

December
1992

NYCC Bulletin



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>

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Address. Send correspondence to Jane Kenyon, Editor, NYCC Bulletin, 235 West 102 Street, Apt. 15D, 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.

Articles should 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: F/C art, Mike Samuel

Deadline for the January 1993 Bulletin is December 1st.

The Morning After The Night Before Christmas

Twas the morning of Christmas, the Henderson place,
And Santa was toiling, concern on his face.
The recession demanded he cut back on staff,
He'd had to reduce it by just about half.
This naturally left him a little short handed,
So now, at his last stop poor Santa was stranded.
Just one final house and he'd call it a night,
And head back to the Pole before first morning light.
The Henderson home was the very last one,
Just drop off a bicycle, then he'd be done.
He slid down the chimney, and untied his sack,
Then emitted a gasp and took a step back,
As the bike box fell open and parts tumbled out,
Saint Nick barely managed to stifle a shout.
Oh how his eyes widened and how his lip trembled,
When he realized the bicycle wasn't assembled!
He sank to the carpet and found the directions,
While he thought to himself in utter dejection,
"A hub and a freewheel, a brake system cable,
I'll piece this together as well as I'm able.
A rim, a derailleur, now Santa don't panic,
A stem, a computer, I need a mechanic.
All of these pieces fit on this frame somewhere,
On crankset! On headset! I wish they were reindeer.
On Chainrings! On pedals! Why all this resistance,
Come conewrench! Come spokewrench! I need some assistance!
The hour grows later, I've got to get through it,
The elves seem to manage, oh how do they do it?
There's oil in my beard and there's grease on my nose,
My good gloves are ruined, I can't feel my toes."
He labored for hours, his manner intense,
And after a while, things began to make sense.
He'd have finished the task if he'd had time aplenty,
But the clock on the mantel-shelf read; seven-twenty.
The sun rose and morning-light flooded the house,
A small creature stirred and it wasn't a mouse.
And then Santa heard, to his utter despair,
The sound of pajama-clad feet on the stairs.
It looked like a meeting required by fate,
For Timmy was early and Santa was late.
Just picture Tim's face as he peered through the door,
And found Santa Claus sitting there on his floor.
And when their eyes met, what a novel sensation,
For neither had counted on this situation?
And Santa couldn't figure out how to begin,
Then he saw the solution and started to grin.
And he greeted the boy in his jolliest manner,
"Merry Christmas to you, would you hand me that spanner..?"

M. Samuel '92

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

Note that some of the rides listed are using a ride classification system where the ride leader commits to a cruising speed (on level terrain with neutral wind conditions). 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.

Saturday, December 5

A19 70+mi "Let It Roll, Down the Highway" 9:00am
Leader: Lawrence Ksiez (718 478-0644). From the Boathouse. We'll challenge the northerly winds on this ride to Beacon. Metro-North pass req'd. Precip., temp below 35 cancels.

B/B+ 55/60mi The 10/30 Ride 9:30am
Leaders: Steve Britt (718 204-4970); Jim Babbitt (718 296-0027) From the Boathouse. To find out what the title of this ride means, join us on this ride to White Plains and the Flagship Diner. Precip., predicted high below 30 deg. cancels. If in doubt, call by 8:00am.

C- 17mi Williamsburgh's Bohemia 1:00pm
Leader: Paul Rubenfarb (212 740-9123). From front of Brooklyn Museum (Eastern Pkwy stop on 2 or 3). Of Victorian vintage, Williamsburgh has escaped much of the postwar disintegration which gutted the best architecture from most American inner cities. The quaint buildings on long avenues rising in concentric rings from the East River were less densely sited. This afforded more air and light and a casual bonhomie that excites its mushrooming art community. The pearlescent harbor skies and views only reverdure this artsy ambience. Rain or shine.

Sunday, December 6

A 50mi The Turning Point 9:30am
Leader: Ellen Richard (212 505-0697) From the Boathouse *. We'll take a Roundabout way up to Piermont for a leisurely brunch. Bring a little extra cash. *(Bad weather means that you will just have to sleep late and meet at 11am at The Cowgirl Hall of Fame, 519 Hudson Street.)

B 55mi Straight to Syosset 9:30am
Leader: Jim Babbitt (E. 718 296-0027/D. 718 649-8258) From Statue of Civic Virtue. Keep warm on this no-nonsense ride to Syosset by going out on the LIE Service Rd. and maybe the same way back. Precip. or highs below 28 deg. cancels.

Tuesday December 8th

All Class NYCC Holiday Party 6:00PM
Nothing cancels -- be there-- see back cover

Saturday, December 12

A/A- 52mi Ride the Raritan Valley 8:30am
Leaders: D. Slattery (718 921-4635); E. Fishkin (718 633-

3038). Cartop. More rivers, streams, ups and downs than any other local venue. Need we say more? About 1 hour drive from Brooklyn. Call leader if you have a car, if you need a ride, and for directions. Cancellation conditions: Rain, sleet, hail, gloom of night or temp. less than 38 deg.

A18 55+mi The Last Ride 9:00am
Leader: Steven Britt (718 204-4970). From the Boathouse. pick-up at Queens Blvd. and Jewel Ave. Back roads out to Syosset and lunch. Return route will depend on Mother Nature and the tone of the day. Rain snow, or premature return of the Ice-Age cancels.

A- 75mi A Pretty Ride to Greenwich 9:00am
Leader: Marty Wolf (212 935-1460). From the Boathouse. Not only is this a pretty ride, but we'll lunch at a great restaurant in Greenwich. It is slightly more pricey than usual so plan on spending about \$10 (meal/tax/tip), but you won't be disappointed. If the day is a washout/freezeout, call me Sat. I'll consider rescheduling tomorrow, 12/13, or next weekend, 12/19 or 12/20. Any precip. or temp below 30 deg. cancels.

B+17 "Take Me Home, Country Road" 9:00am
Leader: Lawrence Ksiez (718 478-0644). From the Boathouse. Now, let's see, I got rave reviews on the ride back from Nyack in September, then I got rave reviews for the ride to Nyack in October. Maybe this time I'll put the two together and then it will be an all over great ride. (What am I saying, it's Nyack!) Precip., temp below 40 cancels.

Sunday, December 13

A50-65mi Ghostriders in the Skylark, Maybe 9:00am
Leader: Tom McMahon (212 777-5845). From the Boathouse. Your soon to be X "A" Rides Coordinator (no it's not a Spike Lee thang) is ghostwriting Tom's ride because Big Mac is warming his Stuytown bones in the Sunshine State. He promises his usual no class act to either Nyack or White Plains. Leader's permanent relocation to Margaritaville or the usual nastiness cancels.

B17 50+/-mi Park Ridge 9:30am
Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. Completely hillless route to Park Ridge, N.J. No hills either coming or going. Lunch in the diner. Rain, snow, temp. below 35 at start cancels

C+ 47mi Piermont with Blue Lips 9:00am
Leader: Peter Hochstein (212 427-1041). From the Boathouse. River Rd up, 501 back. Indoor lunch unless a miracle happens. Helmets required. Precip at start or predicted high below 40 deg. cancels.

Friday, December 18

A/B/C 30mi 'Twas A Week Before Christmas 6:45pm
Leader: Marty Wolf (212 935-1460). From the parking lot in

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

front of City Hall. Enjoy the Christmas Season with a friendly-paced ride to the Flatbush section of Brooklyn to pedal past some of the most outrageous Christmas displays in the entire NYC area. Although this is a short ride in distance, don't plan to be home much before 11pm. (Last year we found a fun Italian place where we warmed up and had dinner.)

Saturday, December 19

A20 120+mi "The Long and Winding Road" 7:00/7:30am
Leader: Lawrence Ksiez (718 478-0644). From Jewel Ave. & Queens Blvd./The Boathouse. I may be guessing, but I think that this might be the last century of the year. Join me in saying goodbye to the last long ride of '92. (It's Montauk, where else?) LIRR pass required. Precip., temp below 35 cancels.

A20 70mi Highlands Roundabout 9:00am
Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. Ride up the Hudson. Breakfast in Ossining, loop around thru Westchester and Putnam County. Return by train from Cold Spring. Bring your Metro-North pass. Rain, snow, temp. below 35 at start cancels

B 65 Rediscovering Pleasantville 8:30am
Leader: Jon Miller (212 560-5166). From the Boathouse. Brisk, steady ride up 9W to Chappaqua for food stop. Then venture East for the fountain of youth and a few ignored hills — Bear Ridge Road and Whippoorwill Crossing— before going home via 22. Rain/snow cancels

Sunday, December 20

A 61mi Saddle River 9:00am
Leader: Christy Guzzetta (212 595-3674). From the Boathouse. A repeat of November's ride to Saddle River. Breakfast at the Ramada Inn. One stop only. Interesting, less-traveled route. Serious Winter weather cancels.

B 55 Brunch at the Skylark 9:30am
Leader: Ferdie Scharf (212 628-4981). From the Boathouse. Easy spin to the Skylark in Nyack, just going fast enough to keep warm. Helmets required (Rockland County Law.) Temps below 40 deg. or any precip. cancels.

Friday, December 25

A 50+/-mi Not for Jews Only 9:00am
Leaders: Jeff Vogel (718 275-6978), Grinch & Scrooge. From the Boathouse. We'll try again. This ride has been cancelled because of weather 4 straight years. With a special invitation to Rudolph and other red-nosed hedgehogs, maybe we'll get lucky. (Unlucky for Jeff — Margaret will kill him if he misses Christmas dinner.) Lots of schmoozing promised. Bring your Christmas cheer. And don't forget to show off all those new Christmas and Chanukah toys. Ride is cancelled if we have a White Christmas or if two out of three leaders show up.

Saturday, December 26

A20 45-52mi Boxing Day 9:30am
Leader: Mark Martínéz (718 726-7644). From the Boathouse. No, Boxing Day has nothing to do with Bowe, Holyfield, or Tyson. It's the day in England where gifts are traditionally given to service workers; you know, like postmen, doormen, ride leaders, etc. We'll treat ourselves to brunch at the ever hospitable Northvale Diner. (By the way, I take a size 3 jersey and 42 cycling shoe.) Excessive reindeer droppings cancel.

B+17 "Take Me Home, Country Road" 8:00/8:45am
Leader: Lawrence Ksiez (718 478-0644). From the Boathouse/Jewel Ave. & Queens Blvd. For my last ride of '92, I'd like to go to Oyster Bay. After this I opt for indoor sports. Precip., temp below 40 cancels.

C X-mas In the Middle Ages 9:00/10:00am
Leaders: Angelica Merk; Roscoe George (212 989-0982). From Burger King at Queens & Woodhaven Blvds./Plaza Hotel, 5th Ave. & 59th St. Ride to the Cloisters, optional gallery talk. Suggested admission, \$6.00. Locks suggested, helmets required. Precip. at start or predicted high below 40 deg. cancels. Precip., temp below 40 cancels.

Sunday, December 27

A 56mi Goodbye year, hello Nyack 10:00am
Leader: Richard Rosenthal (212 371-4700) From the Boathouse. It's over. Finished. Gone. Kaput. Past. Crud, starting temp. below 31 deg. or miserable wind chill cancels.

A18 55-60mi Pancake Ride 9:00am
Leader: Don Montalvo (212 307-7753) From the Boathouse. The only thing flat about this ride is the name. Follow our own "polka dot man" up River Rd., Ash, and the ever scenic Tweed hills. This route guarantees minimum wind chill and maximum warmth. Celebrate your hill ascents with a Mountain o' Flapjacks at Eat Your Heart Out or The Skylark. Route 501 return. The usual cancels.

Friday, January 1

A- 55mi New Year's Day Annual Ride to White Plains 9:00am
Leader: Marty Wolf (212 935-1460). From the Boathouse. Start the New Year out right with an entry on your brand new 1993 mileage chart. We'll ride as in years past to the Flagship in White Plains for brunch. (No chart? The leader will give one to all who ride today!)

Saturday, January 2

A- 50+/-mi White Plains? 9:30am
Leader: Dave Regen (212 222-0532). From the Boathouse. Let's meet for a brisk ride to White Plains (literally, if it snows), for a long leisurely, glutinous meal at the Flagship. A few new twists in the route. Snow chains optional. Cancellation conditions: Your basic nastiness.

NO TECH TIPS

Bob Moulder

Greetings from the Ice Palace

Hi, NYCC Bikers. Wish you were here with us in the beautiful, icy mountains. Have backpacked Echo Lake, Devil's Path (near Devil's Kitchen, but far steeper) and other choice Catskill trails. I miss you folks, but not the bike... not yet, anyway. Planning to double up and do some of John Waf's mountain trips, too, so maybe see you there. Should be recharged for biking come March.

Bob

Psssstt!

Using CO₂ cartridges for roadside flat repairs is getting to be an expensive habit. At most places, mail-order sources included, CO₂ addicts will pay at least \$3.95 for 2 cartridges, and one bike shop in Manhattan recently wanted \$7.95 for 2 of 'em. Whoaaa! As usual, something really has to tick me off before I'll spur myself into action. That was the ticker that got me thinking.

I recalled that some B'B and pellet pistols use CO₂ cartridges, so I found some Daisy cartridges at a sporting goods store. Guess what? They contain 12 grams of propellant - same as the ones that are specially packaged for flattire repair. They aren't threaded so you have to use them with an adapter-inflater such as "Superflate" (available at Nashbar for \$10.88), but it is indefinitely re-usable. A box of 5 Daisy or Crosman cartridges costs about \$4, but you can't get them in Manhattan because B'B and pellet pistols are illegal; just stop by a sporting goods store in NJ on your next ride.

Ground Round

Picture these situations: 1) While mounting new cleats on your cycling shoes you discover that the bolts supplied are too long. 2) You just installed a new Stronglight headset, only to find that now there isn't enough clearance for the brake bolt's fork crown spacer. 3) You can't get your new shifters to work properly on your "oversize" tube frame because the lever mounting bases

are radiused for 1 1/4 "standard-diameter" down tubes. 4) You keep putting off sharpening the points on your crampons (used for hiking on ice) because filing them by hand is so tedious and time-consuming.

The common solution to all these problems, and many more yet to be imagined or encountered, is a drill-mounted mini-grinder. Chances are you already have a 1/4" hand drill, so all you have to do is go to your neighborhood hardware store and buy a 2 3/4-3 1/4" grinding wheel. It attaches to the drill like a regular drill bit and costs only about \$4, even in Manhattan. If you don't have a single-speed 1/4" drill, it'll cost around \$12-20.

When working with small parts such as bolts, hold them by their heads with pliers or vise-grips while grinding them. Always wear safety glasses and remember to grind off a small amount at a time, then check the fit of whatever you're working on; you can always take more off, but you can't put it back on.

Anorexia Metallica

Weight-loss diets for bikes can be expensive - witness \$270 titanium bolt replacement kits, \$235 stems and \$80 saddles. Many well-heeled cyclists who go this route often overlook a cheap trick that might shave off as much weight as the bolt kit and the stem combined, perhaps even more. Depending on your frame size and your amount seat post extension, you may be able to lop off several centimeters of your seat post. Nearly all seat posts require that at least 2" (about 5cm) be inserted into the seat tube, but the rest is excess weight that can be safely removed. If you ride a small frame and have only 2-3" of seat post showing when your seat height is correctly adjusted, you'll be able to cut off a pretty big hunk of it.

To perform this crude but effective surgery, wrap a piece of vinyl tape around your seat post where it exits

the seat tube, then remove it from the frame and wipe the grease off. Next, measure 2" below the tape to determine the cutting point and go to work with your hacksaw. Since the seat post's end won't be visible later the cut doesn't have to be exactly straight, so there's no need to use a jig or a miter box. When the cut is finished, use your mini-grinder (Hey, another use!) to clean up the jagged end, and a rat-tail file to clean the inside edge. Carefully clean off all the metal bits, re-grease and re-install using the tape guide.

I know you guys, though. You want your bike to be positively anorexic, so you'll do the bolt kit thing, the stem thing and many other things, and lop off your seatpost, too. Hold the donuts! *



The ever-favorite "Best of the NYCC Awards" (Best Dressed, Best Couple, Best Rookie...) will be voted on and handed out at the December Club Meeting & Holiday Party (see back cover for more info.) The "Wacky Best of the NYCC Awards" will also be given out then. If you have any wacky ideas for any wacky awards you'd like to see given to your wacky cycling friends, call Jeff Vogel at (718)275-6978 or Ed Fishkin at (718)633-3038.

BLOWOUTS

LOU B. POKES

The final word on the Columbus Day All Class Weekend in the Catskills. Lee Ann Goodwin had such a good time that she sent the leaders a box of pastries for dessert at last month's Club meeting. There's no better way to show your appreciation for a cyclist than to send food. Thanks, Lee Ann.

Herb Dershowitz's ride to the Lamont Doherty Observatory, while not listed as one, seemed like an all class ride as several A riders took part in the annual B/C ride to the open house. Herb was also joined by Liane Montesa (yes) and Anina Karmen-Meade, both of whom did NYRATS last summer, and Louie Bernardinucci who somehow always manages to keep up on his Lazor. But the question of the day goes to Mindy Kaufman - what did you have in your panniers - your flute?

Neil Schaefer hasn't been seen riding for a while. It seems he went to Europe and now says "It's hard to ride in Central Park after riding in the Alps." Also, Congratulations to Neil, who just got married the weekend of November 7th!

A few months ago we made fun of Alan Cohen for using a triple chainring while climbing Devil's Kitchen. He proved his point in the race up Mount Washington. Using a 24 tooth chainring with a 30 tooth freewheel, Alan finished with the elite racers in the top 10% of the field, just a few minutes behind the winner. I guess now we can only make fun of his unshaven legs.

Did it seem like every ride on October 18th went to Oyster Bay? Richard Rosenthal and Kathleen Eaton (just hours back from their wedding in Florence) led their ride with bow tie and lace. Other rides were led by Jim Babbitt, Marty Wolf and Sherman Pazner, in absentia. (Who baked those great chocolate chip muffins for the cyclists on Sherman's ride?). Why were we in Oyster Bay? To provide the cheering section for Catherine Chatham, Elizabeth Emery, Lisa Halle and Stefani Jackenthal. And they didn't disappoint us with each of them winning a prime. Basically, the race results for the year were, if Elizabeth didn't win, one of her teammates did. Now that the racing season is over, maybe they'll slow down and ride with us.

And some of us race without bikes. Terry Brady and Dave Obelkevich were the first NYCC finishers in the NYC Marathon, in 3 hours and change. Other finishers include Liane Montesa, Brian McCaffrey (why does everyone say "I didn't know Brian was a runner"?), and Nick Pisculli, who not only ran his second marathon in eight days, but stopped to chat for a few minutes with his cheering cyclist friends in the Bronx.

Other cross-trainers include the Bob Moulder-led winter campers: Alex Bekkerman, Alan Cohen, Jane Kenyon, Marjorie Kim, Katherine Woods and Ernie Yu. But I want to know why Ernie is the only one who doesn't know who snores?

I figured out why Maxim Vickers didn't lead the annual Latvian Independence Day Ride. With the break-up of the Soviet Union, no one knows which day to celebrate anymore!

Welcome to the NYCC. John Ceceri III joined the club on November 12th, at 7:30AM, weighing in at 7lbs. 14oz. Congratulations, Kathy and John!

November's Club meeting featured a lively talk by Grace Lichtenstein on her cross-country trip. Grace kept us entertained with stories about riding in the rain for 25 of 48 days, and answered questions such as "What did you use for crotch rot?" Meanwhile, Don Passantino kept the show going with his mastery of the sound system and Herb Dershowitz thought no one noticed as he spilled coffee and tea all over.

Shweeesh, shweeesh, shweeesh. "Jeff, there's something wrong with my bike!" Shweeesh, shweeesh, shweeesh. "Jeff it sounds terrible!" Shweeesh, shweeesh, shweeesh. "Margaret, It's just a leaf in your brakes." "Oh, never mind." Margaret Cipolla, you're our Road Bozo this month! (Margaret threatened to kill me if I told the story about her climbing Mohonk Mountain with Bob Foss. She didn't say anything about the leaf story, though.) Speaking of threats, Bob Foss warned me not to tell of his prowess with a vacuum cleaner. So I won't. But he didn't say anything about his wonderfully delicious brownies that left crumbs on the floor. Let's hope I live to write next month's column. *

AS I 'C' IT

by George Kaplan

If you're not cold for the first mile or two then you are *overdressed*! That's the basic approach to winter riding, which can be quite pleasant, can keep you in shape for the spring season, and may even enable you to step up to "B" rides.

Let's discuss winter riding from three points of view - weather and road conditions, clothing, and your bike.

1) Pick a temperature below which you do not want to ride, and stick with it. It may be 30 degrees, it may be 40 degrees; it is whatever you find comfortable. Change it after a few rides, if you wish to do so. Don't go out in snow and avoid wet roads. If you get caught in a snow storm and feel you can ride through it, then you might consider lowering your tire pressure a bit in order to get a better grip on the road. Just set the standards you wish and stick to them.

2) If you are dressed properly, winter riding can be great fun. Reread (or read) Bob Moulder's *No Tech Tips* column in the November Bulletin. Let me also repeat the following most important points: dress in layers, and *never* wear cotton directly next to your skin. Don't forget to protect the most important parts of your body - your head, hands, and feet. One more item - you might want to carry a down vest with you to put on during rest and or lunch stops. Finally, remember that no two people react to the cold in the same way - talk to people and, especially, experiment.

3) Now to your bike - make sure that your chain is clean and properly oiled. Are your brakes adjusted - both for tension and placement against the rims? It wouldn't hurt to check your derailleur cables, etc.

Don't be afraid of winter riding. Call your ride coordinator if you have any doubts or questions. One more thought - when it's very cold and snowing and sleeting - you might consider the use of a wind trainer. You can get in a good half to three quarters of an hour on your own bike, even shifting gears to adjust the tension, and at the same time catch up on your reading or TV.

Finally, this is my last column as "C" Rides coordinator and I thank all those who led "C" Rides in the past two years and all those who came along and made the rides such a success. May 1993 be better than 1992 and not as good as 1994!

Out of the Saddle

Mark Martinéz

Leather, Lycra, and Nice Jewish Girls

A cycling friend called me the other day and said, "I have a mechanical question for you." This both amused and pleased me. Amused, because I have always been somewhat in awe of people who had a Zen-like mastery over mechanical things. Pleased, because I realized that I have made some progress down the road towards technical nirvana.

Rituals Under the Hood

But how did I get there I wondered. I don't think I was born with a knack for things that go click, buzz, and whir. As a child, I watched my dad take apart broken household appliances, lay hands on damaged parts, and presto, the things would work like new. As far as I knew, he was a magician because the precise nature of his tinkering was a complete mystery to me. I would sometimes attempt to emulate the old man, like the sorcerer's apprentice, but seldom got past the point at which dozens of tiny parts were scattered all over the living room floor like shrapnel from a bomb. It was fortunate that my dad wasn't a heart surgeon.

Autolite Acolyte

Later, I assumed the role of acolyte as my father performed mysterious rituals under the hood of the old '58 Chevy. He probably told me exactly what he was doing but he might as well have been speaking Latin as far as my 8 year old ears could tell. I'd hold a spare wrench and nod in assent as my dad mumbled something about carburetors, points, and rotors. "Sure dad... right... uh huh."

I don't think I ever learned much in the way of practical mechanics from my father, but he taught me that you didn't have to be a professional mechanic to get the job done. In short, I learned that I had a natural curiosity about gadgets, a good role model, and very little native mechanical ability. Of course back then you could do a decent tune-up on the family heap with \$30 worth of tools from Sears, a few clean rags and one or two beers (depending on how fast you worked.) It also helped the home mechanics

confidence that engine compartments weren't crammed tighter than a cross-country tourist's panniers, or filled with "black boxes" of micro-processors that fairly shout "don't even think about peeking inside."

"Child Labor"

When I was about 12 years old, I remember changing a tire for a driver who was wearing a suit and didn't want to get his hands dirty. As a kid, I didn't mind dirt. As a matter of fact, dirt was my *raison d'être*, and the guy was offering me a whole dollar to do the job. I'd never changed a tire before, but "I'd seen pictures." Fifteen minutes later I was a buck richer, but the confidence I'd gained in my mechanical "prowess" was worth a whole lot more.

Pea-brain Meets Nice Jewish Girl

Fast forward to my grad. school days, when my first adult bike was a dark blue Yamaha motorcycle. One day I noticed a female Rutgers undergrad who appeared to be washing her boyfriend's motorcycle. Wrong on both counts pea-brain. She *was* female and an undergrad, but the bike wasn't her boyfriend's it was hers. She wasn't washing it either, but was in the middle of a major overhaul. Oops.

Fortunately Shari Cohen didn't hold my prejudices against me and served as my second mechanical mentor. She made sure that at least one Divinity student could adjust the valves and set the timing on his bike. Who says you don't learn anything practical at an institution for higher learning. Now I knew that you didn't have to have a hairy chest and tattoos to be able to pick up a wrench. If nice Jewish girls from New Jersey could do tune-ups there might be hope for me after all.

Paying Tuition

This is not to say that there was no longer a certain sense of adventure about my ongoing mechanical education. For a time I was exceptionally good at scraping knuckles, singeing forearms on hot exhaust pipes, and shearing bolts. I even adopted the motto, "We shall over-torque." I chalked up all of the above as the cost of my tuition.

✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱
**Never beento a Club meeting??
Come to the Holiday Party !!**
✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱

Aside from the sheer pleasure of dripping hot oil into freshly scraped knuckles, there were other reasons for learning how to wield a wrench. In no particular order, they were fear of being ripped-off by slimy mechanics, a desire to be more independent, and an affirmation of my "guyness."

Swapping Leather for Lycra

Having survived my mechanical apprenticeship and reassured myself of my guyness, I have since traded in leathers for lycra; my BIKES for bicycles. In the process I was fortunate enough to acquire my third mechanical mentor. (His apartment used to resemble a bike shop that the IRA had recently paid a call on, until marital bliss intervened.) The two two-wheeled cousins don't really have all that much in common but with the help of a patient friend, I managed to turn a naked frame into a complete bike that works surprisingly well.

Laws of Metaphysics

In the process of several late after-work sessions, I confirmed several of Martinéz' Laws of Metaphysics.

"Be wary of any job that takes more than two beers to complete." It will still be there in the morning, so you might as well get a good night's rest.

"Everybody screws up sometime." So what. At least you didn't pay your hard earned money to let someone else mess up — and you'll probably never make the same mistake twice.

"All jobs take about twice as long as you think they will." This applies only to jobs you've done before. It's four times as long for first timers.

"The most valuable tool is a knowledgeable friend - with patience." No manual will boost your confidence as much as a friend who hands you a tool and says, "Why don't you do it."

Every time I put something back together and don't have parts left over, I'm still amazed. *

A Day in the Life(of the MS Bike Tour)

Steven Briff (Masi Marshall),
Lawrence Ksiez(Fundraiser)

The day starts bright and early for one of these rides. Actually not so bright since it's pre-dawn, 5:30am for marshals and 6:30am - 7:30am for rider registration. A far cry from '9am at the Boathouse'. The following are our excerpts from the ride:

Mile 0:

LK, after skillfully weaving his way to the starting line, notices fellow NYCC rider SB in the marshals' area.

LK: Hey Britt, cute vest!

Startled, SB turns around.

SB: Not as cute as your pink one.

LK quickly pockets his vest for the remainder of the day.

LK: What happened? The club wouldn't let you list this as a ride?

We exchange warmer greetings to a blasting musical background supplied by a local radio station. Speaker after speaker has to deal with a PA system that has a mind of its own.

Speaker: My name is (silence). Thank you for (silence). I work for the (silence). We would like to (silence). (Silence) a great day! After an original rendition of the National Anthem, we begin the ride to the sound of bagpipes. Is this our funeral procession to the great beyond? No, it's a left turn onto Battery Place.

Mile 2:

LK: You ever do one of these rides before?
SB: Yeah, I helped out on the 5-Boro Bike Tour. Insane! How about you?

LK: Done a few. I've learned three things:
One - stay in front.

Two - never ride behind an ATB.

Three - don't wait for the guy in front of you to call out, "HOLE."

SB: HOLE!

The rider behind LK does not heed the warning, and ends up with a nice sample of road rash.

Mile 4:

LK: Why are the cops slowing down?

SB: Why are they stopping?

Rider: Is this the first stop?

SB: I don't think they can get refreshments to us here on the FDR.

LK: I don't know about that, that cop has a donut.

Although it was a cool position to be in,

parked on the FDR with our bikes, we had other bolder ideas...spinning!

After 10-15 minutes the caravan continues.

Mile 12:

SB: Hey check out the mountain biker. He's off in the grass. He's really motorin'.

LK: Check out that ramp. Looks like he's gonna take it.

SB: Where'd he go?

— SPLASH —

LK: He's okay, the people on that Circle Line spotted him.

Mile 14:

A half-hearted attempt at a Paris-Roubaix imitation: cobblestones. Or is it poor infrastructure?

Mile 16:

First scheduled stop.

SB: Hey some grub! Free Powerbars!

LK: A stop every 16 miles. We should be finished by... tomorrow. How many more stops?

SB: Two more in Jersey.

LK: We'll be riding all day. Why can't we...

SB: Hey look, bananas!

LK: ...Let's go!

Mile 16:

Munching away on fresh bananas.

SB: Did you notice how to get out of here?

LK: I don't know, you're the marshal. It looks like it's the way we came in.

SB: You're kidding?

LK: No, and check out all the riders coming in where we have to go out.

SB: I better hide before someone asks me how to get out of this place.

We slip out of the park to the starting point for the MS Bike Tour Part II.

Mile 18:

Somewhere on the Henry Hudson Parkway.

LK: Man, what a horrible road.

SB: I can't believe cars actually use this!

LK: Yeah, who scouted this ride anyway, the Marquis de Sade?

Mile 20:

Rider A: Hey, speed it up up there.

Rider B: Yeah, let's get going.

Rider A: Yeah, my grandmother is faster than you guys.

Rider B: Hey, pass the beer!

— Clank, Bang, Crash —

SB: What happened?

LK: That guy with the obnoxious whistle just went down. There's a few bikes down. Looks like he swallowed that whistle.

SB,LK: SAG WAGON!

Mile 25:

Jim Babbitt: 60 milers to the left, 30 milers to the right.

Mile 25.5:

Someone with a bullhorn: 60 milers straight, 30 milers to the left.

We realize that we just missed the Lincoln Tunnel cut-off.

LK: Hey this isn't right, we've gotta go back.

SB: ?&@!, we should've listened to Babbitt. We hop a curb and bypass the onrush of confused cyclists.

Mile 26:

Entrance to the Lincoln Tunnel.

LK: Did you hear what happened last year in the Battery Tunnel?

SB: Yeah, they had that big pile-up. Kinda not looking forward to going through this thing.

LK: Hey, look at that huge spatula.

Mile 28:

Through the tube unscathed.

LK: Race you to the next rest stop.

SB: Save me some powerbars.

The ride continues with interesting sidewalk paths (due to construction on Riverside Drive), and wonderful cobbles, broken asphalt and broken glass in SoHo. But the end of the ride eventually arrives.

SB: Hey, check out the grub line!

LK: We better get over there, fast.

SB: Hey what's that over there? Free Mas-sages!

LK: We can eat later, let's go.

The MS Bike Tour took place October 4. All kidding aside, the ride has its serious moments, but nothing as serious as the disease we were helping to raise money for. Thousands took part in this year's ride raising close to a half million dollars. A ton of thanks to the Police and REACT. (how do they put up with us?) These rides are much more than an alternative to a club ride. They give riding a real purpose. *

Elections for the **Board of Directors** for 1993 were completed at the November Club meeting. The new Board members are:

President

Geo Carl Kaplan
(212) 989-0982

V.P. Programs

Jody Sayler
(212) 799-8293

V.P. Rides

Mark Martinéz
(718) 726-7644

Secretary

C.J. Obergon
(718) 622-6137

Treasurer

Larry Nelson
(212) 874-5125

Public Relations

Karin Fantus
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A-Rides Coordinator

Mark Martinez
(718) 726-7644

B-Rides Coordinator

Jim Babbitt
(718) 296-0027

C-Rides Coordinator

Nadine Manney
(212) 595-6558

Past President

Richard Rosenthal
(212) 371-4700

CLUB ANNOUNCEMENTS

"A" Rides Notes

Parting Shots: Since this is my last month as "A" Rides coordinator I thought I'd take a few lines to sum up the last 12 months.

To All the Ride Leaders: You're the best, you're what this club is all about, keep up the good work for the next "badger". Special thanks to all you guys (generic) who just said "O.K., sure, when do you need one," whenever I asked.

To All the Riders: Short pulls, no shorter pulls, no really . . .

To Would-Be Ride Leaders: What are you waiting for? This is your chance to call the shots: pick your favorite route, destination, pace, black tie or casual. . . whatever. Why not give it a try. Need some route suggestions or cue sheets? Just give me or your new "A" rides coordinator a call.

To Karl and Lawrence: Thanks for all the rides. Grab a wheel, rest up, your turn to pull will come around.

To Ellen: Congratulations. You don't need any advice from me, just rides. You can count on me for 12 in '93.

-Mark Martinéz

December 8th: Party Time

☆☆☆ BE THERE!! ☆☆☆

ATTENTION MEMBERS!!

You may recently have received a letter requesting contributions to the William B. Dessner Memorial Fund. Members should *not* infer the Board's endorsement of this organization from their use of the Roster. The club member soliciting this donation did not have permission of the NYCC Board of Directors to use the Club mailing list.

As stated in each publication of the Club Roster, the Board must approve any use of the membership roster.

-Editor

ATTENTION MEMBERS!!!!

NYCC membership runs from Januray to January. This means that your must renew soon. You'll find an application on page 15, and we are already accepting checks for 1993 memberships, so avoid the rush and renew now!!

- Herb Dershowitz

NEW YORK CYCLE CLUB BOARD MEETING

(Monday, October 5, 1992)

Present: Jim Babbitt, Margaret Cipolla, Herb Dershowitz, Geo Kaplan, Jane Kenyon, Cliff Kranish, Mark Martinez, Larry Nelson, Richard Rosenthal, Jeff Vogel
Absent: Lisa Halle, Hannah Holland, Sherri Gorelick

The September minutes were approved as corrected.

The December/Holiday meeting was discussed. A special Board meeting will be held on Oct. 13th, prior to the Club meeting, to determine where it will be held.

Herb reported that we have 931 members. Larry reported that he mailed checks for the charitable contributions we had discussed. Letters of acknowledgement were passed around.

Jim Babbitt will try to arrange a toys for tots ride. Jim also said that with all the B17, B18 and B19 rides he can't get enough regular B rides.

Margaret was contacted by Mendel Markstein who designs jewelry, about selling earrings at Club meetings. He will be allowed to sell items without the logo provided he remit 10% of his sales to the Club. Mendel also asked to sell pins with the Club logo. Sales of items with the logo must have Board approval as to quality and price. Margaret agreed to contact Mendel regarding our decision.

Jeff announced that Transportation Alternatives has requested that cyclists and pedestrians write letters to Lucius Riccio of the Dept of Transportation regarding the proposed closing of the 59th Street Bridge for three years while construction is being done.

NEW YORK CYCLE CLUB BOARD MEETING

(Tuesday, October 13, 1992)

Present: Jim Babbitt, Herb Dershowitz, Sherri Gorelick, Geo Kaplan, Jane Kenyon, Cliff Kranish, Mark Martinez, Jeff Vogel

Absent: Margaret Cipolla, Lisa Halle, Hannah Holland, Larry Nelson, Richard Rosenthal

The meeting was held at Brannigan's prior to the Club meeting.

The Board selected Bob Moulder to count the ballots at the November elections. Tom Lowenthal & Jeff Vogel volunteered to help.

The Board voted 8-0 to hold the December meeting at Ollies assuming all the details could be worked out.

Note:

Subsequent to the above meeting, the details at Ollie's did not work out and it was decided (by phone conversation among several Board members) to hold the December meeting/Holiday party at the Flatiron Grill.



1990 Couple of the Year
Margaret Cipolla and Jeff Vogel



1991 Couple of the Year
Christy Guzetta and Jody Sayler

*A Poem dedicated to some of the feelings I have
when riding with the Club (idealized, of course):*

*Moreover I want to tell you,
As we travel through the air,
My heart spins, my feelings are true
And I'll follow your wheel anywhere.*

*My breath grows short as I near you,
The aching I cannot bear,
My body screams as I push through,
And I'll follow your wheel anywhere.*

*Two bodies dart down hidden pathways,
One form silhouettes this pair,
One rhythmic force pumping all day,
That's to follow your wheel anywhere.*

*So don't look behind when you're rolling,
As swift as the wind I'll be there,
Your spirit I'll chase ever knowing,
That I'll follow your wheel anywhere.*

*Signed,
2SHI*



1992 Couple of the Year ??
Richard Rosenthal and Kathleen Eaton

A FINAL PRESIDENTIAL REPORT**Richard Rosenthal**

I write this end-of-year report card at the risk of further offending that club member who wrote me an anonymous hate letter after my president's message appeared in the January Bulletin. She (she gave herself away) told me that my president's message was boring, nobody cared what I thought, and I wasn't even elected in the first place because I ran unopposed.

My memory really is quite bad: Did I really seize office by putsch or in a coup? Well, Georges Washington and Kaplan ran without opposition and both were elected, so I guess I was too.

I wrote in that first column that my interpretation of the office was that it didn't confer any special privilege on me and for that reason I wouldn't command space in the Bulletin each month. In fact, I titled that January column, *My First (and Perhaps My Last) President's Message*. In it, I laid out my program for the club. Herewith, in more or less alphabetical order, a second and final report:

BADD (BICYCLISTS AGAINST DRUNK DRIVING)

Only two people responded to my call for volunteers to found an organization, along the lines of MADD (Mothers Against Drunk Driving) in the wake of a catastrophe from upstate New York earlier this year, Tom Lowenthal and Kathleen Eaton. This was one of several initiatives that lacked sufficient interest to warrant going forward with it and that taught me anew you can't lead people where they don't want to go.

THE BRIDGE (GWB)

Department of Transportation Commissioner Riccio, who spoke to the club in 1991, has been very responsive to our letters to him in which we requested a curb cut onto/off the ramp of the George Washington Bridge. A, what I choose to believe, temporary asphalt ramp was built for us. We're assured, in continuing back-and-forth with the DoT, a curb cut will follow...but only after the jurisdictional dispute is settled as to who will make it: the Port Bridge Authority, the Dept. of Highways, or the NYC Dept. of Transportation. Doncha love it? Stay tuned.

THE BULLETIN

Producing the Bulletin takes 2000 lbs. of time and effort. Thanks to new mother Gail Birnbaum, whose impending motherhood obliged her to give up the editorship, and to Neil Spitzer who gave unstintingly of his time to produce the Bulletin, with design help from Mike Toomey. Even more thanks to Jane Kenyon who made time between her very demanding training and work schedules (I think I have the priorities right here) to edit and produce the Bulletin all alone after Gail. Thanks, Mike Samuel, for yet another year of terrific cover cartoons, and thanks regular contributors Mark Martinez, Bob Moulder, Mike Toomey, et al. The glossy and pricey monthly cycling magazines have no better, more interesting work than yours; in fact, most often it's far less so. Thank you, Lou Pokes, whoever you are; you're in a class by yourself. And finally here, thanks, Hannah Holland for getting the Bulletins out to us.

CLUB-SPONSORED PUBLIC/MASS RIDE

My January president's message spoke of my intent to at least investigate the interest in and feasibility of our club staging a ride with options as to its length for riders of all abilities which, I hoped, would eventually attract many hundreds, and maybe even thousands of riders and thereby bring us a certain measure of recognition.

I owe and hereby publicly extend my apology to Doug Blackburn for not following up with him his kind offer to head up a committee to investigate the feasibility of this.

COMMUNITY INVOLVEMENT

We called on the Duncan Youth Center last Christmas to select for us one youngster—to represent all children—to whom we gave a bicycle. Let me point out, not one cent of it came from the club treasury; all the money was donated by club members.

We planned a one-with-one bike ride in Central Park with each kid from the Duncan Youth Center to be accompanied by a club member, following which we would all have a picnic dinner. It was rained out.

In each Bulletin for the last several months I called for those attending the meetings to bring any old, used cycle clothing and components which they were willing to give away for the club to donate to kids.

(Only) three people responded: Leslie Tierstein, Kathleen Eaton, and Herb Dershowitz—Herb with especially great and repeated generosity. Thanks.

We're donating what was contributed to Landon Wickham, who is organizing a safety-minded cycling club in Harlem, and to Transportation Alternatives for them to distribute to the community.

DIRECTORY

There wasn't sufficient response to warrant going ahead with this project. Read BADD, above, for the lesson in this.

JERSEYS & SHORTS

Early in the year Caryl Baron kindly volunteered to use her enormous abilities, experience, contacts, and energy to design and produce club clothing and a bottle for us. Thanks, Caryl, and herewith my public acknowledgement of and appreciation for the work you did and were prepared to do for us.

The club was once again mired in the morass of its logo and it was nonsensical to produce clothing until that matter was resolved, which it finally was—but too late in the season to have clothing made that used the winning logo.

Let me also acknowledge here Michael Toomey. His logo for the club emerged triumphant—again...this time, by vote of the Club, for at least a three year run. Accordingly, it seemed only right, reasonable, and fair that we give Mike the opportunity to design the jerseys, shorts, and bottles that will carry his logo design. They'll be offered for sale in '93.

LENDING LIBRARY

In the Bulletin, I asked members to bring to our monthly meetings cycling magazines they no longer wanted so we could circulate them among club members. One person did.

Again, read BADD, above, for the lesson in this.

THE POLICE (ALPINE and SOUTHAMPTON)

Some of our members have been treated by the Palisades Interstate Park Commission Police in ways that give rise to great consternation. In one instance, officers thought it a priority to ticket a member for not wearing a helmet even before giving him needed medical assistance. In another, an officer raged at a member for supposedly blocking the door to the Alpine station with his bike when it clearly wasn't. There've been other instances of the police bullying our members and perhaps marking cyclists for special enforcement. As this is written, I still hope to discuss this, in a non-hostile/non-confrontational way, with the PIPC police chief.

I also continue to hope for a dialogue with the Southampton authorities who bar bicycle riding through their downtown streets while leaving them open to noisier and polluting motorcycles, cars, and trucks that take up far more space. (Those cycling to Montauk each spring risk a ticket by riding through the town.)

RIDES

There's no question that the core of our club is its rides. All praise to those of you who led one: you are the most important people in the club. The selection was terrific, the calendar a full one. I mean no slight to the dozens of you who've led great rides but who I fail to mention here when I cite: Christy Guzzetta for his two weekend rides; George Kaplan for his Connecticut bike & train rides; miscellaneous others led by adventurous and ground-breaking Ray Malecki, the almost unquantifiable Lawrence Ksiez, and Paul Rubenfarb whose ride write-ups were often fascinating just in and of themselves; "C" and lesser "B" rides led by such "A" riders as Alex Bekkerman, Steve Britt, and Karl Ditebrandt; and, of course, the SIG leaders, Carolyn, Margaret, Ed, Christy, C.J., Bob, and Ernie. What a giving bunch of people are these! And, simply put, if you want to improve your riding next year, join a SIG.

And special mention of sincere appreciation, too, to Group Ride Coordinators Roscoe George, Jim, Mark, and Club Ride Coordinator, Margaret.

THE 15MPH SPEED LIMIT

The Club joined with Transportation Alternatives in suing the NYC Department of Parks and Recreation over its imposition of a 15MPH speed limit. We and TA were represented in court by Corey Kupfer, who is working for us on a pro bono basis. Thanks, Corey, for giving us so much of your time and effort.

Our help over many hours was instrumental in the preparation of the brief. Oral argument was heard in NY Supreme Court on October 15. (A ruling will be forthcoming in a few more weeks.)

I regret that Central Park Administrator Bill Dalton, the only guest invited in my three years as program chairman who stood us up, also failed to respond to letters following meetings with him this year.

THE STEVE SCHEUTZE FUND

We have a memorial fund in the name of Steve and a past Board was kind enough to accept my proposal for it: Public Service Announcements to create awareness among motorists for cyclists.

This was to have been completed this past year, put into production, and published. With the incoming Board's grace, I pledge to complete this this coming spring and to perhaps expand the idea to include radio spots. We'll offer the ads/commercials, which will carry the NYCC name (as well as, of course, the Steve Scheutze Memorial Fund name) to other clubs and organizations for them to place in papers and on radio in their areas.

THE QUALITIES OF A GOOD PRESIDENT and THE INCOMING ONE

It occurs to me that George Kaplan can and will bring certain qualities to his presidency in far greater measure than I, among them gregariousness, enthusiasm, liking people, and the wish to lead them. I also think the club will benefit from having a non-A-Rider leading it for the first time in many years.

THE HIGHLIGHT OF MY YEAR

I close—as I must—by thanking you for giving me the singular honor, privilege, and opportunity to be the NYCC president. Under any normal circumstance that would have been the highlight of my year, at least

vis-a-vis the club. But this has not been a usual year for me. I met Kathleen Eaton through a club activity, fell in love with her, and married her. That was the highlight of my year (and more) in the club (and more). Being club president was #2.

It is all too apparent to me how I could have better served the club and I even foretold it in my January column when I wrote:

Let me tell you flat out: I won't judge my presidency a year from now on whether or not any of [my] ideas were ...actually implemented. (C)ertainly none of them will come close to being implemented if you don't make them happen yourselves. I know I'm not going to. I'll do what I can to facilitate your making them happen...but, no, I'm not going to do the work for you.

I think good ideas were there but too often my follow through was not.

NOT A POSTSCRIPT

I said in the RIDES section the ride leaders are the most important people in the club. I want to emend that. There is one person who is the very mortar, the cement, the staff, the bedrock, the firmament, the foundation, the any-metaphor-you-want-to-suggest bulwark of this club. Oh, yeah, sure, he leads rides all right, lots of 'em. But that's not why I single him out here. He gives a prodigious amount of time, work, worry, energy, caring, and enthusiasm to the club—and, however masked by his humor, acute intelligence. He is due the profound appreciation of us all.

Thanks, Jeff.

*

CLEANING OUT YOUR SHELVES??

Do you have old NYCC Bulletins lying around, don't want to throw them out, but don't really want them anymore? I would like to establish a collection of NYCC Bulletins to be passed on from Editor to Editor, and only have those from 1990 through 1992. If you would like to donate your old Bulletins, please contact me at your convenience.

- Editor, Jane Kenyon
(212) 662-1935

Nutrition for Long Distance

With the rising popularity of ultradistance sports events lasting from 6 to 24 hours or multiple days, nutrition has become the single most important factor in being able to finish the event and to perform most effectively. Therefore, the purpose of this article is to offer basic guidelines for fueling the ultradistance athlete.

Goals

Two primary goals characterize feeding the ultradistance athlete during the event. The first goal is to maintain normal hydration. The athlete should match fluid intake with fluid losses to prevent dehydration. During training in simulated race conditions, the athlete should weigh himself before and after a workout to determine sweat loss per hour (1 kg lost = 2 liters sweat). Ultradistance athletes commonly consume 1 to 2 liters of fluid per hour (8 to 16 ounces fluid/15min) depending on the athlete's sweat rate and the air temperature. Athletes who compete for longer than 6 to 8 hours should consume adequate electrolytes, particularly sodium (approx. 1 gram/hour) through either sports drinks or foods. Adequate fluid intake can be determined by frequent urination of a clear urine.

The second goal is to maintain normal blood glucose levels. Because energy expenditure may approach 12,000 to 20,000 kcal/day, energy availability is critical to successful performance. Energy expenditure can be determined by oxygen consumption tests if the athlete has access to an exercise physiologist or by estimations of energy needs of about 9.5 to 12.5 kcal/kg/hr for moderate-paced exercise, or more precisely 0.17 kcal/kg per minute cycling at 13 miles/hr. Studies report that ultradistance athletes have consumed from 200 to 800 kcal/hour¹. During training under simulated race conditions, the athlete should experiment to determine a comfortable intake that digests well and maintains energy needs. A good training diet should provide:

- 6 to 10 grams of carbohydrates per kg of body weight (a 60% to 70% carbohydrate diet). Some athletes who perform high

intensity exercise, such as cyclists training for the Tour de France, may require up to 14 grams of carbohydrates per kg².

- 1 to 1.5 grams of protein per kg of body weight³, including high-intensity proteins. With endurance exercise, protein may provide 3% to 15% of energy; this may be even greater with ultraendurance events¹. The total could be 75 to 375 grams of protein per 10,000 kcal, or approximately 1 to 5 grams of protein per kg for a 70 kg athlete.

- The remainder of the energy can be in fat as desired (approximately 20% to 30% fat).

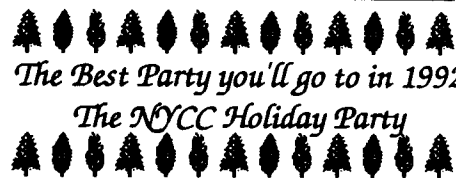
Nutritional Quality and Variety

Although research suggests that ultra distance athletes can consume adequate micro-nutrient⁴, many focus their intake on convenient, tried-and-true foods such as bagels made from white flour, plain pasta, commercial sports drinks, and CHO replacers that lack nutrient density. Adding equally convenient but more wholesome unrefined carbohydrates such as whole-grain breads, tomato sauce (on pasta), and juices and fruits (banana, dried apricots) can significantly enhance the nutritional quality of the daily diet.

What to Eat?

Snacks taken during moderate to hard exercise should be primarily CHO because that is the preferred fuel at intensities greater than 65% VO₂ max (approx 70% maximum heart rate). However, the ultradistance athlete generally trains and competes at a lower intensity, and can tolerate a wider range of protein- and fat-containing foods. Because exercise at less than 65% VO₂ max does not interfere with digestion⁶, the athlete may enjoy a peanut butter sandwich, granola bar, or cookie. The fatty foods may not only taste good, but they also provide sustained energy and needed electrolytes.

During training, the ultraendurance athlete should experiment and try a variety of CHO-rich foods and fluids to determine personal preferences, quantities, and tolerances while exercising. All too often, a novice will read that a successful athlete attributes his or her success to a specific food, such as eating raisins during an event. If the novice mimics this role model without experimenting with raisins during training, he or she may dis-



cover with dismay that raisins cause gastric distress in his or her body.

When to Eat?

Athletes should pay attention not only to what they eat, but also when they eat. Given that muscles are most receptive to reloading depleted glycogen stores within the first 2 hours after exercise, athletes should consume approximately 200 to 560 kcal/70kg athlete as soon as tolerable after exercise and then again another 2 hours later⁵. Juices are an excellent energy booster for the athlete who complains about lack of appetite and/or time to eat.

Another important factor to consider when training for an event, is to practice eating under simulated race conditions. The wise athlete will practice eating a wide variety of foods in the environmental conditions anticipated for the event, so traveling may be required. For example, competing in a hot climate but training in a cold climate, food and fluid preferences may vary according to temperature.

Practice

With proper nutritional planning, the ultraendurance athlete can enter into an event with a clear plan for programmed food and fluid intake. However, the athlete must be open minded and flexible if the proposed plan should become inappropriate during the event. Common sense and good medical judgement should take precedence over any preplanned nutrition program.

In next month's Bulletin: a case study of Cathy Ellis - Female Winner of the 1991 Race Across America.

Nadine Manney is a registered dietitian, at Bellevue Hospital Center in NYC and a member of the NYCC for the past 2 years. Please contact Nadine, our new C-Rides Coordinator, for references used to research this article.

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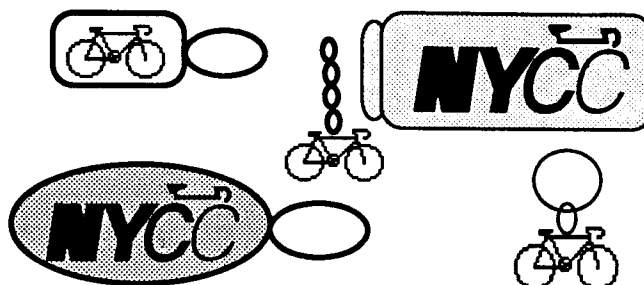
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Membership Application

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.

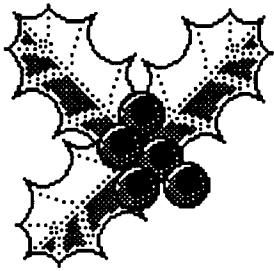
Other memberships:

☐ AMC ☐ AYH ☐ Bikecentennial ☐ CCC ☐ CRCA ☐ LAW ☐ TA ☐ Other

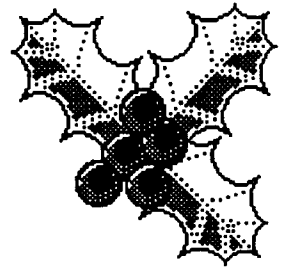
For demographic purposes only (Optional):

☐ M ☐ F Age: _____ Occupation: _____ How many NYCC rides have you done in the past 12 months? _____

1993 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.**

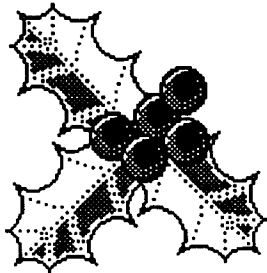


*Presenting the fabulous NYCC December
Club Meeting and Holiday Party
Tuesday, December 8th
From 6:00 to ??? at the*

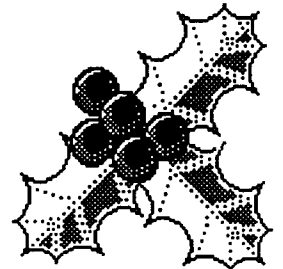


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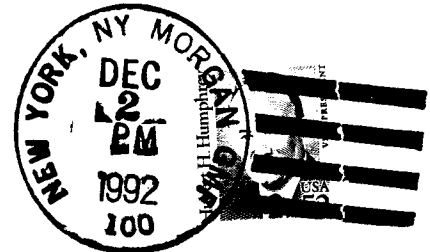


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