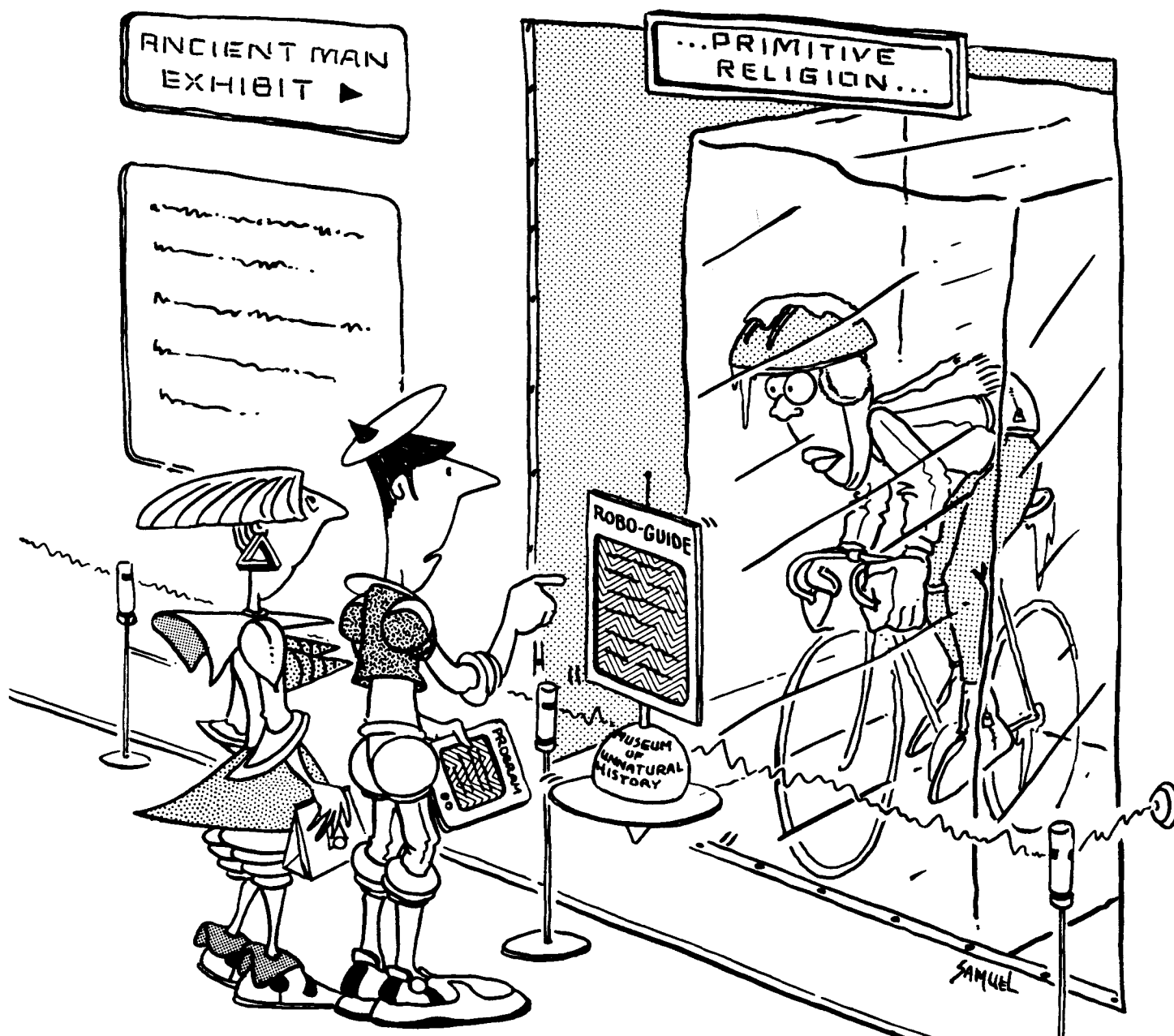


March
1992

NYCC Bulletin



"It says, 'This specimen, found in Northern Jersey, dates from the late twentieth century, before The Global Warming, and was apparently frozen solid performing a hazardous ritual known as Early Season Training...' Gosh, what a brute!"

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>

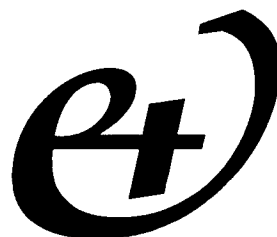
The Last Word

Neal Spitzer

It's started. Here I am on a warm day in Feb. working on the Bulletin. From looking at the rides listings it seems **NYCC** has its own special groundhog. With three full pages of rides squeezed in, there is a definite promise of Spring in the print. Stay tuned, more to follow!

NYCC is all about riding your bike, and one of our bikers,

R.R.(AKA Pres.), in fellowship wrote on our behalf to the Best, G.LeM., who sent back a note on his business letterhead. Richard, now that you have this personal and up-close connection, please tell Greg he could use some help with his graphics. He's one of the greatest riders, and we would all dearly love to have his abilities, but his letterhead is stinko.



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.

© Copyright 1992, **NYCC**. All rights reserved. May not be reprinted in whole or in part without written permission of the editor.

Credits:
FC/BC art, Mike Samuel
Page 11 art, Michael Toomey

Deadline for April Bulletin, March 2nd

New York Cycle Club

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

President
Richard Rosenthal
(212) 371-4700

Past President
Lisa Halle
(212) 319-6097

V.P. Programs
Sherri Gorelick
(212) 744-6699

V.P. Rides
Margaret Cipolla
(718) 275-6978

Secretary
Jeff Vogel
(718) 275-6978

Treasurer
Larry Nelson
(212) 874-5125

Public Relations
Clif Kranish
(212) 473-6745

Membership
Herb Dershowitz
(212) 929-0787

Circulation
Hannah Holland
(212) 666-2162

Bulletin Editor
Gail Birnbaum
(212) 996-2042

A-Rides Coordinator
Mark Martinez
(718) 726-7644

B-Rides Coordinator
Jim Babbitt
(718) 296-0027

C-Rides Coordinator
Geo Carl Kaplan
(212) 989-0883

Design/Production
Neal Spitzer

Design Consultant
Michael Toomey

Friday, March 6

B&C

6:30-8pm

Friday Night Services

Host: Richard Rosenthal (212 371-4700) At 245 East 63rd St. (Second Avenue). Every other Friday evening meet at my apartment to talk bikes and biking, learn to make emergency road repairs, fix flats, and true your wheels. When weather and daylight permit, we'll meet at the Boathouse and ride one or two very easy laps before having our clinic in the park. Call to confirm.

Saturday, March 7

SigA 25mi
9am

SIG Progressive "A" Series Ride #1

Leaders: Carolyn Blackmar (212 369-9598), Margaret Cipolla (718 275-6978), Ed Fishkin (718 633-3038), Christy Guzzetta (212 595-3674), Bob Moulder (212 682-5669), CJ Obregon (718 338-3275), Ernest Yu (212 663-5747). From the Boathouse. It's here at last! The chance to strengthen the quads, sharpen your skills and move up to the A level. We'll begin our first SIG ride with four loops of the park to set the bench mark from which we'll improve. Then we'll meet for cookies and nutritious goodies, and listen to Ed's famous bicycle anatomy lesson, and a look at the training methods of the SIG leaders. Get ready, psyched, go! Rain or snow cancels. Rain or snow date: Sunday, March 8.

A 50+-mi
9am

"A" Training Ride #1: "Low and Slow"

Leader: Tom McMahon (212 777-5845). From the Boathouse. The low is for mileage; the slow is for speed. This first training ride of the series will ease us out of Winter couch potato mode and back into the saddle again. Refueling stop in White Plains. Temps below 25 or Arctic Wind Chills cancels.

B

Leaderless.

Meet at Boathouse, someone else should 9:00 be there too.

All Class
10am

Self-Classification Ride

Leaders: Irv Weisman, Geo Kaplan, Jim Babbitt. From 5th Ave. & 72nd St. entrance to Central Park. Find your optimum ride class for enjoyable club riding. We'll record your lap times so you can know how well you hold your comfortable pace. Bring a self-addressed postcard for your report. Postponed to Sun, March 8 if rain or predicted temp. below 40.

Sunday, March 8

A 50 mi
9:00am

"A" Training Ride #2

Leader: Clay Heydorn (914 941-5013). From the Boathouse. Three reasons to go to Nyack: **1)** to have long conversation with the rider next to you without having to worry about turns; **2)** the leader knows the way; **3)** it's there! (Oh, yes - think River Road.) 17 1/2 mph cruising on the flats. The usual cancels.

A/A- 120mi
7am

Montauk I

Leader: Lawrence Ksiez (718 478-0644). From the Boathouse or 7:30am at Yellowstone Blvd & Jewel Ave. We will be taking a straight flat central island route with a couple of stops along the way to keep the fuel tanks topped off. Don't forget your LIRR train pass for the return. Temps below 30 or precip cancels.

B 40mi
10:00am

Cycle Slugs II

Leader: Wayne Wright (718 626-1002). From the Boathouse. Our 2nd try for this ride that got rained out last November. Ride to Oradell Reservoir via River Road, River Road Virgins welcome (helmets required). Predicted high below 40 or precip at start cancels.

March 6-9

A- 325mi

California Quickie

Leader: Michael Yesko (212 533-2409). If you're not going to Florida camp and want some sunny early season riding, join me. Let's fly into

LAX Thursday night and do some schmoozy riding on the west side and along the beach on Friday. On Saturday, we'll experience one of California's most popular early season events, the Solvang Century, in Danish-revival style. On Sunday we do Wandervogel's 200km brevet back to L.A. More fun-riding on Monday, perhaps Topanga Canyon to Mulholland Drive and west. It's the red-eye back to NYC on Monday night after dinner at Eureka,, unless you plan to stay in California for subsequent events.

March 10-12

All Class

Spa Training in Southern California

Leader: Michael Yesko (212 533-2409). If you plan to do both of the California Quickies, you may want to save yourself a trip to New York and back. If so, join me for a few days of spa work at La Costa, Ojai or Esalen. We may not touch our bikes for three days but our attitudes and energies will be properly adjusted for Death Valley.

March 13-16

A- 350mi

California Quickie

Leader: Michael Yesko (212 533-2409). If you will not have laid over from last weekend, hop a plane for LAX on Thursday night. On Friday, we schmooze south along the coast to Palos Verdes and warm up our legs. The main event on Saturday is the Death Valley Double, Wandervogel's first ride on the 1992 California Triple Crown Program. It runs from Stovepipe Wells to Shoshone and back. We'll earn neat ride jerseys and see how Californians can organize an event! Sunday and Monday are for easy riding and sightseeing. It's the red-eye back to NYC on Monday night after dinner at Spago or another chic place. I have applications which need to be mailed by March 1st.

Saturday, March 14

SigA 50mi
9am

SIG Progressive "A" Series Ride #2

Leaders: Carolyn Blackmar (212 369-9598) & Ed Fishkin (718 633-3038). From the Boathouse. To the Flagship Diner in White Plains. We're off. Out of the 15 mph zone and up into Westchester! Just an easy going ride to get our legs moving, get to know each other and practice riding together. Don't forget your water bottle, pump, spare tube, tire irons and helmet. Let's do it! Rain date: March 15.

A 55-60mi
9:30am

"A" Training Ride #3 - The Roads Less Travelled

Leader: Herb Dershowitz (212 929-0787). From the Boathouse. We'll be taking some less familiar roads (Kings Highway, Greenbush and Bradley) on our way to a very familiar destination (Nyack). Cruising pace is a smooth 18mph - on the flat! Hurricanes, Typhoons, etc. cancels.

B 50+mi
9:00am

Westchester

Leader: Jim Babbitt (718 296-0027). From the Boathouse. Ride to the "Best Diner" in Westchester for brunch. It will be an early season pace. Precip or temps below 35 cancels.

Sunday, March 15

A 55mi
9:00am

"A" Training Ride #4 - A Training Ride on the Ides

Leader: Craig Spiegel (212 675-0105). From the Boathouse. Warm up on River Road then paceline to the Skylark for a quick snack. Today's cruising speed is 18mph and emphasis is on a quickly rotating paceline. Short pulls, short pulls, short pulls. Rain/snow/temp below 32 cancels.

B/10 30mi
10:00am

"B-" Training Series

Leader: Irv Weisman (212 562-7298). Meet at G.W. Br. Bus Terminal (Ft. Washington Ave & 178 St) to start a training series designed to reach 75mi at a B11 or B12 pace by the end of May. The rides will include pointers on simple repairs and adjustments, and also traffic safety. 60% chance of rain, or predicted high below 40 cancels, and postpones to next week. Future rides will not be listed.

C 35/65mi
8:45am

Long Beach Ramble

Leader: Ray Malecki (718 426-7383). From Queens Blvd at Yellowstone Blvd. Ride the back roads to the beach. I've tried to make this as low traffic as possible. Beautiful homes, harbors, boats, bridges, beaches, bay views, birds, boardwalks. Optional LIRR (pass required) return from Long Beach, Bayside or Forest Hills. Temp below 32 or any chance of precip cancels. Surf's up!

Friday, March 20

B&C Friday Night Services See March 6th listing.

Saturday, March 21

SigA 52mi
9am

SIG Progressive "A" Series Ride #3

Leaders: Bob Moulder (212 682-5669), Ernest Yu (212 663-5747). From the Boathouse. Use plenty of chapstick on your lips for today you'll learn the art of wheel-sucking. Up and back to pastoral Nyack in the Hudson Valley. We'll learn the precision and benefits of single paceline riding. Helmets required. Temperature below freezing or precipitation cancels. Rain date: Sunday, March 22.

A 55-60mi
9am

"A" Training Ride Numero Cinco

Leader: Angel Rivera (212 889-9346). From the Boathouse. The Leader will maintain a STEADY 18.5mph while spinning up to Rockland. Good paceline skills will be encouraged — Merengues while riding through Washinton Hts are optional. Precip at start or Yuckiness, etc. cancels.

B
9:00am

Leaderless. Meet at the Boathouse, someone else should be there too.

Sunday, March 22

A 55mi
9am

"A" Training Ride #6 - Nyack, of Course

Leader: Lisa Halle (212 319-6097). From the Boathouse. We'll try and keep things interesting by throwing in a few sprints; maybe we'll let someone go off the front and then do a little chasing. We will keep it around 18.5mph when not sprinting. The usual cancels.

A/A- 120mi
7am

Montauk II

Leader: Lawrence Ksiez (718 478-0644). From the Boathouse or 7:30am at Yellowstone Blvd & Jewel Ave. We will be taking a straight flat central island route with a couple of stops along the way to keep the fuel tanks topped off. Don't forget your LIRR train pass for the return. Temps below 30 or precip cancels.

B 45mi
9:30am

HELP!

Leaders: Dick Goldberg (212 874-2008), Judy Goldberg (212 873-4104). From the Boathouse. Actual speed and terrain will depend on my healing knees. Still, it will be Westchester. Predicted rain cancels.

C 20-25mi
10am

Ride the NYC Bridges

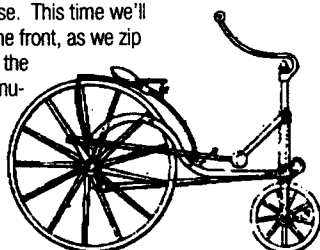
Leader: Richard Fine (hm 914 638-0842 wk 914 429-5361). From City Hall. Over the Brooklyn Bridge thru Roosevelt Island and then over the Tri Borough Bridge. Bring Lunch and or money. Precip cancels.

Saturday, March 28

SigA 25mi
9am

SIG Progressive "A" Series Ride #4

Leaders: Margaret Cipolla (718 275-6978), CJ Obregon (718 338-3275). From the Boathouse. This time we'll rotate our single paceline, taking short pulls on the front, as we zip through Long Island. But we'll still keep focus on the skills we've been developing, with excellent communications and formation. Helmets required. Temperature below freezing or precipitation cancels. Rain date: Sunday, March 29.



A 60-65mi
9:00am

"A" Training Ride #7

Leader: Jane Kenyon (212 662-1935). From the Boathouse. The leader will charitably hold the pace down to 19mph while spinning up to Rockland Lake on the way to Nyack for Brunch. Serious rain at 8:30 cancels.

B 45+-mi
9:15am

North Shore Ramble

Leader: Brian McCaffrey (718 634-1742). From the Statue of Civic Virtue, Queens Blvd. B pace on Long Islands' North shore to Sea Cliff. Picnic lunch if the weather is warm. Cold weather may shorten this ride. Helmets please. The usual cancels.

C- 21mi
1pm

An American Main St. - Brooklyn's 5th Ave.

Leader: Paul Rubenfarb (212 740-9123). From front of Brooklyn Museum (Eastern Pkwy stop on 2 or 3). Thornton Wilder's play Our Town rekindles in each of us strains of an old affair we once flung with the American town ensconced about its quaint and beloved main street. Main St. was where Mom bought her wedding dress and Dad got his carpentry tools and Auntie got fat at the ragtime-hued ice cream parlor. We'll unroll miles of 5th Avenue's commercial victorian buildings pulsing like piano rolls with this ever-more-rare player piano atmosphere. Bikes will be intermittently walked to meet varied architecture and traffic. Rain or shine.

Sunday, March 29

A 65mi
9am

"A" Training Ride #8

Leader: Mendel Markstein (718 972-1049). From the Boathouse. We will keep a nice Kosher paceline up 9W (no mishugass allowed!) en route to Nyack via Ash hill. This week we will pick it up to 19mph. After brunch we'll keep it schmoozy by taking 501 to the famous G-man's hill-less route back to the bridge. The usual nastiness cancels.

A- 54mi
9:00am

"Regressive A" Series - Ridgewood, NJ

Leader: Michael Yesko (212 533-2409). From the Boathouse. Last month we ended up watching the snow from the Empire Diner, so let's try again today for the Ridgewood Cycle Shop. We'll hold flat cruising speed to 18.5 (or less upon consensus) and relax the pace line a bit for a more sociable ride. Pacebusters not welcome! We can even break up into smaller groups, meeting to brunch at Daily Treat. You needn't feel compelled to pull. Let's ride safely and continue the good A- riding tradition of the club. Cancels if precip on roads or wind chill temp below 15 on WINS (1010AM) at 9:00am.

B 85mi
8:30am

Jones Beach/Bethpage

Leader: Ray Malecki (718 426-7383). From Queens Blvd and Yellowstone Blvd. Let's catch these beach days while we can. Before you know it, summer will be here. Temp below 32, any chance of precip cancels.

Friday, April 3

B&C Friday Night Services See March 6th listing.

Saturday, April 4

SigA 71 mi
8:30am

SIG Progressive "A" Series Ride #5

Leaders: Christy Guzzetta (212 595-3674) & Ed Fishkin (718 633-3038). From the Boathouse. Note the earlier start. We're passing the metric century mark and piling up the miles. This time we'll ride portions of the trip in a double paceline as we head across the bridge to Saddle River. We'll keep it simple. No need to rush. We haven't even reached the halfway point in the series yet. No rotating yet-just riding along-with another bike inches to the side, a wheel inches to the front, and another inches to the rear; all at the very same time. Helmets required. Extra bad weather cancels. Raindate: Sunday, April 5.

A 70+-mi
9am

"A" Training Ride #9-"Coreg" the Barbarian Rides Again
Leader: Greg (Coreg) Worley (212 781-6702). From the Boathouse. We will ease the throttle up to 19.5mph on the flats as we take a clockwise loop through Bergen and Rockland Counties. Our route will take us up Saddle River Rd, across S. Mountain Rd and then back down toward Nyack. Anything that might besmirch Greg's (the leader's) new Bob Jackson cancels.

Sunday, April 5

A 65+-mi
9:00am

A Training Ride #10 - "Not Nyack"
Leader: Mark Martinez (718 726-7644). From the Boathouse. We'll be heading out to Westchester and the Thornwood Diner for a change. Cruising speed edges up to 19 1/2 as we pull together on this Westchester jaunt. Wretched Weather cancels.

Sunday, April 12

C 45/35mi
8:30am
9:30am

17th Annual Cherry Blossom Ride
Leaders: Maggie Clark (212 567-8272) David Miller (212 794-9365) and Irv Weisman. From 59th & CPW at 8:30 or 9:30 from WTC Path Escalator Top - 10am train to Newark \$1. A leisurely ride through Branch Brook Park into Cherry Blossom Land for a picnic (bring or buy nearby) admire the foliage; do some people watching. Return via Montclair Estates to GW bridge by 4:30pm with several steep climbs. Joint TA ride.
50% chance of rain, projected high below 40 cancels.

Saturday, April 18

C 35mi
10am

Brooklyn Queens Greenway
Leader: Dave Lutz (718 624-0346). From Grand Army Plaza in Brooklyn. On road and off, a leisurely tour through the planned route of the Brooklyn-Queens Greenway. Bring patch kit and spare tube. Planned subway return. Rain cancels. Joint 5BBC.

Sunday, April 26

All Class
7:30am

Connecticut Shore Line
Leader: Geo Carl Kaplan (212 989-0883). From Grand Central Terminal. Train to New Haven. Breakfast aboard. Ride the CT Shoreline 3 routes, A-B-C. Pizza on return trip. Arrive back at 8pm. \$30-includes breakfast, dinner, and round-trip rail fare. Bring Metro North Pass. Reservations by April 1. See coupon on page 9.

May 9 to 10

A 106 + 120 miles
B & C

Start:5:45am

Vermont Twin Centuries (with overnight at a cozy ski lodge)
options if sufficient interest
at Grand Central Station (Metro North Pass required)
Leaders: **A-** Ray Malecki (718 426-7383)
B- Bill Strachan (212 869-3050)
C- Peter Hochstein (212 427-1041). Payment required by March 7. Private Metro North car to Dover Plains, NY. Then cycle 106 mi to Woodford Vermont atop Prospect Mt. The first half of the ride rolls among delicious New England farm and dale. Then the Berkshires. then Les Montagnes Vertes. A substantial climb to Brodie Mt. Ski Area is followed by a descent into the holler of Williamstown, the scorching climb to Pawnal, VT, the drop to historic Bennington, then 7.5 mi straight up to Woodford. The last 2.5 mi is an anaerobic burnout alert zone. Greenwood Lodge will reward you with exquisite air, a sumptuous swimming hole, 120 acres of peace, home cooking, stars uncounted, and the most quiet night you've had all year. 40 members max. \$30 cost includes dinner, breakfast, and lodge dorm bed. Gotta help in the kitchen - once serving, once with cleanup, leader assigns. Need lodge footwear, trainfare \$18, plus road lunch money.

June 5 -15

A 1000km

Classics Quickie Leader: Michael Yesko (212 533-2409) and Jane Keryon (212 662-1935). This trip will include riding the randonnee versions of two famous European Spring Classics; probably Liege-Bastogne-Liege and Paris-Roubaix, each about 250km in length. Each event is expected to attract about 5,000 riders. During the intervening week we'll station ourselves in Paris, doing day trips to Versailles, Chantilly, Chartres or just hanging out around town. Trust us, you won't be bored! Dates are approximate, pending further details from F.F.C.T. Let us know of your interest soon so that we can invite you to our planning party in March or April.

June 13 to 29

A

The Animals Go To Africa Leaders: Margaret Cipolla & Jeff Vogel (718 275-6978). 11 days of riding, 50 to 75 miles a day, plus a three day game safari on this customized bike tour to Kenya and the Rift Valley. Some of the leaders/guides are members of Kenya's National Cycling Team. Cost is \$1350 plus airfare. Call now if interested.

July 2 to 7

A- 300mi

Puget Quickie
Leaders: Sherri Gorelick (212 744-6699) and Michael Yesko 9212 533-2409). We hear the Puget Sound area offers great cycling and a relaxed atmosphere. We'll fly into Seattle and make our way by ferries and bikes through the San Juan Islands. We may skim the edge of Olympic National Park as we proceed toward Victoria, British Columbia. Perhaps we'll end up in Vancouver and shuttle back to Seattle for the flight home. Trip is in the planning stage. Call if interested. We are open to ideas and additional information.

July 24 to August 3

A 1500km

Pyrenees/Cote d'Azur Quickie
Leaders: Richard Rosenthal (212 371-4700) and Michael Yesko (212 533-2409). We plan to catch the end of the Tour de France in Paris before making our way by train to Biarritz on the Atlantic coast to begin the Raid Pyreneen event. This will take us up many famous and spectacular climbs over a distance of about 750km in 100 hours or better. After finishing in Perpignan on the Mediterranean, we'll drop south to Barcelona to take in some of the Olympic track cycling events. We finish by riding back up La Cote d'Azur to Saint-Tropez, Cannes and Nice, taking the TGV back to Paris for the flight home. Let us know of your interest soon so that we can invite you to our planning party in March or April.

August 14 to 23

The Hudson Valley - Saratoga to West Point

Leaders: Marilyn & Ken Weissman (212 222-5527). 1 to 10 days of touring. This summer, instead of biking in Europe again, our vacation will be a series of loop rides along lightly traveled secondary roads through this historic area's unspoiled landscapes of rolling farmland, charming villages, dramatic landscapes and elegant mansions. Preliminary plans call for starting in Saratoga Springs. Mileage should average 35-55 per day. Flat and hilly days. Lots of time to picnic and see the sights as well as extra miles if desired. All overnights at inns and B&B. We'll rent a car and transport ourselves and bikes a few miles some days to reach the most favorable ride condition for the day. The close-to-the-city location offers some interesting options. While you can ride the entire 10 days, a one week, a weekend or even a day ride are possible.

NO TECH TIPS

Bob Moulder



Tapped, Clicked, Glued and Hooked

This month's column was a breeze. It consists entirely of ideas and info passed along by others. This is a trend I can live with.

Before describing for you my headset removal tool in the November 1991 Bulletin, I said "brace yourself," because I use a small chisel and a light hammer for the job. **NYCC's Mel Shleifer** apparently grimaced, then wrote me a short note with his better idea.

"Instead of a chisel for headset removal, which could gouge the frame," Mel wrote, "why not a piece of pipe or 1/4- or 1/2-inch rod? It's my method."

He's right. Why not? From now on I'll use a small diameter pipe, which is inserted into the head tube, then just tap against the inside flanges of the bearing cups. Mel's way is safer, and it's almost impossible to mar the frame. Thanks, Mel!

You may have read in this column a few months ago about incompatibility problems with 1990 LOOK Carbon Pro pedals (model PP-96) and their non-ARC red cleats. The PP-96's don't mesh properly with ARC cleats, which seem to have become LOOK's universal standard for rotating cleats. When the last of the 1990 non-ARC cleats run out of stock (they won't make 'em forever, I'll bet), you'll be screwed, glued and tattooed, unless you've hoarded a supply of them.

But don't worry — **NYCC's Don Montalvo** has done some detective work that might help you out. Don told me you can contact the LOOK warranty people in Salt Lake City by calling 1-800-755-6651 and asking to speak to Jason. I spoke with Jason, who said LOOK has not initiated a recall program because the problem is not with the PP-96's safety, but with incompatibility. However, Jason is working with PP-96 owners on an individual basis

to try to resolve their problems. Jason is the only person there handling this matter, so be sure to ask to speak to him. "The PP-96 Gang" salutes you, Don...

After reading my December 1991 column about patching tubes, **Tom McMahon** passed along his tip for salvaging items that are a bit more expensive: **tires**.

Tom wrote, "You think it's silly tossing away a \$6 tube because of a pinhole? I've seen people toss a \$25 clincher into the trash can, even though there was plenty of rubber left, because of a few tread cuts. Tread cuts up to 1/2 centimeter long can be permanently repaired with a pin, some Extra-Strength Krazy Glue Gel, and some vinyl tape.

"First remove the tire from the rim. If the cut goes all the way through the casing, put a piece of vinyl tape on the inside of the casing, covering the hole. This will keep the glue from seeping inside the tire, and will prevent the tube from pinching or scratching on the slit casing. Next, squeeze some glue (use only the gel stuff — it's much stronger, and its thick consistency makes it easy to work with) onto the pin head and work it into the tread cut. Pinch the tread to fully open the slit, and don't be stingy with the glue—it only costs about \$2.50 a tube. When you've filled the cut with glue, spread the excess glue around the cut a little. Don't worry about any little lumps or blobs; we'll get them tomorrow.

"Let the tire sit overnight to make sure the glue dries completely. It's a good idea to suspend the tire from something, lest you glue the tire to the floor, the wall, or your bike..."

"Next day, remount your tire and inflate to normal pressure. If there are any lumpy or rough spots on the tread, just sand them down with the little piece of sandpaper from your patch kit.

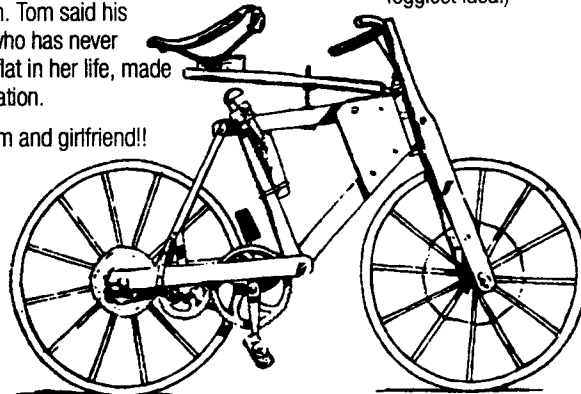
"Believe me, it works! I've got about 2500 miles on my Michelins and hope to keep them on until spring. This would probably work for tubular tires, too, but just be sure the cut doesn't go through the casing or you'll wind up gluing the tube to the inside of the tire."

Tom also pointed out that the cellophane backings on popular-brand patches (Rema patches, made in Northvale, N.J. — bow and hail when you ride by the plant on Paris Ave.), are perforated in the middle so you can peel them off from the middle, without pulling up the edge of the patch. Tom said his girlfriend, who has never repaired a flat in her life, made this observation.

Thanks, Tom and girlfriend!!

Non-**NYCC** member **Kenny Sloan**, who works at Toga bike shop (WEA at 64th St.) and peruses the **NYCC Bulletin** when things slow down a bit, called to tell me his shop stocks both the "alternate spokes" I mentioned a couple of months ago in this space. Kenny said they have the hook-end bladed spokes, which are made by Hoshi, and "The Emergency Spoke" made by the Dutch company, SIMSON. Even better, the instructions are in English.

Next Month: (Honestly, I haven't the foggiest idea.)



"A" RIDES NOTES

The arrival of March means that the highly acclaimed Progressive "A" Rides Series will be clicking into gear once more. If "B" rides don't challenge you enough or if you feel a need for speed but hate road rash, this 12 week series will hone your handling skills and pump up your quads. I like to think of the "A" S.I.G. as the Club's answer to Paris Island. Check the ride listings for further details.

For us veteran "A" riders, it's time to start flattening both our stomachs and those hills which seem to have gotten progressively bigger since last summer. Even you wind-trainer aficionados must have gotten enough of a good thing by now. The "A" training series may be just the ticket for easing back into form. Anyone interested in helping out can give me a call at (718) 726-7644.

Ride leaders suggestion #1 - Check sign-up sheets after a ride and give any new riders a follow up call. It can make a big difference to them and is an opportunity for you to get valuable feedback.

The Joy of Fax: If you want to FAX me a Ride Listing (or receive a blank one or a Sign-Up Sheet) call me at work (212) 623-4277, and I'll give you the number of my FAX line. Am I making this easy enough?

Keep them doggies rollin'!

— Mark Martínez

Blow Outs

Lou S. Pokes



Cold Comfort!

January's snow and cold not only made riding difficult, it made writing this column almost impossible. No, I didn't get frostbitten fingers. It's just that nothing happens when we don't ride. **Christy Guzzetta** and **Ellen Richards** (no) listed a brunch, but with snow on the ground, no one opened the Bulletin to find out. The only Club members doing away riding are **Michael Harvest**, **Dennis Lynn**, **Roberta Pollock** and **Ron Slenzak**. Someone should lead a trip so that we can visit them in Kentucky and California.

With little new to write about, I've got a chance to catch up with some of the things I missed over the past few months.

Every month the back page of Metro Sports has a column titled "My Two Cents". February's "My" is "Our" **Arlene Brimer**. **Arlene** and **Chris Mailing** are now now living in Utah. We'll give them a couple of months to find all the great cycling routes and then we'll all go visit.

Then there was the December issue of Cycling Times. **Lisa Halle** was on the cover. If you can find a copy, she'd be glad to autograph it for you.

And, if you ride Metro North you might still be able to find some of the Citibank posters. I know you can't recognize your riding friends in street clothes, but that is **Larry Nelson**, **Marty Wolf** and **Beth Herman** in the poster. We're still waiting for TV commercial that **Tony Nappi** promised us. The reason Tony hasn't been riding as much this year is that he's spending all of his time on the dance floor. An accomplished ballroom dancer, Tony has won some beautiful trophies cyclists could only dream of.

Every December New York magazine does a "Best of New York" column. What was listed as one of New York's best bakeries? **Noel Comess'** **Tom Cat Bakery in Long Island City**. Is that what it takes to ride so fast - bake your own bread!?

Remember the strange Pederson bicycles that **Mike Yesko**, **Dan Schwartzman** and **Mike DeLillo** bought in Copenhagen? Well, it's not a good idea to take one apart. You might have trouble convincing people that the parts belong to a bicycle. **Mike DeLillo** had taken his fork and steerer tube out to have some work done on it. Of course he wrapped it to protect it. As he was walking down Houston Street in the middle of the afternoon, three cops jumped out, yelled "Freeze" and pulled their revolvers. It seems that the very long steerer tube of a Pederson looks like a machine gun when you wrap it properly. Mike still can't recall what the officers looked like but he can describe the gun they put in his face perfectly.

Congratulations are in order for several Club members. In between hikes **John Waffenschmidt** announced his engagement.

George Kaplan, who goes by many names (**Geo Carl**, **Roscoe George**), can now add **Grampa** to the list.

Allison Charlotte weighed in at 6 pounds 11 ounces on January 5th. **Gail Birnbaum**, who kept her wedding plans quiet to keep out crashers, was recently married. Her husband is now known as Mr. Birnbaum.

Donna Slaterry, who didn't keep her wedding plans quiet, was disappointed that no one crashed her wedding. (You just can't please some people.) The highlight of the day, though, may have been **Ed Fishkin** dancing with **Mendel Markstein**.

Only in the New York Cycle Club could we have such colorful couples as **Judy Gray** and **Jim Greene** (yes) and **Carolyn Blackmar** and **Bill White** (yes). Just think of the possibilities for **Sandy Gold**, **Bernie Gold**, **Jackie Silver** and **Eileen**, **Martha** and **Rachel Rose**.

It appears **Mark Martinez'** anti-cross training, anti-resistance trainer campaign is getting national

attention. February's Velo News quoted Mark's article that appeared in our January Bulletin. Will Velo News print **Lisa Halle's** rebuttal next month? Stay tuned.

Dear Editor,

If you want to know who your friends are, you could go out, train hard, and then win a race. You are likely to get a few congratulatory calls on your performance. But if you want to know who really cares about you, just go out and fall off your bike. If you are a member of the New York Cycle Club, you'll find the fall cushioned by a network of fellow cyclists who really care about you.

I should know. I fell off my bike. It was on October 26th, during an unpublished Ron (Ghengis) Grossman ride. Yes, Ron still leads those monster rides, only few will dare. This was an 80 mile loop out of Cold Spring with 2,600 ft. of climbing the first 20 miles. I fell during the first significant downhill after my bicycle was devoured by a pothole at 30 miles per hour. As I somersaulted over the handle bars of my bicycle, my left TIME toe clip did not release, resulting in a broken hip, ACL tear, sprained ankle, 2 broken ribs, punctured lung, separated shoulder, and internal injuries. My carbon fiber bike sustained a cracked frame. I have managed to a void broken bones and sickness all of my life (50 years). The bad news is I got it all at once. The good news is that I may be good for another 50 years before another accident like this one.

As the word spread of my mishap, calls came from fellow New York Cycle Club cyclists, including the elite club within the club, F.I. C's (Former Injured Cyclists) of which I am now a proud member. Then the cards arrived. Then, more phone

And **Hannah Holland** is still suspended.

And, finally, **Catherine Chatham's** name is not here again.

I hope it gets warm soon!!

calls. The steady stream continued after my arrival at home; a few friends decided to cycle in New Jersey and stop by during the ride to say "Hello". When the weather turned out to be threatening, the ride was canceled, whereupon they drove the 65 miles from New York to Spring Lake!

Upon recovering sufficiently to be concerned about what was going to happen to me, I utilized the New York Cycle Club network by speaking to others who had sustained similar injuries to mine or could source me to the right people to talk to. I wanted to know how others felt while they recovered. How long did it take for the injuries to heal? How long until your first good night's sleep? How did you feel mentally? How long did it take to begin cycling again? I even learned that awakening during the night startled by the physical sensation of being thrown from my bicycle was not unusual. Others experienced the same feeling. I received medical referrals, diet and nutrition suggestions. Every question I asked was answered. The process restored my confidence.

So to all of you who helped in so many ways, "Thank you". Thank you for taking the trouble to show me that you cared. I am deeply touched by your kind and thoughtful caring. I shall never forget it.

—ART CROWLEY
January 24, 1992

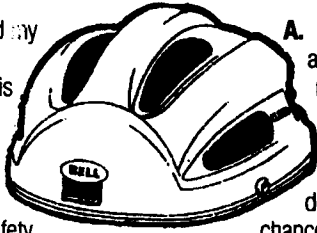
Out of the Saddle

Mark Martinez



Crash Course

I've abandoned my usual rambling narrative for this month's column in order to share some of my thoughts on safety.



I recommend microfilming this article and stapling it to your neck as a sort of Rider Care Label.

Q. What's a safe speed to cross a wet steel deck bridge?

A. That depends on how fast you can walk. If you think walking is for wimps, review the footage of the '90 Tour de Trump where a number of professional riders crashed on a rain-slicked steel deck bridge with excruciating consequences. Wet metal has a minuscule coefficient of friction when compared with dry pavement. (That's techspeak for "it's very slippery"). Bridge rash also tends to be a lot nastier than garden variety road rash. I won't even attempt to describe what expansion joints can do to human digits. You've got the picture, right?

P.S. — All of the above applies doubly to the ubiquitous metal plates that are haphazardly placed on city streets to cover road cuts. "Plate!" is the warning cry of choice.

Q. When should I pass a bus on the right?

A. After it's been immobilized by a direct SCUD missile hit. Busses have blind spots larger than some countries in the U.N. In the driver's convex right-side mirror, you and your bicycle appear about the size of a squashed fly—which is what you could resemble if you get pinned between a parked car and 5 tons of rolling steel. Even if you think you can squeeze by a stopped bus, you have to consider disembarking passengers. Is it worth it?

Q. How can I avoid getting "doored" by a motorist?

A. This is the one kind of accident I have recurring nightmares about. There's no guaranteed way to totally eliminate this hazard, but you can definitely reduce your chances by attempting the following (as traffic permits):

Ride more than a car door length from parked cars. (I know this seems incredibly obvious to some of you, but you would be surprised at how many riders fail to employ this simple tactic.) Some cyclists, fearing the rush of faster moving traffic, hug the curb lane as if it were a safe harbor in a storm. I prefer to think of edging away from the curb lane as swimming out past the breakers. When riding in the city, try to keep up with traffic, (it usually doesn't move that fast). Think of stoplight sprints as interval training.

On broad avenues, take the inside edge (the side furthest from parked cars) of an outside lane (left or right). I prefer the left lane because I don't have to deal with busses. This position allows you easy access to a center lane should you encounter a double parked car or slow-moving vehicle preparing to turn. Being near the edge of a lane will usually give you a clear sight line for road hazards that would otherwise be obscured by traffic. If everyone in front of you slams on their brakes at once, you may be able to dodge between vehicles. (Remember—just because you can stop in time doesn't mean the garbage truck behind you can.)

On one-way side streets, I also favor the left side because a driver is more likely to exit a parked car than a passenger. (You don't usually see cars with just a passenger.)

Q. If I see a pedestrian waving at me, should I wave back?

A. I don't think so. Chances are that one or more cabs are about to cross three or more lanes of traffic in an

attempt to pick up a fare. Their paths will probably intersect yours. Be prepared to take evasive maneuvers.

Q. Is riding in a paceline dangerous?

A. No. Yes. Maybe.

I know this is a loaded question, so I'll take the coward's way out. Why don't you think about it and send your thoughts to me or the editor. I've got an inquiring mind; I'd like to know.

Q. Should I yell "Clear!" when crossing a traffic free intersection against a red light or stop sign?

A. No. All that does is give the people behind you less motivation to check for themselves. "Invisible" cars have crossed intersections moments after my quick scan saw none. Situations may change by the time the next rider gets to the intersection even if you got a good look. Do yell, "Car right!" (or left) when you spot one. Sure the cyclist behind you may get pissed off if you were wrong and he/she slows for nothing, but that's a whole lot better than the opposite case.

Q. When is it safe to cross a double yellow line?

A. That depends. The only problem with crossing a double yellow line is not having enough time or space to

get back to "safety" before the Acme tractor-trailer makes you look like the Coyote in a Road Runner cartoon.

I know it's hard to resist clipping the apex of every fast downhill corner, but you might want to ask yourself a few questions before crossing the "line-of-death". Is the road clear of oncoming traffic—how far ahead can you see? Is there a vehicle about to overtake you from behind? Is there enough room for you to squeeze back to your lane without cutting off another cyclist?

If you can answer all these questions to your satisfaction, go for it!

Q. Why do some people ride without helmets?

A. I'll make this one multiple choice;

- a. Their heads are too big to fit any helmet.
- b. They're slam dance fans.
- c. They use Snell approved hair gel.
- d. They can't help it, they're French.
- e. Why ask why?

Following the above "rules" won't guarantee you'll never have an accident, but it might tip the odds a little bit more in your favor.

NYCC (Re)Election Results

A resounding total of 26 ballots were cast before the deadline for voting (the second time) on proposed changes to the Club Bylaws. **Paul Minkoff's** proposed "non-discrimination" amendment was defeated 21 to 5. **Paul Minkoff's** proposed amendment that "all Club events be open to all club members at any time, no matter what, so long as they are physically and fiscally able" was defeated 24 to 2. **Jeff Vogel's** and **Richard Rosenthal's** proposed amendment to "constitutionally authorize Ride Coordinators to edit, change and censor ride listings," was defeated 17 to 9. As for **Dick Goldberg's** proposed amendment to establish the position of Club Librarian, the vote was tied 13-13. However, since a two-thirds majority is required to change the bylaws, it too was defeated.

—Bob Moulder,
Commissioner of Elections for NYCC Election '91

Rochambeau Lodge

Lisa Halle

I recently spent a weekend with a few friends up at a lodge in Walpole, New Hampshire. Situated in the heart of Alyson's Apple Orchard, a 500 acre working farm, Rochambeau Lodge is just a couple of miles from Vermont, nestled in a beautiful stretch of the Connecticut River Valley.

The Lodge, a completely restored barn, is built to new housing standards with five sleeping rooms, five with twin beds and one with a double bed on the first floor — and on the second floor are five more beds. In all, it sleeps fifteen people comfortably, with two large bathrooms, complete with a washing machine and dryer. On the first floor is a large kitchen, living room and dining room with a 12 foot oak table. There is a TV, a VCR and it all surrounds a wonderfully warming wood-burning stove.

Rochambeau Lodge is available year-round (except for seven weeks in the fall, when the fruit pickers are

working) as a vacation getaway, for you and your party only. In the winter, you can ski, hike and explore. And in the spring, summer and fall it's perfect for cycling — we were lucky enough to get a warm day to explore the area on our bikes, and the scenery is truly breathtaking.

For more information on staying at Rochambeau Lodge, call 603-756-9090. During the summer, the cost is \$275 the first night and each night thereafter is \$200, or \$1,000 per week. Winter rates are \$300 for the first night and each night thereafter is \$200, or \$1,000/week. This cost is for all members of your party.

My deepest appreciation goes to Bob Jasse, the owner of Alyson's Apple Orchard, and Rochambeau Lodge. This place is a little piece of heaven! I'll be heading up there again at the beginning of May.

Class Correspondence

Richard Rosenthal has launched the New Year with an auspicious round of cycle-related correspondence. To NYC Dept. of Transportation Commissioner Lucius Riccio he sent a Christmas greeting, expressing "the hope of our 1200 members that we'll have a better year due to your increased support for us at least insofar as cycling in Central Park is concerned."

Lou responded by thanking Richard for his message and for the photo of the town of Riccio, Italy, which Richard presented to him at the February Club meeting. "Your photo is hanging in my living room," he wrote, "and it keeps your issues alive in my heart." Not one to lose valuable momentum, Richard has penned another letter to Lou, along with a "non-petition" petition, asking that the DOT make a cut in the high curb at 178th St. and Cabrini that approaches the George Washington Bridge ramp. Stay tuned.

From another quarter, **Greg LeMond** of Greg LeMond Enterprises (you may also know him as a Tour de France winner), dashed off a note to Richard, saying, "I would like to say Hi to you and all the members of the New York Cycle Club."

Membership

Herb Dershowitz

To those of you who've renewed your 1992 memberships, thanks. To those who haven't yet, please remember that regardless of when you joined the Club, memberships run from January to January. Renew now for the New Year.

New York Cycle Club Board Meeting

Tuesday, January 7, 1992 (summary)

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

Absent: Lisa Halle

The December minutes were approved as corrected. It was agreed that Gail, as Editor, should summarize the minutes for publication in the Bulletin.

Richard said he was going to ask each Club member to send a membership application to one non-member. He also suggested that we send a complimentary Bulletin for one year to various people such as Kyle McCarthy of Metro North, Betsy Gottbaum, Ruth Messinger, Lucius Riccio, John Benfatti, the NY Road Runners Club and all guest speakers at Club meetings. It was agreed that we would send the Bulletins with a cover letter.

Larry presented the 1991/92 budget. After discussion it was agreed to budget offsetting income and expense for Club water bottles. The budget was unanimously approved as submitted.

Gail discussed the various letters she received as Editor. She will determine which letters she will print and whether they need to be edited for length.

Cliff announced that he mailed or will mail the Best of the NYCC certificate to the Flagship and Armonk Deli. He also wrote a letter to

United Cerebral Palsy asking them not to use our roster for their mailing list. He has not yet received a response. Cliff asked for approval to have more Club brochures printed. There were no objections. Cliff recruited volunteers for an "Adopt a Shop" program for distributing brochures to various shops. Cliff will also prepare a press kit for distribution to the media.

Mark asked that we try to continue to offer some of our classic rides, such as Greenwood Lake and Devil's Kitchen. He would also like to develop some new leaders.

Margaret presented Irv Weisman's proposal regarding changing the ride classifications. Irv asked if he could address the Board at its next meeting. A lengthy discussion ensued about whether Board meetings were open to guests. The final decision was that the Board would allow members to make brief presentations, provided that the Board was notified and the Board approved of the presentation. This passed by a vote of 10-2. A motion was passed to invite Irv to the next Board meeting. (Note: Subsequent to the meeting, Irv made a presentation at the January 14 Club meeting. Based on the general response at that meeting, Irv agreed to table the issue temporarily.)

Jim stated he would like to see more and different types of B rides, such as centuries and weekend trips. He asked for ideas on how to recruit new leaders.

4/26 Connecticut Shoreline Ride-Reservation.

Send with \$30 check payable to NYCC to:

Geo Carl Kaplan, 18 W. 16th St. NY, NY 10011 **BEFORE April 1**

Name _____

Address/apt.# _____

_____ Zip _____

Telephone _____

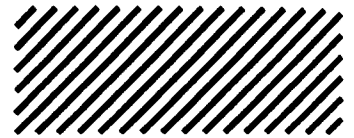
☐ Coffee ☐ Tea ☐ Decaf / ☐ Bagel ☐ Plain ☐ Cream Cheese

☐ Pizza ☐ Veggie ☐ Meat / ☐ Soft drink ☐ Reg. ☐ Diet

Metro North Pass Required!

A Case for Curbing Cars

By Charlie Komanoff



Writing in the February Bulletin, Peter Hochstein asked whether Transportation Alternatives "has gone too far." Hochstein argued that T.A.'s campaigns to ban cars from the Central and Prospect Park loop roads make enemies and are misdirected; without cars to clear out the lanes and justify pavement maintenance, he said, cyclists will be battling skaters and runners, with potholes to boot.

Well, it's good to see cycle politics in the Bulletin. And Hochstein was gracious in acknowledging T.A.'s many cycle access victories. But I disagree with his main point. I think auto-free parks are winable and desirable, not only for recreational riding but as a first step in curbing the car—a direction that every cyclist should support.

BROAD-BASED ADVOCACY

For starters, let me reassure Hochstein that T.A. remains committed to broad-based advocacy on behalf of bikes. For example, the Jan – Feb City Cyclist had four "clip-'n-send" postcards: one asked Gov. Cuomo to apply for federal bikeway funds; a second urged the Transit Authority to legalize bikes on off-peak subways; a third asked the Dept. of Transportation to institute year-round "summer hours" in Central and Prospect Parks; only the last, to the Parks Dept., was for banning cars from parks. Nor is T.A. hung up on "bike-ins"; we use an array of tactics ranging from mass letter-writing and demonstrations, to behind-the-scenes research and negotiations with bureaucrats.

CYCLISTS, PEDS, PARKS

Hochstein's essay equated me with T.A. But T.A. is a truly broad-based organization whose energy and focus come from hundreds of dedicated volunteers. The auto-free park campaign in particular was launched in 1989–90 after considerable discussion by our Board of Directors and at meetings of T.A. and its Auto-Free NY Committee. The

campaign has blossomed into a public issue through endorsements by officeholders like Borough President Ruth Messinger and through 20,000 petition signatures and postcards as well as dozens of demonstrations. My own role in the auto-free parks steering committee has been minor.

Hochstein seems to blame the Central Park 15 mph bicycle speed limit on T.A. "bicycle road hogs" who want to push cars out of the park and thereby add to the chaos for which cyclists get scapegoated. I admit to being confused by Hochstein's sense of cause and effect. For the record, the Parks Dept. hatched the speed limit in response to its unease over crowding during recreational hours (fed by the growing popularity of roller-blading), an anti-bike New York Times op-ed piece, and a serious collision between a fast cyclist and a small child at a crosswalk. As much as I resent the speed rule for its blatant discrimination (cars are exempt) and for Parks' refusal to negotiate a cooperative approach, I also don't believe that cyclists who can't or won't slow down to avoid people in their path have an automatic right to ride fast in crowded places.

For years, T.A. has labored to get cyclists to yield to pedestrians, no matter how benighted or walk-manned. Part of our motive is self-interest; reducing "bike-ped" accidents has been key to improving the image of cycling to where public officials now entertain our pleas for bridge access, parking, etc. But there's a principal at work too: people on foot have a right to relax, converse, even daydream, without always being vigilant. Especially in parks. Sure, speed is a thrill, but in a crunch, I try to heed Gandhi's dictum — there's more to life than increasing its speed.

As for pacelines in the Park, maybe they belong during mornings only,

when there are fewer people around. If cars make this unsafe, that's another reason to ban them. In fact, contrary to Hochstein's view, a car-free park would be safer and easier to share; the bewildering bike-runner lane, which means one thing on weekends and the opposite during the week, could give way to a lane-striping system geared to different sports or speeds.

CARS ON WELFARE

Hochstein says he tolerates cars, in part, because motorists pay taxes. As a regulatory economist, I can vouch that what motorists pay in gas taxes, car registration, tolls and other user fees is far less than what government pays to support them, via road and bridge building and maintenance, signals and lighting, traffic law enforcement, rescue and motor-vehicle administration. Most of the \$1 billion a year gap is made up by income, sales and property taxes on non-drivers, who make up 80% of adult New Yorkers.

And there's more. We all pay in disease from car exhaust, vehicular deaths, stress from incessant car noise, even the auto's role in global pollution. The truth is, the motorist owes us, not the reverse. The road hog isn't the cyclist, militant or otherwise; it's the motorist who has

stolen the streets, the air and, yes, the parks, without even paying for the privilege.

WHAT T.A. IS AFTER

Hochstein casts bicycle politics as "us" (cyclists) vs. "them" (non-cyclists). Transportation Alternatives is trying to redefine this equation. We think New Yorkers want clean air, streets bursting with life, and space enough for everyone from 8 years old to 80 to feel safe to ride in. That means fewer cars. As T.A. executive director Jon Orcutt points out, auto-free parks are a first step in breaking the vicious cycle by which more cars and more roads beget still more of both.

Auto-free parks aren't fundamentally about training, exercising or even cycling. They're a means to a livable city, where walking, breathing and cycling come first. T.A. is leading the movement to make New York that kind of city—for the good of people living here and as an example to the world. Cycling is part of our vision—a big part—but let's remember that there's more than bikes at stake.

Charlie Komanoff, a NYCC member, is Director of Research and Past President of Transportation Alternatives, a 1700 member advocacy group.

Letter to the Editor

As a former board member of Transportation Alternatives and present member of NYCC, I feel compelled to comment on Peter Hochstein's tunnel-visioned "Park all to Yourself." He shamelessly defends an entity that enjoys too much of NYC: the car. And he evidently supports the park being used by taxis as an inner-city freeway, right? Why else do they need to be there? Moving beyond the idea of 20,000 "vulnerable" taxi drivers, he confuses the issue; an auto-free

park is not about transportation so much as it is quality of life.

I am actively involved in expanding auto-free park space in San Francisco. I realize that "A" level riders will not be able to speed through portions of the park because of the presence of skaters, strollers, runners and walkers—that's the "nature" of shared access. I would not, however, fight for auto access to ensure a ped-proof bike lane! Obviously consensus has not yet been reached. Nevertheless, perhaps Hochstein should retitile his piece "Honk if you want the park all to yourself."

—Peter Meitzler

Classified

GREEN MAGMA SPECIAL

Buy 2 Bottles — Get 1 Free
Magma N.Y., Inc., 308-9778

Package deal: Trek 2000, Dura-Ace and carbon fiber equipped; tools; 2 soft-sided carrying cases; other extras. \$850 firm.
Call Mark Leveque (212) 988-3605

For Sale: Cannondale SR300 racing bike, 54 cm. First reasonable offer (\$200) buys it.
Call Mark (212) 348-1913

Yakima Car Roof Rack. Standard 1A48" rails for cars with rain gutters, and set of four locks. \$130 retail value. Asking \$50 (or will trade for 1C48" rails).
Debbie Bell (914) 353-6925

For Sale: Delta Stronglight headset. Mint condition—never used. Weight, 86 grams, needle bearings. Cost \$40, will sell for \$25.
Call Greg (212) 781-6702

I'm going cross country this summer and I'm looking for a few other cyclists to join me. East to west, three months. Self-contained travel, camping and hostels mostly. Flexible itinerary. Interested?
Call John (212) 677-2477.

For Sale: Panasonic DX-2000, 61cm (c-t); includes working CatEye Micro, 2 water bottle cages, carry-all rack, \$50 or best offer. Vitus frame-set, 57 cm (c-c) with D/A headset, Ultegra BB, Sakae seatpost. \$100 o/b/o. Dura-Ace brake levers: Old style (non-aero, non-SLR); \$20 o/b/o. CatEye Vectra: \$10. Cinelli 1A Stem (11 cm) and handlebars (64-40), \$5/each. MATRIX ISO-C II rim, 36, \$10. Call R. Bernardi, (W) 773-1636, (H) 874-1348

PARK upright bicycle stand; professional truing stand; all kinds of quality electric and handtools; hi fi speakers, and lots of other stuff for home and office. View in Manhattan; call Larry anytime (212) 941-8557

Michaels Bicycles

© Michael Toomey



No.3

From Michael's collection of bicycle memorabilia

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:

(If a couple, both names please)

Signature:

Name:

Signature:

Street Address/Apt#:

Phone (H):

City/State /Zip:

Phone (W):

Date:

Check Amount:

Where did you hear about **NYCC**?

☐ New ☐ Renewal ☐ Change of Address

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

Other cycling memberships: ☐ AMC ☐ AYH ☐ Bikecentennial ☐ CCC ☐ CRCA ☐ LAW ☐ TA ☐ _____

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

Program

A Master Builder

Richard Sachs
Master Framebuilder

Come hear craftsman builder Richard Sachs
discuss the art of framebuilding.

Sample Sachs Frames will be on view.

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

April Meeting

Ruth Messinger,
Manhattan Borough
President, a friend of
cycling, visits NYCC.



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



First Class



5/01

CHRIS MAILING
ARLENE BRIMER
11149 N TAMARACK DR
HIGHLAND UT 84003-959