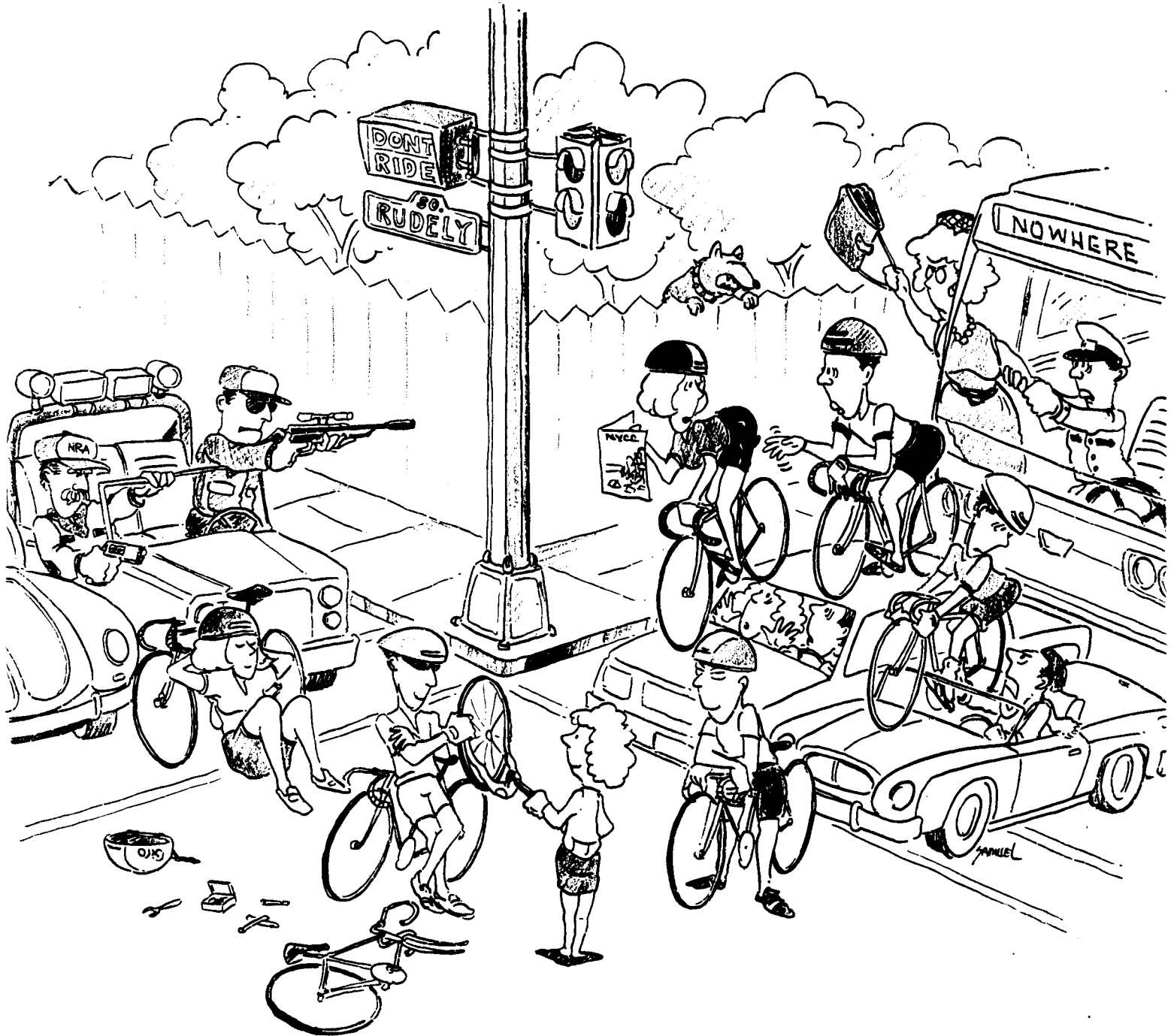


May
1993

NYCC Bulletin



"I just read Bob Moulder's article in the March Bulletin. Is it true that cyclists are sometimes inconsiderate of motorists? ."

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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*.

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Credits: F/C art, Mike Samuel

Page 9, Michael Toomey

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

Deadline for the June 1993 Bulletin is May 11th.

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

Wednesday Night Rides

A 40mi Evening Training Ride to State Line 6:00pm
Coordinator: Ellen Richard (212 595-0697). From the Boathouse (or 6:20pm at the NY side of the GW Bridge.). Beginning May 5th there will be an "A" pick-up ride every Wednesday. The ride will go to State Line and return. I would like to see everyone ride out and over the G.W. Bridge together before splitting into different groups if numbers and styles dictate. We'll then regroup at the Bridge for the return trip downtown. Rides will continue through August while the daylight holds out. Safety light or other high visibility gear recommended. Call me with suggestions or questions., otherwise I'll see you on Wednesday evenings.

Saturday, May 1

SigA 88mi Progressive "A" S.I.G. Ride #9 8:30am
Leaders: Christy Guzzetta (212 595-3674); Jane Kenyon (212 662-1935). From the Boathouse. We'll head north into Westchester, sharing the work with our rotating double paceline. Can you feel the need for speed? We'll be adding up the miles as we prepare for next week's topic: climbing. Prior participation required. Rain date: Sunday, 5/2.

A20 75+mi "A" Training Ride #17- Land o' Reservoirs 8:45am
Leader: David Regen (212 222-0532). From the Boathouse. A sumptuous, rolling sojourn on sparsely traveled roads. Narrow lanes will call for a single tight paceline with short pulls. Then ride back from Brewster, NY - so bring your Metro-North pass. Precip., horrible forecast cancels.

A21 65+mi "Alexander's" 8:30am
Leader: Mark Martinez (718 726-7644). From the Boathouse. Workers of the world unite, and make a smooth paceline on a roundabout route to Armonk. Long way up, short back. No Beauzeaus. Rain cancels.

B17 55mi May Day! May Day! May Day! 9:30am
Leader: Richard Rosenthal (212 371-4700). From the Boathouse. Help! I've forgotten how to ride. To hell with the worker; get me to Nyack. Rain cancels.

C? 20mi Rockaway Valley 10:00am
Leader: Leroy Varga. Meet at the Denville A&P Shopping Center (Rte 53). A slow paced beginners ride through the woods past meadows and farms. The terrain is mostly flat with a few hills. Joint 5BBC

C7 18mi Cobble Hill/Carol Gardens - Audacious Brownstonia 1:00pm
Leader: Paul Rubenfarb (212 740-9123). From front of Bklyn Museum. (Eastern Pkwy stop on #2 or #3) These blended-together brownstone burghs between Atlantic Ave. and Red Hook received some of the innovative brownstone construction deemed too novel for older staid Brooklyn Heights. There is a live-and-let-live be-yourselfism contrasting with the cardiac-stress pecking order of the Heights, Slope, etc. Rain or shine.

Sunday, May 2

A20 70+mi "A" Training Ride #18 9:00am
Leader: Tom McMahon (212 777-5845). From the Boathouse. Cruising speed's now up to 20mph. We'll do a nice loop up in Rockland, but I promise we won't stop in Nyack. Crummy weather or post-birthday hangover cancels.

A18 100+mi Brevet Warm-up 7:30am
Leader: Steve Britt (718 204-4970). Meet at the Boathouse STOP Slow and easy ride to Nyack NOT Flat and gentle terrain NOT Many food stops NOT Ride 100 miles STOP Rain cancels NOT.

A21 65+mi Rockland Lake 9:00am
Leader: Don Montalvo (212 307-7753). From the Boathouse. It's 9W to Rockland Lake before a little breakfast in Nyack. Easiest way home. Rain cancels.

B15-C11-17 30-58mi Newcomers Rides 9:00/9:30am
These rides are intended to welcome newcomers to the Club on "C" and "B" level rides. If you have been wondering how and when to begin riding with the Club, this is for you. (See page 6 for more details on leaders and groups.) Rain, predicted high below 40 cancels.

B15 55mi To the North! To the South 8:30am
Leader: Gary Krzynowek (718 931-5367). From Woodlawn Rd. (last stop #4 train). We will ride to the Kensico dam and the south, following as close as possible the Catskill Aqueduct. The stout of heart with hybrid bikes can split off for a few miles and ride the path itself. This will be a friendly no-drop ride. Precip. cancels.

C10 20mi Gateway National Park 10:30am
Leader: Richard Fine (914 429-5361). From Floyd Bennett Field Parking Lot Rangers Station. Join ride with AMC. Tour the Park, experience Nature and have lunch.

C? 50+/-mi Quack Plus 9:30am
Leaders: Hindy and Irving Schachter (212 758-5738). From NW corner of E. 64th St. & 1st Ave. Normally we ride to the Demarest duck pond in March. This year we're going past the duck pond to Piermont. We hope the ducks don't sue for breach of contract. (Does this sound familiar? We were rained out in March, but we're trying again.) Rain, cold, angry lawyers cancel.

May 5th Wednesday Night Ride See Above for description.

Saturday, May 8

SigA 85mi Progressive "A" SIG Ride #5 8:00am
Leaders: Ernie Yu (212 663-5747); Lance Leener (212 947-9392). From the Boathouse. Today we practice our climbing technique on the cols of the Westchester Alps. As we head towards the Croton Reservoir, remember to shift early and stay relaxed. Follow those polka dots! Prior participation required. Rain date: Sunday, 5/9.

A20.5 65-70mi "A" Training Ride #19 9:00am
Leader: David Younglove (212 533-1276). From the Boathouse. I've scheduled this ride twice and been rained out both times. If it rains this time, I'm boycotting Armonk. We'll... Anyway, we'll take the usual route up 22 to include Whipoorwill. Breakfast at the Flagship. Return along 9A. Rain at the start cancels.

A17 140mi Ride for Exhaustion 6:00/6:30am
Leader: Ray Thomas (212 749-1787); Larry Ksiez (718 478-0644); Ray Malecki (718 426-7383). From the Boathouse/Yellowstone & Queens Blvds. The backroads all the way to Montauk. LIRR pass needed if you want the easy way home. Rain cancels.

A22 80+/-mi Return to South Mountain Road 8:30am
Leader: Greg Worley (212 781-6702). From the Boathouse. This will be a loop through Bergen and Rockland counties with a lunch and deli stop. This time, let's try to maintain a pace line and steady speed, with attention to the rules of the road. Precip. cancels.

KB16.5 75+mi Buzzing Thru L.I. 8:00/8:45am
Leader: Sting (1 800 STINGERS). From the Boathouse/Queens Blvd. & Union Tpke. Are hills really honey to the Bees as Buzz said? Or will they

NEW YORK CYCLE CLUB

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weaken the Bees knees? Find out today on this hilly L.I. ride. Rain cancels.

C7 17mi NYCers Are Not Flat Terrain Softies 12:00 noon
Leader: Paul Rubenfarb (212 740-9123). From behind Ray's Pizza (S. Ferry stop on #1 or #9). See TOUGH/STEEP NYC with 250' drops and panting grades as we peruse the knolls and cloves of Stapleton, S.I. and admire the peak-perched Victorian mansions. Note start time is NOON (1 hour earlier than usual to make up for time consumed by ferry). Therefore please lunch or brunch before (or on ferry) so we can bike away when ferry reaches S.I. Those walking hills will not be criticized or left for vultures. Rain or shine.

MTB 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, May 9

A17 65mi Islands In The Sun 9:00/9:45am
Leader: Tony Dean (718 797-9484). From the Boathouse/Statue of Civic Virtue. We will visit at least 3 islands on this "A-" ride to Bayville (lunch). Great water views from Gatsby country. Burnt-out "A" riders welcome. (We will try to maintain discipline.) 50% or greater chance of precip. cancels.

A18 155mi Catskills 5:30am
Leader: Karl Dittebrandt (212 477-1387). From the Boathouse. 9W - West Point - Storm King Mountain - Minnewaska. Train home from Beacon, NY. Bring pocket food & train pass. Nothing cancels.

B15-16 55+-mi North Shore Cruz 9:00am
Leader: Brian McCaffrey (718 634-1742). From the Statue of Civic Virtue - Kew Gardens. Expect a few hills as we hug the Long Island Sound, but the scenery is worth it. Picnic lunch in Oyster Bay, weather permitting. Rain cancels.

May 12h Wednesday Night Ride See Above for description.

Saturday, May 15

SigA 90mi Progressive "A" SIG Ride #11 8:00am
Leaders: Lance Leener (212 947-9392), Carolyn White (212 260-8737). Scrap the waltz!. Bring your spin and your gnarly climbing attitude. Today we tango. It's up the peaks of Bedford we're headed. Yo, we're so dumb booty fresh. Give it all you got. Shake it. spin it. Jam it. It's the last tune up before graduation. Make it epic. Prior participation required. Rain date: Sunday, May 16.

A21 70mi "A" Training Ride #21 9:00am
Leader: Bob Moulder (212 682-5669). From the Boathouse. "The Jersey 500." The route: 501, 502, 503, 505, 507, 502, 501. No kidding. Rain cancels.

A17-20 250mi 11th Annual NYCC Montauk Twin Century (May 15-16) 7:00am
Leader: Marty Wolf (212 935-1460). As in past years, we'll take a central Long Island route out on Sat. and return on Sun. by the same route used by 5BBC and NYCC so we can wave at our friends. Our group will stay in a motel in Montauk Sat. night. Call leader for details.

A20 50+-mi Montauk Warm-Up 9:00am
Leader: Paul Leibowitz (212 799-0161). From the Boathouse. White Plains - maybe Armonk. An easy spin to keep loose for Sunday's Century. Rain cancels.

B16 45mi Westchester WYSIWYG (What you see is what you get) 9:30am
Leader: Carlos Cardona (212 581-2858). From the last stop on the #1 train (242nd & B'way.) Tribute to Jeremy's hilly but gorgeous Westchester ride. Quite hilly 30 miles to lunch; easy, flat, 15 miles home. One beautiful ride. Strong chance of rain cancels.

C7 25mi Wycieczka Rowerowa Do Polskiej Restauracji 10:30am
Leader: Brian Van Wassenhove. From City Hall. Loosely translated, the title means "Bicycle excursion for Polish food," and since I got snowed out back in February I'm going to try again. So join me for a trip to Greenpoint and a hardy lunch. 25 miles flat. Joint 5BBC

Sunday, May 16

A22+ 125mi Montauk Express 5:30am
Leaders: Christy Guzzetta (212 929-0787); Herb Dershowitz (212 595-3674). From The Plaza, 5th Ave. & 59th St. A fast "A" ride to Montauk Point. We're going to require fast, cooperative, paceline type riding all the way to Montauk. We won't be stopping in Jamaica or anywhere else before Patchogue, 60 miles out. Then only one more stop before arriving in Montauk at approximately 12:00 - 1:00pm. Be at the Plaza at 5:30 am sharp! By 5:31am, we are gone. Look elsewhere in this bulletin for bus arrangements for the return.

A19 125mi Montauk Easy 5:00am
Leader: C.J. Obregon (H - 718 622-6157; W - 212 579-2118). From The Plaza, 5th Ave. & 59th St. Let the fast guys go ahead, we'll take it easy. Look elsewhere in this bulletin for bus arrangements for the return. Precip. cancels.

A19 200+-mi Montauk Double Century 4:15am
Leader: Karl Dittebrandt (212 477-1387). From the Plaza Hotel. Depart 1 hour earlier than main group, breakfast in Patchogue, then straight to Montauk. Turn around head back to Patchogue for train trip home. Bring LIRR pass. Nothing cancels.

A21 70mi "A" Training Ride #21 9:00am
Leader: Bob Moulder (212 682-5669). From the Boathouse. 70 nice miles in Westchester for those non-Montaukers. Sleep late, get home early! Rain cancels.

B17 52mi Nyack 9:00am
Leader: Don Montalvo (212 307-7753). From the Boathouse. River Rd., Ash, Old Mt. Rd., Tweed into Nyack; 9W back. Recommended gearing: 39/26. Rain cancels.

B14 50mi A Duck Pond and a Zoo 9:00am
Leader: Marilyn & Ken Weissman (212 222-5527). From WEA & 95th St.. Continued conditioning for our planned 7-10 day NYCC vacation tour in August. This moderately-hilly touring-paced ride doesn't go anywhere near Nyack, and features lunch at the Bergen County Wildlife Center in Wycoff, NJ. Strong "C" riders will be comfortable too. Helmet required. The usual cancels

C7 15mi Bronx Park, Icon of Urban Planning 1:00pm
Leader: Paul Rubenfarb (212 740-9123). From NE corner 181st St & Ft. Washington Ave (A train). Forty percent of the Bronx was spared from development and given over to parks... a remarkable faction reviled as "eco-extremism" by Clinton era "free market" planners who are aggrieved to exempt even 5% of a county from split levels, condo jungles and burgerama sprawl. Beautifully landscaped Bronx Park pulses with vistas of the Art Deco constellations gracing its perimeter. Rough, unobtrusive attire. Rain or shine.

May 19h Wednesday Night Ride See Above for description.

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Saturday, May 22

SigA 100mi Progressive "A" SIG Graduation Ride #1 7:00am
 Leaders: Herb Dershowitz (212 929-0787), Christy Guzzetta (212 595-3674), Jane Kenyon (212 662-1935), Lance Leener (212 947-9392), Ellen Richard (212 595-0697), Carolyn White (212 260-8737), Emie Yu (212 663-5747). From the Boathouse. Today is the BIG DAY! Early to bed, early to rise — we rock and roll at dawn. Pull on your jazziest jersey, buff up your bicycle, and pedal proud! On this final ride, we will attain honor, glory, and inner peace. Prior participation required. Rain date: Sunday, May 23.

A20 100mi "A" Training Ride #22 8:00am
 Leader: Mark Martinez (718 726-7644). From the Boathouse. We should be up to 22mph today, but we'll trade a little speed for some extra miles on this penultimate ride of the series. Rolling hills to Bedford. Bring pocket food. Phew, almost there! Rain at start cancels.

A20 65mi Ahhh Valhala 9:00am
 Leader: Jody Saylor (212-799-8293). From the Boathouse. Picnic at the Dam, over the bridge, around West Lake Drive and return through Rockefeller Country. Usual cancels.

B17 60+mi Ride On 8:00/8:30am
 Leader: Larry Ksiez (718 478-0644). From the Boathouse/Queens & Yellowstone Blvds. It will be a sort of open ride where the riders will either choose the "easy" way or the "hard" way. I'll take two cue sheets, one hilly, the other not so hilly — you decide. Popular vote wins. Rain cancels.

C7 14mi Greenpoint - A Village of Old Dutch Brooklyn 1:00pm
 Leader: Paul Rubenfarb (212 740-9123). From front of Bklyn Museum. (Eastern Pkwy stop on #2 or #3) Beyond other neighborhoods, Greenpoint reverdures the Flemish-hued bucolic Brooklyn seen in the Victorian landscape paintings of the Brooklyn Museum. Once pure and farm-surrounded, Newtown Creek still perambulates Greenpoint, while symmetric and classic limestone and brownstone townhouses bejewel the tranquil unhurried streets. Rain or shine.

C? 25mi Winter BBQ Part 1 1/2 10:00am
 Leader: Brian Van Wasserhove. From City Hall. OK; I know it's spring, but there was 6 inches of snow on the ground the last time I tried to do this ride. So if you're in the mood for a Texas style barbecue, join us. 25 miles flat. Joint 5BBC

Sunday, May 23

A22 80mi "A" Training Ride #23 9:00am
 Leader: David Younglove (212 533-1276). From the Boathouse. We'll follow Saddle River Rd. to Rockland and the ups and downs of South Mountain Rd. Dress appropriately for a brisk descent or just suck wheel. Rain at the start cancels.

A21 75mi The Pizza Ride 8:30am
 Leaders: Donna Slattery (718 921-4635; Mendel Markstein (718 972-1049). From the Boathouse. Can you have pepperoni on a Kosher pizza? Come along with Donna and Mendel to Monsey and find out. Pocket food recommended — 1st stop at 35 mi. Rain cancels.

B15 40mi Take Me Out To The Ball Game 12:00 noon
 Leaders: Lori Vendinello & Howie Turoff (212 353-9068). From the Boathouse. Peanuts, Crackerjacks & PowerBars! Ride to Shea Stadium to watch the Mets blast the Braves (sorry Jane & Ted). We'll pick up inexpensive (\$10) seats at the ballpark. Post game excursion to Astoria for Greek food with a possible loop through Flushing Meadow Park en route. Bring lock. Game time

is 1:40 so we won't have to rush. Rain at the start cancels.

May 26h

Wednesday Night Ride

See Above for description.

Friday, May 28

A 107mi Sheffield Getaway 7:30am
 Leader: Christy Guzzetta (212 595-3674). From the Boathouse. Going to the Berkshires for the weekend? In the mood for a long, beautiful, hilly, challenging warm-up? We'll ride over to the 125th St. Metro-North station in time to purchase our tickets and catch the 7:55 to White Plains. Don't be one minute late at the boathouse or you'll miss the group. Metro-North pass required. It's a great ride.

Saturday, May 29

A18 110mi Croton - Harmon 7:00am
 Leader: Karl Dittbrandt (212 477-1387). From the Boathouse. A simple no B.S. ride up 9W to Beacon, cross the bridge down 9D to Croton-Harmon. Take the train home. Bring train pass. Nothing cancels.

A19 115mi "Long Distance Runaround" 7:00/7:30am
 Leader: Larry Ksiez (718 478-0644). From the Boathouse/Yellowstone & Queens Blvds. I was up there in March and it was already starting to look green, it'll be interesting to see the difference. LIRR pass needed. Call leader to confirm.

B16 65/75+mi Eisenhower State Park 9:00am
 Leader: Mitch Yarvin (212 769-2637). From the Boathouse*. It's my first ride as a leader, so please be sympathetic if I make any errors. Pick up lunch along the way. Picnic at Eisenhower Pk. * Option to start & end in Queens, call leader for details. Rain cancels.

C7 18mi Bronx's Expanding East River Parks 1:00pm
 Leader: Paul Rubenfarb (212 740-9123). From NE corner 181st St & Ft. Washington Ave (A train). Unlike developer-raped Brooklyn (with the lowest per-capita park area of any county or city), the enlightened Bronx is still adding parks. We'll roll around the exquisite harborside parks with sweeping vistas of channel islands, bridges, Queens peninsulas, etc. Rough, unobtrusive attire. Rain or shine.

Sunday, May 30

A21 80mi My Favorite Ride 8:30am
 Leader: Ellen Richard (212 595-0697). From the Boathouse. We'll work our way up & up South Mountain Road and down Saddle River. Pocket food recommended. Rain cancels.

B15 56mi Bike Paths and Bridges 9:00am
 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. Rain cancels.

Monday, May 31

A 66mi Back from the Berkshires 10:00am
 Leader: Christy Guzzetta (212 595-3674). From the Centuryhurst Inn. Ride 66 beautiful miles through small towns and join in the Memorial Day holiday celebrations. We'll pick up Metro-North in Poughkeepsie to arrive in NYC around 5:00 - 6:00 P.M. (in time for dining on Indian food?) Metro-North pass required.

NEW YORK CYCLE CLUB

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

A20 60ish mi Left Behind

9:00am

Leader: The usual suspects. From the Boathouse. A ride by committee for those who don't want to go all the way to Montauk. Who knows, there may not even be a wait at Eat Your Heart Out! The usual crud cancels.

RIDE PREVIEWS

Time: Late May or early June (2-3 weeks)

Place: Belgium/France/Germany/Switzerland/Liechtenstein/Austria

Daily Distance: 60-75 mi. (A17 pace). Self-contained support.

Leader: Marty Wolf (212 935-1460). Call if interested.

Time: Mid-June to Mid July

Place: Hungary, Austria, Germany, France, Ireland

Daily Distance: 50-70 miles (B16 pace). Self-contained/no support

Leader: Michael DiCerbo (212 645-1120). Call if interested.

A/B Cycle Italy

June 25 - July 4

9 days of serious cycling (plus swimming/running/sightseeing) through the Marches and Umbria (50 - 80 mi. daily). Full van support, 3 star hotels, sumptuous meals, bi-lingual leaders. Cost: approx.\$500 p.p. for hotel, bkfst., dinner & van due to a strong US\$ (plus airfare). Reservation deadline: May 15. Brochures and picture book at NYCC meeting (5/11). Call Lori or Howard for details (212) 353-9068).

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 Ariden, among others. Terrain? It's not hilly; it's mountainous, but 30 miles average per day makes this attainable for any B rider. Self contained. Cost: \$1,949 including airfare, hotels, breakfast and dinner daily. Leader: David Schlichting (516 482-3423)

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? It's not hilly; it's mountainous, but 35 miles average per day makes this attainable for any B rider. Self contained. Cost: \$2,049 including airfare, hotels, breakfast and dinner daily. Leader: David Schlichting (516 482-3423)

OUT-OF-BOUNDS Saturday, May 1

Fairlands Flat Tour - Central Jersey Bicycle Club 25/40/62/100mi
NYCC coordinator: Larry Ksiez (718 478-0644). Cartop. Ride starts from Brookdale College near exit 109 of Garden State Parkway. NYCC contingent will car pool to start. Organizers will provide map, sag support, route markings, snacks, and T-shirt for \$11 registration (\$13 day of ride). Helmet req. C.J.B.C., P.O. Box 2202, Edison, NJ 08818. Call for details.

Sunay, May 2

Catskills Mountain Century

51/112 mi

Start & Finish Pine Hill Parking Lot, Pine Hill NY. registration 7:00-9:00am. Franziska Rauch, long time NYCC member, is organizing this century from her new home. Beautiful countryside. Don't miss it!! \$25.00, marked route, maps, aid stations, rain or shine. Call for info (914) 254-4704.

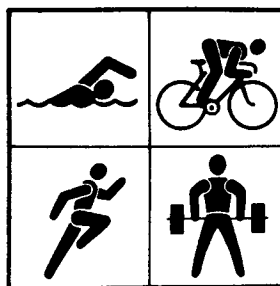
LAST MINUTE INSERT: Saturday, May 9th

A20.5 65mi

"A" Training Ride #20

9:00am

Leader: Mike Samuel (212 722-8125). From the Boathouse. Somewhere in Rockland County. You know the deal.



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featuring **John Howard's** Cycling School of Champions.

Come get the expert personalized instructions on **any or all** of the three sports that make up the triathlon. Emphasis will be placed on proper technique (individualized) and sound training principles. Find out from the experts the small changes that make the big difference in terms of performance, enjoyment and longevity.

**•WHEN/
•WHERE**

Sat, May 22

Sun, May 23

Chaminade H.S.

Cedar Creek Park

Mineola, Long Island

Wantagh, L.I.

•CALL:

Steve Tarpinian

(516) 674-4477

•OR WRITE:

78 New Hyde Park Road

Franklin Square, NY 11010

NEWCOMERS' RIDE Sunday, May 2, 1993

The NYCC Newcomer's Ride was inaugurated by Debbie Bell approximately 5 years ago to provide a worry-free introduction to NYCC club riding through scenic suburbia. The rides are designed so that up to a "point of no return", riders can fall back, or wait, for a slower group to come along and pick them up. Old-timers are invited to enjoy the rides and to welcome the newcomers to the Club.

This year, the rides are scheduled earlier in the season and are shorter than in the past, so that newer riders can participate without being overly taxed. The rides range in length from 30 to 40 miles starting at the G.W. Bridge Bus Terminal, to 48 to 58 miles starting in Central Park. As with our All-Class Club Rides, we will all meet at a park for a picnic lunch (can buy the makings nearby), at approximately the same time.

"B" rides meet at the Boathouse in Central Park at 9:00 am:

B15/58mi David Miller, (212 794-9365)

B14/53mi Larry Nelson (212 874-5125); Lenny Leon (212 769-9006)

B13/48mi Judy Goldberg (212 873-4104);

Irv Weisman (212 567-9672)

"C" rides meet at the G.W.B.T. (Fl. Washington & 178th St. - "A" train to 175th St.):

C13/40mi Athena Foroglu, (212 570-9726)

C12/35mi Arlene Ellner, (212 677-3306)

C11/30mi Dorothy Fong, (718 596-5776), Geo Kaplan (212 989-0883)

For details of the rides, please refer to the Rides Listing.

- Irv Weisman

NO TECH TIPS

Bob Moulder

Cable Talk

Time was when gear shifting systems and brakes (*especially* brakes) lacked some of the subtle refinements that make modern components so easy to use. Not so long ago even the best mechanics working with the best components could not get them to work as well as the very modestly priced stuff of today, such as Shimano Exage 400. In the early 70's, any biker worth his Detto Pietros knew how to overshift his Nuovo Record derailleur to achieve clean, quick gear changes, and he knew to grab those balky, sticky, mushy Campy brakes way before a hairpin turn, unless he wanted to get up close and personal with a tree.

In these days of surgically precise indexed shifting and silky-smooth, powerful dual-pivot brakes, there are very few excuses for less-than-perfect operation. This month I'll review a few cable-related problems that can degrade these components' performance, and I'll also pass along a related "STI Tip of the Month" for folks with an overwhelming urge to have everything match.

Brake housings and cables

Design problems that plagued earlier brake systems—sticky lever and caliper pivot points, wimpy calipers, mushy brake pads, cable paths that didn't exit the levers cleanly, and un-lined cable housings—have all been addressed. Now, 97% of all remaining brake problems can be traced to incorrect installation of brake cables and housings, and these can be fixed quite easily.

If your brakes feel stiff and your levers don't return quickly, here are some things you should take a look at:

Brake Cable Housings

- ◆ Use Teflon-lined housings, which greatly reduce cable friction and completely eliminate rust and corrosion caused when cracks develop in the outer vinyl coating of un-lined housings. In fact, cracks in the outer vinyl coating of Teflon-lined housings have no effect whatsoever on brake performance.

- ◆ Avoid sharp bends in brake cable housings, which induce friction. When installing new housings, check to make sure the housing is long enough by turning the handlebars to the extreme right and left *before* snipping off the excess.

- ◆ Check the ends of cable housings for metal "fangs" that sometimes result when the coiled-wire housing is cut to length with wire cutters. These "fangs" can cause a lot of friction, and may even saw through your brake cables in a short time. Remove them by bending them straight with needle nose pliers and snipping them off with wire cutters, or smooth them away with a drill-mounted deburring tool.

- ◆ Make sure to use cable ferrules (also called "cable caps," they look like little silver drinking tumblers with a hole in the bottom) on the ends of the cable housings. They give the cable housings a firm seating and keep the housing ends from spreading under compression. Also, if your frame's top tube has split-housing braze-on fittings for the rear brake (you'll know if you have such a set-up), these caps are mandatory to ensure a clean exit and re-entry of the naked brake cable. Check your manufacturer's instructions to see whether or not a cable cap is needed on the lever-body end of the cable housing.

Brake Cables

- ◆ Keep 'em lightly lubricated with a good waterproof lithium grease or a heavy oil such as Phil Wood Tenacious Oil. This, along with Teflon linings, will make your lever action silky smooth.

- ◆ A cable that is kinked somewhere inside the housing can create a lot of friction. If you remove a cable and find a kink, straighten it out with two pliers, or get a new cable.

- ◆ Cut your brake cables with cutters designed specifically for the job, such as Park Cable Cutters (about \$15). Regular wire cutters flatten cable ends when cutting, which leads to snags and fraying.

Shifter housings and cables

Indexed shifting is great, but if you don't have a friction option and everything isn't *just* right, it can drive you batty. If you've been having trouble and have ruled out all possible problems with your shifters or your derailleur, it's time to look at the cables and cable housings, so check these things:

Shifter Cable Housings

Ditto everything above regarding brake housings, plus:

- ◆ If you have STI, ErgoPower,

GripShift, or bar-end shifters, they'll work better if you use Shimano's extra-stiff, compression-resistant SIS shift cable housings.

- ◆ Pay special attention to the small section of shift cable housing that runs from the chain stay to the derailleur body; it collects a lot of road slime and water, so it needs to be checked more often. It is also critical that this section is long enough to avoid a sharp bend and to allow the cable a straight entry into the derailleur body.

Shifter Cables

Ditto everything above regarding brake cables, plus:

- ◆ Use quality pre-stretched or stretch-resistant shifter cables. They cost a bit more, but they reduce the number of adjustments to your derailleurs and they work better right away because they are more pliable.

- ◆ Indexed shifting is very sensitive to kinks in the cable, so it's usually better just to install a new cable instead of trying to straighten out a kink, as described above for brake cables.

STI Tip of the Month

Shimano SIS shifter cable housings are available to the general public in black, white and gray only. If you have yellow brake cables and want shift cables to match, you can make do with quality Teflon-lined brake housing in place of the SIS shifter housing by doing the following:

- ◆ When installing the shifter cable, keep in mind that the stand-in brake housing will "settle" a bit after installation, which will require the shifter cable tension to be increased. To facilitate this, *before* installing the shifter cable screw in the derailleur's barrel adjuster (clockwise) as far as it will go, and make sure the wing-shaped cable tension doo-hickey on the down tube is in the straight-up position. Then, pull the shifter cable as taut as you can by hand before tightening the cable anchor bolt.

- ◆ Turn the barrel adjuster as necessary (counter-clockwise, for sure) to get clean shifts, then gradually increase the tension as necessary while the cable housing settles. Use the wing-shaped down tube adjuster to accomplish this while riding.

Happy Cycling!

*

BLOWOUTS

LOU B. POKES

It was reported to me that one of our club members was recently seen on Cable TV. There was a scene with several naked women in a jail cell and some raw chopped meat. Also in the picture was Biking Bill Strachan, wearing considerably less than bike shorts. What I really want to know though, is what was Club President Geo Kaplan doing watching Cable porn?

Where is my research department? Last month I reported the results of Mark Martinéz' contest asking for the name of the Michelin tire man. Gail Heaney was the first to give the name "Bibendum". Mel Shleifer also said Bibendum but he missed the Bulletin deadline. He actually rode down from Westchester (yes, with the milk crate), on a snowy day to deliver the answer in person. It's amazing what some people will do to get their names in this column. Well, it turns out they're both wrong. He doesn't have a name. The character is from an 1896 O'Galop poster entitled "Le Pneu Michelin". The Michelin tire man is shown drinking from a cup of nuts, bolts and nails and is quoted as saying "Nunc est bibendum" which translates from Latin as "let us drink" to show he wouldn't be affected by anything on the road. Thanks to Mike Samuel and Monica Elias (yes? no?) for getting the facts straight.

The April club meeting featured a talk with Joe and Dottie Saling (yes) who have been involved with cycling as racers, coach, announcer and USCF Board member for decades. They told us of the politics of cycling and stories from the Tour of Somerville and other races. Joe, though, may be better known for his unique bike handling skills. As an instructor at the Walden Camp in Florida, he taught Jane Kenyon and Rifat Asa (no) how to scoop up road kill without losing your place in the paceline! The evening ended with the Salings presenting a pin from the upcoming 1996 Atlanta Olympic Games to the person who asked the best question. As Mark Roland pointed out, Jody Saylor could have won on quantity. But the winner was Steve

Bornfeld. Or was it his twin brother Mark? I don't know, I can't tell them apart. Sorry guys.

So why did Rosanna and Bob Trestman (yes) miss that April 13 club meeting? Because 7lb, 13oz Lior Trestman was born on April 12th! Congratulations.

Chris Price is still working on his excuses for not cycling. Congratulations to Chris and Meg Price, whose daughter Caroline (7lb, 9oz) was born on April 6th.

Amy Sackman - late June. But the new question is will Ed Fishkin beat her to the alter? And Ed, at \$25 a pop you should be rich!

April showers bring... SIG rides. Another tradition that continues is Lance Leener getting lost while searching for Syosset. The last time Lance led the SIG's on Long Island the planned 65 mile ride turned into a 90 mile sojourn. But he's getting better. This year's wrong turn only cost an additional eight miles. Getting lost twice on the exact same route is almost good enough to be this month's Road Bozo, but not quite. A real Road Bozo would actually get lost in Nyack. And it seems Dan Schwartzman has done just that. On a recent ride he asked his companions if they had been to the new Skylark. Dan told them how it was redone in a nautical decor. It was much classier and they wouldn't let bikes in anymore. Not believing him they all went to the Skylark to check it out. Sure enough, they wouldn't let Dan and his bike in. That's because it was the wrong door. Dan has been trying to sneak in the back door of another store in Nyack! Dan, you're our Road Bozo this month. And Lance, if you get lost a third time, you can be a Road Bozo too. *

Lighten Up!

After one of the wettest winters and springs in recent memory, demand for an ultra-light metal has soared among cyclists in the Northeast. No, it's not aluminum, titanium or even beryllium — it's lithium. (By prescription only.)

— M.M.

BIKE REPAIR CLINICS

Head Wrench:

Richard Rosenthal (212) 371-4700

This is the continuation of the bike repair series begun in April (see April Bulletin).

DATE SUBJECT

May 18 Brake and Derailleur cable installation and adjustments

May 25 Bearings, crank tightening

All classes are held on Tuesdays 6:30 - 8:30. (This is to get you used to attending club meetings, also held on Tuesdays.)

IMPORTANT: Call a clinic location each week to reserve a space. First come, first serve each week, limited to 7 per meeting. For the sake of other members, please call to cancel if you can't keep your reservation; if you fail to cancel, may you be bedeviled by flats the rest of your riding life.

CLINIC LOCATIONS

Eastside:

Pedal Pusher Bike Shop (212) 371-4700
1306 2nd Ave (68th/69th) (212) 879-0740

Westside:

David Regen, 878 West End
(212) 222-0532

Chelsea:

Herb Dershowitz, 435 W 23rd
(212) 929-0787

Queens:

Steve Britt, 21-71 23rd St (718) 204-4970

Brooklyn:

HELP!! WE NEED A VOLUNTEER

Additional instructors: Mark Martinéz, Richard Rosenthal and James Ross (age 13). Special thanks to Pedal Pusher Bike Shop.

AN IDEAL BRING LIST:

Your instructor will have all the tools necessary for class. However, those wishing to start their own tool kit will find the following tools useful and used in the classes. The patch kit is NOT optional; it is imperative that you own it and bring it on every ride.

Class #3 Screw drivers that fit your derailleurs and, if you have them, the Shimano brakes that are centered by means of a screw driver. For other brakes, bring a Park centering tool. (c.\$6.50). **Class #4** Cone wrenches to fit your hubs. Tell your shop what kind of hubs you have (c.\$5.00 per wrench). A crank bolt wrench is c.\$9.00. *

NOT SO ROUGH RIDERS

Mark Martínez

May 17-21 has been designated as Bike-to-Work Week. If you belong to Transportation Alternatives, (NYC's #1 bicycle advocacy group) you've probably seen their regular feature in City Cyclist that profiles a bike commuter. I'm stealing their idea for this month, in order to introduce you to two of our own taxi jousting commuters. Ellen Richard and Christy Guzzetta. Maybe after hearing from them, you'll think about joining their ranks.

MM: Let's start with the basics. How old are you and what do you do for a living?

CG: I'm 48 and I work as an Executive Recruiter, a.k.a. "Headhunter," in the Banking and Finance area.

ER: I'm 31 and work as General Manager of the Roundabout Theatre Company [a Broadway Theater].

MM: How long have you been commuting by bike?

CG: Approximately 10 years.

ER: About a year and a half. Before that I used to walk, but then my theater moved to Broadway and it was a little too far.

MM: What's your typical commute to work like? Do you ever take alternate forms of transit; how do you handle bad weather?

CG: I ride from the Upper West Side to Mid-town. I usually cut through Central Park, head down 5th Ave., Park or Lex. Sometimes I take Broadway. I also ride to Club meetings, business meetings downtown, the grocery store, on dates; all OVER town. I'd say 98% of my city travel is by bike. I take mass transit or taxis only in very bad weather.

ER: I commute from east 14th street to Times Square. When it's raining I leave my bike at home (or work) and grab a subway; otherwise I commute by bike all year 'round.

MM: What kind of bike do you ride to work?

ER: I've got an old Raleigh city bike (hybrid) 10 speed with fairly wide tires.

CG: An old 3 speed, what they used to call an "English Racer." Three speed bikes are my favorite.

MM: Bikes? That sounds like you've gone through a few. Did they die a natural death?

CG: Actually, I've had two bikes stolen. I've learned the hard way and now I minimize the opportunity for someone to steal my bike. I always use 2 heavy imposing locks, one "U" lock + a chain and padlock. I keep my bike on the street 24 hours a day.

ER: I've never lost a bike but I had both wheels stolen this past New Year's Eve [in a "good" neighborhood]. The lesson I learned from that was to lock my wheels as well as the frame. I use a "U" lock and a heavy chain when I park my bike outside. [Ellen's employer lets her park her bike inside.]

MM: Do you wear a helmet while commuting?

ER: All the time, it's a Specialized Sub-6.

CG: I wear the same helmet, but maybe not as often as I should.

MM: Are flat tires a major hassle?

CG: It seems I get way too many. I'm slowly reducing my flat frequency by using "Mr. Tuffy" tire liners and the new Specialized tubes with sealant in them. I probably have been averaging one every month or two.

MM: What's the best thing about commuting by bike?

ER: The part I like most is the freedom I have when getting around town. You are never waiting for buses or subways. I know that [cycling] can be dangerous, but I've had more close calls on the subway than I've had on the road. I find that riding a bike makes taking advantage of the city a little easier. It's real easy to go

a few blocks out of your way to go to a market or movie that would be inconvenient by foot or subway.

CG: Cycling is smooth, fun, convenient way to get around town. It's a real joy.

MM: What's your #1 bitch about commuting by bike in what is not the most "user-friendly" in the world? Throw in #2 or 3 if you're on a roll.

CG: Bike thieves. They should be tarred and feathered AND tortured. Actually, I don't really have too many commuting bitches. It's a busy city, there are rude taxis, buses, pedestrians, cyclists... It's a busy city.

ER: I haven't had any really bad experiences commuting, although a crazy cab driver threw an apple core at me once!

MM: Do you have any tips or advice for current or future commuters?

ER: Stay out of the bus lane and keep as far from buses as possible! Also, pay attention to people hailing cabs as there is sure to be a cab driver with his eye on a fare — and not on you.

CG: Make sure the pole you lock up to is securely in the ground. Join Transportation Alternatives. Their newsletter has lots of wonderful information and tips for commuters. Don't listen to the people who say biking to work is too hot or dangerous. Wait on a subway platform in August and tell me it's too hot to ride. Read the headlines about subway crime and decide where you'd feel safer.

MM: Any fantasies about cycling in the city?

CG: My fantasy is that there would be more recognition, more awareness, more consideration, more respect, more kindness, given the commuting cyclists.

ER: I hope that one of these years one of the major avenues and several of the cross-town streets become bike-only roads. *

PHYSICAL FITNESS CORNER

By Andrea Goodman

Yoga and Cycling

For those of you who haven't been riding through the winter, spring training can be a painful time of year for the neck, back, and leg muscles. Most cycling books and magazines advocate pre- and post-ride stretches, as well as stretching at rest stops during the ride to alleviate tightness and help you finish out the ride in comfort. Obviously, the best way to eliminate pain from the outset is to already be in good physical shape. While it's always a good idea to stretch during training no matter what shape you are in, a flexible and toned body can lead to pain-free cycling all year long.

It's hard enough to get in enough training miles, much less go to an expensive gym several times a week, but there is a wonderful low cost alternative that also complements cycling perfectly . . . yoga! No, not the mantra-chanting, "veging-out" in lotus position thing from the sixties, but a real *power* workout which includes push-ups and sit-ups and stretching, and well, maybe a little meditation.

It's a good idea to shop around for a class that is right for your level. Chances are, if you are riding at a B or A pace, you wouldn't have the patience for an all-stretching and meditation class. Look for a "Power Yoga" or "Urban Yoga" offering. At all three Crunch Fitness Center locations (as well as the east side Apex Center), Noll Daniel and his staff teach multi-level *Urban Yoga Workout* classes up to three times a day. Classes cost from \$3.30 to \$11.00 depending on the amount of class tickets you purchase at one time. These can be highly vigorous workouts (mostly non-aerobic) depending on your condition. Expect some breathing exercises, spine-flexing work, a whole stretching series, abdominal strengthening exercises, and more, all in a peaceful candle-lit room with relaxing music. Advanced classes (downtown Crunch only), offer more movement, balance, and coordination work, won-

derful for developing strong leg muscles, and more importantly, for helping you find your "center" of energy and balance essential in physical activity of any kind.

How does yoga affect cycling directly? Firstly, stronger abdominal muscles - aside from looking good - help you ride with a flatter back. A flatter back means more breathing room, especially while hill climbing. Deeper breathing also improves endurance. Secondly, stronger leg muscles help avoid lactic acid build-up (for me anyway). Finally, even neck muscles are worked on in yoga through shoulder stands, and almost all yoga techniques stretch and strengthen the back muscles, essential to sustained cycling.

Another advantage is that you can take yoga stretches anywhere - even the Flagship dining room - if you don't mind your friends watching. Riders should never be embarrassed to relieve back, neck, hamstring and calf muscles after the two hours of the fixed position stress we demand of them. Cycling is very much an activity performed while "contracted" over the bike. As a complement to that, yoga involves lifting and opening the chest, neck, and head and extending, not pushing leg and arm muscles against a resisting force. This makes yoga preferable to weight lifting for many cyclists.

Be aware that yoga doesn't offer an aerobic workout, so off-season it is best to combine it with some activity which does, or you will find yourself physically strong but out of breath during training.

You can work very hard in yoga class, but you also listen to your own body and never push past the limits of what you can do. Best of all if you slow down you never get lost or dropped! For peace of mind, yoga provides a low-key fresh alternative to the high stress level of keeping up on rides. Try it... who knows, you may even experience some spiritual growth on the side! *

OUR 15MPH SPEED LIMIT LAWSUIT

A Surprisingly Encouraging Update

The completely expected bad news: We lost the law suit brought by the NYCC and Transportation Alternatives against the city over the 15MPH speed limit.

The completely unexpected good news: the law firm of LeBoeuf, Lamb, Leiby, and MacRae is entering the case to appeal the trial court's decision to the state's appellate courts. Actually, they're doing this, not for us, but out of appreciation for Transportation Alternatives; nevertheless, we continue to be named as Plaintiff-Appellant along with TA and we will continue to be consulted on strategy and argument. LeBoeuf is doing this completely pro bono. In other words, they are paying for the filing fees, the secretarial fees, the copying fees, and, of course, the lawyer's fees.

LeBoeuf has assigned Charlie Platt, a specialist in litigation, to the case. Charlie is passionately interested in our case: he not only is a bike rider, he trains and races in the park.

He has the entire resources and talent of his firm at his disposal and will be additionally assisted in his appeal by the lawyer who very ably represented us at trial, Corey Kupfer, and by Mark Garbowski, an attorney who is a member of TA. Doug Gaglia, a lawyer who, not coincidentally, was accidentally hit by a policeman on a motor scooter, crushing his rear wheel, when the officer sought to arrest another cyclist entirely, will lend assistance as needed, as will, Ann O'Sullivan and Jon Orcutt who continue to be the bulwarks at TA.

To quote from one of the papers we're submitting: The grounds for reversal are that the court below erred and abused its discretion in denying the petition because its decision was contrary to the weight of the evidence in the record and incorrect as a matter of law.

As Platt says, "We enter this expecting to win."

It'll be a long show, folks, so stay tuned.
-R. Rosenthal

TWO OTHER REASONS DRIVERS HATE CYCLISTS

By Richard Rosenthal

In March, Bob Moulder wrote here that drivers hate cyclists because cyclists are inconsiderate of them. I know he's partially right because we cyclists hate drivers when they're inconsiderate of us, such as when they don't signal turns, turn from non-turning lanes, turn into us, squeeze us out of lanes, crowd us from the rear, open doors into us, double park, block cross traffic, etc. However, I think there is sometimes another, far darker reason than our inconsideration that drivers hate us.

Several years ago I was cycling on a shoulder in rural New Jersey late on a Saturday night. I was near the tail end of a brevet, en route back from Trenton when a driver came up behind me, swerved onto the shoulder within a foot of me, and his passenger leaned out the window and tried to rip me off my bike. Do you think he tried to hurt me because I or other cyclists were inconsiderate of him? I doubt it.

I think some drivers hate us because we, unlike them, appear to be having fun, are free from reliance on transportation systems and situations beyond one's own control, can move when they can't, and can park anywhere. Darker yet, it simply may be because we are different from them and in our hate-filled society merely being different—moreover, a free spirit as cyclists appear to be—is reason enough to be hated.

There's another reason: if we are a hate-filled society—and we are—we are also a society of bullies. Bullies are people who pick on others when they don't fear retaliation. Drivers know they have no reason to fear cyclists. And that, dear reader, is a reason—not the reason, but a reason—why someone wrapped in the protective cocoon of 4500 lbs. of steel capable of traveling 100 MPH will scare the hell out of a peaceful, lawfully-proceeding bicyclist. Because he can. And he can get away with it without fear the cyclist will hurt him back. It's that simple. And that complex.

The principle here is this: In our sick society, when people don't fear you they'll mess with you. Sometimes economically, sometimes emotionally, sometimes physically. *

AND YET ANOTHER VIEW..

Stuart Desser

I comprehend that bicycling on city streets is a rather dangerous sport. By some internal statistical balance, I've decided the risk is worth taking; if I do die while bicycling, at least I'll have been doing something I chose. I accept this risk.

I even know the fault of my demise might lie not with some drunken, speeding, criminally indifferent motorist but rather a momentary yet momentous error of my own judgment. I accept this, too.

What I would not accept is my own negligence: a momentary lapse is one thing, but a pattern of errors, I try to correct. Thus, when I ride, I follow protocols. I don't, for instance, even in a rush, race blindly through red lights. Such protocol—or at least adherence to one—seems absent in much of NYCC members' behavior.

A few weeks ago, for instance, I was in the midst of a paceline when the right lane in which we were riding merged left. The forward cyclists moved smoothly to the left lane. Those of us in the middle were pulled suddenly toward a moving car. Our move was unsafe (and potentially fatal), rude, and stupid; and there's nothing in our protocol that would prevent it from happening.

The dangers of pacelining—less time and distance within which to react, and the need to convey some of each rider's control and responsibility to the leader—means if you're pulling, you're responsible for the paceline's safety. No one in the draft has the ability to see what the leader sees. This would seem obvious. But, then, so should be the progression to the next point.

In your car you wouldn't cross the path of an oncoming train if only the front part of the car would safely arrive at the other side. Nor, then, should the leader of a paceline drag the rest, with a snakelike slither, into a traffic lane which, while clear for the riders in the front, is not clear for those in the rear. If a paceline is to shift into another lane, the paceline's tail should move BEFORE the rest of the line; the tail thus signals to rearward motorists our intention, and then blocks traffic,

protecting the move. Such action is polite and would preclude screeching car brakes, cursing motorists, blowing horns. This could be accomplished by the leader shouting "Lane Left," or "Left Turn," respectively. Ideally, the tail when in position would respond "Clear," or something like that. I know it sounds sort of militaristic, but it's awfully practical and easy to accomplish.

There's also a matter of decency. Runners and bicyclists tout T-shirts which beg, "Share the road." But we don't share the road. Look, cyclists can be jerks too, and there's nothing inherent in our physical strain, our vulnerability, or in some cases, inexperience, that forgives us for being rude, selfish, and careless. It then becomes a whole lot harder to feel righteous yelling at a cruddy motorist when our own manner is suspect. Motor vehicle laws give us privileges similar to those given cars, but we are supposed to ride as far to the right as practicable. And why shouldn't we? When I can ride safely on a shoulder, I do; if there are periodic obstructions, I take over a traffic lane. (And I don't hedge: if I need to move into traffic, I take the whole lane; otherwise some motorists think they can squeeze by me when they can't—not safely anyway.) But if I'm slowing traffic, I am doing so because it's the only way I can safely use the road. That is not, it's my observation, the manner in which many in the club ride.

Often we swell into traffic lanes when stopped at red lights, preventing cars—including those which have patiently tailed us—from zipping by at safe and opportune moments. We're not even being avaricious. Just stupid.

There's other stuff. Bob Moulder dedicated his March column to some of it. But it doesn't appear much attention was paid.

I don't mean to sell priggish adherence to inane rules, but I do rather wish to avoid the indignities of an emergency room. If you agree with me, next time you find yourself having just been put into a needlessly dangerous move, speak up. Speak up when it happens. When it counts. Silence could be death. Really. *

NUTRITION CORNER

Russell B. Cohen, DC, CCSP

Sugar & Bikes (and everything nice)

Ask several people whether sugar is a good source of energy for cyclists, and you'll probably get as many as answers as people you've asked. There are different kinds of sugars and each has a different effect on our body, and especially on our muscles.

For high-intensity activities, when you're hammering on the road, it's a simple sugar, glucose, that gives you all that energy. In more technical terms, when your heart rate reaches 75% of its maximum, your body switches over to glucose for fuel. During low-intensity activities, your body burns fat.

Glucose and How to Get It

The carbohydrates we eat, sugars and starches, are converted primarily to glucose by our bodies. Glucose is the only type of carbohydrate, except for lactate, that skeletal muscles can easily turn into energy or store until needed.

Known chemically as saccharides, sugars come in different forms and sizes, with different effects on the human body. Like cars in a train, molecular units of a simple sugar such as glucose link up to make chains of different lengths. The length is used to categorize the sugar chain: mono (one unit), di (two), or polysaccharide (more than two units). The sugars are grouped as follows:

Simple carbohydrate

Monosaccharide:

glucose
fructose
galactose

Disaccharide:

sucrose (table sugar) = glucose + fructose
lactose (milk sugar) = glucose + galactose
maltose = glucose + glucose

Complex carbohydrate

Polysaccharide:

starch, eg.: pasta, rice, legumes

An important factor to consider when you're deciding what to eat is how fast your body can turn the carbohydrate

into glucose. The speed with which a carbohydrate can be broken down into glucose by your body is called the glycemic index — the greater the speed, the higher the index. Once the glucose arrives in the blood, it can be transported quickly to the muscles that need it or sent to the liver for storage as glycogen. A high index is important in racing or training when you want instant energy. Carbohydrates with low glycemic indices are converted to glucose much more slowly and offer a sort of time-released energy.

For example

Examples of carbohydrates with high-glycemic indices are glucose, sucrose, cane sugar, maple and corn syrup, honey, maltodextrin, raisins, bagels, and potatoes. Note that the glycemic index is not determined by whether the carbohydrate is simple or complex.

Most fruits contain fructose, a sugar with a low glycemic index. Grapes and oranges are exceptions: they have a moderate index. Oatmeal, rice, and pasta also have a moderate index. Legumes and dairy products have a low one.

Maltodextrin is an ingredient that's commonly found in today's energy bars and energy drinks. It is a sugar with a high glycemic index and isn't nearly as sweet as sucrose. The result is that a lot more of it can be packed into an energy bar or a replacement beverage, without becoming unbearably sweet. On the other hand, fructose is about 70% sweeter than sucrose. That's why it's used as a sugar substitute in yogurt and fruit punch — you get the same sweetness with fewer calories.

Hopefully you'll put to rest the stigma associated with sugar, now that you know that the right kinds of sugars and bikes are a nice combination. And please remember to brush. *

Dr. Cohen is a certified chiropractic sports physician in private practice in Manhattan.

FROM THE PRESIDENT

Geo Carl Kaplan

Now we are getting into the heart of the cycling season and it is time to think of safety! Safety? Yes, Safety! The best rides are the safe rides for then the rides are fun for all. No one will get hurt.

Safety begins before you are on the road. What? Yes, it begins with the care and maintenance of your bike. Check out the No Tech Tips that are in each bulletin - written by Bob Moulder. They are a wealth of information on maintaining your bike so that it performs well, and brings you home safely. Don't forget the Repair seminars, ably presented by Richard Rosenthal, et al. If you want to learn how to maintain your bike, then attend these seminars.

So much for equipment - now we come to attire. Are your shoe laces tucked in so that they will not get caught in the chainrings? Are you wearing a distinctively colored jersey, shirt or jacket, so that motorists might spot you readily. Is your helmet on securely, or are you wearing it cutely - up on the forehead, allowing for maximum exposure of your face? Gloves? Are you eating right to insure that you have the stamina for the ride. Do you have some pocket food with you, to fuel the body between deli stops? Are your water bottles full? This all has to do with safety - if you are in good health with good fuel you will have a safer ride.

Now - you're out on the road. Ride to the right, and even though you may have "the right of way", yield to cars and trucks. They are bigger, heavier and faster than you. In any direct confrontation, they will win. Hand signals - good idea. Ride single file when in heavy traffic or on narrow winding roads. What about calling out road hazards for the rider behind you? Good idea! At an intersection where there is a red light . . . wait behind the car that is the last in the lane when you arrive. Don't go up on the right side or on the shoulder. Drivers resent it, and it is dangerous. You'll get through the intersection, maybe a minute or two later, but you'll get through safely, and without antagonizing anyone.

Did I leave anything out? Probably. Let me know! *

New for 1993: New York Cycling Club Jersey



The new jersey will have sublimation printed designs on CoolMax material.
The colors are:
Safety Yellow background, Hot Red Skyline,
Black NYCC logos (except for the large white one on the rear pockets), black side panel, with New York Cycle Club spelled out in white.
The new jersey design incorporates the Official club logo, both of which have been designed by club member Michael Toomey.
Sizes available:
Women: XS, S, M, L
Men: S, M, L, XL
Price will be \$50. each.



1993 New York Cycle Club Jersey Order Form

WOMEN	Chest	Waist
____ Extra Small	30-32	24
____ Small	32-34	24-26
____ Medium	34-36	26-28
____ Large	36-38	28-30

MEN		
____ Small	36-38	28-30
____ Medium	38-40	30-32
____ Large	40-42	32-34
____ Extra Large	42-44	36-38
____ Total Number of jerseys		

PRICE: \$50 EACH

TOTAL ORDER: \$_____ (Do not send cash, please make checks payable to New York Cycle Club)

Prepaid mail orders are accepted:
c/o Club President, Geo Kaplan, 18 West 16th Street,
Apt PFF, NY, NY, 10011.

Name: _____

Address, Apt. No. _____

City, State, Zip _____

Telephone number (including area code) _____

Jerseys are made of Cool Max material, by Canari Cycle Wear Products of San Diego, and have an extra-long 14" zipper.

ORDER NOW TO AVOID DISAPPOINTMENT.

There are still some extra jerseys from the first shipment, on a first come, first serve basis. Order now! The next delivery is expected in late July or early August, depending on demand.



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PARTY BUS FROM MONTAUK

Herb Dershowitz and Christy Guzzetta have arranged for a private bus to take us back to New York City after the big ride to Montauk on May 16th. Seats on the bus will be available only to members of the New York Cycle Club and their guests. Advance sign-up is absolutely required. The cost is \$23.00 per person. Make a check out to Herb Dershowitz, and mail to him at 435 West 23rd Street, #6A, New York, NY 10011. The bus will depart 'downtown' Montauk (the Green just next to the bank in town) at 3:00PM. Plan on completing the ride by then, and come prepared to take off your own pedals, lower your saddle, your handlebars, and to load your bike so we can leave at 3:00PM sharp. Come home in style with your friends from the New York Cycle Club after the long challenging ride. For reservations and questions answered, call Herb (212-929-0787) or Christy (212-595-3674).

New York Cycle Club Contest #2 by M. Martinéz

You are invited to provide a cycling related question for the following answer: "224". Use your imagination. responses will be judged on the basis of plausibility, legibility, legality (N.Y. State), and morality or lack thereof. The three top-rated responses will be inscribed in the Stall of Fame (in the Boat-house rest room corresponding to the contestant's gender. *Bonne chance!*

MINUTES OF THENYCC BOARD MEETING

Tuesday, March 2, 1993

Present: Geo Kaplan, Mark Martinez, Jody Saylor, Conrad Obregon, Ellen Richard, Jim Babbitt, Nadine Marney, Jane Kenyon, Herb Dershowitz, Hannah Holland, Karin Fantus, and Richard Rosenthal. Absent: Larry Nelson. Herb reported that 375 members have paid '93 dues.

It was noted that our insurer requires that rider sign-in sheets be maintained for 3 years. It was agreed they would be kept by the VP for rides. Geo noted that our insurance did not cover damage incurred while using the club's bicycle racks and suggested we donate them to AYH.

Geo noted that Greenways had requested the club to provide Marshals for the proposed joint century. Mark will coordinate this ride for NYCC.

Jane proposed that the club provide complimentary lunch at the first all-class ride of the year. She estimated it would cost between \$5 and \$10. The proposal was adopted with 8 votes in favor and 1 abstention. A cap of \$8.00/person was accepted. Next the discussion of financial support for the SIG was reopened. Those against support of the SIG noted that the club members have provided activities without reimbursement for years. Those in favor of supporting the SIG believed the activity benefited the entire club. It was finally proposed that the club provide financial support for Rider Development Programs in 1993 for all ride classifications. The proposal was adopted 8 to 3. It was proposed that \$150 be made available to rider development programs in each classification to cover the cost of photocopying, postage and telephones. The proposal was adopted 8 to 0.

Next it was agreed that the club reimburse ride leaders upon request for the cost of photocopies, postage and telephones up to \$3 per ride.

Classified listings

For Sale:

• 60cm Miyata 512 - Shimano Lite Action components, Mavic rims. Brand new condition. Great "starter" bike. Best offer over \$300.

Call Lori (212)353-9068

• Sacrifice! Never used Schwinn Criss Cross Hybrid - 21 speeds - will also include heavy duty bar lock. \$325 firm.

Call Joan Marie (212)308-6749

• Trek 800 Hybrid Bike, 19". Mostly Shimano, fully accessorized. No reasonable offer refused.

Call Eric (212) 686-0275

Interested?

• I'd like to organize training *long distance* rides and travel to races and events. Maybe even team RAAM!

Call Bill (718)626-2859(H), (718)824-1870(W)

BIKE-TO-WORK-WEEK

Bike To Work Week, organized by Transportation Alternatives is being held May 17th to 21st to encourage increased numbers of New Yorkers to experience the benefits of bicycle commuting. For more information, pick up City Cyclist, or contact *Cindy Arlinsky* of Transportation Alternatives at 212-475-4600.



SPORTS MEDICINE

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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.**

NYCC NYCC NYCC NYCC NYCC NYCC

New York Cycle Club Monthly Meeting
Tuesday, May 11th, 1993

TEAM OPEN ROAD / CRCA

Four fast female members of the New York Cycle Club have formed a race club, found sponsorship and a coach; they are already beginning to place well in their first season of racing. They are returning to our May meeting to tell us their war stories, how they train, what life is like for women in racing and their expectations for their first year.

Come and welcome back

Catherine Chatham, Elizabeth Emery, Lisa Halle and Stefani Jackenthal

*Come pick up your new NYCC
jerseys at the Club Meeting!!*

*Bring your bikes inside
the restaurant!*

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.

NYCC NYCC NYCC NYCC NYCC NYCC

NYCC

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



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