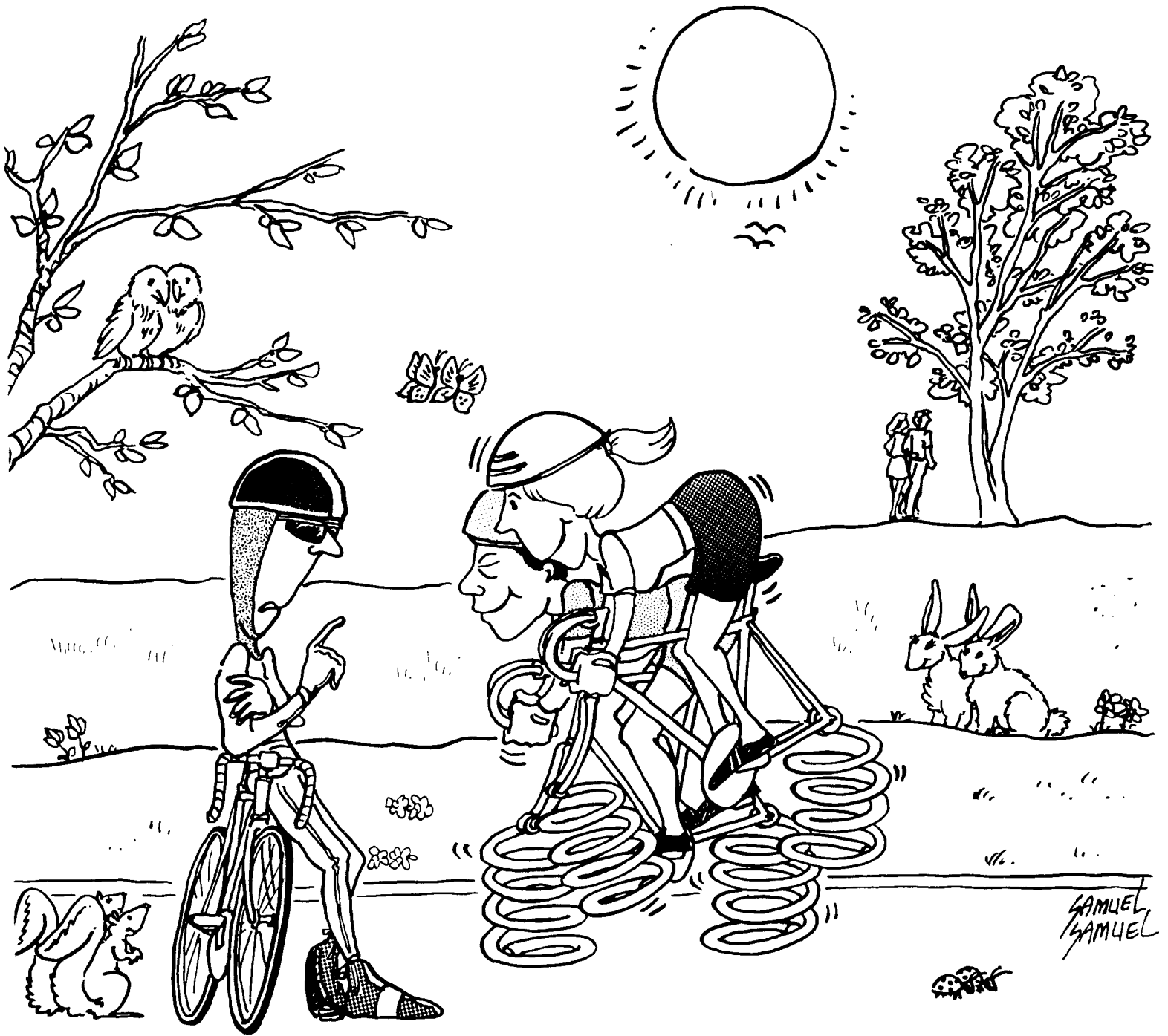


May
1992

NYCC Bulletin



"Oh don't tell me, let me guess...ummm...it's finally spring!"

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

A Call for Research Let's have an open discussion on a subject that does not often see the light of day, but that may be a health issue that affects bicyclists—hemorrhoids.

I was reminded of how hard it is to start such sensitive discussions when I recalled the courage it took for one of our brave and upstanding members to come forward at a club meeting to announce research on the subject of pressure on the pudendal nerve and the passing problem of Post Rider Impotence, hereafter referred to as **PRI**.

The present cry for help started at the Boathouse where I heard that one of our most illustrious and accomplished riders had ridden some considerable miles standing up so as not have to sit on his healing tush.

Instantly several riders offered up their own stories of pain and recovery. I then remembered others who, over the years, had remarked on tush discomfort. Someone offered a formula of magic recovery and avoidance of surgery. Through fear of surgery, psyllium hydrophilic mucilloid suspensions were given a

go and the problem receded from the light of day. Is this the answer for more of us?

As a service to the riding community a poll should be taken to see how many of us are affected and whether this is a problem to more of us than is customary. Someone should interview all the riders and take notes. Sort of the ultimate up-close and personal sports story. And then mabe do some random street interviews to get some comparison data.

Volunteers?

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

Deadline for June Bulletin, May 1st

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.

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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 40-55mi 10am Weekday Spin to Rockland
 Leaders: Don Montalvo & Augustine Kim. From the Boathouse. This brisk paced training ride is for you night shift (no shift?) types. Regular employment hours - lousy weather cancels. Rain dates: Wed/Fri, same time.

Friday, May 1

B&C 12mi 6:30-8pm Friday Night Services
 Host: Richard Rosenthal (212 371-4700). From the Boathouse. Bike one or two easy laps, then learn to make emergency road repairs, fix flats, and true your wheels. Call to confirm.

Saturday, May 2

SigA 90mi 8:30am SIG Progressive "A" Series Ride #9
 Leaders: Bob Moulder (212 682-5669) & CJ Obregon (718 338-3275). From the Boathouse. Some real hills. Burning quads. Miles. Prior participation required. Let's do it. Rain date: 5/3.

A 60-70mi 9am Nyack Again
 Leader: Greg Worley (212 781-6702). From the Boathouse. Back route to Nyack via River Road, Tweed, etc. Excessive rain cancels.

B+ 55mi 9:15am Help the Leader find Park Ridge!
 Leader: Janet Klutch (212 724-8690). From the Boathouse. Pleasant pace, pleasant company & most wonderful diner fare awaits us. A shopping stop at the bike shop, bring plastic. Horrific weather cancels.

Sunday, May 3

A 70mi 8:30am AHHH VALHALA
 Leader: Jody Saylor (hm 212 595-3674; wk 212 228-0440). From the Boathouse. Come join us for a Dam-Nice ride. Picnic at the Kensico Dam. Rain or other upcnic like weather activity like temp below 32 cancels.

A 50-70mi 9am Hoping for Sunny Skies (again)
 Leader: Tom Lowenthal (718 847-6048). From the Boathouse at 9am and connects with me at Queens Blvd. & Yellowstone at 9:45am. Somewhere on the North Shore. Wet cancels, but not cold.

B 56mi 9am Bike Paths & Bridges
 Leader: Michael DiCerbo (212 645-1120). From the Boathouse. 28 miles of bike paths and 14 bridges, back and forth over the Saddle River, lunch in Ridgewood.

B 65mi 8am Armonk Rounder
 Leader: Gary Krzynowik (212 931-5367). From the Boathouse. This will be a pleasant ride through Westchester County with a minimum of huge hills. However these will be enough to keep your legs warm. Call me if unsure of weather.

"C"36/65mi 8:45am Long Beach Ramble
 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!

Saturday, May 9

SigA 95mi 8am SIG Progressive "A" Series Ride #10
 Leaders: Carolyn Blackmar (212 369-1419) & Emie Yu (212 663-5747). Last week was easy. Now we've got the real hills. But it'll be duck soup because we're a ride away from graduation. Prior participation required. Let's do it. Rain date: 5/10.

A18 90mi 7:30am Paterson Falls
 Leader: Karl Dittebrandt (212 477-1387). From 59th St, Plaza Hotel. Although this has been called the most unscenic ride in the club it's not true, the falls are scenic but there will be some hills and urban blight. Rain or temp below 35 cancels.

B+ 60mi 9am New City (without hills)
 Leader: Jane Kenyon (212 662-1935). From the Boathouse. I'm told there's a way to New City without hills - Let's find it together. Good food in good times (diner). Helmets please. Cold & rain cancel.

Sunday, May 10

A/A- 70mi 8am Ridin' High
 Leader: Lawrence Ksiez (718 478-0644). From the Boathouse. We'll take a 9W course up to the Skylark, River Road optional, then we will get pretty high on top of Bear Mtn. via Perkins Drive, then it's on to Newburgh with a train ride back from Beacon. Precip call leader.

A- 80+-mi 9am Picnic on the Croton Dam
 Leader: Irv Schacter (212 758-5738). From the Boathouse. Brunch in Pleasantville, Picnic on the Dam, and oh yes, many hills. Beautiful scenery but not for the faint of heart. The usual cancels.

B-/C+ 35mi 9:15am Staten Island
 Leaders: Jim Babbit (718 296-0027) & Roscoe George (212 989-0883). From Staten Island Ferry-Battery Park (We'll take the 9:30 ferry so be on time). Easy paced ride to Richmondtown Restoration and the Lighthouse. Precip 40% or greater or predicted high temp below 45 cancels.

Friday, May 15

B&C 12mi 6:30-8pm Friday Night Services
 Host: Richard Rosenthal (212 371-4700). From the Boathouse. Bike one or two easy laps, then learn to make emergency road repairs, fix flats, and true your wheels. Call to confirm.

Saturday, May 16

SigA100+mi 8am SIG Progressive "A" Series Graduation Ride
 Leaders: Carolyn Blackmar (212 369-1419), 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), Emie Yu (212 663-5747). This it it! We're putting it all together. Lunch at Bear Mountain. By invitation only. The second deluge cancels. Let's do it!

A/A- 65mi 9am Your Tax Dollars at Work
 Leader: Rich Herbin (914 939-5495). From the Boathouse. Apres Brunch a la Portchester Coach, ogle unbelievable residential opulence in Greenwich. Snack in Bedford. Ride ends at Rye RR Sta-bring Metro-North pass or ride the 22 miles back to the Boathouse. Read J.K. Galbraith's new book and be prepared to discuss tax policies which encourage grandiose residential investments. Note: the CT. loop is hilly and very scenic. Any HINT of rain cancels.

A/A- 250mi 7am Montauk Twin Century Weekend
 Leader: Marty Wolf (212 935-1460). As in past years, we'll take a central Long Island route on Sat, and will return on Sun. by the same route used by the 5BBC and NYCC so we can wave at our friends. Our group will stay in a motel in Montauk Sat. night. Call Marty for further details, and to make motel reservations.

B+ 55mi Hey- Nyack

9am

Leader: Ellen Richard (212 505-0697). From the Boathouse. Nyack via the big hills - River Road, Ash, Bradley & Tweed, then Lets Eat! Helmets required. Rain cancels.

Sunday, May 17

A 120mi Haven't We Been Here Before?

5:30am

Leader: Lawrence Ksiez (718 478-0644). From the Boathouse at 5:30 sharp & 6am from Queens Blvd & Jewel Ave. This ride coincides with the 5BBC Century to Montauk, BUT, my ride doesn't go the same way, so if you don't want to ride in a pack of 30 or 40, stick with me, I promise a kinder, gentler ride, we could even wave to Marty and her gang on their way back from Montauk. Check April Bulletin for coupon to get back from Montauk, there's no train back today. Call leader for registration details. Rain or shine.

120mi Montauk Century

See coupon in last month's Bulletin for registration information or contact the 5BBC at 212 932-2300 ext 355. Start 5:15am at the Plaza Hotel, 5th Ave & 59 St. or 6am from Queens Borough Hall, Kew Gardens. We will be stopping at the official 5BBC starting point in Kew Gardens to check-in and drop off any luggage for transport to Montauk. You may avoid having to individually check-in at Kew Gardens by signing a NYCC Check-in Sheet at the Manhattan start. The 5BBC assures us that luggage and showers should be ready and waiting by 1pm and the buffet will be set-up by 2pm. If you are not signed up for the 5BBC Buffet, you may purchase food in Montauk and carry it 2-3 mi to Montauk Downs State Park where the buses will depart from. Buffet participants can be accommodated indoors if the weather becomes unfavorable. Remove, regrease, and re-install pedals before the ride to avoid grief (and broken pedal wrenches) in Montauk. Pray for a tail-wind.

C 25mi Bike Queens/Flushing Meadow Park Plus

10am

Leader: Richard Fine (914 638-0842). From Queens Blvd & Continental Ave/71 Ave. Visit old World's Fair Grounds, plus other Queens sites. Bring lunch or buy, lock. Joint with TA.

May 23 to 26

All Levels Sheffield, Massachusetts Memorial Day Weekend

Leaders: Karen Reich & Gerry Wendrowsky (212 874-7923). Forget 9W & Queens Blvd. A long holiday weekend in the Berkshires with Henry, Meryl & Tom will calm the spirit, elevate the soul and "pump you up!". Come stay at Bed & Breakfasts and ride on wonderful country roads for this holiday tradition. Fly fishing & celebrity bus optional.

A Vermont Triple Centuries - 120 + 100 + 120

5:45am

Leader: Ray Malecki (718 426-7383). Rescheduled from May 9. See March Bulletin for details.

Saturday, May 23

A 70+mi Miss the Berkshires?

8:30am

Leader: Donna Slattery (718 921-4635). From the Boathouse. Get your bish at a picnic bash with Donna. We head up to Saddle River. The usual cancels.

C14 40mi Sleepy Hollow Restoration

10am

Leader: Maggie Clarke (212 567-8272) & Don Passantino (718 446-9025). From Dyckman St & Broadway "A" train at the Triangle. Join us for a lovely moderately paced ride up the Hudson to Washington Irving's home (note cruising speed). We will look for the head of the headless horseman and picnic in the backyard. If interest warrants, we'll ride on the Croton Aqueduct. Bring \$ for entrance fee & Metro-North bike pass for emergency. Forecast 60% chance of rain cancels.

Sunday, May 24

A20 116mi Perkins Drive

7:30am

Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. Perkins Drive the classic route, 9W with a stop at Stony Point, Perkins Drive, return over Seven Lakes Drive, Rt 502. We should be back by 4:00pm. Rain cancels.

C Leaderless C Ride

9:30am

Leader: ? From the Boathouse. Wherever. Precip cancels.

Monday, May 25

A- 65mi Back to the Hills

8:30am

Leader: C.J. Obregon (718 338-3275). From the Boathouse. River Road, Ash St., Both Old Mountain Roads, S. Mountain Rd. Dine in New City. Helmets required. Rain cancels.

Saturday, May 30

A23+70+mi Cafe Bustelo Vuelta de Rockland

9am

Leader: Angel Rivera (212 889-9346). From the Boathouse. No, it's not really a race but if you're an "Off The Front" kind of dude, this ride's for you. Cruising speeds will hit 23mph and better - so drink your espresso early! Rain at start, wet roads cancels.

A- 60-70mi Are you over the hill yet?

8:20am

Leaders: Caryl Baron (212 595-7010) & Claire Goldthwaithe (212 228-0828). Meet at 8:20 at the Staten Island Ferry Terminal, Manhattan side, to catch the 8:30 ferry (\$5.00). Celebrate a milestone with us. We'll ride a suburban route to Watchung Mountain for some spring hills, a waterfall, maybe some wildlife. And yes, that notorious bridge.

B16 55+mi Long Island

9am

Leader: Jim Babbitt (718 296-0027). From Statue of Civic Virtue, Queens Blvd. Scenic North Shore roads on this ride to Bayville/Oyster Bay. Rain cancels.

Sunday, May 31

A+ 100mi Double Half a Century for Clay's Half Century

9am

Leader: Alex Bekkerman (212 213-5359). From the Boathouse. We will celebrate Clay's anniversary by riding a steady cooperative and demanding pace to Clay's Bar-B-Que, via Bear Mtn and Newburgh-Beacon Bridge. See Clay's description for return policy and cancellation conditions.

A 40-75mi Clay's Last-Day-of-his-First-Half-Century Ride and Bar-B-Que

9am

Leader: Clay Heydom (914 941-5013). From the Boathouse. The leader will bring up the ride into Westchester, through Sleepy Hollow, to his back yard at 20 Agate Avenue in Ossining. On the way down my very steep dead-end street watch out for a fluffy white dog (blind), a one-eyed cat (mine), and small children who still want to get even Christy. After the bar-b-que you can bike back or take Metro-North.

B16 60mi Country Club Tour

9am

Leader: Jim Babbitt (718 296-0027). From the Boathouse. We'll pass by Golf courses galore on this ride to Mamaroneck Harbor. Rain cancels.

C 40mi Staten is an Island?

9:15am

Leaders: Leslie Tierstein & Roscoe George (212 989-0883). From Staten Island Ferry Manhattan 9:15am or Staten Island 10am. We will once more prove Staten is an Island. Precip cancels.

Friday, June 5

B&C 12mi Friday Night Services

6:30-8pm

Host: Richard Rosenthal (212 371-4700). See May 1 listing.

Saturday, June 6

A 72mi 9am A Little Tor(ture)
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 8am South Bound Soiree
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.

B15 55mi 9am Sagamore Hill
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 (clean socks option, no cleats in mansion). Usual cancels.

Sunday, June 7

All Class Ride to Tallman State Park. There will be several rides at different speeds and distances all ending at Tallman State Park for a group picnic. This is one of the most fun events of the year. See the June Bulletin for details on each ride.

NYCC TOURS FOR A WEEKEND OR LONGER

June The Oregon & California Coast
Leader: Michael DiCerbo (212-645-120). A two week ride from Portland, Oregon to San Francisco, California. This is considered one of the most beautiful coastlines in the world and we'll have a tailwind the whole way. Call now if interested.

The following rides were listed in the March or April Bulletin. They are still forming. See March or April Bulletin for details.

June 5 to 15 A 1000km Classics Quickie. Leader: Michael Yesko (212 533-2409) and Jane Kenyon (212 662-1935). two famous European Spring Classics; probably Liege-Bastogne-Liege and Paris-Roubaix, each about 250km in length. Let us know of your interest soon so that we can invite you to our planning party in April.

June 13 to 29 A The Animals Go To Africa. Leaders: Margaret Cipolla & Jeff Vogel (718 275-6978). Cost is \$1250 plus airfare. Call now if interested.

July 2 to 7 A- 300mi Puget Quickie. Leaders: Sherri Gorelick (212 744-6699) and Michael Yesko (212 533-2409). Trip is in the planning stage - call if interested. We are open to ideas and additional information.

Editor's note - to locate a logo:

Over the years, The New York Cycle Club has been identified not only by its full name and by the initials "NYCC," but also by various symbols, both official and unofficial. More than a name, a graphic symbol—a logo—provides a consistent identity and projects the image of the Club. To be most effective, the logo should always be used to identify the Club.

Although an NYCC logo was selected by Club members at a membership meeting last year, it did not meet certain specific design requirements. As a result, the logo selected proved to be difficult to use in practice. Therefore the Board of Directors is again seeking submissions of proposed logos from Club members.

The Board will evaluate the submissions for suitability and select a limited number of "finalists" to be presented to the entire membership of the Club for their vote.

The Club logo should include the letters "NYCC" as either part of the design or an adjunct. The logo should include the concept of "cycling" and may also include a New York theme.

A proposed logo should be usable on all Club publications and accessories. This means it should be suitable for printed materials such as business cards, brochures, stationary, etc., as well as clothing (shorts, jerseys, musette bags, jackets) and accessories (water bottles,

July 24 to August 3 A 1500km **Pyrenees/Cote d'Azur Quickie.**

Leaders: Richard Rosenthal (212 371-4700) and Michael Yesko (212 533-2409). Let us know of your interest soon so that we can invite you to our planning party in 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. Join us

OUT OF BOUNDS

Saturday, May 9

A/B/C 42 mi The Five Boro Bike Tour
8am From Battery Park. Brochures & Registration forms are available at your local bike shop or call 212 932-0778.

Sunday, May 17

The 15th Annual Bloomin' Metric Bicycle Tour. Connecticut's largest and most popular bicycle tour. Rides of 25 mi, 75km and 100km along the coastline and roads of Fairfield County. Call 203 254-8787.

Tuesday, May 19

Bike to Work Day. May is National Bike Month, and Bike to Work Day offers a perfect opportunity to start bicycle commuting. For more information send SASE to League of American Wheelmen 190 W. Ostend St., Suite 120 Baltimore, MD 21230.

Sunday, May 31

The 1992 Spring Classic Cycling Tour to benefit **Food and Hunger Hotline**. 75 miles, beautiful countryside to Hook Mountain State Park. Breakfast & picnic lunch provided. Call 212 366-5400.

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 (LAW) annual rally. Write to GEAR 92 North Country, St. Lawrence University, Canton NY 13617.

bike decals). Therefore the logo should be "scalable" so that it is identifiable in sizes ranging from 1/2" high (for business cards) to 6" high (for clothing).

The logo should be reproducible using a single color ink; the cost of color reproduction is such that a color logo is not an option. While grays may be used, a black-and-white (line art) version must also be submitted which can be used where grays won't reproduce, such as in small sizes.

Each logo should be submitted in at least two formats: on an 8 1/2" by 11" paper (or board) and 1" high. A complete "identity program" showing how the logo would be

used in various formats will help the Board in its selection. While a computer disk submission is not required, the logo should be convertible to a computer representation. Remember that the laser printers we use are limited to a resolution of 300 DPI (dots per inch) so avoid very fine lines.

Submissions must be received no later than June 1st. Please address them to Gail Birnbaum, Editor/NY Cycle Club, 309 E.87th St., NY, NY 10128.

The "finalists" selected by the Board will be published in the Bulletin (the 1" high versions) for all members to see and vote on.



Odds and Ends

Did I write last month that I'd do a No Tech Tips about Shimano/MAVIC/LOOK clipless pedal overhauls? Hmm... Certainly not out of laziness, I assure you, I haven't had a chance to perform a much-needed overhaul of my own three-year-old Dura-Ace clipless pedals, so I'm not ready to pass along any pointers as yet. All of which leaves me with a few smaller items to put together in an old-fashioned No Tech Tips—the kind that just sort of bounces here and there.

High-performance eyewear?

I'm a real safety nut when it comes to head and eye protection (Note: These are irreplaceable body parts.), so I never ride without a helmet or glasses. But when the humidity goes up or the road is yukky, I'm usually half-blinded by fogged glasses for about 45 seconds after each stop, which is about how long it takes fresh airflow to remove the condensation. I tried rubbing the usual stuff on the lenses—gel toothpaste, saliva, raw potatoes (no kidding) to reduce the fogging, but nothing worked very well. Then I put together a couple of good ideas garnered from elsewhere, which resulted in the best anti-fog, anti-crud cure I know of.

Step 1, borrowed from Oakley, works best with Oakley's own Shades and other glasses with wrap-around frames and polycarbonate plastic lenses, but should also work just fine with other plastic lenses. Simply remove the lenses and drill a row of small holes ($\frac{1}{4}$ inch) across the top, right below the glasses frames. This greatly increases air circulation and reduces defogging time without compromising safety. Oakley sells pre-drilled lenses, but it's very easy to do yourself if you don't want to buy more lenses. Additionally, the availability of pre-drilled lenses is somewhat limited.

Step 2 utilizes a product formulated for use on automobile windshields, known as Rain-X. This is simply a clear polymer coating that causes water to bead up and run off quickly. Rain-X also seems to reduce fogging and works well at shedding muck thrown up from the road. I haven't tried using this stuff on "Iridium" (mirror type) lenses, so I can't recommend it for use on them. But if you decide to try it at your own peril, I'd like to know how it works out.

Quick, scratch-free clean-up of glasses can be accomplished by first holding them under running water to rinse off sand and grit, then wiping the lenses clean with a small piece of real chamois (not the synthetic stuff). Chamois wipes the lenses dry even when the chamois itself is wet and, unlike paper towels and napkins, its fibers won't scratch them.

Now, if I could just get up the nerve to take a drill to those Iridium Mumbos...

Tubular Tire Tick

I figure that any problem I've experienced twice has happened to many other people at least once. So when I recently endured my second run-in with this pesky problem I decided it is time to mention it here.

If you have a sew-up shod wheel which has a mysterious tick not traceable to something stuck in the tread, something hitting on the frame or fork or brake pad each wheel revolution, a loose spoke or a bad rim joint, or a computer magnet hitting the pick-up gizmo, then you're probably encountering the enigmatic "Tubular Tire Tick Syndrome," or "T3S." It can lead to madness. In both my clashes with T3S, the tick was caused by a small gap between the tire's base tape and the rim, and the glue on each of those surfaces. Each time the wheel rotated the gap closed momentarily, then a "tick" occurred when the glued surfaces separated. In both

cases the small gap was located near the valve stem, and I suspect that is where the vast majority of them originate. T3S can strike both cheap and expensive tubulars.

How to cure? 1) Remove the tire from the rim and reverse it, or 2) If you can locate the exact spot where the tick occurs, deflate the tire, peel up a very small section, then place a very small piece of paper towel between the base tape and rim, and reinflate, or 3) Put another (and another...) coat of glue on the base tape and rim at the tick point, or 4) Try rotating the front and rear tires. If none of those remedies does the trick, but you find another that does, pass it along to your fellow T3S sufferers.

Quickie headset overhaul

If you have the tools and know-how to do a headset overhaul, but dread having to remove the stem from the steerer tube and the front brake from the fork crown, here's a quick shortcut. The only caveat is that you must have at least one inch of stem shaft showing above the headset. You can still use the shortcut if there is enough brake cable housing slack to let you raise your stem a bit while you do the quickie headset overhaul.

Simply loosen the headset's locknut and the adjustable cup to expose the bearings. The locknut and cup can be held out of the way with a rubber band looped around

them and over the top of the stem. Remove the front wheel to reduce the amount of weight you must manipulate, and flip the bike upside down on your workstand so that the cups face upward.

Next, remove the bearings from their retainers with needle-nose pliers, and put them on a paper towel or piece of newspaper, unless you plan to replace them with new bearings. The bearings on the crown race end (bottom) are easily exposed just by sliding the steerer tube upward (which would be downward, except that the bike is upside down, you see). If you plan to remove the bearing retainers, which I highly recommend, do so by cutting them with wire snips and pulling them out with pliers. After first removing the bearings, of course.

Wipe the cups and races with clean rags and solvent, and inspect for cracks or brinelling. Load the cups with lots of your favorite grease and replace the bearings, bottom ones first. If you've removed the retainers as recommended, there is room for one additional ball bearing in each cup, so go ahead and load 'em if you've got 'em. Don't worry that you've gotten rid of the retainers the fresh grease will hold the bearings in place while you reassemble.

Next Month: I dunno, but probably not pedal overhaul.

SCIENTIFIC AMERICANS

Two NYCC stalwarts, **Irv Weisman** and **Larry Nelson**, lent their cycling-honed bodies to a scientific research project conducted by former NYCC member **Austen Hayes**, Ph.D. Among the findings: younger (under 56 years old) and older (over 56) cyclists had almost identical reaction times (the speed at which they were able to respond to environmental stimuli), whereas older runners were slower than younger runners and older non-active men were slower than younger non-active men.

"It seems," concluded Hayes, "that cycling may contribute to a maintenance of rapid responding due to benefits beyond those derived from a healthy vascular system... The practice of interpreting and avoiding obstacles, braking quickly, changing direction and speed, etc., may all help to improve and maintain efficient processing needed for stimulus identification and movement initiation. In other words, the ability to make rapid decisions (which otherwise may decline with age) is possibly aided through cycling."

Irv Weisman had his own additional conclusion. "Maybe," he writes regarding the role he and Larry Nelson played in the study, "our reaction times helped rather than hindered the overall 'superior' reaction times of older cyclists."

Blow Outs

Lou S. Pokes

Injury and Insult!

You know all the snow we had in late March? I figured out who to blame it on: **Clay Heydorn**. The weekend before the snow he promised that the nasty weather was over. Thanks, Clay!

The only sign of Spring we've had is the rising number of accidents on Club rides. Fortunately, none of us were seriously injured although we did trash several bikes. The worst crash may have been **Greg Worley's**. Coming down to the Park to lead a ride, he broadsided a car that abruptly stopped in front of him. His almost new **Bob Jackson** (nicknamed Bo Jackson) was totalled. Coincidentally, Greg's Bo Jackson snapped two tubes the same day the real Bo had hip replacement surgery. We hope the rice and beans **Mark Martinez** cooked up for you eased the pain a little.

The SIG had their first (and hopefully last) crash when **Cari Gengo** was doored at the end of a ride. Funny thing is, **Margaret Cipolla** rides past the scene thinking it was just a flat, asks if everything is OK, gets a yes answer and keeps going. A few blocks later it occurs to her that maybe the ambulance was there for a reason. It turns out Cari's bike is a pretzel and Cari is taken to a local hospital. As Margaret lives only a mile away it was decided to bring Cari's bike there. **Paul Divone** carried one wheel, Margaret the other and another SIG member, whose name I am trying to discover, took the frame. It looks like the SIG is adding new meaning to the term teamwork.

Adding insult to injury: **Augustine Kim** was still trying to stop the bleeding after his crash on River Road, when the Palisades Park Police gave him a \$66 ticket for not wearing a helmet. Have a heart guys. It has been observed that ever since that day Augustine has been faithfully wearing a helmet.

So, what do you do when you get to the Boathouse an hour late because

you forgot to change the clock for Daylight Savings Time? If you're **Phillippe Chateau** you call up your wife Jackie and have her drive you to the Flagship to meet up with the rest of the ride. He must owe her "big time" for that favor! By the way, what time is it in Paris?

For the benefit of those of you who were on **Peter Hochstein's** 3½ Bridges Ride last month, it was really 5 bridges. In addition to the listed bridges you crossed over the recently rebuilt North Channel Bridge and the Cross Bay Veterans Memorial Bridge. **Lou** knows bridges.

Several of you have requested the recipe for **Lou's** famous Spicy Sesame Noodles. Here it is:

10 ounces dry vermicelli or thin spaghetti
¼ cup smooth peanut butter
3 tablespoons sugar
¼ cup low-salt soy sauce
1 teaspoon chili paste
3 tablespoons sesame oil
1 tablespoon minced garlic
3 tablespoons corn oil

Cook the pasta, rinse well with cold water and drain for 10 minutes. Whisk together all the remaining ingredients. (Heat slightly to facilitate whisking). Toss pasta with sauce and let stand for 4 hours at room temperature or refrigerate overnight. Before serving mix in fresh cilantro, scallions and toasted sesame seeds. Serves 4 as an appetizer (or 2 cyclists). Now **Lou** expects to get invited to dinner by **Jane Leener**, **Amy Sackman**, **Sarah Weiss**, and **Maynard** and **Ginny Switzer** (yes).

So, **Suzanne Rohr** and **Peter Kleinschmidt** (yes) came back from Switzerland last month, opened their Bulletin to their favorite column (no, this one.) and read about their wedding. They congratulated each other and got a good laugh. Why? They didn't get married yet! If I write about it often enough, sooner or later I'll be right.

Hold the presses!! This late breaking gossip has been confirmed. **Liz Dollinger** and **Neil Schreffler** announced their engagement. I didn't even know they were a "yes," let alone a "we do." They plan on getting married sometime in September but won't give out a definite date. (Afraid of crashers?) Congratulations and best wishes!

Finally the biggest gossip of the month is all about me, the infamous **Lou S. Pokes**. I've had to go into hiding to avoid getting hit with a slander suit. Right now I'm sharing an apartment with **Salmon Rushdie**. Before I can come out of hiding, I'm taking a poll on whether or not I should continue to write for the Bulletin. Obviously, if you don't read this you wouldn't know about

Logo Logistics

I am writing to address "the quiet controversy" surrounding the official NYCC logo, and the not-so-subtle resistance to its use. My purpose is not to criticize anyone, but to bring the issue into the open, then to offer some suggestions to help resolve it fairly.

My review of past NYCC Bulletins reveals that when the logo contest was graciously undertaken by Bob Foss in late 1990, it was thoroughly advertised for two or three months before the deadline, which was the Club membership meeting of February, 1991. The winner, the contest rules stated, would become the official NYCC logo and would be used on all things officially associated with the NYCC, ranging from the Board of Directors' letterhead (where it does appear) to the Bulletin masthead (where it is most conspicuous by its non-appearance), to club jerseys (you won't find it there, either). The designs submitted were voted on at the February membership meeting, with the logo created by NYCC member Laura Hoeting taking the honors. I do not know the margin of votes by which it was chosen, but, obviously, it won according to the contest rules.

Since that time two successive Bulletin editors seem to have decided that the official logo doesn't belong on the official club publication (except for a very small version below the return address), and

the poll and therefore, all "No" votes will be ignored. However, if I do lose this vote alternative plans are being made for spreading the gossip on the NYCC - just dial 1-900-BLOWOUT. It's only \$1.95 per minute. **Jane Kenyon** and **Ellen Richard** came up with the idea and have volunteered to be my financial managers. But, seriously (whoa, seriousness, what a concept!) if you want me to change anything, eliminate something or stop writing altogether let our Editor, **Gail Birnbaum** know. Let her know if you want me to continue exactly as it is (bordering on tastelessness) too. Write her at 309 E. 87 St. #6R, NY NY 10128 or call her at (212) 996-2042. Don't forget - vote early and vote often!

there are other scattered instances where the official logo should've been used, but was simply ignored. (I know it's tough, but remember - I'm not criticizing, merely pointing out the facts.) Some club members I've spoken with say they simply don't like it. Others who deal with graphics say it is difficult to work into their designs. Some long-time club members don't particularly object to the current official logo, but are more at home with previous logos. Whatever the reasons, the official logo isn't being afforded the status it deserves, according to the logo contest rules.

While I voted for and happen to like the official logo, I am willing to play the part of detractors' advocate by pointing out that the current logo was voted upon by only the 80 or so members who were able to attend the monthly meeting when the vote was taken. The other 920 some-odd members never got a chance to see all the designs, much less vote on them. (Don't forget - I'm not criticizing.) Although the current logo got the most votes, I doubt it won a majority of even those 80 votes. I'll also note that all the designs were available for viewing only a short while before the vote was taken, and I suspect that some who voted for it were probably initially impressed by its zing and pizzazz, but didn't have time to mull over whether or not it has enduring qualities, or how well it would fit into the scheme of things.

continued on page 9



Out of the Saddle

Mark Martinez

Virtual Reality

"I can't believe you lost the map," I screamed. She just stared at me frozen with horror. Then her lower lip started to quiver. It was too late. There was no time to pile any comforting sandbags on the levee, but more than enough to anticipate the emotional Johnstown that would sweep away all the good moments of a weekend spent cycling in the country.

In retrospect, I suppose I overreacted. O.K., forget the "suppose." But it was a map, THE map.

You don't get it? I guess it all depends on where you stand on the map issue. Some people are content to let whim and the odd passer-by direct their ramblings while on vacation or out for a day ride. These people are trusting, emotionally secure types who live in a basically good universe. They are not map users. I am a map user.

I suppose I first got hooked on maps about the time I was 12 years old. It was one of a now extinct species, a free road map, courteously dispensed by a cheerful gas station attendant. If I recall correctly, it had a tiger on it and was emblazoned with what could have been the motto of the '50s: Happy Motoring.

After mastering its arcane accordion folds, I discovered that I could pick out a few main streets that would enable me to safely pilot my red Rollfast from my Bronx high-rise to the lower reaches of suburban Westchester. My friends would follow me. They didn't want to get lost. I don't think my parents had the faintest idea where I was, but hey, what they didn't know wouldn't hurt me. And besides, I was always home in time for supper.

These early experiences taught me that having a map in my pocket spelled the difference between having fun on my bike or having an Adventure.

My appetite for maps whetted by my suburban forays, I soon progressed

to subway maps, atlases and globes. I discovered that Long Island was indeed a long island, covered with hundreds of glacier sculpted bays and inlets, and sprinkled with exotic Indian names like Shinnecock, Nissequogue and Amagansett. Come the end of the school year, I would start to survey the East End of that island. It was there that my family would rent a small cottage away from the yellow haze of New York City summers. I'd search the map's grids for the roads of summer with names like Major's Path and Job's Lane. Years later, I would look down from a 747 and spot the tiny inlet of the Peconic Bay where I used to fish for snappers. It looked so familiar from the air although I didn't realize why at first. Then I remembered the hours spent poring over maps of Long Island.

In my twenties, when I became an avid hiker, topographical maps with their crinkly contour lines introduced a new element to spur my imagination. I would sprawl out on the living room floor, towering over 5,000 foot Adirondack summits like some god on Olympus. The boreal forests surrendered their secrets; no remote valley or trackless peak could hide from my gaze. Planning weekend trips nearly became an end unto itself as I climbed dotted black line trails over forbidding mountain tops named Wolfjaw and Gothics. Unencumbered by pack or hiking boots, I could traverse whole ranges of mountains in seconds instead of days.

Entertaining as they were, there was a more serious side to these mapside preparations. While taking a wrong turn in a car could be annoying, getting off route on a bike ride could mean adding miles and hundreds of feet of climbing to an already long trip. Taking the wrong trail while cross-country skiing in the mountains could leave you far from shelter with the sun setting and the

mercury plummeting. Late for supper indeed.

When I rediscovered the joys of cycling in my thirties, I learned that you never fully appreciate the value of a map until it is your sole traveling companion. Its finite linearity reassures the lone traveller that his journey will progress seamlessly from start to finish. It never argues with you or second guesses your decisions. When you miss a turn, it remains non-judgmental and mutely suggests an alternate path. When pausing to renew your flagging spirits with food or drink, it helps instill a sense of accomplishment by graphically depicting miles already traversed. It also makes the solo tourer look less conspicuously alone while sitting in a roadside cafe. Upon seeing a map spread before you, other diners will sense that you are not just out for a ride, but on a journey of epic proportions. Their eyes will soon glaze over with sympathetic wanderlust before they pay their check and head off to the hardware store for duct tape and weed killer.

For men, maps serve a special function. They enable us to get lost and find our way again without actually having to admit to another human being that we've screwed up. All women know that most men are genetically incapable of stopping to ask directions, especially when driving a car. Who knows how many



million barrels of foreign oil would be spared annually if guys would just pull into the first 7-Eleven and say, "I'm lost." We really want to — but to do so would violate sacred male tradition, passed from father to son. So instead of stopping at the first hint of trouble, we circle aimlessly, like deranged buzzards in a thermal, waiting for some divine inspiration to guide us. One can only wonder how things would have turned out for Amelia Earhart, if Fred Noonan had only said, "Amy, I haven't a clue."

I, like my male forebears, I am equally reluctant to ask a local for directions. When riding through a unknown burg, I'll scan store fronts and church bulletin boards for clues to the locality's identity. Only after failing to spot a "North Sodom Presbyterian Church" or a "Paradox Public Library" will I finally break down and throw myself on the mercy of the natives. The ensuing conversations can provide fodder for the aspiring raconteur when (or if) he reaches his destination. Usually I just nod like a moron while a well meaning guy with "Gus" sewn on his coveralls says something about bearing left where the old Miller house used to be before the fire. I then thank him, climb on the saddle, and slowly pedal away.

I try and wait until I'm out of sight before I pull out the map.

HEADS OF THE CLASS

The NYCC commends and thanks the following ride leaders for their impressive tallies this past season:

25 rides: Geo Carl Kaplan,

21 rides: Bob Moulder, Christy Guzzetta,

20 rides: Marc Leveque,

18 rides: Lisa Halle, **13 rides:** Paul

Rubenfarb, Paul Minkoff, Steve & Carol

Baron, **12 rides:** Herb Dershowitz, Karl

Dittebrandt, Dick Goldberg, Mike Yesko,

11 rides: Maggie Clarke, Dave Miller,

9 rides: Ed Fishkin, Jeff Vogel,

8 rides: Lance Leener, Carlos Cardonna,

Jim Babbitt, **7 rides:** Ken Weissman,

Donna Slattery, Mark Martinez,

CJ Obregon, Peter Hochstein,

6 rides: Richard Rosenthal, Dave Regen,

Dave Lutz, Sandy Gold, Sherri Gorelick,

Craig Speigel, Marty Wolf, Chuck Wong,

Steve Metcalf, **5 rides:** Emie Yu, Ed

Raven, Jody Saylor, Irv Weisman, Richard

Fine, Jeremy Herman, **4 rides:** Stefani

Jackenthal, Lawrence Ksiez, Judy Koper,

Nancy Fleischer, Vince Galluccio,

Ron Heller, Suzanne Rohr, Fran Rolston,

Irv Schachter, Tom McMahon, Brian

McCaffrey, Steve Pollack, Don Passantino,

Alex Von Braun, Maxim Vickers,

Glen Weiss

3 rides or less: You're too numerous to mention, but thanks again, to one and all.

continued from page 7

I suggest that another contest be held and that all designs submitted, including the current official logo, be published in the Bulletin and voted upon by the full membership by ballot. I recommend that the Board of Directors appoint an unbiased club member (Bob Foss, if we can convince him) to coordinate the contest, and that contest rules be reviewed and approved by the Board, with special attention given to deciding the period of time between logo contests (three years, at least, sounds nice to me). I suggest that if no design wins a simple majority, a runoff vote be held between the two biggest vote-getters. If there is sufficient interest in resolving this matter, the contest could be held in the next few months, or it could be merged with the voting for Club officers later in the year.

There is presently no Club bylaw relating to the official Club logo, so we could vote on that at the same time. The bylaw would be simple: There shall be a logo contest every three years, and the winning design will be used on everything officially linked to the NYCC, by golly. And then we would dam well use it on everything, by golly. No questions asked, no egos massaged, no whining entertained.

I believe this is a fair way to handle the current controversy and to remove any official ambiguities and personalities from the process. I, for one, will embrace the new official club logo no matter what it turns out to be. What could be more democratic?

With sincere apologies for hogging so much Bulletin space...

—Bob Moulder

Bike Shorts

Richard Rosenthal

DEPT. OF CO-OPT

Among bicycle racing team sponsors in 1992 are Chevrolet (Team Chevrolet-L.A. County Sheriff), Subaru (Team Subaru-Montgomery), and Saturn (Team Saturn), thus making cars the largest single industry, product, or service in America to be associated with the image of cycling.

BAD QUOTE OF THE MONTH

"Helmets are for wusses, sir."

Bart Simpson to Homer Simpson, while working on a soap box derby racer (aired 4/2/92)

New York Cycle Club Board Meeting

(Tuesday, March 3, 1992) Present: Jim Babbitt, Gail Birnbaum, Margaret Cipolla, Herb Dershowitz, Sherri Gorelick, Lisa Halle, Hannah Holland, Geo Kaplan, Cliff Kranish, Mark Martinez, Larry Nelson, Richard Rosenthal, Jeff Vogel — Absent: None

Richard initiated a discussion on whether the Club should be named as a plaintiff on a proposed lawsuit against New York City & the Parks Dept. regarding the 15mph speed limit. The current compromise reached is that skaters are exempt from the speed limit and that cyclists are exempt from 8:00pm to 10:00pm on Tuesday and Thursday evenings. Richard felt this satisfied the skaters and the CRCA but did not serve the NYCC's interests. Larry presented his viewpoint against the lawsuit stating that it does not affect the majority of our members and that we should not take an adversarial role against the Parks Dept. Sherri spoke in favor of the lawsuit. Geo proposed other ways to fight the speed limit. Lisa spoke against the lawsuit, stating that we are not an advocacy club and we should leave this to Transportation Alternatives. Richard stressed his opinion in favor and called for a

vote. Eight members voted in favor, one abstained and Larry, Geo, Lisa and Hannah went on record as opposing the lawsuit. The Club will go ahead with the lawsuit assuming that the legal work will be done pro-bono and the Club's only financial responsibility will be filing fees and secretarial services.

The logo issue was discussed again. The Board voted in favor of having an official logo. Due to technical problems the current logo is un-useable. The Board voted 8-3-2 to have Mark draw up a proposed By-Laws amendment to include a reference to an official logo and how it will be used. The Board will narrow the choice to 3 or 4 from which the entire membership will vote.

Larry discussed the first quarter financial report. Our new insurance does not cover special events. Larry and Sherri will investigate ways to be sure we are fully covered.

Cliff said that Saatchi & Saatchi is having a Health Fair on March 25 and would like someone to set up a Club booth.

Dear Editor

I can't help but feel real bad about this logo issue. I feel particularly bad for Bob Foss. Bob worked so hard to provide our membership with a process whereby they—the members—would be the only ones able to pick a logo. He championed the development of a process that detailed how a logo would be selected, how it could be changed, how and where it would be displayed, etc. You may remember seeing the procedure published in both our January and February, 1991 Bulletins. It was Bob's feeling that the logo should not be decided upon by any one individual. Rather it should be chosen by our membership. Bob worked very hard to provide our membership with a voice in deciding what our logo should look like.

Many of us recall back in February, 1991, we had a contest that was opened to every member of our Club. Four designs were submitted for consideration, one was selected and three were not. The new logo that has appeared throughout recent issues of our Bulletin was one of the three designs submitted during last year's contest that were NOT selected. I do not recall having a new contest to determine a logo. I do not remember voting on a new design. It

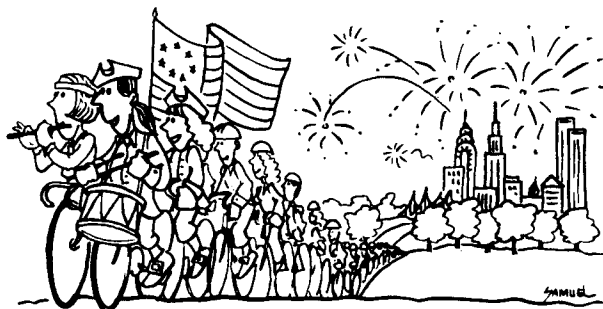
would appear that the look of our logo, despite Bob's hard work, despite the vote of the majority, is back in the hands of one individual.

Not only do I feel bad for Bob Foss, I also feel bad for the Club's Board of Directors who were in office during that time. With Bob's guidance, this Board spent many hours of their precious time to provide the members of our Club with the ability to choose a logo. And I feel bad for the members who voted for their favorite design. They clearly decided which logo they wanted—even though it doesn't appear to matter. I also feel real bad for the current Board of Directors of our Club. They shouldn't have to deal with this issue again. They do—I know they do—support the concept that the opinion of the majority is the deciding factor.

To all those people: Bob Foss; the 1990 Board of Directors as well as the current one; the designer of the logo that actually won the contest; the majority of us who actually cast our votes; I feel real bad for one and all. I wonder... does it really matter if I vote in the next jersey contest, the next logo contest? Will my vote even be counted? Will my voice be heard? And—should I even bother to vote in the Club's general election for Officers of our Board?

—Christy Guzzetta

PEDAL TO INDEPENDENCE!



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

Start from **New York City** • Bring old cycling friends, meet new cycling friends • Watch the **fireworks** • Enjoy the **parade, dance party & the U.S. Army Band Concert** by the river • Stay at the historic **Hotel Thayer** overlooking the Hudson river • Scarf down **all-you-can-eat dinners and breakfasts** • Relax with worry-free full **SAG support** & experienced ride leaders* • Ride **85+ miles a day**

*Jody Sayler Amy Sackman Ed Fishkin Herb Dershowitz
Angel Rivera Lisa Halle and others

3-day weekend only \$249 inclusive

For more information, send a SASE to
NYCWESP • Christy Guzzetta, Tour Director
49 West 75th Street, Apt 4 • N.Y., NY 10023
or call (212) 595-3674

Metro North Bike Train

Our favorite railroad, Metro-North, is once again leading the way in making trains more accessible to cyclists. Every Saturday and every Sunday in May, June, August, September and October (with the exception of Holiday Weekends), Metro-North would like to designate cars on specific trains on each line to be used for cyclists. The following will be the "bike trains" and the number of bikes permitted:

Line	Destination	Time	Limit
Hudson	to Poughkeepsie	7:50 am	15
Hudson	from Poughkeepsie	5:21 pm	15
Harlem	to Brewster North/Dover Plains	6:00 am	15
Harlem	from Brewster North	7:10 pm	15
Harlem	from Dover Plains	6:20 pm	10
(Only 10 bikes will be allowed on the connecting trains to and from Dover Plains.)			
New Haven	to New Haven	9:07 am	40
New Haven	from New Haven	5:55 pm	40

Note: cyclists will be restricted to boarding and detraining at the following stations: Stamford, South Norwalk, Westport, Fairfield, Bridgeport and New Haven.

The "bike" cars will be located at the head end of the north and east bound trains, and at the rear of the south and west bound trains.

Bikes will still be allowed on other trains and will continue to be governed by existing regulations. Groups wishing to travel to stations between Grand Central and Croton, White Plains, and Stamford will need to make prior arrangements. Large groups will still need prior approval. If you find it necessary to make special arrangements with Metro North, please contact Geo Kaplan (212) 989-0883 or Jeff Vogel (718) 275-6978. Please do not call Metro North directly.

At the time this was written, this was the definitive schedule. However, we are trying to arrange for a later train out of Grand Central Terminal to Brewster North on the Harlem Line. We are also trying to arrange for trains in July and throughout the fall and winter. If you have any questions call Geo or Jeff.

And remember, you still need a Metro North Pass. You can pick one up at window 27 in Grand Central Terminal.

Dear Editor,

Right Gear, Wrong Number!

It was nice that the Bulletin mentioned that I recently won a brand new Greg LeMond bicycle from a race results telephone hot line. The problem is that the VeloNews Hotline got the credit when the people that actually gave me the bike were the The Challenge with Greg LeMond which featured daily interviews with Greg during the Tour de France. I entered the competition by giving my name when I called to hear the results and the LeMond interview. So if you see me on the road riding a beautiful rainbow-colored bike, the credit and thanks goes to Mr. GL and his organization.

—Sincerely,

Michael Toomey

PS: If you are curious, the bike is terrific!

As I "C" It!

by Geo Carl Kaplan

It's Spring again, and bikes on the road again, and before we go time to check out our "wheels" after a winter's hibernation.

Start from the front and check the front wheel for nicks and cuts in the tire, dents in the rim, loose spokes, and adequate lubrication and play in the hub and quick release. How is the brake? Pads okay? Give the wheel a spin and press the brake handle. Stop quickly? Or was it a "mushy" feeling? Grip the wheel between your knees and try to twist the handle bar. Any play? Have someone check out the head set! Grips and accessories firmly attached to the bar?

Look over the frame. Anything bent? Does it need some touch up paint? Maybe a coat of wax after a washing? Check the saddle. Is it the correct height? Is there any play? Now, down to the pedals. Do they spin freely? Check clips and straps. If you have clipless pedals, are the

cleats secure on your shoes? Might as well check the laces and the lining of the shoes. Back to the pedals... grip each one and check for play in the crank arms and bottom bracket. If so, then check it out. Is your chain clean? If not, you know what to do. Check out the rear wheel as you did the front, and include the freewheel or cassette in your inspection.

How about accessories such as racks, lights, pump hooks, etc? Are they secure?

Did you find anything wrong that you question? Then its off to the bike store, your repair friend, or do the fixing yourself. If everything is satisfactory, then on to the road for a quick road test including a trip up and down the gears. After that a happy season of great riding.

Next month, the famous 5BBC two minute bike check before each ride.

"A" RIDE NOTES

Mark Martinez

Ahh May! The Rides of Spring begin in earnest. That sound I hear must be the scraping of hairy legs with razors as tights are shed to expose their pale but already well defined contents. Sundays in Central Park are starting to resemble a cross between a Fellini film and Grand Central Station at rush hour. The annual NYCC assault on Montauk looms ahead like opening day for trout fishermen. The earth has rounded the bend of the equinox and is picking up speed on the backstretch heading for Summer. May madness is here again.

Plus or Minus. Now that the "A" rides are up to their advertised pace and slightly less fanatical riders are getting out on club rides, it's time for you "A -" ride leaders to make your presence felt. On the other end of the peloton, those of you who have already started hammering in The Big Ring may want to consider leading an "A+" ride and spare the egos of mere "A" riders. If you are consistently cruising at 20 mph or better, this means you! By having a full range of "A" rides, we'll keep pacerlines smoother, more evenly matched, and safer for everyone.

Ride leaders suggestion - Bring extra maps. Nobody likes to get dropped on a ride, but sometimes even the best of us have an off day, mechanical problem or just need to make an unplanned pit stop. Not having a map adds insult to insult. Giving out maps shows consideration, provides pre-planned routes for would-be ride leaders (hint), and makes a nice windbreak under your jersey on these chilly Spring mornings.

Ride participants suggestion - Consider thanking your ride leader at the end of a great ride with the beverage of her or his choice at the Boathouse. It's a small gesture that I think should become a club tradition, don't you?

IT'S ALL IN YOUR HEAD

One life per day — that's what a new study published in the Journal of the American Medical Association postulates could be saved if all cyclists in the U.S. wore helmets. Analysis of data from 1984 to 1988, during which bicycling accounted for nearly 3,000 head injury deaths and more than 900,000 head injuries, also indicate that universal use of helmets by all bicyclists could prevent one head injury every four minutes. Now that's something to think about.

Classified

For Sale: Make offers—White Time clipless pedals never used. Cannondale 58cm Criterium Bike, Black, Shimano 105 Click shift, Turbo saddle Originally cost \$850. now \$500 or best offer. Roof top Bike rack can hold up to 5 bikes including tandem. Contact: Michael Toomey, W(212) 727-3700, H (212) 877-5817

FOR SALE: Vitus 979 frameset (55cm c-t) with Ultegra headset, bottom bracket and seatpost, plus Cinelli 13cm stem. All in excellent condition. \$175 firm. Call (212) 682-5669

FOR SALE: 62 cm Eddy Merckx SLX, Shimano 600 components, new

wheels, clipless pedals. Excellent condition. \$1,300. Call Howard (718) 852-2305

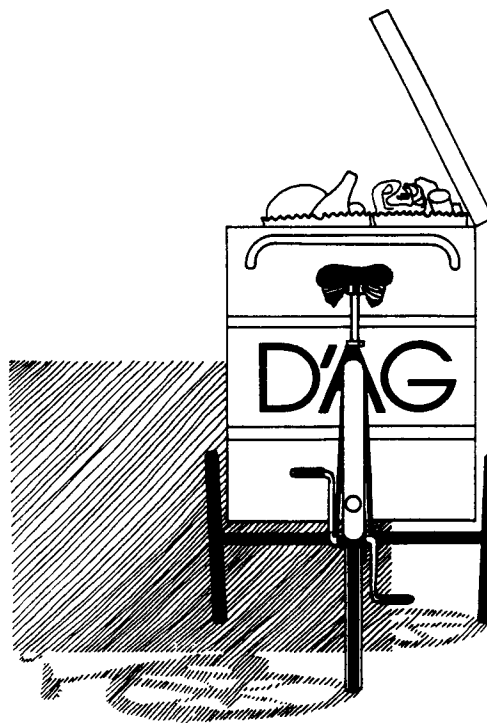
FOR SALE: 1988 Trek 560 road bike. 56 cm. Shimano 105. Clean. Call (212) 586-9131

FOR SALE: Basso Ascot, Col. MS tubing, 52 cm c/c, 53.5 c/t, with most components (Dura Ace), newly painted by Tom Kellog. Call Maynard (212) 223-3033

FOR SALE: 56.5 cm Vitus 979 w/ Campy C-Record, Cobalto brakes, new slant par. R. derail. 32-H, Omega clinchers, Scott drops, Time Sports, computer, more. Call Neil (914) 667-7428

Michaels Bicycles

© Michael Toomey



No. 5

Workman D'AG Delivery Trike - 1990's

EDITOR'S NOTE

Due to technical circumstances beyond our control, we could not print all the material that has been submitted to the BULLETIN. We apologize to those whose submissions have been deferred, and reiterate the fact that we welcome and encourage your participation.

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: _____ 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

Two For The Road!

Come hear **Mel Kornbluh** of **Tandems East** —a bike store that only sells tandems—talk about the virtues of riding a bicycle built for two.

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

Special Bicycle Fare

On **Tuesday, June 9** the **Theatre 80 St. Marks** will be showing two cycling movies— ***American Flyer*** at 8:15pm and ***Breaking Away*** at 10:15pm. Cost is \$7 for both movies.



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

First Class



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