to Croton Reservoir with lotsa hills enroute. Pocket food a good idea. Rain at start cancels.

B15 55mi Nyack, One More Time 9am
Leader: Hari Soestrino (718 446-3870). From the Boathouse. Nice easy sociable ride to Nyack. Possible outdoor lunch. Helmets required if we do River Road. Rain cancels.

C 38/32mi Life Is A Beach 9:30/10am
Leaders: Geo Carl Kaplan (212 989-0883), Laurie Harris (718 768-3887). From City Hall Manhattan/Grand Army Plaza Bklyn. #5 in our joint 5BBC Beach Rides. Bring swimsuit, towel, sunblock, lock etc. & ride through Brooklyn to the beach. Precip/temp over 100 cancels.

...Club Rides...Club Rides...Club Rides...Club Rides...

Saturday, August 15

A 60mi No Coke Pepsi (Maybe) 9am
Leaders: Rikki Furman (212 734-2887), Ernie Yu (663-5747). From the Boathouse. Nice fast course to the Sculpture Gardens of Pepsico. 60% chance of rain cancels.

A20 100mi Dutchess Delight 5:40am
Leader: Ray Malecki (718 426-7383). From GCT info booth. What a pleasure to ride pretty country roads all day, mostly quiet. Metro-North gives you this Brewster start/finish. Very hilly ride. Bring train pass, fare and pocket food. All aboard! Any chance of precip cancels.

A 117mi Runnin' With The Devil 7am
Leader: Lawrence T. Ksiez (718 478-0644). From the Boathouse or 7:30 from Jewel Ave & Queen's Blvd. This is a reversal of last months L.I. ride, we'll do the hills first, then the flats back. Our destination: Hauppauge. If precip, call leader.

A- 60-66mi Nice Near Newburgh 9:45am
Leader: Genghis Ron Grossman (718 965-2168). From Perkins Restaurant in Newburgh (Rt 32 at 9W/Rt 52). Take the 7:50am Metro North from GCT to Beacon or car top to start. Explore quiet rolling roads of Orange County southwest of Newburgh and north of Bear Mtn/West Point. Fairly relaxed pace ensures maximum aesthetic enjoyment of the pastoral setting. Two deli stops. Call leader for details. Blue moon the night before cancels.

B 60mi Wooddale Park 9:30am
Leader: Sandy Gold (212 222-4076). From the Boathouse. Scenic ride thru northern New Jersey and southern Rockland County. Picnic lunch at Wooddale Park. Helmets required.

B 55mi Nyack 8:15/9am
Leader: Kathy Young (212 907-3206). 8:15 from Grand Army Plaza Bklyn or 9am from the Boathouse. Enjoy today on this easy spin to Nyack in preparation for tomorrow's Long Island ride. The usual cancels.

B 50/60mi Sagamore Hill 9am
Leader: Hari Soestrino (718 446-3870). From the Statue. The north shore has beautiful roads to cycle on, come out and enjoy them as we cruise around Bayville & Oyster Bay.

C13 55mi Scarsdale Diner For Lunch 9am
Leader: Roscoe George (212 989-0883). From the Boathouse.

Sunday, August 16

A18 58mi Staten Island Hills & Culture 9:30am
Leaders: Neville Mobarakai (799-8293), Jody Saylor (212 228-0440). From the Staten Island Ferry. Cool off on the ferry - warm up on the hills. Picnic at Conference House Park on the tip of the island. We'll see a house that Frank (Lloyd Wright) built on Lighthouse Hill. Then flat back. We will stop to enjoy Austin's house overlooking the upper bay. Now a museum that displays her photographs of New York life around the 20's. She was a cyclist and carried her (heavy) equipment to events by bike. The ferry back will cool us off. We'll have lots of fun unless it rains on us!

Aish 70ish Uh Huh Huh... 9ish
Leader: Tom McMahon (212 777-5845). From the Boathouse. Fifteen years ago today, Elvis dropped dead. Hopefully, by avoiding major climbs, we'll avoid the same fate. So let's commemorate the king by a-rocking' & a-rollin' & a-twistin' & a-shakin' through (where else?) Rockland County.

Bring doughnuts, sideburns, firearms, drugs & other suitably Elvis-like memorabilia. Rain, the King's resurrection or clique ride invite cancels.

B+ 70+mi Sunken Meadow 9am
Leader: Steven Britt (718 204-4970). From the Statue, Queens Blvd & Union Tpke, E or F train to Union Tpke. Scenic north shore views and quiet roads await you. So does a refreshing dip in the water so bring a bathing suit and beach stuff. Rain cancels.

B16 38/32mi Beach Is Not Always A Nut! 9:30/10am
Leader: Paul Sullivan (718 636-6291). From City Hall Manhattan/Grand Army Plaza Bklyn. See prior beach rides. Precip/temp over 100 cancels.

Saturday, August 22

A 85mi 7 Hills To Garrison 8am
Leader: C.J. Obregon (718 622-6137). From the Boathouse. One more than last year. (Quibblers will say Ash St and Old Mtn Road [Grandview] are two hills.) Return via Metro North. Helmets required. Advise leader of your interest for train arrangements. Rain cancels.

B/B+ 70+mi Highway Star 7:30am
Leaders: Larry Ksiez (718 478-0644), Mike Brennan (718 458-1672). From the Boathouse or 8am from Jewel Ave & Queen's Blvd. We will be heading towards the north shore for a jaunt to Oyster Bay, with lunch in Syosset. Precip, call leaders.

B18 45mi The Soul of Staten Island? (It's there, trust me!) 9am
Leader: Carlos Cardona (212 581-2858). From the Boathouse. Fast-paced "B" style ride (Sometimes a Great Paceline-Sometimes Not!) to that "other" borough, with quick stops for food, grave digging (thanks Dick!), Tibetan artifacts, and Wrightian architecture. That the lighthouse is the highest point is not a phallusy. Precip. at start or greater than 50% chance of rain cancels.

C13 50mi Rockaway Beach 8:30/9:30
Leader: Ted Hertzberg (212 831-8422). From the Boathouse-8:30 or Roy Rogers at Queens Blvd and Woodhaven Blvd.-9:30. Swimsuits and towels suggested.

Sunday, August 23

A 70mi Hot Time In The City 9am
Leader: Ernie Yu (212 663-5747). From the Boathouse. Get hungry on some minor hills like River Road & Bradley/Tweed. Get happy at the Good Times diner in New City. Get hot in the midday August sun. Rain cancels.

A 65-70mi Expres to Minnewaska
Leader: Chris Byrne (212 872-7764 day Mon-Fri). Meet at Grand Central for train to Beacon then take a rolling route to Lake Minnewaska. We will bypass the 'Mountains' for a possible lakeside picnic. Call leader for details.

B 40mi Brooklyn Rockaway Shore 9:30am
Leader: David Marcus (718 768-9390). From Grand Army Plaza Bklyn (under arch). Nice ride to the Rockaways via Ocean Pkwy & Marine Park bridge. Relaxing lunch at restaurant on the bay. Beach may be an option. Call for directions to start. Rain cancels.

C 40/35mi Beach Me Today 9:30/10am
Leaders: Marla Kittler (718 832-2329), Ellen Michaelson (212 439-9317). From City Hall Manhattan/Grand Army Plaza Bklyn. See prior beach rides. Precip/temp over 100 cancels.

...Club Rides...Club Rides...Club Rides...Club Rides...

Friday, August 28

A/B/C 6/24mi Pizza-Pita Ride 7pm
 Leaders: Sherri Gorelick (212 744-6699), Geo Carl Kaplan (212 989-0883). From the Boathouse Hill. Be at the Park by 7pm to order Pizza/Pita? Ride til 8pm then socialize and eat. Precip cancels.

Saturday, August 29

A 50ish Nyack 7:45am
 Leader: Bill Vojtech (718 768-7763). From the Boathouse. River Road (helmets required) up. Return via 501. Target pace of 17-18 mph avg including hills. May vary due to popular demand or strange weather conditions. 6" of snow or 50%+ chance of rain cancels.

A 90+mi Miles Away 7:15am
 Leader: Lawrence Ksiez (718 478-0644). From Grand Central Term. info booth. Since Metro North has graciously permitted us the use of the train, why not use it. Train trip to Poughkeepsie, then ride to Albany. We'll see the capital, stop for lunch at the Empire State Plaza, then back to Poughkeepsie to catch the train home. Route 9W up, route 9 back. Call leader to confirm space on the bike train. Precip, call leader.

B+ 70/80mi Armonk/Bedford 9am
 Leader: Jim Babbitt (718 296-0027). From the Boathouse. Cycle thru a little corner of Connecticut on this ride to Westchester County. Rain cancels.

Sunday, August 30

A+/A 65mi Devils Kitchen Cartop 9:30am
 Leader: Jeff Vogel (718 275-6978). From Jamesway/Grand Union parking lot off NYS Thruway Exit 20 in Saugerties, NY (2 hour drive from the GWB). Devils Kitchen - no explanation is necessary. Nasty weather up there cancels.

B+ 100km Westport Metric Century 7:30am
 Leaders: Andrea Goodman (212 254-1717), Jim Babbitt (718 296-0027). From Grand Central Terminal 7:30am for 8:10 train. Rolling Conn hills & shady roads. Don't miss this ride. Good riding skills appreciated (ie. pacelines). Rain cancels.

C 45/40mi The End of the Beach! Reunion! 9:30/10am
 Leader: Don Passantino (718 446-9025). From City Hall Manhattan/Grand Army Plaza Bklyn. The finale in our joint 5BBC Beach Series. See prior notices for details. Precip/temp over 100 cancels.

Saturday, Sept 5

C ?mi Leaderless C Ride 9am
 Meet at the Boathouse & ride where you will & enjoy the Labor Day Weekend. Precip cancels.

Sunday, Sept 6

C ?mi Leaderless C Ride 9am
 Meet at the Boathouse & ride where you will & enjoy the Labor Day Weekend. Precip cancels.

Monday, Sept 7

C ?mi Leaderless C Ride 9am
 Meet at the Boathouse & ride where you will & enjoy the Labor Day Weekend. Precip cancels.

Friday-Sunday, September 11-13

A+ ??mi Mt Washington Hill Climb
 Leader: Jeff Vogel (718 275-6978). This is the annual race up to the highest point in the Northeast. The climb is 8 miles long, averaging 14%, with a 22% section at the summit, and it's barely paved. The race is on Sunday (there is also a citizen's race for non-licensed riders). On Saturday we'll do an easy ride to warm up for Sunday's torture. If we arrive early enough on Friday (or Thursday night) we can do a beautiful, hilly ride then too. We need people to drive us back down Mt Washington after the race on Sunday so we're looking for some non-racers who want to come up for a fun weekend in New Hampshire.

Sunday, September 20

A/A- 80mi Annual Long Island Greenery Barbeque Ride 9am
 Leaders: Ed Fishkin (718 633-3038), Donna Slattery (718 924-4635). You must call leader by 9/16 to reserve a spot and learn start time and place. Limited to 25 souls. Beautiful ride through scenic north shore. Then head south for a backyard BBQ at my parents abode. Maybe my nieces will perform. 2 or more of the 10 plagues cancels.

NYCC TOURS

August 14 to 23 The Hudson Valley - Saratoga to West Point
 Leaders: Marilyn & Ken Weissman (212 222-5527). 1 to 10 days of touring. Join us for loop rides along lightly traveled secondary roads through this historic area's unspoiled landscapes. Mileage should average 35-55 per day. Flat and hilly days. All overnights at inns and B&B. While you can ride the entire 10 days, a one week, a weekend or even a day ride are possible.

August 26 to September 7

A/B 325mi David Tours the Eastern Alps
 Leader: David Schlichting (516 482-3423). Spectacular tour of Eastern Alps through Switzerland, Italy, Austria and Liechtenstein. Incomparable scenery, challenging climbs, thrilling descents. Terrain? It's not hilly; it's mountainous. Self contained. 3 or 4 star hotels. Price: \$2,049 includes airfare, transfers, hotels, breakfast and dinner daily.

October 9-13 Santa Fe Quickie! A- 325mi
 Leader: Michael Yesko (212 533-2409). Join us for the second annual running of this Columbus Day weekend trip to Albuquerque, Santa Fe and Taos. This is an area that is great for cycling, shopping, arts and crafts, and hot air ballooning - all in five days! The contrast in scenery is remarkable and the riding is pleasant with the thin air and low humidity. The track record supports romance! We'll rent a van for gear shuttle and sag support.

OUT OF BOUNDS

August 1 Princeton Bicycling Event
 10, 25, 50 & 100 mile rides in Princeton Area. Contact Princeton Freewheelers PO Box 12-4 Princeton NJ 08542.

August 7 to 10 GEAR 92
 St. Lawrence University, Canton NY. The League of American Wheelmen's annual rally. Write to GEAR 92 North Country, St. Lawrence University, Canton NY 13617.

September 13 1992 Hudson Valley Century
 Options from 25 to 125 miles. Experience low traffic roads, apple orchards and majestic Hudson River vistas. Staffed checkpoints serving fruit, home-made bread, bagels and beverages. For more info write Ms. Ema Wilcox, 12 Hudson Drive, Hyde Park, NY 12538-2015.

Road Ready, C-Style

As I have been a participant, leader and coordinator of quite a few NYCC A rides since joining the Club in 1988, it's no wonder that this column tends to lean more toward the A crowd. In order to address this *No Tech Tips* A bias, I'm trying something this month that I've been thinking about for a while: I asked C-Ride Coordinator Geo Carl Kaplan, a.k.a. Roscoe George, Wizard of Logistics, to tell me what to write about. It didn't take him very long to come up with his short list of problems frequently encountered on C outings. *Heed the Wizard!*

What to Carry

Cycling is great fun, but experienced riders prepare for the worst by carrying items that will help them cope with the banes of cycling: flats, simple mechanical problems, crashes and bad weather.

Always, *always* wear a properly adjusted helmet and eye protection. Carry at least one full water bottle, two big ones if the weather is hot. These are the absolute, life-sustaining necessities, but there are some other items you'll want to take along.

For the inevitable flats, your cycling survival kit should include two spare tubes, tire levers, a pump and a patch kit, in case you have more than two flats (It *has* happened!). Take along one of the many multi-function folding tools with wrenches (8mm and 10mm), Allen keys (4, 5 and 6mm) and screwdrivers, such as Park Tool Co.'s "AWS-4" tool.

Crashes *will* happen sooner or later, so carry a small First Aid kit for outdoorsmen, which you can easily find at outdoor stores such as EMS and Campmor. More importantly, carry personal I.D. and a medical insurance card that specifies your blood type, any drug allergies, and whom to contact in case of emergency.

If rain is a possibility, carry a cheap plastic rain jacket; it can also serve as a regular jacket if the weather unexpectedly turns cool, which can happen any time of the year. Train conductors usually have pity on dripping wet, hypothermic bikers, but it's better to carry the proper Metro North or LIRR train permits in case they challenge

you. Call 718-990-8228 to find out how to get a LIRR permit, and 212-340-4916 for Metro North permit info. There's a \$5 fee for each permit.

This may seem like a lot of extra stuff, but if you put it all in a pile on a set of scales, it comes in at around 3 lbs. It's a small weight penalty for peace of mind.

Seat Height

The more you ride, the more critical proper seat height becomes in improving efficiency and preventing overuse injuries (usually to the knees). While you may not gobble up big miles like a racer-in-training, there's no reason you should settle for less efficiency or needlessly expose yourself to cycling related injuries, especially when the remedy is so close at hand. There are roughly 5 or 6 modern formulas, some of them a bit elaborate, for figuring out ideal seat height. Each formula yields a slightly different number, but all wind up within a range of about 1/2 inch. Here's my modified version of an old reliable standby, which will get you just as close without all the arithmetic:

Adjust your seat height so that when your leg is fully extended your *heel* just touches the pedal when the pedal is at its lowest point. (Be sure not to overreach by rocking your hips, or you'll upset the process.) Now, if you're a shorter person (under 5'5") raise your seat another 1/2"; if you're medium-ish (5'6"-5'10") add about 1"; if you're taller, go up another 1 1/2" or so. It's that simple!

Your new riding position will feel strange at first, so give yourself a chance to get used to it. I'm sure you'll come to prefer it.

Chain Fall-Off

When a chain falls off the front chainrings it's annoying, but it's usually no big deal. When a chain jumps off the smallest or largest freewheel cogs in the rear, it definitely *is* a big deal because it might damage your frame, rear wheel or rear derailleur. I detailed the process for setting up indexed and friction shifting systems in a two-part *No Tech Tips* about a year and a half ago, and while it isn't terribly complicated, it obviously takes more space to explain than I have here. In fact, it's much easier to *do* than to describe.

If your shifting system is totally fouled up with the chain constantly falling off and indexed gears not shifting cleanly, I recommend taking your machine to a reputable bike shop for a complete gear adjustment. Provided there are no broken parts, a good mechanic can make all necessary adjustments in about 10 minutes, and it should cost less than \$10. In the event a shop advises you that your bike needs an expensive overhaul or new parts, talk to a mechanically knowledgeable fellow Club member before authorizing the work to be done.

For cyclists interested in learning how to do more of their own maintenance, get a copy of *Bicycling* magazine's well-illustrated *Complete Guide to Bicycle Maintenance and Repair* (\$16.95). It's available at some bookstores, at most bike shops, and through a few mail order houses.

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

ANYONE FOR CADD OR BADD (CYCLISTS/BICYCLISTS AGAINST DRUNK DRIVING)?

Too many of us have had runs with drunk drivers while riding or know those who have. In the wake of the catastrophic news from the Bud Lite 24 Hour Challenge in upstate New York in June in which two cyclists were killed in two separate incidents by two drunk drivers, I have a notion to form Cyclists Against Drunk Drivers (CADD) or Bicyclists Against Drunk Drivers (BADD). The model for this is, of course, Mothers Against Drunk Driving (MADD). If you are interested in forming such a thing, please contact me, Richard Rosenthal at (212)371-4700.

"Riding isn't everything, It's the only thing." "I ride therefore I am." "Life is short. Ride hard." "Whoever has the most miles when he dies wins." "I have not yet begun to ride." "There will be a weeping, and a wailing, and a gnashing of gears, for many are called, but few are chosen." "Saturday night's alright for riding..." "Let them eat powerbars." "Go ahead, make my ride." "...And she's ri-ding a sta-air-way to heaven." "I want to ride my bicycle, I want to ride my bike." "Sometimes, a top-tube is just a top-tube." "It's not the length of your seatpost, It's how you spin your cranks." "It was the best of rides, It was the worst of rides."

I'd like to claim I'm this witty, but I'm not. All of these quotes are from the SIG certificates created by **Mike Samuel**. And you thought all he could do was the covers!

The final comment on this Spring's SIG comes from **John Gatsos**. In addition to thanking all the leaders, John also thanks Dr. Ruth for suggesting alternatives to sex.

You heard it here first. Rumor has it there will be another SIG starting in late September or October, focusing on riding skills and safety. There will be more details next month.

Congratulations to **Karl Dittebrandt** on completing his cross country odyssey. Karl rode the 3500 miles from New York City to Portland, Oregon in 33 days with just one flat. Although, according to his postcard report, he had anywhere from 41 to 62 days of rain, hail and tornados.

What do you do during the rest period between intervals on your Tuesday morning workout? If you're **Bill White**, you propose to **Carolyn Blackmar**! They're a (yes), she said "yes" and the wedding is set for September 12th. That doesn't leave a lot of time for planning by crashers.

Did anyone notice the photo on page 10 of the July 6 Adweek? The couple smooching on Fifth Avenue is **Catherine Chatham** and **Craig Spiegel** (yes). After spending over an hour in front of the clicking camera, Catherine claimed "my lips haven't been this chapped since high school".

Once again the NYCC is mentioned in New York magazine. Page 44 of the July 6

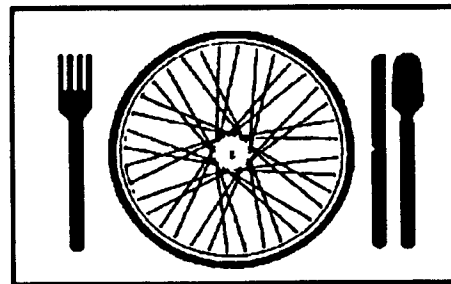
issue quotes (or misquotes) **Richard Rosenthal** on cycling, "I've given up left-wing politics and nineteenth-century music. It's my whole life now." I doubt Richard has given up his music; and give up politics? Richard? Never.

The NYCC publicity mill churns on. Member and New York Times writer **Grace Lichtenstein** files periodic updates on her coast-to-coast ride that appear in the Times. In Montana, she wondered why she was riding in such desolation instead of with her "friends from the New York Cycle Club in beautiful Northern New Jersey"!

Overheard in the NYCC paceline: "My favorite people to draft are women with wide hips." **Mark Martinez**, if you really said that, the next time a female club member turns around and finds you on her wheel, boy are you in trouble!

Quiz question: Why did **C.J. Obregon** tell **Karin Fantus** "Stop pulling on it. You'll only make it bigger!"

Last month's big event was **Christy Guzzetta's** Annual Nude Beach Ride. The story isn't about the nude beach but about how badly some people wanted to get there. It seems that **Monica Stevenson** and **Lisa Sacco** had a flat and missed the ferry to Staten Island. At least they had an excuse. **Alan Cohen** and **Margaret Cipolla** (no) were just late. While three of them were resigned to going home (or Nyack), Monica had a brilliant idea. Take a taxi. With four bikes. Through the Battery Tunnel, over the Verrazano Bridge, across Staten Island and over the Goethals Bridge, where hopefully they would catch the rest of the ride. Yeah, right. They hail a cab. Of course, the driver speaks no English! While they're trying to explain what they want to do, a priest walks up and gets in the cab. Monica tells him that it is their cab and is insistent that he get out. If she just told him they were on their way to the nude beach, I'm sure he would have understood! Anyway, eventually he got out and they got in - with four bikes! There were bikes in the trunk, wheels in the front, frames in the back. Somehow Monica even changed a flat while they were directing the driver around Brooklyn. The cab let them off on the New Jersey side of the Bridge just as



Christy's group was arriving. Then when they got to the beach they didn't even take their clothes off!

Thanks to **Mark Martinez's** "Road Warriors", my column doesn't have to read like an accident report. But I do want to especially wish **Herb Dershowitz** a speedy recovery. I heard he's been such a grouch since his accident. Maybe it's because he had to miss the Nude Beach ride. And **Angel Rivera's** accident made world-wide news. **Beth Herman** (yes? no? whooooo cares!!) was receiving reports during her trip to Africa.

Quiz answer: He was helping her patch a tube after she flatted. (That's the only answer **Mike Yesko** approved of.)

Stop the presses! We're going to have a new first lady. At the July Club meeting NYCC President **Richard Rosenthal** announced his engagement to **Kathy Eaton** (yes). Wow! Congratulations!

If any of my readers haven't been insulted by this column, please send your letters of support now. I'll need them to offset all the letters calling for my resignation.

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Out of the Saddle

Mark Martínez

Squantz Pond Breakdown

"Squantz Pond." That's what the road sign said. What the hell was a Squantz anyway? Was it the sound a bicycle wheel makes rolling over road kill? Maybe it's the sound bike shorts make on a muggy day. The truth of the matter was that I didn't really care. The road sign I had just passed no longer served the usual function of a milestone on the way to my destination. Instead, it served as mocking reminder that whatever progress I was making could only be measured in units reserved for re-treating glaciers and advancing lines at the Department of Motor Vehicles. Time and mileage had lost all their usual meaning. Somewhere outside of Danbury, I had left the comforting rural landscape of Connecticut and had biked into a territory reserved for foolish cyclists. I had entered the Twilight Zone.

Now, as the temperature climbed into the 90's, my rear wheel seemed to be held captive by glutinous asphalt as I slowly cranked my way up one piddling hill after another. These were the mean kind of hills that were totally unworthy of the labor they were exacting from me. Their tops were not graced with elevation markers, scenic overlooks, or the yellow caution signs that warn truckers to "use low gear" and bring joy to the hearts of brave cyclists. No, these hills would have been totally unremarkable except for the fact that they had turned my legs to lead and my brain to mush. I was ready to throw in the towel. The trouble was that there was no place to throw it. I squinted into the wavy haze rising off the blacktop, but not another rider was in sight. My five riding companions of the morning had disappeared over one of the hills several miles back. My destination lay 60 miles (and God knows how many hills) to the North. I was seriously wondering where I could find the nearest car rental agency. Very seriously.

Earlier that day, six of us had set out from White Plains on our journey to Sheffield, Massachusetts. Sure, it was a

115 mile ride, but we were going to take it easy, and after all, we were "A" riders. I was looking forward to having a real one-way destination instead of the usual out-and-back day trip. Everything had gone smoothly until lunchtime. After a small birthday celebration for one of our crew, we were on our way again. I told myself that the post-lunch sluggishness I felt would wear off in a few miles. It didn't. Somehow, the people I usually rode easily with were slowly pulling away from me on the undulating ribbon of Route 39. At first I tried to catch up on the downhill — but that didn't work. Then I tried rationalizing — the heat, the hills, the pollen, a mysterious LeMond virus? That didn't help either. Finally, I was just plain angry. My body had committed an act of mutiny upon me. The crew had abandoned the engine room, the boilers had blown up, and the ship was foundering.

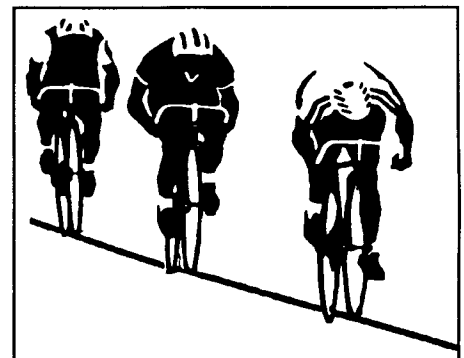
Foundering or not, I finally rolled up to the crossroads that comprise the hamlet of Sherman to find my five companions lazing on the grass. They displayed varying expressions of concern, fatigue, and impatience. "I'm not having a good day," was all that I could think to say. I didn't think I would make it to Sheffield before dark at the rate I had covered the last 10 miles. After some consideration of alternatives, (none), we soldiered on.

The day began to take a turn for the better as two of my cohorts volunteered to hang back with me and take it easy. Knowing that riding the remaining fifty plus miles at my crawling pace would be prolonging an already tedious ride, this amounted to an act of heroism. At the pace I was riding, whatever draft I got behind my partners' wheels was probably more psychological than physical, but it was just as real to me. They towed me through the oppressive heat, up the hills, and into Gaylordsville, the next dot on my soggy map. Here, a slightly crazed Newfoundlander lifted our spirits at the local deli. Taking pity on a wilted trio of cyclists, she uttered five of the most beautiful words in the English language, "You guys want some ice?" After confessing to her place of

origin she added, "We Newfys can stand on our heads and drink rum." We wanted to stay for a demonstration, but she had no rum and we were pressed for time. With our morale on the upswing, we picked up the pace as we left Gaylordsville, listening to the comforting rattle of ice-cubes.

After a short sojourn by the Housatonic in Kent, we abandoned route 7, and entered the honest dirt-and-manure country of Amenia Union. The rolling hills I had cursed earlier, were now providing delicious shade as we went with the grain of their slopes and the sun slipped over their shoulder. Finally we crested a long rise and topped 40 mph as we rolled into the outskirts of Sharon. Only 20 odd miles lay between us and Sheffield, but "only 20" has a different meaning after the first 95. I stalled for a few minutes, wishing my saddle and butt were getting along better, but it was time to make the last push. We had just started to ride when I spotted a mirage resembling a car with an empty bike rack and a familiar face at the wheel. The mirage slowed to a stop and shouted, "Need a lift?" It was a fellow club member, tipped off by our three other riding partners that we were slowly bringing up the rear. He was bound for the pub just outside of Sheffield. My steadfast riding companions shook their heads with resolve and kept riding. I was suddenly torn between the desire to rest my aching body and stay with my faithful partners. How could I leave them after so many miles.

How could I? I don't really know, but I thought warmly of the both of them as I raised the cool pint of Watney's to my parched lips.



Out Of Town

Michael Allison

I have seen the future of carbon frames and they are made here in San Francisco. Unlike existing glued-tube or molded frames, this unique frame is made with carbon lugs. Inventor Steve Levin, who has an advanced degree in composites from M.I.T., recently took the time to show me around his shop and to answer my questions.

He moved here from the Boston area, where he first applied his knowledge of composites to the construction of rowing sculls for the U.S. Olympic Team. When he arrived in San Francisco in 1987, he took a job as a bicycle messenger. "Riding up those hills seemed like a real challenge and it was a lot of fun," he mused. Long hours of up and down quickly set him to thinking about building a lighter bicycle for himself.

He was familiar with the carbon frames on the market, "but they don't last very long," he said. "Aluminum and carbon are mis-matched materials joined through a weak secondary bond. The molded monocoques are good in concept, but in practice it is hard to control the placement of fibers. Also you can't apply enough pressure to compact the material well."

Levin's first efforts, in a friend's garage, resulted in a bicycle with knobby lugs, a steel fork, and rear drop-outs made of carbon fiber. The extremely light bicycle created quite a stir among the messenger fraternity. The cost, however, was prohibitive, but he had a willing fleet of riders to test future models. "These guys are crazy," he said. "They would go flying on and off curbs a full speed. The rear drop-outs were the first thing to go on the bike."

The next generation frame had drop-outs cut from stainless steel blanks. Levin also devised a jig to hold the tubes and carbon "cloth" which form the lugs, while the frame is assembled. The jig consists of stainless steel blocks; a top and bottom set for each lug. The bottom halves are layered out and bolted to a flat metal table with guides for different tube lengths and frame angles.

The cloth which has been soaked in resin is then draped into the jig. He says he "uses several layers of cloth with different thread counts for each lug. The cloth for the bottom bracket lugs has a higher thread

count than the other lugs, so I can control the stiffness." The layers are also arranged with the fibers running in different directions to enhance strength and stiffness. (He also varies thread counts and fiber patterns for different frames: e.g. criterium, touring etc.)

Once the cloth is in place, tubes are put into the jig and a second layer of cloth is laid down. When complete, the top portion of the jig is bolted down. Imagine securing a pencil between two sheets of paper. The excess cloth is laid out on the flat portion of the jig before it is joined and will form a "web" at the lugs to enhance strength. This eventually may be reduced in future models because of rider objections and is proving unnecessary. Titanium bearing sleeves are used in the bottom bracket and head tubes. A fiberglass sleeve is used in the seat tube where an aluminum post would create problems of electrolysis. The assembled jigs are bolted down, exerting tremendous pressure to compact the layers of carbon cloth; then heated for about six hours using electric thermal couples.

The finished frame uses 3 cm. tubes, titanium drop-outs, and an aluminum, steel, or carbon fork (made by Kestrel). I test rode two bikes. They both handled better than any bike I've ever ridden. The bike turns like it was on rails (to borrow car speak). There was absolutely no flex when I got out of the saddle, yet the frame smoothed out every bump in the road. The steel fork felt a bit excessive for my weight (150 lbs.) and gave the bike a twichey feeling on downhills despite its 72 degree angles. This feeling, however, was not present on the frame with the carbon fork.

Levin has given considerable thought to his (patent pending) design. The frames are made to accept standard *Italian fittings!* In 1991, LeMond was attracted to his door by word of mouth in Northern California, where he often trains. He bought several frames and road(sic) them in the '91 Tour, where the unique bike created quite a stir. During the Tour, it was reported that his frame was stolen before one of the mountain stages. Insider gossip, however, has it that he hid the frame just to play a "joke" on the mechanics. LeMond has since secured all rights to Levin's creation. Some joke.

Michael Allison, NYCC member on and off since the 1960's, now lives in San Francisco.

New SIGs now forming

By Richard Rosenthal

(with Jane Kenyon, Mark Martinéz and Ellen Richard)

The "A" SIG (Special Interest Group) was so successful that we've decided to expand it and have added the following SIGs under the following leaders. Please contact them for further information.

SIG	LEADER(S)
BIG SIG	Mike Samuel
BRIG SIG	Richard Rosenthal
BRILLIG SIGS	Joshua Lewis, Sandra Lewis, Teresa Lewis, J.J. Carroll
CIG SIG	Peter Hochstein, Bill Miller
DIG SIG	Bob Moulder
FIG SIG	Alex Bekkerman
GIG SIG	Dan Schwartzman
JIG SIG	McCaffrey, McMahon, Slattery
KLEIG SIG	Catherine Chatham, Karl Dittebrandt, Ellen Richard, Amy Sackman
MIG SIG	Alex Bekkerman
PIG SIG	Herb Dershowitz, Ed Fishkin, Jeff Vogel
PRIG SIG	Position Open
SIG SIG	Steve Baron, Jeremy Herman, Sherman Panzer, Bob Trestman
SWIG SIG	The Hedgehogs
TIG SIG	Tony Mantione
TWIG SIG	Catherine Chatham, Allison Holden, Ernie Yu
ZELIG SIG	Tony Nappi

Cycling County Kerry

Cliff Kranish and Rachel Spevack

County Kerry in Southwest Ireland is reputed to be perfect for cycling. Any package-tour cycling trip in Ireland includes Kerry. We decided to see for ourselves on our own.

We found a book, *Bicycle Tours of Great Britain and Ireland* (Plume, 1992) by Gay and Kathlyn Hendricks, a Colorado couple. Here we discovered a six-day tour "Ireland: The Dingle Peninsula and the Ring of Kerry." They sum up touring in Ireland as "Wild Country, Wonderful Cycling." We agree completely.

The guidebook had a detailed itinerary for each day's ride with turns and terrain as well as sites along the way. We stayed close to their route, straying mostly to avoid riding in the rain. We rode from 25 to 40 miles a day covering 250 miles in eight days on the road.

The weather at the end of June was actually perfect cycling weather—not too hot and not too cold. Most of the time we wore shorts and wind shells over our jerseys. We did have rain jackets, but we were lucky and only had to ride in the rain one day.

We brought our own bikes and carried our clothes in panniers. We took a charter flight to Shannon Airport, then a bus to Limerick. There we assembled our bikes and caught a train to Tralee where we started our trip.

One of the high points (quite literally) of the trip was the very first day climbing Conor Pass on the Dingle Peninsula. The steep climb to the top is about 2 ¹/₂ miles on a very narrow road. It was so narrow that at times we had to stop to let cars pass. It was so steep that one of us had to get off her bike and walk. But it was worth it—every switchback provided a spectacular new view. And the views from the top were breathtaking. From the top we looked down at the town and harbor of Dingle, our destination for the day.

Our favorite ride was on the second day. If you only need one reason to go cycling in Ireland, it's Sleat Head on the very west tip of the Dingle Peninsula. The road is actually carved out of the side of the cliffs. As you ride along the coastline the views of the Blasket

Islands and the ocean are absolutely spectacular—nature at it's most beautiful and wild.

The Ring of Kerry is one of the most popular tourist destinations in Ireland and there were huge tour busses to remind us. We were thankful when the route took us onto smaller roads, even when they were narrow. Often there were more sheep or goats on the road than cars or cyclists.

Kerry is also popular with cyclists, so there were lots of other cyclists on the road. There were groups of german-speaking tourists on heavily loaded Raleigh Rent-A-Bikes without gloves or toe clips, let alone helmets. With all their gear we don't know how they were able to climb those hills. We also met some American tourists who were traveling even lighter than us. And we saw the occasional racer speed by.

There were bike stores in most of the towns we passed through but most doubled as something else: a toy store, a tile store, even a pub. You could replace a tube or broken cable here, but don't count on much more than that.

We found Ireland to be more expensive than we had expected because the exchange rate of the Irish Punt against the U.S. dollar has risen to almost £1 = \$1.80. Prices were comparable to the Berkshires. We brought home lots of photographs but few souvenirs.

Bed and Breakfast

A Bed and Breakfast can be found in the smallest villages and the largest towns. We stayed at B&B's every night. Some were a private house with a spare bedroom, others were purpose built buildings with 4-6 bedrooms. B&B prices are quoted per person (there's a single surcharge) and ranged from £11 to £16.

For each stop the guidebook had two or three recommended B&B's. We'd call ahead in the morning to make a reservations, so that when we arrived in town after riding all day we knew where we were staying. After a couple of nights we noticed a pattern: by following the guidebook we always seemed to stay a 5-10 minute walk outside of town in newish house overlooking a bay. We

liked the view and we liked the walk to and from dinner.

A "Full Irish Breakfast" consists of juice and cereal served sort of like an appetizer, followed by eggs and toast with bacon, ham and sausage. Not cyclists fare, so we'd say "just one egg and mo meat" and eat an extra bowl of cereal and a couple slices of toast to carbo-load.

Food

It's true what they say about Irish food—it's not great. And it's expensive. Even things that by all rights should be cheap, like a bowl of spaghetti was expensive. We spent from £15 to £30 for dinner for two. There were plenty of potatoes which were good and good carbo-loading. Since we were on the coast, there was usually fresh fish, often salmon.

We did have some good meals, and one great one. In the small village of Caherdaniel on the Ring of Kerry at a fabulous restaurant called "Loaves and Fishes." As soon we saw the menu we knew we were in for something special. It was serendipitous find—a gourmet restaurant where we expected to find only a pub.

Another bright spot was the delicious fresh Sultana Bread which we know as Irish Soda Bread. A loaf brought from a bakery in the morning was our road food for the day.

Pubs

The pubs in Ireland are more than just bars—they're like community centers and even the tiniest villages have at least one.

We discovered the delicious local beer, Smithwicks, at our first pub. It's somewhere between the light lagers and the heavy stouts and we quickly developed a ritual have a Smithwicks at a pub before dinner.

In Dingle and Kenmare we had the chance to hear some traditional Irish folk music. In Kenmare we sat close enough to see their unusual instruments, like the elbow pipe (a sort of Irish bagpipe). The next day we found The Green Note Music Shop where we inspired to buy some Irish CDs to listen to at home and remember a great vacation.

"A" RIDES NOTES

Mark Martinéz

Road Warriors. On a stage in last month's Tour de France, 21 riders crashed on the wet cobbles of Belgium. Not to be outdone by the pros, the NYCC has had at least 9 "A" riders crash in the last few weeks.

A Purple Heart is in order for **Ellen Richard**, who became a wounded veteran of the recent West Point ride. It seems Ms Richard fractured a rib and her helmet in a tumble on the return trip. (Ellen, we know you're tough, you don't have to keep proving it!)

Herb Dershowitz has taken up knitting (his fractured collarbone and thumb, that is.) Herb had the bad luck to spread the damage around to one bone per side. In the same incident, **Augustine Kim** crash tested his new helmet, it didn't survive; he's O.K. (Send your condolences to Giro.)

Our new *Bulletin* editor, **Jane Kenyon**, got sidetracked by some wet rails in Vermont. Her shoulder was battered but not broken. (Rumor has it that she received some other bruises, but only attendees of the Nude Beach Ride may know for sure.)

Elizabeth Emery hit the mean streets of Harlem during a criterium on Father's day, but managed to rejoin the race after taking a free lap to inventory body parts. Always the competitor, **Lisa Halle** outdid Elizabeth (in a different race) by picking up several stitches in her ankle and a fair amount of "rawhide" to boot. (Lisa's not concerned about the interruption of her training schedule, but the bandages are wreaking havoc with her tanning regimen.)

Our amigo, **Sr. Rivera**, became a fallen **Angel** due to a little bump and grind performed while contesting a sprint recently. Damaged elbow or no, he should be back in the saddle by now. Meanwhile, **Janine Hartnett** and **Bob Moulder** escaped serious damage in separate Close Encounters of the Thud Kind.

I hope that covers the damaged and disabled list for a while. Y'all get well quick. (There are easier ways to get your name in the Bulletin, just try talking to "Lou" in an Indian Restaurant.)

NUTRITION CORNER

Alex Bekkerman

After more than 40 tortuous hours, 30 racers out of the original 37 had already dropped out of the 1991 RAAM Open East, but Art Crowley, NYCC member and a remarkable athlete at 50, was still fighting. His chance of finishing in time to qualify was still there, but was slipping. Art's wife nervously asked me "What can we do...?" Within minutes I was on the race course, driving Art's Saab, with two "nuclear bottles" at my side. I had been feeling frustrated, sitting on the sidelines as a race official and not a racer. But now my sense of purpose was back; I almost felt like I was racing again myself. I caught up with Art, made him drink one bottle immediately, put the second one in his cage, and watched him transform from a turtle to a bird. And not only did Art qualify comfortably, but he rode the last lap of the race faster than the winner of the race!!

This story illustrates how nutrition can make a big difference in performance.

What I gave Art was not a drug. (We'll see in a later article what was in those bottles.) It was something I learned from others, and used during very similar critical situations. More than 10 years of ultramarathon racing and almost 150,000 miles ridden in the same period have transformed my appetite for simple food into an overwhelming passion for the nutrition field. So much so, that I am seriously considering changing my profession and am currently pursuing an advanced degree in nutrition.

But that's a different story. I will be contributing a regular column to the bulletin to share with you the well established and the latest nutritional facts, gathered from the most reputable periodicals, from sports medicine sources and from my own 'secret kitchen'.

I welcome your questions and will answer them to the best of my knowledge or refer you to good sources. I will target three areas: nutrition for health, nutrition for performance and nutrition for winners. Each of these has a following in the NYCC. While these areas overlap, they are different. As you progress toward performance goals, the nutritional requirements become more elaborate, scientific and confusing. That is where I see my mission -- to get through the confusion. And now let's get started.

FAT BURNERS

I am sure that this subject has been on everybody's mind. Can it be true that there

are nutrients that actually burn fat? Watch my lips - absolutely yes!! Why then are all the 'diet pushers' silent about it? And why then are the so-called 'health professionals' so quiet? Well, the answer to first question is that very few diet pushers are serious researchers. They typically come from the "I lost-100-pounds" background, having more to do with nutritional austerity and salad dressing than nutritional prudence. As to the "healthpros", the answer is not so simple. They do know the facts about fat burners, and increasingly so in the last five years. But the trouble is that the traditional medicine is dominated by the 'ultra-conservative bunch', who stamp research of their more open-minded colleagues as 'not conclusively proven'. However, in my view, the most talented modern nutritional experts are former MDs who have turned to nutrition. But let's cut the fat off this story.

Some nutrients I will be talking about have been known for a while, and some are very new. Here is the most complete list known to date:

L-Carnitine; Growth Hormone Releasers; L-Arginine, L-Ornithine, L-Tyrosine, L-Tryptophan; GLA (gamma-linoleic acid); Lipotropics; methionine; choline; inositol; vitamin B6, enzyme lipase; DHEA (dehydroepiandrosterone); dietary fiber; coffee.

Some of these substances are made by our own bodies, some are isolated from foods and some are absolutely essential.

Let's take L-Carnitine as an example. It has been known to chemists for a while, but its function in the human body has only been understood since the sixties. L-Carnitine is made by the liver for one purpose only: to transport fat from the circulation into the cell for energy production. Without this substance, fat cannot be used for energy, and will rather go to storage (yes, in your tummy or hips). When I first heard of it in 1982, it was alleged to help the Italian National Soccer Team win the World Cup via extended endurance. I decided to try it in the 1983 24-hour Pepsi Marathon, my first such race. The results exceeded my expectations: instead of 300, I rode 360 miles. I took to the library and read everything I could find on L-Carnitine, and concluded that it is a real gem.

In the next article, I will review the rest of the 'fat burners'.

SPORTS MEDICINE

Dr. Russell B. Cohen

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Bottle Rockets. Has your water bottle ever been launched from its cage by a bump in the road? Large (28 oz) water bottles that are popular in warm weather, severely strain the grip of lightweight "racing" bottle cages. When ejected from their nests, these plastic projectiles are a nuisance for the owner and a real hazard for riders closely following. (Racing cages are designed for 20 oz bottles; professional riders don't need to carry extra water, that's what a *domestique's* pockets are for.)

If you want to avoid the trauma of a loose bottle, you might consider purchasing a more ruggedly built bottle cage, an insulating neoprene cover, or simply using two regular size bottles.

High quality steel cages, like the model manufactured by TA, are more resistant to bending and give a tighter grip than the popular light gauge aluminum alloy models. (See last month's "No Tech Tips" for Charlie Bob's endorsement of TA cages.) Likewise, cages

designed for the rigors of mountain bike use can also handle the stresses of urban potholes and eroded pavement with equal aplomb.

If you have a seat-tube mounted tire pump like me, you're pretty much limited to using one bottle and cage. If this is the case, you will need to carry a large bottle in hot weather so you might as well make it a sturdy one. The extra weight of an MTB or TA cage shouldn't be a problem since it will still be lighter than two wimpy lightweight cages and the 12 or more ounces of water you won't be carrying.

If you're very attached to your current cage, but it isn't quite as attached to your bottle, you might try using a cover. A neoprene bottle cover acts like a miniature shock absorber, provides a less slick surface for the cage to grip, and makes for a slightly snugger fit between bottle and cage. I've used this "water bottle cozy" with a medium weight Blackburn road cage and had good luck

on very rough downhill. It also helps keep your drink below body temperature on a hot day. These bottle covers used to be in the Nashbar and Performance catalogues but have gotten kind of scarce lately. (Call me if you know of a good source.)

Bikes with two cages holding regular size bottles will allow you to carry 40 oz. of cool wet refreshment. My experience on hot days is that any water in excess of this amount is usually so warm as to be nearly undrinkable by the time you get to it. Why not carry a reasonable amount and stop for a cold refill a little more often?

Any of the above options should ensure that you won't ever lose a water bottle again — unless of course, you leave it at a diner.

M.M.

The 1992 Progressive "A" Special Interest Group graduated 26 riders. They were: Frank Armstrong, Rich Borow, Elena Burinskas, Jonathan J. Carroll, Bill Chambers, Rikki Furman, John Gatsos, Carie Gengo, Jeanine Hartnett, Alison Holden, James Iatridis, Marjorie Kim, Ellen Kreis, Janet Kronstadt, Elizabeth Mass, Elizabeth Marglin, Will R. Miller, Cathe Neukum, Nick Pisculli, Julie Sher, Stephanie Schwartzhoff, Louis Servedio-Morales, Kyle Skrinak, Stephan Slayton, Miguel Vilario and Katherine Woods. The SIG is an annual New York Cycle Club training program designed to turn 'B' level riders into 'A's'.

Almost 60 riders started the SIG on the weekend of March 7th and 8th with a 24-mile, four-lap assessment ride around Central Park. The rides grew progressively longer, faster and more difficult, while emphasizing skills like pace-lining and hill-climbing. The culminating eleventh ride was a 125-mile trek north on the west side of the Hudson, up Perkins Drive at Bear Mountain, across the river and south on the east side back to Central Park. The graduating riders were joined by 15 veteran "A" riders as well as the SIG ride leaders.

This year's SIG was marked by incredibly bad weather. On nine of the eleven days that rides were scheduled it either rained, or threatened rain. Nevertheless, SIG participants pedaled away in the "SIG sunshine". The graduation ride, originally scheduled for May 16th, was deferred a day when more than two inches of rain fell that Saturday. SIG founder Christy Guzzetta advised that this was the first deferral of the graduation ride in the six years of the program.

The 1992 SIG leaders were Carolyn Blackmar, Margaret Cipolla, Ed Fishkin, Christy Guzzetta, Bob Moulder, C.J. Obregon and Ernie Yu.

One possible solution to the congestion in Central Park is to dedicate one lane for skaters, one for joggers/walkers, and one for cyclists with each lane having a fast and a slow side. So far this concept has eluded the governing powers.

The NYCC recently joined Transportation Alternatives as plaintiffs in a suit against the 15MPH speed limit on bicycles in Central and Prospect Parks.

Here, minus the courteous blandishments contained in the full original letter, are excerpts from a letter I wrote in March to the administrator for Central Park in which I lay out my thinking on the matter. He didn't answer.

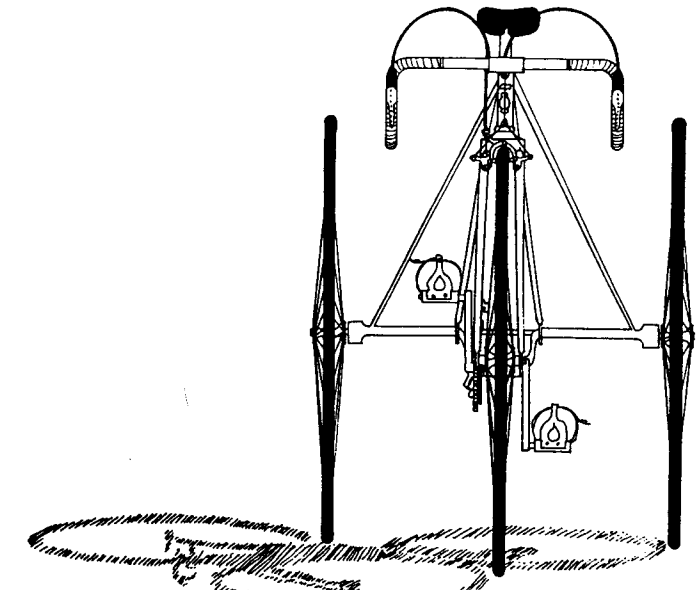
March 5, 1992

Mr. Bill Dalton
NYC Dept. of Parks and Recreation

Dear Bill:

I've stated at each meeting it was our wish that you enforce safe riding by relying on the various ordinances, statutes, and other laws and codes that proscribe reckless operation of a vehicle rather than relying on a speed limit. After all, surely you recognize that a careless or irresponsible cyclist riding 10MPH or even 5MPH can be dangerous and a responsible one riding 25MPH need not be.

Make no mistake about it, we are a club of caring, responsible riders. We wish to use the roadway cooperatively. We believe in strict enforcement of the codes requiring safe operation of all vehicles including bicycles; and we believe in their application



10 Speed British Racing Tricycle - 1960's

against cyclists whose riding imperils or even simply intimidates other responsible users of the park including pedestrians.

Asking us to content ourselves with riding 15MPH is akin to asking runners to jog and not run. It certainly denies us quality cardiovascular exercise.

Do you doubt the speed limit will be enforced arbitrarily and capriciously—as it already has been in one notorious case?

Let me point out, bicycles, unlike cars, are not required to have speedometers.

To avoid going over 15MPH it will be necessary to brake on the downhill; a speed limit that can't help but be violated even by those wishing to adhere to it will breed contempt and scorn for law. Imagine making a whole class of otherwise responsible, law-abiding people into law-breakers for riding their bicycles 15MPH!

Since you allow cyclists to ride at unrestricted speed when they're confined to a narrow, five-foot wide lane which they must share with skaters when cars are in the park, by what logic do you then restrict their speed when they can use the wider roadway when cars are not in the park...and when they could be given a car lane marked and dedicated for cycling when cars are not in the park?

Sincerely,

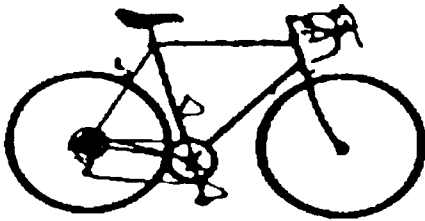
RICHARD ROSENTHAL
President, New York Cycle Club


Classified

For Sale: 48 cm Atala TSX, with or without Campy/Shimano groupo. Please call anytime, must sell. Julie Gengo, Work:399-6956, Home: 691-2744.

Wanted to Rent: Bike travel case for the week of 8/14 to 8/21. Let's talk. Scott 595-8296

For Sale: The unofficial 1992 Club water bottle, soon to be piece of history and a true collector's item, is available at \$3.00 per bottle (28 oz, choice of five decorator approved colors). Call 371-4700.





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THIS IS ONE TRIP YOU WILL NEVER FORGET!

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: _____

Name: _____ Signature: _____

Street Address/Apt#: _____ Phone (H): _____

City/State /Zip: _____ Phone (W): _____

Date: _____ Check Amount: _____ Where did you hear about NYCC? _____

New Renewal Change of Address

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

Other cycling memberships:

AMC AYH Bikecentennial CCC CRCA LAW TA _____

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

*CLUB MEETING:
AUGUST 11th*

ICE CREAM SOCIAL

It's August, it's hot, who wants to sit and hear a speaker?

*Take a break, enjoy dinner and bring an extra buck for the
1st Annual Ice Cream Social (at O'Hara's).*

Mingle with friends, eat a big bowl of ice cream and cool down.

September Program: 'Cops on Bikes'

Monthly Member's Meeting at O'Hara's Restaurant & Pub, 120 Cedar Street. One block south of the World Trade Center. One flight up from the bar.

Bicycle Parking available on the fourth floor.

6PM Social Hour, 7PM Dinner, 8PM Program.

Dinner \$11 meat/fish, \$8.50 Vegetarian

\$2 surcharge after 7PM.

Non-diners seated separately Members and non-members welcome.

Things to Bring to a Club Meeting

1. Any bike parts or clothing you would like to donate to a youth center.
2. Any current or nearly current magazines that we can circulate to other members.



New York Cycle Club
c/o Hannah Holland
211 West 106th Street, 8C
New York, NY 10025



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