

June
1993

NYCC Bulletin



*"Er...excuse me ma'am, I think the **suspension system** on my new mountain bike still needs a **little adjusting**..."*

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Guidelines for Club Rides

NYCC rides are friendly group rides by individuals of similar riding abilities. Our leaders are volunteers. In addition to setting the pace and choosing the route, they may require or recommend specific equipment (helmets, locks, etc.) in their ride descriptions. Unless otherwise stated precipitation 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 levers, water, pocket food, and medical I.D. Optional items include a lock, maps, commuter rail bike permits.

Helmets are required in Rockland County and

on some roads in New Jersey, and are strongly recommended at all times. Headphones, illegal in New York State, are not.

Club rides attempt to maintain the flat cruising pace printed after the ride class in the listing (i.e. B15). Consult the chart below for details of riding style. 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	Ride Description	Cruising Speed (flat terrain)	Central Park Self-Class Times (4 laps = 24.5 ml.)
A	Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so.	22+ mph 20-22 18.5-20 17-18.5	< 1:10 1:10-1:16 1:16-1:23 1:23-1:30
B	Moderate to brisk riding with more attention to scenery. Stops every hour or two.	16-17 15-16 14-15	1:30-1:38 1:38-1:48 1:48-2:00
C	Leisurely to moderate riding: destination oriented. Stops every half hour or so.	13-14 12-13 11-12	2:00-2:14 2:14-2:30 2:30>

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 NYCC.

Address. Send correspondence to: Jane Kenyon, Editor NYCC Bulletin, 235 West 102 Street, Apt. 15D, New York, NY 10025.

Classifieds. Two classified ads per member per year are free (up to 6 lines), additional ads are \$1.00 per 25 character line. Please send classified listings directly to the Editor at the above address.

Submission Guidelines. All submissions may be edited for length and clarity. Publication of material is determined by available space, which varies with the length of ride listings and we cannot guarantee that all submissions will be published. Submission is contributor's warranty that material is in no way an infringement on the rights of another and that the material may be published without additional approval. Call the Editor for guidelines and/or advance approval. It is preferred that articles be submitted to the Editor on a 3.5 inch diskette.

Include a self-addressed, stamped envelope if you wish material returned.

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.

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*. © Copyright 1993, NYCC. All rights reserved. May not be reprinted in whole or in part without written permission of the editor.

Credits: F/C art, Mike Samuel

B/C graphics, George Brown

Deadline. The deadline for all submissions and advertising is the day of the Club meeting of the month prior to publication.

Deadline for the July 1993 Bulletin is June 8th.

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

Wednesday Nights

A 30-40mi Evening Training Ride to State Line 6:00pm
Coordinator: Ellen Richard (212 505-0697). From the Boathouse. Pick-up ride every Wednesday. Ride in one group to G.W. bridge, then split up into smaller groups for intense training. Regroup at the bridge for the return trip downtown. Lights or other high visibility gear recommended.

All Class Wednesday Night at the Races
Coordinator: Jeff Vogel (718 275-6978). Come out to the Kissena Velodrome to watch our friends from Open Road and CRCA race. With 15 or more races there is non-stop action. After the races we may head out for cheap ethnic food (no cheap ethnic jokes) then a group ride back to Manhattan. Call coordinator for bike/car/subway directions. Lights or other high visibility gear recommended. Rain cancels.

Saturday, June 5

A20 120mi Ten Reservoir Tour of Westchester & Putnam 7:00am
Leader: Jon Miller (718 769-5618). From the Boathouse. This ride snakes thru the hills and reservoirs of Westchester to Coldspring. A lot of gradual climbing. Solid endurance training. One deli stop; bring pocket food. Metro North pass required. Heavy rain cancels.

A20 165+mi New Paltz Extra 5:00am
Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. The same ride as last month's 155 miler, only this time we climb some real hills. Bring Metro-North pass. Ride leaves the Boathouse at 5:00am SHARP! Rain or shine.

A20 70-75mi Harriman Park - Bear Mountain 8:00am
Leader: Jeanine Hartnett (212 721-2968). From the Boathouse. Would like some company to train for Harriman Park Biathlon (KILLER LOOP). Ride includes Gate Hill Rd. and Seven Lakes/Seabago Lake Drives. We'll cross Bear Mountain Bridge for train return from Garrison on the 2:48 train. Bring Metro-North pass, low gears and pocket food. Rain cancels.

A23 45-56mi Northern Sizzler 8:00am
Leader: Bob Moulder (212 682-5669). From the Boathouse. Very brisk, early ride to Nyack or White Plains. Straight up, or with a twist, depending on the leaders' whim. Return to Boathouse between noon and 1:00pm so you'll have time to be a park lizard, or to tend to the affairs of your empire. 40% chance of rain (or greater) cancels.

B13-14 40mi Check Out The Spring Flowers 9:00am
Leader: Brian McCaffrey (718 634-1742). From the Statue of Civic Virtue (Queens Blvd. & Union Tpke - "F" train to Kew Gardens.). A "B-13" pace to Old Westbury Gardens or the Planting Fields to check out the flowers. Bring a lock, walking shoes and a few bucks to get in. Picnic lunch. Rain cancels.

B17 55mi "Welcome To The Road" 9:00/9:30am
Leader: Larry Ksiez (718 478-0644). From the Boathouse/Yellowstone & Queens Blvds. A nice easy spin to Westbury. I've done too many centuries last month. Rain cancels, wet roads; call leader.

C7 19mi Kearny's Grand Newark Bay Peninsula 1:00pm
Leader: Paul Rubenfarb (212 740-9123). From top of escalators at PATH Journal Sq. stop. With Pittsburgh-like grandeur, Kearny's southern peninsula clefs Newark Bay into its tributary forks — the Hackensack and Passaic Rivers. As we roll we'll see how today's rust belt syndrome is overgrowing the idled mill tracts with milkweed and sumac - reclaiming the 1800s' quaint pastorate. Rain or shine.

ATB Off-Road for Beginners 7:30am
Leader: Brian Van Wassenhove. From Grand Central Sta. Main Ticket Rm.

at 7:30am sharp! Tired of doing laps in the park? Would you like to pick up the skills and techniques that make off-road riding so much fun? Then join us as we do the basics. You'll need a Metro-North permit and \$12 for a round trip ticket. Bring lunch! Joint 5BBC

Sunday, June 6

All Class Club Ride to Tallman Mountain State Park
Come to the first club picnic of the year in scenic Tallman Mt. State Park just off route 9W. "C", "B" and "A" rides will converge on this beautiful Rockland County park at around 1:00 pm. Circulate in the alphabet soup while enjoying the Club-provided free lunch. Pick from one of the rides listed below:

A19 60mi Who said there's no such thing as a free lunch? 9:00am
Leader: Margaret Cipolla (718 275-6978). From the Boathouse. I'm not sure where we're going, but it will be relatively flat with a slow, schmoozy pace. We'll keep it short so we can be there early for the free lunch. Rain cancels.

A21 75-80mi All Class to Tallman via South Mountain 8:00am
Leaders: Jane Kenyon (212 662-1932); Mark Martinez (718 726-7644). Hammer and Mingle (no, it's not a law firm). From the Boathouse we'll head on up Saddle River Rd., down South Mountain, with a breakfast stop at 30 miles and lunch on the Club in Tallman Mt. St. Park after 60 miles. Rain cancels.

B/KB 45-55mi All Class to Tallman 9:00am
Leader: Jim Babbitt (718 296-0027). From the Boathouse. Let's all ride together and socialize with one another on this schmoozy ride to the first All Class Picnic of the year. Hopefully, those pesky Killer B's will beehave themselves. Rain cancels.

C12 42/34mi All Class to Tallman 9:00/10:00am
Leader: Roscoe George (212 989-0883). From the Boathouse/ G.W. Bus Terminal (Ft. Washington & 178th St. - "A" train to 175th St.) Join the party on the Palisades. Rain cancels.

Saturday, June 12

A 65mi Devil's Kitchen Cartop 9:00am
Leader: Jeff Vogel (718 275-6978). From the Jamesway/Grand Union parking lot off NYS Thruway, (Exit 20) in Saugerties, NY. (2 hr. drive from GWB). In September it's easy — try it in June. Using the same format as in prior years, we'll do THE CLIMB early, have lunch in Hunter at the 25 mi. mark, and then do a beautiful 40 mile loop back to the start. Recommended gearing: 39x26. Rain date Sunday, June 13. If interested in spending Sat. night in Saugerties and doing another ride in the Catskills on Sunday, call leader by June 5th. [Notice: This ride has no flat cruising pace.]

A20 115mi "Why Don't We Do It In The Road?" 7:00/7:30am
Leader: Larry Ksiez (718 478-0644). From the Boathouse/Yellowstone & Queens Blvds. Cooperative, easy pacelining to the North Shore of L.I. Some stops will be Hauppauge, Riverhead, Greenport, Orient Point and back to Greenport. LIRR train pass reqd. Precip may cancel; call leader to confirm.

A23 45-56mi Northern Sizzler 8:00am
Leader: Bob Moulder (212 682-5669). See June 5th listing for description.

B14 60mi Rockland Lake (Optional Routes) 9:00am
Leader: Gerhard Meilen (H: 212 724-8622; W: 212 697-1420). From the Boathouse. Rockland Lake by one of a number of routes depending on conditions and inclination of participants. Rain cancels.

B17 60mi Nassau Gold Coast 9:00am
Leader: Larry Ubell. From the Boathouse. Yes, there are hills on Long Island

NEW YORK CYCLE CLUB

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

and we will find them. Eat *al fresco* in Bethpage. Flat way back. Rain cancels.

C7 17mi Columbia's Morningside Height's Architecture 1:00pm
Leader: Paul Rubenfarb (212 740-9123). From NE corner 181st St & Ft. Washington Ave (A train). Marvel at Ivy League Columbia's Beaux Art Nouveau blocks and world-class Riverside Church. Rough, unobtrusive attire. Rain or shine.

C?? 30/20mi Not Just Any Island ... Coney Island 9:30/10:15am
Leaders: Susie Peyser (212 627-9035); Nadine Manney (212 595-6555). From City Hall/Grand Army Plaza (Bklyn). Some of us grew up there, others of us have grandmothers that lived there, still others only know it through the eyes of "Welcome Back Kotter." All will enjoy a scenic ride through some of the historic parts of Brooklyn, as well as the delicious ethnic foods. Bullet-proof vests not required ... only helmets. Rain or riots cancel.

Sunday, June 13

A22 56mi Cool, Quick, 'n' Quiet (and Quite Early) 7:30am
Leader: Mark Martinez (718 726-7644). From the Boathouse. First of a series. Enjoy a quick, cooperative spin with a small group to Nyack or Blauvelt. We'll do hills one week, work on speed the next. Return by 12:30 pm. ("Ahh gah-rah-tee!") Time is precious so *don't be late!* Rain cancels. Overwhelming popularity converts this to an unlisted series next month.

A20-21 80+/-mi Untitled #43 9:00am
Leader: Jay Rosen (718 802-0345). From the Boathouse. Over South Mtn. Rd. going west and down through Monsey and Saddle River. Cooperative with minimal stops (1 — if possible). Rain cancels.

A18 60mi Stuck in the Mud Somewhere in Jersey 9:00am
Leaders: Cathie Neukum (212 564-3503); Rob Kohn (212 677-0119); Keith Goldstein (212 982-9461). From the Boathouse. No, this is not a mountain bike ride, but a Tour de Swamp around a beautiful area in NJ. Bring change (or singles) for the PATH trains (\$1 each way). Rain cancels.

B17 75+mi Nyack and More 9:00am
Leaders: Seymour Friedman (212 496-6684); Joe Finetuck (212 864-3552). From the Boathouse. Rolling hills to Nyack and beyond. Ash, Bradley, Tweed can be added for those so inclined. Outdoor lunch, weather permitting. Questions? Call leaders. Rain cancels.

B12 45mi That's "B" as in Bedford 8:45am
Leaders: Ken & Marilyn Weissman (212 222-5527). From 241st St. (last stop on #2 train). Around Kensico. Then, after a quick lunch at the Armonk Duck Pond, on to Bedford Village via almost every hill and back road we could find. Expect about a mile of hard-packed dirt; lots of woods; a reservoir many riders haven't seen; possibly deer; definitely horses. Steely yourself for the conditions those — less fortunate than we city folk — are forced to live among. Metro-North return from Bedford Village. Passes, helmets, return fare are musts. Rain cancels.

C?? 25mi Bronx River Parkway, Etc. 10:00am
Leader: Richard Fine (H) 914 638-0842; (W) 914 429-5361. From the steps of the Westchester Co. Center, Whit Plains. We'll ride along the B.R.P. (closed to traffic) and venture out into surrounding communities for an enjoyable ride and lunch.

Saturday, June 19

A20 10/70mi Time Trial 9:00am/9:20am
Leaders: Ellen Richard (212 505-0697); Herb Dershowitz (212 929-0787). From the Boathouse/GWB. We will be holding a 10 mile time trial on 9W on the way up to Nyack. We'll regroup after the TT and head to breakfast. If the day is

nice we'll do Rockland Lake and then head home. Please note that this event is held on roads open to other traffic. A \$1.00 insurance fee will be required from all participants. To be repeated in July and August. Rain cancels.

A18 65mi Armonk 9:00am
Leader: Mary Allen (212 666-6844). From the Boathouse. Back roads to Armonk for lunch. Whippoorwill immediately post-lunch to stretch the legs and some nice downhill home. Nice paceline required, no stop. Rain cancels.

A23 45-56mi Northern Sizzler 8:00am
Leader: Bob Moulder (212 682-5669). See June 5th listing for description.

B15 50+/-mi The Wayback Machines 9:00am
Leader: Alex Von Braun (718 965-3552). From the Boathouse. River Road up; Piermont and North. Windy way back. Rain cancels.

B17 60mi "Roll With The Changes" 9:00/9:30am
Leader: Larry Ksiez (718 478-0644). From the Boathouse/Yellowstone & Queens Blvds. This time to Rockland Lake, we'll Deli stop and eat at the park. Rain cancels, wet roads; call leader.

C?? 35mi Clearwater Hudson River Revival 8:00am
Leader: Ted M. Kushner. From Woodlawn Station (last stop #4 train). Join this day-long excursion to the now-classic festival held at Westchester Community College. Folk music, nonstop dancing, crafts, story telling, and of course food. Bring locks, \$18 admission, sunblock. Optional Metro-North return (bring permit).

Sunday, June 20

A22 56mi Cool, Quick, 'n' Quiet 7:30am
Leader: Mark Martinez (718 726-7644). From the Boathouse. Variation on a theme (see June 13 listing.) *Carpe diem!* Ride leaves by 7:35 (my watch); so pump up your tires on Saturday night. Rain cancels.

A20 50/100/150/200mi Bekkerman's L.I. Loop 7:00am
Leader: Karl Dittebrandt (212 477-1387). From Patchogue (car top or train — call leader). A 50 mile sort of flat loop to Patchogue. Do 50, 100, 150 or 200 mi., your choice. Rain or shine.

A18 65+mi "Down by the Riverside" 8:30am
Leader: Dan Schwartzman, [no relation to Mars Blackmon] (212 362-5493). From the Boathouse. Those who know this old spiritual can sing it up the Connecticut hills north of Greenwich and over the Mianus River to a real old-time diner in Riverside CT. Hopefully it won't rain today! Rain cancels.

KB17.5+ 90mi Picnic on the Croton Dam 8:30am
Leaders: "Honey" (Irv Schacter) (212 758-5738) and "Sting" (1-800-STING-ERS). From the Boathouse. Spectacular scenery and hills. Gather clover on the Rockefeller Estate at Pocantico Hills, brunch at Chappaqua, then *swarm* up to the dam. We will bee ridge hopping on the way back, dallying with our kin at the Apple Bee Farm and then buzz along Sleepy Hollow Rd. Bring pocket food and 2 water bottles (stores are few and far apart), and Metro-North pass for bail out. Rain cancels.

C 20-50mi You Pays Yer Money, You Takes Yer Churce 10:00am
Leader: Leaderless. From the Boathouse. Be there. Rain cancels.

Saturday, June 26

ATB ?mi Summer at South Mountain 9:00am
Herb Dershowitz (212 929-0787) From 7th Ave. & 23rd St. South Mountain Reservation: Technical, Hilly, and lotsa Fun.

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

A16 65mi New City the Old Way 8:30am
Leader: C.J. Obregon (Wk. 212 579-2118). From the Boathouse. Devil's Kitchen is over, but we'll try a few hills — at a comfortable pace.. Rain cancels.

A23 45-56mi Northern Sizzler 8:00am
Leader: Bob Moulder (212 682-5669). See June 5th listing for description.

A18 130mi Headin' for the Hills 7:00am
Leader: Steven Britt (718 204-4970). From the Boathouse. Skyline Drive, Seven Lakes, Perkins. Enough said. Rain or shine.

ATB Dirt Research at Blue Mountain Preserve 7:30am
Leader: Brian Van Wassenhove. From Grand Central Sta. Main Ticket Rm. at 7:30am sharp! With steep climbs and fast descents, single tracks that are narrow and technical, this is not a ride for beginners. So if your up to the challenge this is an excellent off-road ride in nearby Peekskill. You'll need a Metro-North permit and \$12 for a round trip ticket. Bring lunch or money or whatever you think you might need as there are few amenities in the park. Joint 5BBC

B13 60mi Stonewall/Pride Ride 9:15am
Leader: Sandy Gold (212 222-4076). From the Boathouse. Join me in celebrating Pride Week with a ride to Westchester's "Stonewall," the Kensico Dam. We will ride on the beautiful bike path to a scenic lunch spot. Everyone welcome whether you're gay, bi, or straight, but not narrow. Helmets, spare tube required. Rain cancels.

B17 70+mi Rockland Lake 8:00am
Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. Bergen County with some hills — South Mountain Road — lunch at Rockland Lake. Return Nyack — Bike path — easy 9W. Rain, temp above 100° at start cancels.

C9 35/50mi Pedal to the Pool 9:30/10:30am
Leader: Jim Lane (212 697-8942 till 11PM). From the Boathouse/G.W. Bus Terminal (Ft. Washington & 178th St. - "A" train to 175th St.). Up scenic River Rd., waiting at the tops of the hills for the slower climbers, to Tallman Mountain St. Pk., with its bike path and swimming pool, bring money or lunch, water, swimsuit. Non-swimmers can loiter around or do extra ride to Nyack. Helmets required. Rain cancels.

Sunday, June 27

A22 56mi Cool, Quick, 'n' Quiet 7:30am
Leader: Mark Martinez (718 726-7644). From the Boathouse. Variation on a theme (see June 13 listing.) Return to Gotham by half past noon — in time for a second (or third!) brunch with your layabout friends. (Next month we roll out at 7:00am.) Rain cancels.

A21 80mi The Roads Less Travelled - Mostly 8:00am
Leaders: David Regen (212 222-0532); Rob Kohn (212 677-0119). From the Boathouse. A simply gorgeous ride on sparsely travelled roads with lots of waterside travel and rolling hills. We leave at 8:00 AM SHARP. (Call leader before ride to reserve spot on train for return, or take first come, first serve for remaining spots — limited to 14). 4:11 PM from Brewster gets us back to GCT around 5:15 PM. Rain cancels.

A22 70-80mi Rockland Roller 9:00am
Leader: Mile Samuel (212 722-8125). From the Boathouse. Fast ride somewhere in Rockland County with hills. Probability of rain cancels — call if iffy..

B16 65mi New City 9:00am
Leader: Herb Dershowitz (212 929-0787). From the Boathouse. A beautiful scenic ride to a possibly new location for "B" riders. Rain cancels.

C?? 25mi Roosevelt Island, Triboro Bridge and Beyond 10:00am

Leader: Richard Fine (H) 914 638-0842; (W) 914 429-5361. From the steps of City Hall in Manhattan. Adventurous ride to Roosevelt Island via Triboro Bridge and back to Manhattan over the East River.

C12 50mi Peerlessly to Piermont 9:30am
Leaders: Irv & Hindy Schacter (212 758-5738). From the Boathouse. Over the G.W. Bridge through Bergen Co. Stop at farmers market. Peer at yourself mounted on your bikes.

Saturday, July 3

A/B/C July 4th Weekend at West Point
Leaders: Christy Guzzetta (212 595-3674), Geo. Kaplan (212 989-0883); Brian McCaffrey (718 634-1742); Jeff Vogel (718 275-6978). See article elsewhere in the Bulletin for details on this great 3 day holiday weekend.

Sunday, July 4

A22 56mi Cool, Quick, 'n' Quiet (and Even Earlier) 7:00am
Leader: TBA. From the Boathouse. The series continues... but we start half an hour EARLIER. Beat the holiday traffic and get back by noon for some Independence day festivities. We roll by 7:05am.

Ride Previews

A? 69mi In Search of the Nude Beach Sun, July 11; 7:30am
Leader: Christy Guzzetta (212 595-3674). From the Staten Island Ferry (the Battery). Once again we go out in search of the Nude Beach around Sandy Hook, NJ. Private chartered boat ride to take us back home. \$20 covers the boat ride, space is limited; advance sign-up required. Dress is optional, sunblock suggested. Rain cancels.

B16 Tour Hungary, Austria, Germany, France, Ireland Mid-June/July
Leader: Michael DiCerbo (212 645-1120). Daily Distance: 50-70 miles; Self-contained/no support. Call if interested.

A/B David Tours the Pyrénées July 22 - Aug. 1
Here's your opportunity to ride the scenic roads where bike racing's legends have battled: Val Louron, Col du Tourmalet, Luz Ardien, among others. Terrain? It's not hilly; it's mountainous, 30 miles average per day. Self contained. Cost: \$1,949 including airfare, hotels, breakfast and dinner daily.

A/B David Tours the Eastern Alps Aug. 25 - Sept. 6
Spectacular tour through Switzerland, Italy, Austria and Liechtenstein. Incomparable scenery, challenging climbs, thrilling descents. Terrain? same as above. Self contained. Cost: \$2,049 including airfare, hotels, breakfast and dinner daily. Leader: David Schlichting (516 482-3423)

B/Touring Sunapee Region of New Hampshire Aug. 15-20
Leaders: Ken & Marilyn Weissman (212 222-5527) and local bikers, Tom & Linda Mandra. \$495pp, dbl. occ., including vehicle support, five of New Hampshire's finest Inns, 5 full breakfasts, 5 dinners (one, a cookout w/ homemade ice cream). Call leaders for details.

From the Hive -

Thanks to all the Bees who made the April 24th Killer Bee ride a complete blast. Obviously, Mother Nature gets an honorable mention for sweetening it up. And outside of Sting's successful attempt at Bozo of the month, (really, a flat at the Boathouse) this was THE perfect day of riding. Thanks for putting up with 60 miles of hills *before* lunch. Ahh, but wasn't it worth it?

- Buzz

THE STEVE SCHUETZE MEMORIAL FUND

In October of 1987, four NYCC members went to Arizona to participate in the "Almost Across Arizona Bike Ride", a beautiful nine-day trip sponsored by the Greater Arizona Bicycle Association. The club members were two couples: Steve Schuetze and Roberta Pollack along with Clay Heydorn and Simone Smith. Steve and Roberta had been riding with the club for a little over a year; they were very active club members and went on many of the big outings, as well as many of the club's regular weekend rides.

Tragically, Steve did not come back. On the fourth day of the trip, after a happy lunch stop in Strawberry, the riders were climbing a narrow mountain road to Payson. Suddenly, everything changed; a happy trip became a terrible tragedy. Steve had been struck and killed instantly by a double trailer logging truck.

Steve's death was a loss not only to his family and friends and NYCC friends, but also to the world of science. Steve, only 36 years old, was a highly respected faculty member at Columbia University where he conducted research and taught in the field of neurobiology.

More than five and a half years have passed. Although time has been a true and gentle healer, I am still saddened remembering Steve. I miss him for his wonderful enthusiasm for cycling and for the joy in living that he shared with all who knew him.

It is so sad and unnecessary that a cycling death be the force hidden behind a campaign to increase awareness of safety regarding cycling. I hope that the funds donated to the **Steve Schuetze Memorial Fund** will indeed save lives and create a friendlier world for cyclists.

-- Clay Heydorn

Following Steve Schuetze's death, several ideas were put forward as to how best to use the money contributed to a memorial fund in his name. The NYCC Board voted to create Public Service Announcements, some of which you see printed in this Bulletin. They will be offered to magazines and newspapers to run as space permits, and we hope they may be picked up and used nationwide.

The following is the work of Mark Martínez and Richard Rosenthal, with the advice of a subcommittee of the NYCC Board. The "button" was created by Kathleen Eaton.

- Editor

Attention All Drivers:

Be extra alert behind bicycles because cyclists swerve to avoid potholes, sewer grates, steel plates, and road debris.



Always, always, *always* signal turns and look for cyclists before turning because they may be riding next to you or in your blind spot.



Look specifically for bicycles before opening car doors because cyclists ride close to parked cars and you can't hear them coming.



Remember, cyclists don't have airbags; they do have a right to the road.

*A public service provided by this publication and
The Steve Schuetze Memorial Fund of
the New York Cycle Club.*

NYCC JULY 4TH WEEKEND AT WEST POINT

There may be no better place in the country to experience the feeling of *Independence Day* than at *West Point*. Christy Guzzetta, George Kaplan, Brian McCaffrey and Jeff Vogel have planned a 3 day (2 night) weekend jaunt to this historic setting high above the banks of the Hudson River. We'll bike up Saturday morning, July 3rd, stay on campus at the historic Hotel Thayer Saturday and Sunday nights, visit the locale, and ride back to New York City on Monday, July 5th. Plans for the weekend include 2 dinners and 1 breakfast at the Hotel Thayer, a guided bicycle tour of the campus, a catered outdoor picnic dinner, a spectacular/wonderful/patriotic/red-white-and-blue/tears-in-your-eyes/I'm proud-to-be-an-American outdoor concert, rides for A, B, and C riders, maps, leaders, and good times. \$130.00 covers it all. Send check to *Christy Guzzetta*, 49 West 75th Street, New York, NY 10023. Space is limited. Sign up ASAP.

Questions? Reservations?

Christy Guzzetta	212-595-3674
George Kaplan	212-989-0883
Brian McCaffrey	718-634-1742
Jeff Vogel	718-275-6978

EARTH DAY ACTION Thursday June 24th

Meet at Washington Square Park - 5pm

Ride up 6th Ave/Arrive Central Park - 6:30pm

Block car traffic until 7pm

Sponsored by: Bike Messengers United, *In Traffic Magazine*, Transportation Alternatives (info, 212-475-4600)

MINUTES OF THE NYCC BOARD MEETING TUESDAY, APRIL 6, 1993

Present: Geo Kaplan, Mark Martínez, Jody Saylor, Larry Nelson, Conrad Obregon, Ellen Richard, Jane Kenyon, Herb Dershowitz, Karin Fantus, Richard Rosenthal. Absent: Jim Babbitt, Nadine Marney, Hannah Holland.

Larry reported a balance of \$15,700 in the treasury and presented a revised budget including the previously authorized Rider Development Programs.

Geo noted that the Greenways Century had been deferred until October. He also said that the 5BBC wanted to enclose a brochure with the Bulletin. Jane noted it was our policy to accommodate them, provided they paid the extra mailing costs. Next, the Montauk Century: 5BBC is charging \$37 for non-members, \$32 for their members. Several directors felt that the NYCC could provide buses for its members at a lower price. The Board voted to advance money for the rental of two busses and Mark agreed to find a coordinator.

Mark wondered if the club could sponsor a time trial in conjunction with the All Class Club Ride. It was pointed out that this would affect our insurance, and would require pre-registration and a fee.

NO TECH TIPS

Bob Moulder

Blood, Sweat and Graphs

Did you ever come across a piece of information on a topic you think you are quite familiar with, only to discover that one of your key ideas is dead wrong? I had always thought—and I was backed up (or misled, perhaps?) by much expert and anecdotal info in cycling books and publications—that good cyclists' pedal strokes are more efficient because they are smoother, "rounder" and deliver power through more of each pedal down- and upstroke than those of less-experienced riders, whose pedal strokes appear less circular and not as economical. This notion is just one piece of cycling's performance pie, but I am now convinced that it represents only a small sliver and not a hefty slice, as was previously assumed.

I was persuaded by a beautifully-prepared study shown to me by the New York Cycle Club's Moe Slotin, which was published by the American College of Sports Medicine in their journal, *Medicine and Science in Sports and Exercise*. (It's in Vol. 23, No. 1, pp. 93-107, 1991, if you care to look it up, and you should if you are a serious competitor.) The study—"Physiological and biomechanical factors associated with elite endurance cycling performance," conducted by the Human Performance Laboratory at the University of Texas at Austin—set forth in exhaustive detail the results of physiological and performance testing of 2 groups of cyclists and correlated the results with these cyclists' actual performances in 40 km (about 25 mi) time trials. The first group were classified "elite-national class" and the second group were "good-state class." They were no slouches; the average time for the "elite" group was about 54 minutes (51 minutes for the fastest in the bunch), while the average time for the "good" guys was 60 minutes (57 minutes for the best in that group).

The study was replete with the normal tests, such as VO_2max (the maximum amount of oxygen an athlete's body can put to use during intense exercise), blood lactate threshold (LT for short, the level of exercise above which excessive lactic acid is produced), and other blood chemistry, muscle fiber analysis (fiber type, degree of capillarization, enzymes), extensive body measurements (lean mass, muscle size), training history, etc., etc. Quite interestingly, the cyclists determined their own most efficient cadences during several pre-trials with the ergometer, and the heart rates of the subjects were *not* men-

tioned at all, apparently because the VO_2max method is a more accurate indicator for endurance exercise than the heart rate method, or so I inferred. Generous graphs provided visual comparisons of much of the data.

Great expectations

My initial scan of the study gave me the warm fuzzies, for it confirmed nearly all the principles we have become familiar with, among them; 1) an elite competitive cyclist must have a high VO_2max , and he must have a LT of about 80% of VO_2max , and he must be able to perform for extended periods of time at 90% of VO_2max , which really hurts; 2) he must, as Eddy Merckx once counseled, "Ride lots," and for several years, which increases muscle capillary density (*very* important), converts a significant percentage of fast-twitch muscle fibers into slow-twitch fibers, and improves muscle coordination; 3) simply losing weight can raise anyone's VO_2max a lot, training can raise VO_2max a little, and training can raise LT a lot; and 4) it doesn't seem to matter whether a cyclist pedals flat-footed or pointy-toed. Yes, the smugness was beginning to set in.

And then I was metaphorically slapped silly when I saw the graph.

The Graph

The graph (one of several, actually) compared the two groups' *average* crankarm torque production at various points during the pedal stroke, and along the way it obliterated any delusions about the value of "pulling up" all the time when pedaling. These data starkly revealed that cycling power is delivered during the downstroke and that little, if any, propulsive force is produced on the upstroke. In fact, the graph plainly depicts the reality that the elite-level cyclists unleashed significantly more power during the downstroke, and actually produced small *negative* torque forces on the upstroke. In other words, the elite cyclists used just enough energy to lift (or unweight) the upstroke leg, but no more.

There are two other similar graphs (not shown because of space

limitations) that plot the torque production of individual cyclists in each group, and there the trend continued—the better performers within each group relied on a powerful downstroke, and not at all on the upstroke. The net effect of this "pedaling strategy," combined with years of training, technique and genetic predisposition, was that the elite group generated 11% more power and did 9% more work during the tests, which is a huge amount in athletic terms.

What it means

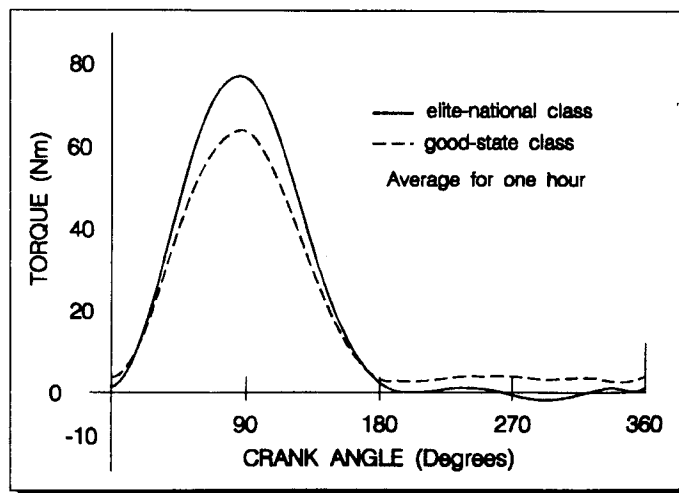
For most of us this doesn't matter much. Our "engines" aren't terribly powerful, nor all that finely tuned, and anyway, we really weren't as careful as we should've been when picking our parents. Even this study could not quantify how much of the increase in work output can be attributed to the no-power upstroke. What this study makes crystal clear, though, is that this is how top-flight cyclists pedal, whether or not they realize it, and it seriously questions some cyclists' preoccupation with "pulling up" or "pulling back" at the bottom of the pedal stroke.

Does this mean we should ignore the upstroke? Definitely *not*, as one of my cycling expert friends might say. This study did not examine kilo starts, match sprinting, road racing sprint finishes, bridging, climbing steep pitches, or surging on a climb—all situations in which a powerful upstroke is an essential element, if only for short periods of time.

If you don't think so, watch the CoreStates USPro Championship in Philadelphia, where you will most assuredly see some top-flight cyclists "pulling up" on the Manayunk Wall.

Now, let's go cycling!

*



The Progressive 'A' SIG Celebrates A Sweet Sixteen

Despite a slow start caused by the traumatic March blizzard, 16 dedicated cyclists completed the Progressive 'A' SIG ride series this year. They were: *Phil Aronoff, Terry Brady, Carey Chu, Andrew Cohen, Tara Crowley, Marcel Lipkowitz, Michael McMurphy, Ellen Michaelson, Liane Montesa, Kevin Mulvenna, Paula Schaefer, Ferdinand Scharf, George Tsugranes, Howard Turoff, Gerry Valentine, and Lori Vendinello.*

We started the SIG on Saturday, March 6 with the traditional 24-mile, four-lap ride around Central Park. Our riders barely had time to set up their training schedules when they were introduced to another SIG tradition: bad weather. The blizzard of '93 set back everyone, and shortened the normal 12-week training schedule into a 10-week period. In addition, heavy rains forced the postponement of one ride onto Easter Sunday. In spite of Mother Nature, our 16 graduates persevered as the rides grew progressively longer and faster, while practicing skills like pacelining and hill-climbing. The culminating ride was a tribute to their commitment, a scenic century 'A' ride on which they were joined by a group of veteran 'A' riders as well as the SIG ride leaders.

This year's group of graduates developed their own, powerful sense of camaraderie. Every Tuesday and Thursday this spring, ten or twelve SIG riders woke up to train at 6 am, and it was not uncommon for SIG groups to form their own Sunday recovery rides. In cycling, the strong paceline results from the common choice of individuals to work as one group. Our graduates upheld this tradition in its finest sense.

As always, the SIG cannot be run without the dedication of its leaders. We had seven outstanding leaders this year: *Herb Dershowitz, Christy Guzzetta, Jane Kenyon, Lance Leener, Ellen Richard, Carolyn White, and Ernie Yu.* It was their volunteer time and tireless work that made the Progressive 'A' SIG the most valuable cycling experience in New York.

If you are unaware, the SIG is our annual club training program for cyclists who want to prepare for 'A'-level rides. It starts every spring on the first Saturday in March. See you next year!

- Ernie Yu

BLOWOUTS

When I found out we almost didn't have a May Bulletin, I realized it was time to thank all the people that make things happen in our club. Geo Kaplan, Mark Martinez, Hannah Holland and Jane Kenyon used militaristic precision to put a plan into action to make sure we had rides for May. If only the U.S. Government acted so quickly.

Let's thank your ride coordinators, Nadine Manney, Jim Babbitt and Ellen Richard for providing us with the diversity of rides listed in the Bulletin. And thanks, Jane Kenyon, for producing the most professional looking newsletter of any bicycle club around.

Thanks, Chuck Wong for a new excuse every week (and for the Mickey gloves).

Thank you Catherine Chatham, Elizabeth Emery, Lisa Halle and Stefani Jackenthal for remembering your roots, and we wish you continued good luck in your racing.

Thank you Jody Saylor for putting together a great program month after month, sometimes on very short notice.

Cari Gengo, thanks for the bikini.

Thank you, Herb Dershowitz for the Montauk bus (and thank you Barry Shapiro for finally taking a pull.)

If you missed the Montauk ride, thank Larry Ksiez for giving us ten more chances to get there. And thanks to Karl Dittebrandt there is no shortage of 150 mile rides to do.

Thank you Christy Guzzetta for arranging all those long weekend trips to the Catskills and West Point.

Thank you Kyle McCarthy Ford for making all the arrangements when we need a train. And thanks for pushing through Metro North's bike train program, expanding our cycling range to Putnam, Dutchess and Orange Counties.

For expanding our cycling horizons even further, we can thank Mike Yesko, for taking us to Scandinavia and the Pyrenées; Lori Vendinello and Howie Turoff (yes) for taking us to Italy; Marty Wolf and Michael DiCerbo (no) have both offered various trips to Europe; Margaret Cipolla and Jeff Vogel (yes) who took us all the way to Africa; and Dave Schlichting, who leads not one, but two trips to Europe every year.

Let's thank Michael Toomey one more time. Not only did he design a beautiful jersey but he single handedly turned the Citicorp Building around!

LOU B. POKES

Thank you Ken Weissman, Bob Moulder and John Waffenschmidt for keeping us in shape all winter with your cross-training hikes.

Thank you Clay Heydorn for your annual barbecue. And thank you Mr. & Mrs. Fishkin (Ed's parents) for your annual picnic. Thanks also to the Skylark for allowing us to bring our bikes inside and to the Flagship, where they can always accommodate our rude, noisy, smelly group of 40 without reservations. And thanks to whom-ever was responsible for the fire at O'Hara's, thereby sparing us its cuisine.

Thank you Louie Bernardinucci and Mel Shleifer for your efforts in removing from the club the stigma that we're all a bunch of high tech, spend crazies insistent on the latest in fashion, frames and componentry.

Thank you Paul Rubenfarb. Reading his ride listings is like taking a course in architectural history.

Thank you, Bob Trestman. Those rollers are still spinning on cold winter nights. And Clay Heydorn, if you rode more on cold winter days you'd see that blue Campy hat still in use. Thanks.

In addition to our famous A SIG, there were two other SIG's this year. Let's thank Jim Babbitt for trying to keep the Killer B's in line and cult leader Irv Weisman for his C to B Progressive Series.

Now that we can all ride better, to keep our bikes functioning properly let's thank Richard Rosenthal for his Bike Repair Clinics. The other instructors are Dave Regen, Steve Britt, James Ross, Mark Martinez and Herb Dershowitz. Special thanks should go to Roger Bergman of Pedal Pushers who opens his shop exclusively for us on Tuesday nights.

Thank you to all the lawyers in our club who didn't sue me this month.

Thank you, Serge Houis for discovering a new way back from White Plains. Everyone knows the standard route: through Scarsdale, a right over the railroad tracks and a left onto Scarsdale Road, paralleling the Bronx River Pkwy. Well, a few weeks ago Serge tried making a hard left and wound up on the Bronx River Parkway for several miles. Not only does this give new meaning to motor pacing, but we have our *Road Bozo*. Thanks, again.

And finally, thank you Peter Hochstein, Rikki Furman, Paul Liebowitz and Richard Rosenthal. *

Oh!...My Aching Back

Russell B. Cohen, DC, CCSP

Back pain stands second only to the common cold in keeping people from their work. Back and neck disorders have an enormous impact on the public in general, but an even greater one on cyclists.

To see why, think of your body as a machine like your bicycle. Your own frame, the skeleton and muscles that move it, should have the same qualities you look for in a bicycle frame: strength, sound joints, and biomechanical efficiency.

Your Spine

The vertebral column (your spine) consists of 26 movable segments of bone, known as vertebrae. Each vertebra is linked to its neighbor in the column by a joint that allows movement. Each joint consists of a disc of cartilage that serves as a cushion between vertebrae; ligaments, muscles, blood vessels, and nerves. Running along inside the vertebral column, throughout its entire length, is the spinal cord, an extension of your brain. Nerve branches of the spinal cord exit through the joint spaces and go to specific muscles and organs of your body. The spine is a complex structure, to say the least. Not only does it hold you erect, it's the conduit for nerve impulses that your brain sends out to control your muscles and every organ in your body — a kind of telecommunications system. A lot can go wrong, so taking care of your spine is crucial.

Common Causes of Back Pain in Cyclists

By far the most common source of back pain is unconditioned muscles. By using the proper training to stress the tissues, you can get them into shape so that they can adapt and/or become stronger. Overworking tissues without allowing time for necessary physiologic changes to take place will result in pain, weakness, and ultimately an over-use injury.

Posture

The cycling posture is an awkward one and takes some getting used to. Improper bicycle fit, bad posture, or poor technique may lead to back pain. Good fit is a balance between comfort, biomechanical efficiency, and minimum drag. Forward flexion of your back (bending over) should come primarily from the hips — not your back. If your saddle-to-handle bar distance is too short, you will be cramped and forced to round your back. With the seat too high, your hips will rock,

causing unnecessary torsional stress to your lower back. Although a greater saddle-height/stem-height difference is advantageous aerodynamically, it may overflex your back, resulting in strain if your back is not yet flexible enough. Small incremental modifications in these measurements should be made over a period of time to allow the back to adapt. If one leg is shorter than the other or if one foot pronates (flattens), that could also lead to back problems. Above all, staying relaxed on your cycle will reduce stress, avoid muscle spasms, and minimize fatigue. Be sure to change your posture frequently by altering your hand positions on the bars, and sit up occasionally to stretch out.

Stay Loose

Stretching should be an integral part of your training. Tight back and leg muscles affect your position on the bicycle, leading to poor mechanics and strained tissues. Not only do you get less for your effort, you risk damaging tissue. Be sure to stretch quads and hamstrings, as well as your back, since those muscles affect movement of your pelvis and lower back. Arching backward reverses some of the effects of the forward-flexed cycling position. Bob Anderson's book on stretching has a good section on stretching exercises for cyclists.

Strength Training

Weak muscles tend to become tired, tight, and painful. Tackle the problem with a strength-training program during the off-season. Continue during the season, on days off. To help support the spine, do exercises to strengthen upper and lower back and abdominal muscles.

Sciatica

Low back pain that radiates into the buttock and down the leg is called sciatica. For most people, the cause is a disc disorder (slipped disc). But for cyclists, the cause can often be found in the muscles and joints of the buttocks. Muscles, tight from overuse, can entrap the sciatic nerve, sending intense pain down the leg.

Massage and Manipulation

Repetitive hard training can lead to restricted joint motion and tight, shortened muscles. Massage helps to relax those muscles by passively stretching them and by bringing in fresh blood to clear out waste products, such as lactic acid.

Two things every driver should know about bicyclists:

1. They don't have air bags
2. They do have a right to the road.



The Steve Schuetz Memorial Fund
of the New York Cycle Club

Chiropractic manipulation should be a regular part of any athlete's training program. Doctors of chiropractic are trained to assess the function of all the muscles and joints of the human body. Restricted function — when a joint or muscle isn't working properly — can cause poor performance, slow recovery, or pain. It can be corrected, however, by using manipulation, massage, and physical therapy. As a result, performance can be improved and injuries prevented. Many professional athletic teams have a sports chiropractor as a member of their medical staff.

Take as good care of *your* frame as you do of your bicycle's. Remember, an ounce of prevention is worth a pound of cure. Train smart to avoid injuries. If you suspect something isn't quite right, consult with a sports medicine specialist. *

Dr. Russell B. Cohen, a certified chiropractic sports physician and a Cat 3 racer, is in private practice in Manhattan. He can be reached for questions or comments at 212-713-0180

Drive as though that cyclist were your child.



The Steve Schuetz Memorial Fund
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UPWARD MOBILITY

Alan Cohen

What's one way to improve as a cyclist? Ride with a group that's slightly stronger than you are! Afraid of getting dropped? Well, you can minimize that possibility by adopting an energy-efficient cycling style. The following are tips I've picked up from other riders and they really work!

1) Eat before you're hungry; drink before you're thirsty.

While this is a general cycling rule, it takes on greater significance here because your body will be burning more energy than usual on this ride. It may seem obvious, but the best way to conserve energy is to replenish it as soon as you can.

2) The flats - And the Lord said unto LeMond: "Let each rider pull in front and each according to his own ability".

• *Don't duck the draft.* The person in the front of the paceline is using up to 30% more energy than the cyclists who are lining up and riding behind that wheel. Think of those jungle movies where the fearless explorer is hacking his way through the thicket with his machete; only here the thicket is the wind and the machete is the bicycle. Since conservation of energy is at a premium, you want to be able to stay in a draft position for as long a time as possible. Stay behind the fearless explorers in front while you walk through the jungle unscathed.

a) Non-rotating or semi-rotating pacelines:

On rides where only the strongest cyclists do the pulling, you're in luck. Just remember to stay about 2/3 down the paceline. Ride too close to the front, and you'll find that sooner or later there's nothing in front of you but a headwind. Riding too close to the rear will subject you to the "accordion effect", where an uneven pace causes you to alternately slow down and then suddenly sprint to get back into the paceline - a great way to waste valuable energy.

b) Rotating pacelines:

If you're riding in a rotating paceline, you'll be called upon to pull on a regular basis. The thing to remember here is that just because the person in front of you pulled for five minutes, you don't have to do the same. Pulling is contingent upon your strength, not upon the clock. Most cyclists feel that if they don't pull for as long as the other riders, they are not doing their fair share. This might be true, but it only applies for riders of equal strength. The objective of a paceline is for the group to ride at a constant speed. If riders are unable to maintain the pace up front they are cordially invited to take their place at the back of the paceline. So take the hint, and keep the pull in accordance with your ability.

• *Doing the pull.* As you're moving up the line, pay attention to the overall pace (taking into account hills and descents). When you get in front, it becomes your mission to maintain the pace, but not at all costs. Once you feel the slightest sense of fatigue, pull off smoothly. Remember, the pull doesn't end when you move off the front. Energy is being lost as you're exposed to the wind while falling back in the line and as you accelerate to get back to the pace. Think of the energy being used as 3/4 for pulling and 1/4 for getting back in line.

3) Hills Schmills.

It is on the hills that most groups split up, and if you're riding in a group that is slightly above your level you can be sure that there will be some very good climbers present.

a) The biggies.

Unless you're a good climber yourself, you'll have to ride smart. While it's best to be 2/3 down the line for the flats, if you know a big hill is coming up try to move up into the first 1/3 of the group. This way you're closer to the top of the hill than most of the other riders when the climbing begins, and this in essence gives you a head start up the incline. Use this advantage to get you to the top with the rest of the pack.

• *Pump it up.* It's easier to ride above your ability on the flats than on the hills. If you still find yourself falling back, it's here that you've got to tap into all the energy you've been conserving and use it to get you over that monster. Fortunately, on most club rides, if there is no regrouping at the top, the riders will at least slow down the pace after the climb so people can recover... but don't always count on it!

b) Medium to small.

If you find yourself in a paceline that is going over rolling terrain or moderate hills, resist the urge to pump or sprint up. All you need to do is maintain the small distance between you and the rider ahead of you. To do this, find the easiest gear you can pedal in - the gear which will at best let you maintain 90 RPMs - and don't shift up unless you start to lose the wheel. Doing this flattens out the hills and helps you expend the least amount of energy possible for climbing. (This advice also pertains to the flats: if you need to conserve energy and want to stay with the group, always ride in the lowest gear you can get away with.)

4) Let's get practical.

Most NYCC rides start and end in Central Park. This means that the first and last 10 miles of the ride take place in the asphalt jungle. Use these

President's Message

Geo Carl Kaplan

Safety - "Sing a Song of Safety" was written by Irving Caesar some fifty years ago for school children. Now, we are adult bike riders, but sometimes I wonder....

A couple of weeks ago we had two similar, preventable if not avoidable, accidents. In each case the rider hit a pothole. The shock caused one rider to lose control of the handlebars, followed by a crash - resulting in a sprained wrist and some nasty road rash on arms and shoulder. The other rider maintained control, but the pump held by friction under the top tube came loose, went through the spokes of the rear wheel, caused a skid and a crash, and a badly bruised shin, requiring emergency room treatment.

Preventable? Avoidable? Well, why didn't the riders ahead call out "POT-HOLE?" Neither rider was leading the group at the time! In the first case loss of control after hitting a pothole is just one of those things that is not preventable. The strongest rider in the world will come upon a "shock" that will jar loose the hands from the bars. What about the pump? Simple remedy - strap the pump to the top tube! With what? Velcro straps made for that purpose and sometimes available at your local bike shop. Old, discarded toe clip straps. Ribbon, shoe laces, small bungees - whatever. Just secure the pump to the tube with something - anything - and don't rely on friction to keep it secure.

Don't be reluctant to call out road hazards for the benefit of the rider behind you - someday you may thank some rider for doing the same for you!

"buffer" miles to warm up and cool down, not to push. Once you've done a few rides, you'll get to know where the easy parts are, and where the trouble spots (big hills, or hammer-time flats) are. This way you can budget your energy to get you through the more difficult parts of the ride.

Riding with cyclists that are slightly stronger than you will ultimately increase your aerobic and anaerobic capacities. Soon enough, you'll start pushing the pace and send everyone else into econo-mode. Now it's time for you to move on to the next level. That's upward mobility! *

Classified listings

For Sale:

- 57cm Olmo SLX, 5 years old, all Campy-equipped, \$550.
- 57cm Panasonic team, 7 years old, \$250.
- 52cm Masi SL. Approximately 13 years old, all Super Record with tubulars, \$450.

Call Alan (212)794-1109

- 1992 Trek 850 18" Mountain bike, with Onza L-bend. Hardly ridden, excellent condition, \$350.

Call Carey H(718)507-7140, W(212)237-3409

- 19" Fuji Touring, triple-crank with Dian-Compe and Suntour, \$125

Call Darlene (212)727-0633

- 1 pair SIDI Genius II Brand New - black Neon, Size 43, \$160

Call Errol (212)956-5920

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Membership Application

I know that bicycling is a potentially hazardous activity. I represent that I am over eighteen years of age and that my physical condition and the condition of my equipment is to the best of my knowledge adequate to allow me to participate in NYCC activities. I assume all risks associated with such activities, all such risks being known and appreciated by me. Having read this waiver and knowing these facts and in consideration of your accepting my application, I for myself and anyone entitled to act on my behalf, waive and release the NYCC, its Board of Directors, their representatives and successors from all claims or liabilities of any kind arising out of my participating in NYCC activities.

Name: _____ Signature: _____

Name: _____ Signature: _____

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

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

Where did you hear about NYCC? _____ Date: _____

☐ New ☐ Renewal ☐ Change of Address

Check Amount: _____

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

For demographic purposes only (Optional):

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

1993 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one Bulletin. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple) until December 31st. 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.

**New York Cycle Club Monthly Meeting
Tuesday, June 8th, 1993**

CHARLES KOMANOFF,

past President and Research Director of TRANSPORTATION ALTERNATIVES is any New York cyclist's best friend and advocate. *Bicycling* Magazine recently named him one of their "Cyclists of the Year". Through his efforts at TA, we got back River Road, the GWB and Queensboro Bridge bike lanes, and when Ed Koch proposed banning bikes from midtown, a bike rally up Fifth Avenue and a legal battle, both organized by TA, changed Mayor Koch's mind. TA's latest project is:

THE BICYCLE BLUEPRINT

For its brand new book, Transportation Alternatives surveyed the cutting edge of bicycle policy through the US. and around the world. Join authors Michele Herman, Charles Komanoff, Jon Orcutt and David Perry for a discussion of TA's "Plan to Bring Bicycling into the Mainstream in New York City."

(Copies will be available for purchase - just \$12. 160 pp, over 100 photos/illustrations)

CLUB MEETING LOCATION

FLATIRON GRILL at 937 Broadway (betw. 21st and 22nd Streets)

Drinks at 6pm, dinner at 7pm, program follows.

Members and non-members welcome.

Bring your bike inside the restaurant.

NYCC

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First Class



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