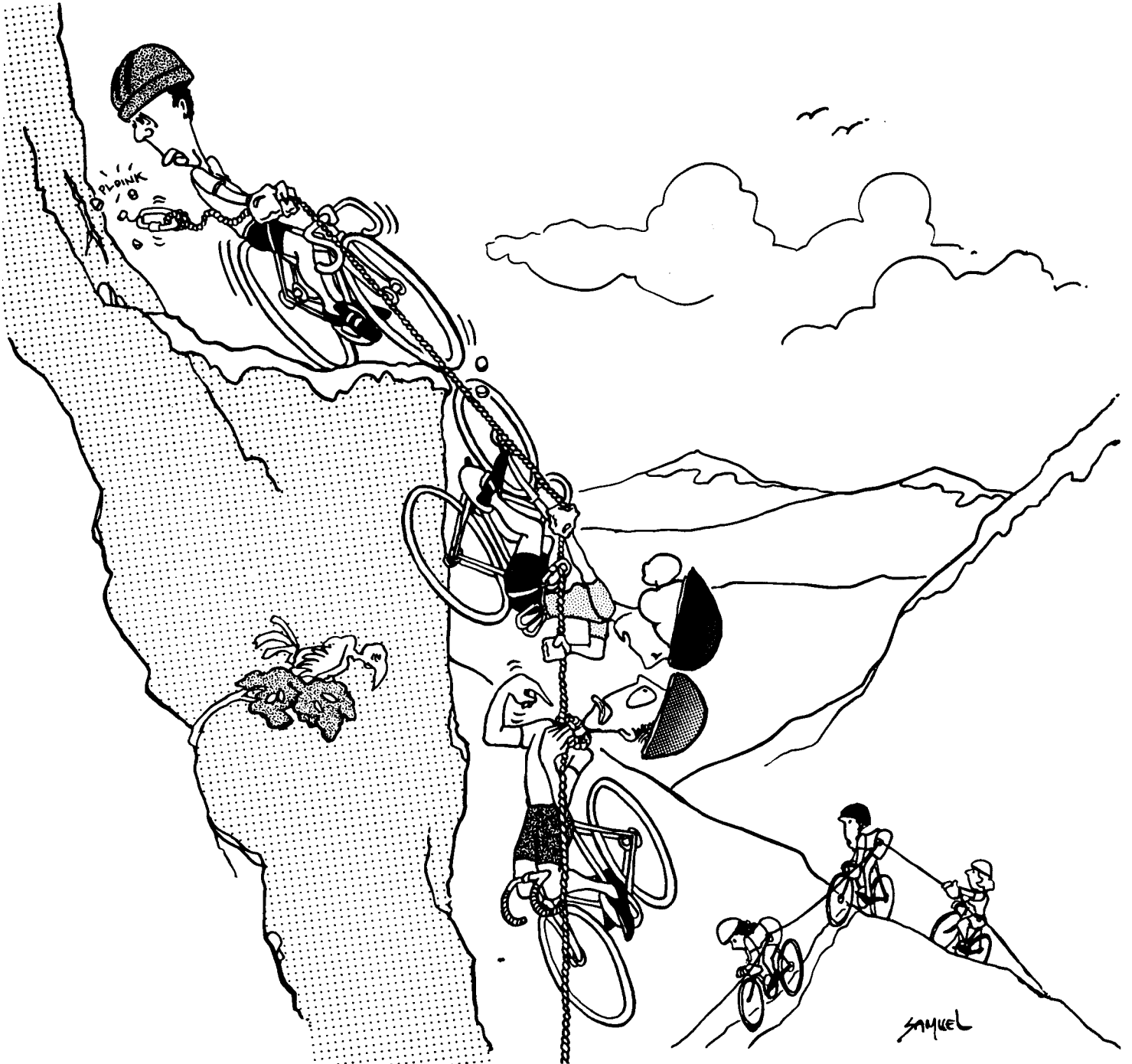


June
1992

NYCC *Bulletin*



“ Oh will you stop complaining!? This was listed in the bulletin as a hilly ride.”

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>

The Last Word

Neal Spitzer

This Is Not Official Club Policy

In the past few months there has been much discussion on the use, misuse and overuse of Central Park, so much so that all bicycles riding has been blasted and restricted to 15 mph. And then there is much bickering over cars or no cars, and what about runners and rollerbladers and skateboarders. All have been accused of being the problem. Well I have come up with a solution, or several levels of one solution, that should gain your support.

Having been to parks around the world, I can say it is nice to have a

mixed-use park. So I would even let people of various ages into the park at the same time.

A simple solution to the Park Use Problem (**PUP**) would be to try the following: On even numbered days the only people allowed in the Park are those with last names beginning with the letters A-M. On Odd numbered days all those with last names beginning with N-Z have their turn.

If things are still overcrowded (because don't forget, this might bring more people into the Park,

feeling there is now room for them) we can further split days. Instead of even and odd days like 1 & 3 we could make it every 1st, 5th, and 9th day, etc. for your part of the alphabet. You get the idea. All we have to do is work out the details.

Now is the time to advance this solution while there are Presidential candidates looking for our votes.

Special Thanks to Cliff Kranish for his help with the Roster and Reference section, and to **Hannah Holland**, our maintainer of Data.

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 Gail Birnbaum, Editor, **NYCC BULLETIN**, 309 East 87th St. #6R, New York, NY 10128.

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 editor for article guidelines and/or advance approval. Only articles submitted to the Editor on an IBM format (5.25 or 3.5 inch) diskette will be considered for publication. 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.

Production Notes. All of the Bulletin production work is done on a Macintosh computer.

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Deadline for July Bulletin, June 1st

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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.

Every Tuesday & Thursday

A 55-65mi Weekday Spin to Rockland
10am Leaders: Don Montalvo (212 307-7753). From the **Boathouse**. This brisk paced training ride is for you night shift (no shift?) types. Regular employment hours – lousy weather cancels. Call leader to confirm.

Friday, June 5

A/B/C 6mi Be a Big Brother/Big Sister for Tonight's Pizza-Ride
 Leader: Richard Rosenthal (212 371-4700). Meet at **6pm** at the **Boathouse** or at **6:15** at the **Columbus Circle** entrance to the Park where you'll meet a kid, ride a lap (minus the hill) and have pizza by the Boathouse with him or her and the rest of the club. The kids are from the Duncan Youth Center.

All Class Progressive Pizza Ride #1
7pm Leaders: Sherri Gorelick (212 744-6699), Geo Kaplan (212 909-0883). From **"The Hill"** by the Boathouse. We're back! It's the 1st pizza ride of the season. Here are the rules: meet at The Hill at 7pm, pay for dinner & ride until 8pm. Then stuff your face with plenty of pizza. Rain, lack of mozzarella cheese cancels.

Saturday, June 6

Bud Light Challenge, June 6 to 7
 Coordinator: Tom Lowenthal (718 847-6048). A 24 hour time-trial in **Johnstown, NY**. See how many miles you can cycle on this challenging 42 mile loop. So far, there are only three of us who are competing: John Becker, John Barentz and Tom Lowenthal. If you would like to ride or crew, come on up. For additional information, call Jack Papa at 518 762-3301.

A 72mi A Little Tor(ture)
9am Leader: Herb Dershowitz (212 929-0787) & Bob Moulder (212 682-5669). From the **Boathouse**. NYCC super rider Mark Roland published a map and cue sheet in his new publication "In Traffic" for a great ride to Rockland County. Let's do it!! Rain cancels.

A/A- 70mi South Bound Soiree
8am Leader: Lawrence Ksiez (718 478-0644). From the **Boathouse** at 8am, from **Macy's & Queens Blvd** at **7:30**. We'll head over the GWB and head south, for a change keeping it in the cities. Nice city riding, rolling hills, and flats. Mostly! Bring a lock.

B 55mi Sagamore Hill
9am Leader: Brian McCaffrey (718 634-1742). From The **Statue of Civic Virtue**, Queens Blvd. B paced (cue sheet for faster riders). Ride along the beautiful North Shore to Oyster Bay and Teddy Roosevelt's estate. Helmets a must (no cleats in mansion, clean socks optional). Rain cancels.

Sunday, June 7

All Class Ride to Tallman State Park.
 Join one of the rides below (or meet us for lunch at the park) for the 1st "All Class" ride of 1992.

A21 80mi Saddle River Rats
8:30am Leader: Mark Martinez (718 726-7644). From the **Boathouse**. How do you ride 60+ miles before getting to Tallman? Join me for a smooth, orderly, precise pacerline up Saddle River Rd, into Rockland and back

down to Tallman to hob nob with the rest of the "A,B,C's". Bring pocket food! Serious precip at start cancels.

A- 55mi
9:15am

Time Trial Nasty Hills

Leader: Richard Rosenthal (212 371-4700). From the **Boathouse**. We go out of our way to find every truly nasty hill that still lets us get to lunch on time. We'll time trial up two of them. That means you ride up them alone against the clock. A free flat repair to the first ride participant who correctly identifies Joe Hill, Carla Hills, and George Roy Hill. A pound of Hills Bros. coffee to the winner of the combined time trials. Hard rain cancels; drizzle doesn't.

B+ 55-60mi Leader: Kathy Young (718 435-6784). From the **Boathouse**. River Road & an inland route to Tallman. Helmets required.
9am

B- 50mi Leader: Alex Von Braun (718 965-3552).
9:30am From the **Boathouse**.

B- 50mi Leader: Sandy Gold (212 222-4076). From the **Boathouse**.
10am Via River Road, Helmets required.

C+ 48mi Leader: Peter Hochstein (212 427-9041)
9am From the **Boathouse**. Precip cancels.

C 36mi Leader: Roscoe George (212 989-0883)
9:45am From **Ft Washington Ave** Port Authority **Bus Terminal**.

Saturday, June 13

A18 200mi Shelter Island
5am Leader: Ray Malecki (718 426-7383). From the **Statue**, Queens Blvd at Union Tpk. 14 mile tour of the island, plus there and back. Mostly flat, mostly quiet roads or good shoulders. I'd like a rotating pacerline, 60 sec each, 17-18mph. Lights, LIRR permit required. Call Ray after 5pm June 12 for weather go/no. For a different pace, contact 5BBC leader Manny Sanudo (718 217-0045).

A20 45mi "Regressive A" Series - Staten Island
8:50am Leaders: Jody Sayler (212 595-3674), Michael Yesko (212 533-2409). From **NY side of Staten Island Ferry** to catch 9:00am boat. Who's been to Staten Island lately? We haven't, so join us now for this scenic route of architectural wonders. Those early hills will help us work up an appetite en route to a deli stop in Tottenville. There we'll picnic at the Conference House Park, overlooking the Arthur Kill. Be prepared for a pacerline sprint to make the 12:30pm ferry back. We may try to fit in some boardwalk riding. Rain cancels.

B17 70mi Armonk
9am Leader: Jim Babbitt (718 296-0027). From the **Boathouse**. Ride thru elegant suburbs and a rural corner of Connecticut. Outdoor lunch if the weather is nice. Rain cancels.

B1450-60mi River Road & Etc.
9:15am Leader: Alex Von Braun (718 965-3552). From the **Boathouse**. Some new, some old in NJ. Moderate hills. Major rain cancels. If it clears by 11am call & we may try again.

C 35mi Kosher Knishes and La Playa
 Leader: Ted Hertsberg (212 831-8422). At the **Boathouse** at **8:45am** sharp or City Hall & Brooklyn Bridge at 9:30am. Flat ride thru Brooklyn, along Belt Pkwy into Coney Island. Buy knishes at Mrs. Stahls and spend the day at the beach. My 2 favorite are mushroom barley and apple, but cherry cheese are good too. Helmets required, sunscreen optional.

Sunday, June 14

A+ 75mi Fairly Flat Flyer
8:30am Leader: Bob Moulder (212 682-5669). From the **Boathouse**. Cruising speed 21-26mph, depending on terrain. Let's zip up to the Flagship diner for a light breakfast, climb a couple of small hills on the way to Riversville Rd., get home quick. Nasty weather cancels.

A/A- 70mi When I'm Out On The Street
 Leader: Lawrence Ksiez (718 478-0644). From **Macy's & Queens Blvd** at **7:30am**, and the **Boathouse** at **8:00am**. We'll head over the GWB

and head south, for a change, keeping it in the cities. Nice city riding, rolling hills, and flats. Mostly! Bring a lock.

B1445-55mi Touring

Leaders: Ken & Marilyn Weissman (212 222-5527). Get in shape for the August Hudson Valley Tour (even if you aren't riding with us). Call leader for details regarding start time and location.

B16 55mi Westchester

9am Leader: Kathy Young (718 435-6784). From the **Boathouse**.

C 25mi Bike to Nathans

10am Leader: Richard Fine (H 914 638-0842, W 914 429-5361). From **City Hall**. Ride over Brooklyn Bridge to Coney Island along Shore Pkway and back. Bring water, lunch or buy; helmets plus lock. Joint with TA.

Saturday, June 20

A21 80mi Northward Ho

8:30am Leader: Greg Worley (212 781-6702). From the **Boathouse**. Rolling ramble north to Chappaqua. Lunch at bike-friendly deli.

A- 60+mi New Hills, New City, Old Leader

9am the Leader: C.J. Obregon (718 622-6137). From the **Boathouse**. More of usual hills. Bring low gears. Helmets required. Precip at start cancels.

B+ 60mi Caumsett State Park

9am Leaders: Josh Rubin (718 424-8342) & Peter Morales (718 833-4370). From the **Statue of Civic Virtue** at Queens Blvd & Union Tpk. A scenic overlook on the North Shore! Be prepared to carry lunch a few miles on rough roads. Forecast of significant rain cancels.

B15 55mi Back Door To Nyack

9am Leader: Bill Voegeli (201 420-8793). From the **Boathouse**. Nyack via River Road. Helmets required, picnic at the beach in Nyack. Rain cancels.

C 35mi Kosher Knishes and La Playa

Leader: Ted Hertsberg (212 831-8422). See June 13 listing for full details.

Sunday, June 21

A21 100+mi The Harriman Loop

8am Leaders: Catherine Chatham (212 265-4423) & Craig Spiegel (212 675-0105). From the **Boathouse**. We'll take 9W north to Rockland Lake then head northwest to Harriman State Park and lunch at "The Bear Claw". Bring pocket food and plenty of water to keep our rotating paceline moving along. Rain at start or 50% chance of snow cancels.

B15 55mi Park Ridge

9am Leader: Hari Soetrisno. From the **Boathouse**. Quiet NJ roads on a ride that goes somewhere other than Nyack. Rain cancels.

B14 40mi S.I. in the Morning

8am Leader: Jim Babbitt (718 296-0027). Meet at **Staten Island Ferry** at 8am for 8:30 Ferry. A quick ride in the forgotten boro. I'm heading upstate today & have to be back early. Lunch on the Ferry ride back. Rain cancels.

"C" 36/65mi Long Beach Ramble

8:45am Leader Ray Malecki (718 426-7383). From **Queens Blvd at Yellowstone Blvd**. Back roads, beautiful homes, harbors, boats, berths, bridges, beaches, bay views, birds, boardwalks, bathing suits (bring yours). Optional LIRR (pass required) return from Long Beach, Bayside or Forest Hills. Maybe brunch at IHOP. Surf's up! Precip cancels

Saturday, June 27

A- 65mi A is for Armonk

9am Leader: Emie Yu (212 663-5747). From the **Boathouse**. The scenic route to Armonk, lunch at the club deli, optional geese feeding and a fast ride home. Where are my SIG graduates? Rain cancels, unless the Siggies show up.

B+/B/B- 45mi Westchester the Beautiful

10am Leaders: Jeremy Herman (212 543-6472), Ted Hertzberg (212 831-8422), Carlos Cardona (212 298-3789). From **242nd & B'Way**

(last stop on #1 subway). 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 60-70mi Watchung Mountains & Great Swamp

9am Leaders: Leslie Tierstein (908 388-5127), Dick Goldberg (212 874-2008). From the **WTC Path Station** at 9am Sharp or Newark Penn Sta. at 9:45am. A new route through central NJ & the Watchung Mountains to the Great Swamp. We'll ride through suburbs & a few county parks, climb over the 2 Watchung Mountains & visit a wonderful bike store with suburban prices. One-third flat, one-third mostly flat & 2 nice climbs. Rain at start time cancels.

B-C+ 35/55 Kensico Dam

9:15am Leader: Sandy Gold (212 222-4076). From the **Boathouse** at 9:15 or **Jerome & Woodlawn** (last stop #4 train) at 10:30. An easy ride

through

bucolic woods via the Bronx River Parkway Bicycle Path. We'll ride up to the top of the Kensico Dam for a view from above. Helmets required. Rain cancels.

C 30mi To Tom Paine

9am Leader: Roscoe George (212 989 0883). From the **Boathouse**. O lovely ride along LI Sound to the Tom Paine Cottage in New Rochelle and environs. Precip cancels.

Sunday, June 28

A 85 145/160mi New Paltz or Bust

Leader: Marty Wolf (212 935-1460). From the **Boathouse** or take Metro North to Beacon. Call Leader for start time and train options. Any precip at start cancels.

A/A- 90+mi Bopping Up Seven Lakes

8am Leader: David Regen (212 222-0532). From the **Boathouse**. It's up to Harriman Park for a lakeside picnic, then up to the Beacon-Newburgh bridge (which we will cross) to catch Metro-North home. Bring Metro-North pass & musette. The usual nastiness cancels.

B17 60+mi LI Quad Burner

9am Leader: Jim Babbitt (718 296-0027). From **Queens Blvd & Union Tpk** (E or F train). This is one of my favorite L.I. rides. There are several good hills to climb in Oyster Bay. We'll do them first and then relax with lunch at the beach. Rain cancels.

B- 50+mi When I Know, I'll Tell Ya

10am Leader: Dick Goldberg (212 874-2008). From the **Boathouse**. A gentle ride with some hills - no surprise, right? 60% chance of rain cancels.

C 55mi To the Beach at Bayville

9:30am Leader: Hindy & Irv Schachter (212 758-5738). From the **Statue/Civic Virtue**, Queens Blvd & Union Tpk (E or F train). Beaches, Birds, Bayville. Is this a "B" ride? Come to a classic civilized "C" ride. Bring or buy lunch. Precip cancels.

Saturday, July 4

A 105mi Fire Crackers & Sparklers

Call Leader: Marty Wolf (212 935-1460). Ride to New Canaan (a very shady route!) Leaders will provide sparklers at the lunch stop. Any precip at start cancels.

B 50-55mi Tallman State Park

10am Leader: Ted Hertzberg (212 831-8422). From the **Boathouse**. River, avoiding 9W to Tallman for picnic. Rain cancels.

Sunday, July 5

A 50+-mi Sunday Morning Quickie
7:30am Leader: Mark Martinez (718 726-7644). From the **Boathouse**. We leave at 7:30 'en punto', so don't be late. Short, intense cruise up to Northvale/Piermont/Nyack (pick one). Quick feed and back to NYC by 12:30. The usual cancels.

Every Sunday

"Beach Bums" Starting July 12 through August, every Sunday there will be a C ride to the beach, joint 5BBC. Look for the details in the July bulletin.

NYCC Tours for a Weekend or Longer

July 4-5-6

A 400mi Saratoga-Montreal-Saratoga
Leader: John Ceceri (518 587-4338(D) or 518 587-7801(E))
Ride 200 miles from Saratoga Springs to Montreal on the Fourth, enjoy a rest day in Montreal on the fifth, then head back to Saratoga on the sixth. Possibilities include luggage shuttle and sag wagon. Call leader for price and more information.

July 18 to 19

A+/A/A- Catskill Weekend Extravaganza
Leaders: Jane Kenyon (212 662-1935), Jeff Cipolla (718 275-6978). Spend a weekend cycling in beautiful (but hilly) Ulster County. Options will range from 50 to 175 miles on Saturday and 50 to 150 on Sunday. This ride is excellent training for the Pyrenees and/or Boston-Montreal-Boston. More details in the July Bulletin.

July 10 to 20

B David Tours Tuscany: Chianti and the Hill Towns
Leader: David Schlichting (516 482-3423). Spend a week on this self contained tour amid classic Italy: miles of undulating vineyards and olive groves, hilltop villas surrounded by cypresses plus a chance to explore ancient hill towns of San Gimignano, Volterra, Siena and Florence. 3 or 4 star hotels. Price: \$2,649 includes airfare, transfers, hotels, breakfast and most dinners.

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 20 to 23

A 750mi Boston-Montreal-Boston
Organizer: Jeff Vogel (718 275-6978). From the Boston suburbs to Montreal and back to Boston in 3 1/2 days! This ride is patterned after

Paris-Brest-Paris with checkpoints every 50 to 75 miles. The ride goes through Mass., crosses the SW corner of New Hampshire, then the length of Vermont (over Andover Ridge, the aptly named Terrible Mtn. and the 7 miles of Middlebury Gap), Grand Isle, across the NE corner of NY and 50 flat miles of Quebec farmland before turning around for the trip back. Cost for the ride is \$210 before June 15 which includes food and beverages at checkpoints, very basic accommodations, baggage shuttle, sag support and a BBQ party at the finish.

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.

Out of Bounds

Sunday, June, 7

10th Annual United Cerebral Palsy of Nassau County Bike Tour. Individuals and teams of 4-6 are invited on a 10, 20, 30, 40 or 60 mile journey through the scenic North Shore of L.I. Fabulous prizes including cameras, TVs and a trip to Mexico! Tours begin at Wheatley High School in Old Westbury from 8:30am. For applications call JoAnn at 516 378-2000 x353. **Raindate June 14.**

Saturday, June, 20

The Strawberry Festival. Two great biking events, the Bike Train and the Mattituck Century. The century route is mildly hilly with friends, fun, strawberries and a return train waiting in Mattituck, no sag support. The Bike Train ride will take you to Westhampton where you will ride 15 miles to the festival in Mattituck. For info call the AYH and leave a message.

Jersey Double. A 200 mile ride through several rural counties containing some of New Jersey's finest countryside. Terrain is moderately hilly with a few challenging climbs. For more info call Mike Bohrer 908 236-9619.

July 2 to 5

BAM 92 - Bicycle Across Massachusetts. During the July 4th weekend, 4 days of relaxed pleasurable biking across Mass. The 4 day ride is not a race, but a social event for serious adult cyclists. Contact Joe Nai, 3900 Simms Ave. SE, Albuquerque, NM 87108 (505 268-5207).

July 25 to August 2

NYRATS - New York Ride Across The State. Buffalo to NYC. Average 70mi per day, overnight at college dorms. For further information write: American Youth Hostels P.O. Box 1110 Ellicott Station Buffalo, NY 14203.

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.

Editor's Urgent Message:

Would you believe it—just as I was basking in the thrill of putting another Bulletin to bed, I received an urgent call from Pat Robertson to head up his newly acquired UPI wire service. I don't have to tell you how I tried to impress on him that my work for the New York Cycle Club took precedence over some

piddling international news service, but he hauled out some heavy talk about sin and hellfire and redemption—and before I knew it I was agreeing to resign my post as Editor of the Club Bulletin.

Well, maybe it didn't happen exactly that way. There's also the small matter of a baby due in fewer months than I have

time to stock up on sleep now. But the effect, unfortunately, is the same—I must step down from my post as Bulletin Editor.

Which means, of course, that someone must fill my spot—and soon. Otherwise, no more No Tech Tips, no more Out of the Saddle, no more Lou S. Pokes (yes),

no more rides listings... you get the ugly picture. **WE NEED A NEW EDITOR** even more than Pat Robertson needed me. PLEASE, don't be shy, all you would-be editors. CALL or WRITE me or any of the Board members to let them know you're interested in the position as soon as possible.



Minor Surgery

No doubt about it, clincher tire development is nearing its zenith. The lightness, rolling resistance and durability of clincher tire/tube setups now rivals, and in many instances surpasses, that of tubular tires. Highly paid European demigods are actually winning tough races on clinchers, earning hefty endorsement fees for doing so.

Now that the performance equation is balanced, the practical advantages of clinchers are compelling: they're cheaper, and flats are much easier to repair. Not only that, but they're cheaper, and flats are much easier to repair. Get the picture? Surely tubular tires will go the way of toe clips, friction shifters and brake cables that sprout from the tops of the brake levers. Surely.

But wait... Could we be seeing a resurgence in the use of expensive, impractical tubulars? I don't have any figures to back it up, but I'm sure the number of sew-up suckers is up, at least by one. You see, after swearing off tubular tires four years ago I started using them again this year. And I know why: I missed that inexplicable tubular "feel," that archaic, Old World luxury associated with stitched cotton or silk casings and thin latex tubes. If you've made it through life thus far never having ridden a good pair of sew-ups, don't start now; you'll be drawn back to them time and again.

Statistics, if I had them (I almost never do), would bear out the perception among tubular aficionados that they suffer fewer punctures than clincher riders. Pinch flats are almost unheard of with sew-ups. But they do go flat sometimes, and when they do they're hell to fix. I can repair a garden-variety clincher flat in 3 minutes, but a sew-up job takes 45 minutes minimum, sometimes much longer. Quite a few sew-up users just buy the \$8.95 cheapos and trash them as soon as they flat. For those of us who like to ride the good stuff, let's take a look at the arcane craft of tubular tire flat repairs.

What you'll need At a bare minimum you'll need a Velox tubular tire repair kit, a single-edged razor blade, small needle nose pliers, and Barge cement (available at shoe repair stores). If your flat is of a more serious nature, you may also need some boot material (cotton canvas is perfect for sew-ups, old tire casings are not; they're too thick) and tread compound (such as Krazy Glue Gel or Shoo Goo).

Special notes

If your puncture is at or near the valve stem the repair will be more complicated, but not impossible. When cutting threads around the valve stem, try to cut through on only one side of the valve. If it is necessary to cut both (which it is when the puncture is located directly over the valve stem), when you re-sew start by making a good, strong knot at the valve stem and sewing away from the valve. Do the same for the other side. Patience and persistence are your best allies.

When reattaching the base tapes of tubulars with nylon casings (such as Continentals), use Fast Tack instead of the Barge cement recommended above. Fast Tack is a 3M product originally intended for securing auto body trim, but some bike shops carry it because bike racers have discovered it is much stronger than regular rim cements. It also makes it much harder to remove tires from rims.

Locate the leak Before you start slicing stitches, you'll want to make sure you actually have a puncture and that you know the exact location of the hole. High-quality, latex-tubed tubulars can easily lose 20-30 PSI of air pressure overnight due to natural osmosis, so don't be fooled into thinking you have a slow leak. But real slow leaks are your worst enemy; the exact puncture site is hard to define and the actual hole in the tube can be very difficult to pinpoint. It's okay to immerse an inflated tire in a sink or large pan full

of water to help find the hole with the "bubble trail" method.

Keep in mind that air leaking from a hole in the tube can migrate to a hole in the casing several inches away. Once you're fairly sure you've found the leak, make a mark on the tire sidewall with the crayon supplied in the Velox patch kit. If the hole is more to the right or left side of the tire, make the mark on the corresponding sidewall, for a reason explained in the next section.

Surgical procedures Peel up about 3-4 inches of base tape on either side of the puncture so you'll have plenty of room to work. The base tape glue is pretty tenacious, so start with a very small section and keep tugging; it'll come up, bit by bit.

Using the razor blade, cut the stitches 1-2 inches on either side of the hole, being very careful not to cut the tire casing or tube. It is very helpful to pinch the casing so that the stitches stick up prominently, making them easier to cut. Cut as few stitches as necessary, for whatsoever a person rippeth, that shall he or she also sew. When the razor work is done, use the needle nose pliers to pull out the remnants of the old thread.

Now that the threads are out, you may or may not notice a sewn-in liner whose dubious purpose is to protect the tube from abrading against the stitches. Carefully cut the liner's stitches on the side which corresponds to the puncture site. This makes the tube easier to get at.

Patch the tube Pull out a small section of the tube and patch the hole. (Patching a tube was described in an earlier column.) When using a pump to inflate the tube in order to locate the hole, be extremely careful; if the tube bursts, you'll be irrevocably screwed. Once you're satisfied with the patch, stuff the tube back in the casing and check to make sure it isn't twisted. Don't bother trying to re-sew the liner; just straighten it out as best you can.

Closing the wound Now it's time to sew. See the tire casing's original intricate stitch pattern made in a factory near Milan on a machine operated by an Italian grandmother with 40 years experience? Don't even try to duplicate it. Pinch the casing as described above and begin your sewing by overlapping at least two of the original stitches. Tire casings can be tough, so use the thimble supplied in the sew-up patch kit to push the needle through. It helps, but is not absolutely necessary, to use the original stitch holes. Tie off the first stitch with a simple knot to anchor your work, then continue sewing with a simple, idiot-proof overhand- or chain-stitch pattern. Finish by overlapping by at least two factory stitches on the end and tying off with a knot.

The tricky part is getting the tautness and alignment of your stitches to match those of the original ones. Too loose and you'll end up with a lumpy bump, too tight and a flat spot is the result. If the alignment is off, a wiggle will appear when the tire is inflated. I've found that it's best to make my stitches slightly more taut than the factory stretches a bit under full inflation. Parallel alignment of the casing is assured by pinching the casing as you push the needle through for each stitch. Don't expect perfection on your first sew-up repair.

Reattaching the base tape To ensure a firm bond between the casing and base tape, spread a generous coat of Barge cement on the casing and stitches, and another coat to the base tape. Let them air dry until tacky (5-10 minutes), then, being very careful to get it straight the first time, press the base tape back in place. All the tugging during removal of the base tape makes it stretch a bit, so don't worry if it seems a little slack.

Blow Outs

Lou S. Pokes



Gloom and The Blues!

I'm sitting down to write this on another miserable Saturday. Will the sun ever shine on a weekend again? The weather has been so bad this Spring (Spring? When?) that the SIG Progressive A Ride Series has been rained on for nine of its first 10 rides. They would be lost on a sunny day. I hope the graduation ride to Bear Mountain went better. I also hope the A riders can keep up with the new SIG graduates. Why? The new definition of an A ride: A beautiful description in the Bulletin and then a quick trip to Nyack or White Plains.

The best reason I've heard so far for participating in the SIG comes from **Julie Scher**. She wants to be able to sit on the hill with the A riders after a ride. Julie, anyone can sit on the hill, as long as they have gossip to tell.

We still haven't figured out how **Claire Goldthwaite** snuck into the SIG. Most SIG participants are new to cycling or are former B riders. Claire is a former Paris-Brest-Paris finisher and has been doing A rides longer than some of us can remember!

On one of the rainy Sundays in New York, 25 A, B & C riders boarded Metro-North for a trip to sunny New Haven for **Geo Kaplan's** Connecticut Shore Ride. They were met by 35 members of the Connecticut Coalition of Bicyclists. Thanks go to **Larry Johnson, Jim Busman** and **Pete Salinger** of the CCB for helping to organize a great ride. **Jim Babbitt** led a 70 mile ride and Geo led the 45 mile ride. Once again Frank Pepe's, the "NYCC's Official Purveyor of Pizza in CT," ruined Geo's diet.

Does anyone know how "Cult Leader" **Irv Weisman's** B Training Series is going? Irv gets a group of people to show up every Sunday without even listing it in the Bulletin. How does he do it?

If we ever get some nice weather, several people will have **Richard**

Rosenthal to thank for keeping their bikes on the road. His **Friday Night Services** have been very well attended. Every other Friday night Richard gives a seminar on basic bike maintenance. Also we all have Richard to thank for the proposed cut in the sidewalk at the GWB. The city finally gave in to his persistent badgering. It's too bad you don't do as well with the **Palisades Park Police**, Richard. (He recently added another ticket to his collection for riding up the Palisades Ave exit).

Speaking of police problems, have you been stopped yet by the **Piermont Police**. It seems that the Piermont Chamber of Commerce has asked the police to crack down on the "gangs" of cyclists who take up the roads. Several club members have been stopped and given warnings lately with the promise that tickets will follow soon. If the **Piermont Chamber of Commerce** doesn't appreciate all the money we spend maybe we should take our business to nearby towns.

Christy Guzzetta also recently had a problem with the Greenwich Police for supposedly riding through private Greenwich Point Park on a SIG ride. I guess we've solved the drug and crime problems and the police have nothing better to do.

It seems everyplace you turn you can find a NYCC member's name in print. **Phil and Wendy Harrington's** new book, *Short Bike Rides in and Around New York City*, acknowledges **Clif Kranish** with a well deserved "thank you" for his help in getting rides for them. Clif is also quoted in the May issue of *Cycling Times*. He discussed Ruth Messenger's appearance at our April Club meeting and the prospects for an Auto Free Central Park.

Mark Roland and **Lisa Halle** (no, but I think they'd make a great yes) had articles in *Metro Sports Magazine* in April and May respectively. Mark's article was titled "A Fitting Start." It's all about making

sure your bike fits perfectly, and who should know better than Mark. Just check his race results. Lisa's article, "Bike Racing—Serious Fun" can be summed up in three words—You should race.

Newsday's April 23rd issue featured **Bart Slavin** under the headline "An Injury Lawyer With Experience." There was a photo of Bart on his bike, but has anyone seen Bart and **Amy Weinstock** (yes) actually riding their bicycles lately? According to reporter **Jon Kalish**, Amy gets sole credit for founding the New York chapter of AYH. Everyone knows Amy was involved with AYH, but we never knew just how influential she really was! (Why did Jon Kalish, the reporter, take such journalistic license? Because he isn't **John Kalish**, the cyclist!)

The March/April '92 issue of *Postscript*, the Manhattan Paralegal Association's publication, has a profile of **Bill Strachan**. They know him as "Biking Bill" too. And lastly, check your upcoming issues of *LAW's Bicycle USA*. They have asked for permission to reprint **Bob Moulder's No Tech Tips** column.

Congratulations to Bulletin Editor **Gail Bimbaum** who announced that she and her husband Mo are expecting their first child in September. Gail, didn't you say you spent all your free time working on the Bulletin?

Let's wish a speedy recovery to **Mike Samuel** who separated his shoulder in a crash. I hope Mike is ambidextrous when it comes to designing Bulletin covers. Also, best wishes for a speedy recovery go to **Candice Sherman** after her recent surgery. We hope to see you back on your bike soon.

In a sure sign that Summer will be here soon **Liz Genn** and **Tara Crowley** have both promised that they will actually take their bikes out on the road. I'll believe it when I see it.

If you get this in time, the big send-off is **Saturday, May 30th**. That's when **Karl Dittbrandt** is leaving on his solo cross country trip. Meet at the **Boathouse at 9:00am** and join him for the first 30 miles of his 3,000 mile trip.

Question of the month: Why do **Ray Malecki's** rides always have quotation marks? He had an "A" ride listed in the April Bulletin and a "C" ride in May. Beats me.

Question 2: **Donna Slattery** led a ride on May 23rd. Could she find Saddle River without getting lost on the Grand Concourse? What do you mean—she's not back yet?!

Karen Reich and **Gary Wendrowsky** engaged?(yes!), date? (not yet set). And finally, **Peter Kleinschmidt** and **Suzanne Rohr** are not married yet.

Running Scores

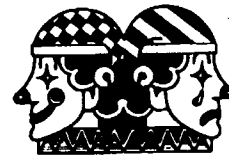
Hems.	no Hems*
37	0*
Pokes	no Pokes
126	-1**

*This is our first tally in reference to last months call for research comparing tush comfort of riders vs. pedestrians. Marty Wolf, recently seen working 42nd Street, has generously volunteered to collect pedestrian comparison data. Tune in next month for an update.

**This score is in reference to the Lou S. Pokes controversy. The minus "one" is explained by a respondent who wrote, "I have never read a Pokes column and I would never read such trash. Moreover, because of Mr., or is it Ms.!, Pokes I have repeatedly not joined your Club and have sold my bike." We'll keep you abreast of this growing issue.

Out of the Saddle

Mark Martinez



The Company Store

It's hot. My water bottle gave its death gurgle ten miles and several hills ago. Finally I reach a convenience store, dismount, and stagger back to the refrigerated case in search of my favorite nectar. My search is a fruitless one, as there's not a single bottle of Snapple, Gatorade, Jolt, Yoo-hoo or anything else I've been fantasizing about for the last few miles. Instead the case is filled with nothing but Diet Pepsi, a perfectly fine beverage, but not the one that'll satisfy the powerful Jones I've worked up. Unnh, Uhh. I reluctantly grab a can, clomp to the register, and slide a dollar bill across the counter. "That'll be two dollars." What!!!

Only a dream...a horrible dream

No this incident didn't really happen, it was just a nightmare I had after reading a small item in the April *Bicycling*. It seems that the percent of bicycle manufacturers who specify Shimano components has grown from 63% in 1991 to 79% in 1992 (picture a dramatic multi-colored graph). That's a more than 25% increase in a single year. (931 road and mountain bikes were included in the survey). At this rate of growth, Shimano will soon have a stranglehold on the new bike market. I find this trend particularly disturbing, not because I'm a Japan basher, but because I see it leading to fewer choices and higher prices for consumers. I wouldn't be as concerned about the former if it didn't lead directly to the latter.

"Any color you want, so long as it's black"

Sure Shimano usually makes great stuff (with the notable exceptions of Bio-pace chainrings and certain Hyperglide chains). The problem is that Shimano's competitors (the guys who hang their stuff on the other 21% of new bikes) are in imminent danger of extinction if this trend continues. If component manufacturers like Suntour and Campagnolo drop out of the picture,

Shimano will enjoy a near complete monopoly. You don't have to be John Kenneth Galbraith to know that a lack of competition is the nemesis of quality and affordability. Anyone seen any Soviet TVs or camcorders in the store lately.

The Entrepreneur Strikes Back

Grant Petersen, the marketing maverick for Bridgestone Cycles, USA, doesn't like this trend either and has decided to do something about it. He hand picks the components for his company's models from a variety of different manufacturers including Dia-Compe, Suntour, Sugino as well as Shimano. These manufacturers all make quality components, so Petersen selects the ones which offer the most value for price regardless of manufacturer. Remember how you or your older brother picked out stereo components in the '70s? You did some research, listened to a lot of different equipment, and then you bought the best receiver, turntable, and speakers that would fit your budget. Sure you could have paid more for a one brand system that didn't sound as good ---- but you cared more than that. The same principle can be applied to spec'ing out a bike. The Bridgestone road bike frames incorporate non-trendy materials (steel) and classic geometry while using components picked for their function. You might say Petersen has a radical approach to building a conservative bike.

The Big Lie

Why don't other bicycle manufacturers take the same approach as Bridgestone and stir up their component mix? One surprising reason is dealer resistance. An informed industry source says that most bicycle dealers are very reluctant to carry non-Shimano equipped bikes because they believe they won't sell. This is a curious phenomenon considering that the people who buy the most bikes

(entry-level road, mountain, and hybrid purchasers) wouldn't know a Shimano derailleur from a Suntour crankset. It is doubtful that dealers have to contend with brand loyalty when most prospective buyers have never owned a non-department store bike, much less a Shimano equipped one. I have to wonder whether Shimano's high powered advertising campaigns aren't designed more to inspire dealer loyalty than consumer demand.

The more legitimate reason for Shimano's dominance of original equipment componentry is its ability to deliver the goods to bicycle manufacturers when they need them. Smaller component manufacturers lacking the resources of a large conglomerate like Shimano, can't always ensure parts deliveries on the critical "just-in-time" schedule required by lean '90s manufacturing concerns. Too late, and assembly lines grind to a halt. Too early, and warehouse facilities are overloaded with excess inventory.

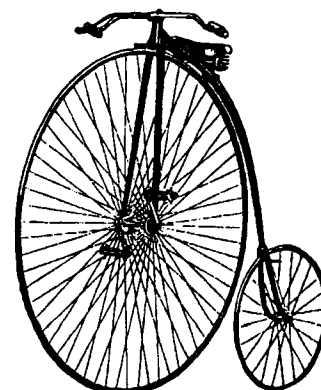
Vote Early and Vote Often

Is there any hope for the Little Guys? I suspect things will get worse before they get better, but it all depends on how consumers vote with their wallets. The cycling magazines have already given high marks to Bridgestone's "mix-and-match" RB-1 and RB-2 road bikes, but their commercial success remains to be demonstrated. If sales are brisk, other manufacturers may vary the component mix offered on their models in order to cash in on a good idea. I suspect the best hope for the survival of Campy, Mavic and Suntour lies in the sales of custom bikes and replacement parts. This is where riders, not bicycle manufacturers or shop owners, can exercise the most freedom of choice in selecting components. Even if local bike shops are unwilling to stock non-Shimano equipped bikes and components, consumers need go no

further than the nearest phone to find what they need from one of many mail order houses. It's true that sales volume in this segment of the market is tiny compared to the new "stock" bike market. However, the small volume is somewhat offset by the preponderance of high end components in this market.

Think globally; Act locally

The custom bikes I'm referring to don't have to be expensive frames that are cut and brazed to measure. I'm referring instead to frames that are "custom dressed" with thoughtfully selected individual components rather than a "no brainer" group from one manufacturer. I had the opportunity to emulate Grant Petersen when I selected the parts for a "second bike" not too long ago. My goal in equipping it was function rather than vanity or status. (My "first bike" had already stroked my ego and pillaged my wallet.) Fourteen manufacturers and five countries are represented among its components, with names such as American Classic, Campagnolo, Dia-Compe, Maillard, Mavic, Sakae, Sedis and, yes, Shimano. Everything works beautifully, and the cost was considerably less than what I paid for my all-Shimano "first" bike. I'll admit that part of the joy of building up a bicycle this way is knowing that I'm helping the industry stay competitive. The other part is knowing that there isn't another one like it in the world. Like they say on T.V. — "Not available in stores."



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Bike Shorts

Richard Rosenthal

A Messenger Company that Sends the Wrong Message

The Yellow Pages ad for Service Messenger Co., Inc. states: "Foot messengers & light trucking; no bicycles. We care about people."

Thank you, Commissioner Riccio

More than sixty NYCC members signed a letter at the February meeting asking DoT Commissioner Lucius Riccio (who spoke to our club last year) to make a curb cut at the entrance to the George Washington Bridge so we don't have to get off our bikes.

He is! Thanks, Commissioner. Would that I had the power—I have the vainglory—to name it Curb Rosenthal...of course using "curb" in its verb form.

New York Cycle Club Board Meeting

(Tuesday, April 7, 1992)

Present: Jim Babbitt, Gail Birnbaum, Herb Dershowitz, Sherri Gorelick, Hannah Holland, Geo Kaplan, Cliff Kranish, Mark Martinez, Larry Nelson, Richard Rosenthal, Jeff Vogel

Absent: Margaret Cipolla, Lisa Halle

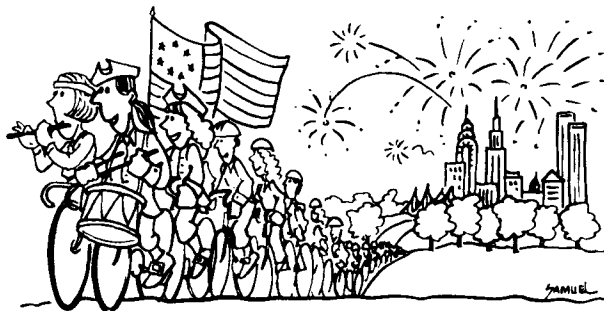
Our policy regarding the listing of charity rides in the Bulletin was clarified: the V.P. of Rides determines which rides will be listed, on a space available basis.

Richard let us know that he granted Paul Sullivan's request to use our mailing list for

the Five Boro Bike Tour because Paul needed to announce the corrected date. The Board reaffirmed its position that our mailing list is not to be given out without the permission of the Board.

At the request of a Club member, the Board discussed the appropriateness of the Editor giving priority to Club members who write on a regular basis. It was unanimously agreed that this is appropriate. According to the Club's By-Laws the Editor is responsible for the content of the Bulletin.

PEDAL TO INDEPENDENCE!



CELEBRATE THE 4TH OF JULY AT WEST POINT WITH THE CADETS.

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Squel If You're Sick of Cars in the Park

by Wayne Wright

Late in January I arrived home to find the February NYCC Bulletin crammed into my mailbox. Oh good, I thought, more ride listings and the usual light gossip. What a shock when I turned to page 10 and discovered a full-page article denouncing the move to ban car traffic from Central Park. Not only was I surprised to see an article of a political nature in the Bulletin, but I wondered how many Cycle Club members might agree with its author. As a member of both NYCC and Transportation Alternatives (TA), I felt I had to respond.

I understand that TA is writing has written a response for the March Bulletin, so I won't go into detail on their many initiatives. Suffice it to say that TA has not "abandoned" their overall agenda of better bicycle access to New York City as Peter Hochstein implies in his article.

Know Thine Enemies — Pollution is One of Them

Unfortunately, Peter seems to view the auto-free park initiative as a cyclists-vs.-the-rest-of-the-world issue. I feel we should view auto-free park as an environmental issue and a goal that would benefit all park users. Imagine how the quality of the air would improve for both plant and animal life. Imagine how much quieter the park would be for every user. Think of how Central Park could really be the escape from urban life that it was intended to be! New York City is not even close to complying with the most recent federal clean air standards, yet the NYC Department of Transportation refuses to accept that an auto ban in Central Park could be a positive first step toward reducing air pollution.

Paving the Way - For Safety

Safety for park users is important and banning cars would contribute to a safer park. We've all seen how the careless behavior of a few people is a hazard to park users on weekends, but there's no way that adding cars to the mix improves on unsafe conditions. I've often seen pedestrians step right out into park

traffic without looking during weekday rush hours, just as they do in traffic crazed midtown. The "several tons of onrushing steel" Peter cites hardly seem to be a deterrent. If there are no cars in the park, no one can get hit by one. We may have a bike lane, but it's hardly the "safe, blessedly free of cars" lane that Peter claims it is. I've had countless close calls with cabs that chose to ignore the painted white line that "protects" us, and I've yet to fully recover from injuries I received in a crash in the park last June that resulted from trucks being double-parked in the bike lane.

Furthermore, let's not confuse an auto-free park with the current 15 mph speed limit, which is a different issue entirely. Fred LeBow may want to keep us in check, but at a Town Meeting addressing the auto-free park issue last November 6th, a New York Road Runners Club representative stood up to speak in favor of a car ban. Let us also not assume that all auto-free park hours would be as wild and crazy as Sunday afternoons in June. Anyone who uses the park during other summer closing hours knows that weekday park use tends to be much more orderly, primarily by hard-core exercise buffs.

The Numbers Game

Peter points out that car owners pay more taxes than those of us who don't own a vehicle. Though this may be true, I don't see how it justifies the abuse of space that has been set aside for public recreation. If an oil company paid enough in taxes, should it be allowed to drill for oil in Teddy Roosevelt's head at Mt. Rushmore? If Exxon paid enough in taxes would the Exxon Valdez disaster be acceptable? There's no way we could ever allocate park use based on how much a person or organization puts into the till.

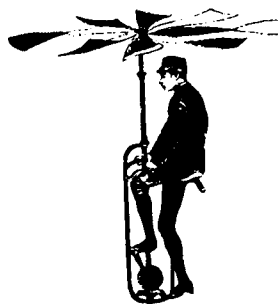
Peter also seemed concerned about the effect of a car ban on cab drivers' income. If anything, cabbies would make out better by driving around the park, supposedly a

longer route. Besides, drivers in New York are quite skilled at dealing with changing traffic situations. What happens when Bush is in town and DOT declares a "Grid-lock Alert Day?" Drivers avoid that part of town. What happened on the Monday after the Marathon when the park was closed all day to allow clean-up after the big event? Nothing happened. Drivers dealt with the situation. Granted, cyclists are outnumbered by many of these other groups, but numbers alone don't make them right. The earliest Vietnam War protestors were few in number until the rest of the country caught on.

What We Should Do

Peter Hochstein is right in urging our support for better bicycle access to New York's roads and bridges, but auto-free Central and Prospect Parks would enhance cycling, skating, jogging and existence in New York even more. Maintenance of the loop drive sans cars is a concern, but I doubt that the city would let Central Park deteriorate the way they've neglected the Sheepshead Bay bike path.

As cyclists (or park users) we should make a point of being informed on issues that affect our recreation habits. Contact TA if you have questions or doubts about an auto-free park. Write to Parks Commissioner Betsy Gotbaum and let her know how you feel, whether it's about cars in the park, the 15 mph speed limit or the price of a beer at the Boathouse. I feel the auto-free park's day has come. Let's give it a try.



Dear Editor

Brava, Maggie Clark! This pace issue has been my single peeve with club rides. I agree with Maggie's assessment of the problem and her solution. As another example, I've been on an A ride that turned in AA numbers; it's not right. Leaders are just as responsible for the pace they've advertised as for showing up and leading the ride. I much appreciate all ride leaders for what they do for our club, but I do ask that the pace listed be honored by the leader(s) as long as even one rider would prefer that pace.

I suggest that the number printed (eg A19) be the flat terrain top cruising speed. There are several reasons for this. Most cyclists have their computers dialed to current speed, so this is more visible over the course of a ride. Current speed provides instantaneous feedback; pace-busting can be detected immediately by vigilant leaders as well as by other riders who courteously might call the matter to the ride leader's attention. I would welcome this. Also, a ride off to a slow start should not ride over the advertised pace in order to "catch up."

There is also the issue of some computers automatically turning off (for purposes of average speed calculation) when stopped; during a day, intersection stops, water stops, map checks, mechanical problems, etc., can add up. Current speed keeps everyone on common ground. In addition, most cyclists I've discussed this with have a better feeling for the flat cruising speed at which they are comfortable, and what they can handle uncomfortably, than the average speeds which correspond to these.

As I like ranges, average speed could be expected to come out 3-4 MPH less than the cruising speed. Thanks again Maggie and Irv and everyone else involved in rectifying this.

—Ray Malecki

Classified

WANTED: Small but serious road bike for 10-year-old child. Cr/Mo or other light frame, good components. Approx. 17" frame w/ 24"-26" wheels. Call Joe Kubera (718) 442-1532.

FOR SALE: Univega touring bike, 54 cm./21 in., terrific condition w/ new brakes, tires, pedals, chain & gears. \$200. Call Leo (212) 228-4404.

FOR SALE: 50 cm. Atala, fully Campy equipped, \$300. 52 cm Atala, Ofmega cranks, Modolo brakes, SunTour derailleurs, \$200 negotiable. Both bikes w/ standard pedals and non-aero brakes. Good for entry-level racing or training. **WANTED:** 48 cm or smaller bike, good for light training. Call Jud (212) 275-2723 days; (212) 875-0613 eves.

Metro-North Update

Metro-North has agreed to change the Harlem Line "bike" train to the 8:47am out of GCT, to Brewster, and connecting to Dover Plains. The rest of the schedule remains as published in the May Bulletin. The "bike" train will run, uninterrupted, through the end of October, and maybe beyond. If you have questions, call Jeff Vogel at (718) 275-6978.

O Editor!

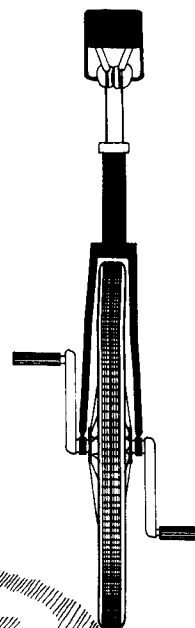
Another voice in the ride ratings chorus: Whenever (save once—when Charlie got dropped and lost) I lead a ride, cue sheets are distributed. At the start I announce my intention to ride at the advertised pace and invite those who wish to go off either end to do so. I do and they do. It works.

—Dick Goldberg



Michaels Bicycles

© Michael Toomey



No. 6

Unicycle - 1960's

New York Cycle Club

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:

(if a couple, both names please)

Name:

Signature:

Street Address/Apt#:

Phone (H):

City/State /Zip:

Phone (W):

Date:

Check Amount:

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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.

Program

B/P P M U S D O T

Bicycle/Pedestrian Program
Manager for the U.S. Dept. of
Transportation, **Josh Lehmen**,
will tell us how the Feds and
States are coordinating policy,
and will ask for our input.

Meeting at O'Hara's Restaurant & Pub
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Bicycle parking on the fourth floor
6pm Social hr, 7pm Dine, 8pm
Program
Dinner, \$11 meat/fish, \$8.50 vegetarian
\$2 surcharge after 7pm
Non-diners seated separately

Things for You to Bring to the Club Meeting

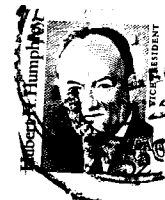
1. Any bike parts or clothing you have lying around so we can give them to a youth center.
2. Any current or nearly current magazines so we can circulate them to other members.

—R. Rosenthal



New York Cycle Club
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First Class



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10/08