

November  
1993

# NYCC Bulletin



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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 mi.) |
|------------|---------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------|
| A          | Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so. | 22+ mph                       | < 1:10                                            |
|            |                                                                                                         | 20-22                         | 1:10-1:16                                         |
|            |                                                                                                         | 18.5-20                       | 1:16-1:23                                         |
|            |                                                                                                         | 17-18.5                       | 1:23-1:30                                         |
| B          | Moderate to brisk riding with more attention to scenery. Stops every hour or two.                       | 16-17                         | 1:30-1:38                                         |
|            |                                                                                                         | 15-16                         | 1:38-1:48                                         |
|            |                                                                                                         | 14-15                         | 1:48-2:00                                         |
| C          | Leisurely to moderate riding: destination oriented. Stops every half hour or so.                        | 13-14                         | 2:00-2:14                                         |
|            |                                                                                                         | 12-13                         | 2:14-2:30                                         |
|            |                                                                                                         | 11-12                         | 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.

**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:** Front Cover art, Mike Samuel  
Back Cover art, 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 December 1993 Bulletin is November 9th.

*...Club Rides...Club Rides...Club Rides...Club Rides...Club Rides...*

**Saturdays throughout November...**

**MTB**

**Winter Mountain Biking?**

Coordinator: Beth Herman (212 689-7778). I'll try to "co-ordinate" Saturday mountain bike rides for those interested. Let me know if you have a car or need a ride. Call by Wednesday and we'll figure out where to go by Friday.

**Saturday, November 6**

**A19 55ish mi. Cherokee Nation**

**9:00am**

Leader(s): David Regen (212 222-0532). From the Boathouse. Let's go on a not so direct route to White Plains and count the Jeep Cherokees on the way. Brunch at the Flagship Diner. Undesirable weather cancels.

**B16 60mi "The Journey"**

**8:00am**

Leader(s): Larry Ksiez (718 478-0644). From the Boathouse/Queens & Yellowstone Blvds. A short and leisurely jaunt to L.I. Just enough to keep us warm. The usual nastiness cancels.

**C7 16mi Staten Island's Tottenville Architecture**

**1:00pm**

Leader: Paul Rubenfarb (212 740-9123). From behind Ray's Pizza (S. Ferry stop #1 or #9). With the air of a Gloucester or Marblehead, the Victorian village of Tottenville arose in the Gay '90's at Staten Island's southern confluence with Raritan Bay — celebrated by that gilded era's impressionist painters. We'll reach Tottenville from the ferry terminal via the quaint Staten Island Trolley. Rain or shine.

**Sunday, November 7**

**A21 64mi Not Greenwood Lake**

**8:30am**

Leader(s): Rikki Furman (212 734-2887); Jeff Vogel (718-275-6978) From the Boathouse. This is a ride that will never become a classic. When we abandoned the official Greenwood Lake ride in Sept. we discovered a route that avoids Gate Hill Rd., Tuxedo Mtn, and Skyline Drive. Of course, it doesn't go anywhere near Greenwood Lake, but it does go around Lake DeForest, Congers Lake and Swartout Lake. Be prepared for 39 mi. to breakfast and 25 mi. back.

**A19 55mi Nyack**

**9:30am**

Leader(s): Rick Lee (212 254-8742). From the Boathouse. Sleep a few minutes later than usual for a 501 up/9W (no State Line Hill) return. Precip., temp below 35° cancels.

**B15 55+mi Nyack, Again, for the First Time...**

**9:00am**

Leader(s): Henry Joseph (212 989-8176). From the Boathouse, again for the first time. Leisurely fall ride incorporating Autumn colors, lunch, if temperature permits — swimming at Tallman Park pool. Snow, rain temps below 38° cancels.

**C13-14 47mi Someplace Warm in N. Jersey or Piermont**

**9:00am sharp!**

Leader(s): Peter Hochstein (212 427-1041). From the Boathouse. No cue sheet, but we'll wait for you. Snow, rain or temp below 40° at start cancels. Helmets a must.

**C12 25mi Frost Bite #1**

**10:00am**

Leader(s): Katie Marion (5BBC: 212 932-2300). From City Hall. Destination: Sheepshead Bay. The usual cancels.

**C12 30mi Manhattan Loop**

**10:00am**

Leader(s): Richard Fine (914 638-0842); Ethan Brook (914 425-2361). From the fountain in front of the Plaza Hotel (5th & 59th). See rivers and edges of this island — then let's do lunch. The usual cancels.

**Thursday, November 11 (Veteran's Day)**

**A20 55-65mi VFW\***

**9:30am**

Leader: Mark Martinéz (718 726-7644). From the Boathouse. (\* Velo Fugitives from Work.) If you're off from work today (or just need a mental health ride) join me for a quick spin to a cozy diner. Rain cancels.

**Saturday, November 13**

**ATB ?mi South Mountain Revisited**

**9:00am**

Leader(s): Herb Dershowitz (212 929-0787). From 7th Ave. & 23rd St.. During the summer, the streams were dry; let's see what they are like now. I hope the usual dirt bags show up.

**A18 65mi Math Ride**

**9:00am**

Leader: Mary Allen (212 666-6844). From Boathouse. At press time, I am contemplating a schmoozy ride with a few hills. A nice sunny day = a little more distance and a good paceline. A so-so day = a little less distance, and a good paceline. A 40 degree day = no distance, no paceline.

**A17-18 67mi Christmas Bazaar Ride**

**8:45am**

Leader(s): Steve and Caryl Baron (212 595-7010). From the Boathouse. To St. Paul Evangelical Lutheran Church Christmas Bazaar at Collyer Ave. and S. Main St. in New City for the best selection of hand-crafted Christmas goodies in Rockland County and the best church lunch. We don't say this just because it's Caryl's mom's church, but because it's true. Bring spending money and something to carry stuff in.

**B15 55mi A Pearl of a Ride**

**10:00am**

Leader(s): Barry Leventhal (718 380-8732). From the Statue of Civic Virtue, Queens Blvd. & Union Tpke ("E" or "F" to Kew Gardens-Union Tpke.). We'll take the classic scenic route to Oyster Bay. Slime down some oysters! The usual cancels.

**C12 20mi Science and Technology Ride**

**9:00am**

Leader(s): Steve Rishton (5BBC: 212 932-2300). From Staten Island Ferry. A visit to New Jersey's Liberty Science Center in Liberty State Park. This high technology ride will make your life a little easier: it's only 20 miles long and as flat as the earth is round. Bring \$14 for museum admission and PATH return, and also a lock. The usual cancels.

**C7 19mi St. Nicholas Avenue's Architectural Wonders**

**1:00pm**

Leader: Paul Rubenfarb (212 740-9123). From NE corner 181st St. & Ft. Washington Ave. ("A" train). Inhaling the

## NEW YORK CYCLE CLUB

### *...Club Rides...Club Rides...Club Rides...Club Rides...Club Rides...*

sumptuous blockscapes of St. Nicholas Ave. in the 140s will admonish us that these palatial mansions were the ne plus ultra statement of ostentation of the tycoons of our McKinley/T. Roosevelt gilded age. This was the genre that later echoed Harlem's aureate artists: Scott Joplin, Leadbelly, Langston Hughes, Countee Cullen, etc. Rough, unobtrusive attire. Rain or shine.

#### **Sunday, November 14**

**A17-18 45-50mi Not the NYC Marathon! 8:00am**  
Leader(s): Steve and Caryl Baron (212 595-7010). From the Boathouse. Meet us as they're setting up in the park; breakfast in Scarsdale or White Plains (depending on the group and flats,) return via the Concourse to grab our favorite Marathon watching spot on the Madison Ave. Bridge, about the 21 mi. point. The race starts at 10:50, hizonner comes through about 12:20, the leaders about 12:30, and Alex Bekkerman and Dave Obelkevich at 1:30 - 2:00, we think. Bring enough clothes to keep warm while watching, a loud voice for cheering and strong hands for clapping.

**A19 116mi Perkins 7:30am**  
Leader(s): Karl Dittebrandt (212 477-1387). From the Boathouse. (Psst... it's Karl's birthday, but he's NOT 116 years old. Celebrate with him on top of Perkins Memorial Drive.). The view is better without the haze of Summer. Precip., temp below 35° cancels.

**B15 55mi An Honest Ride to Croton Reservoir 9:00am**  
Leader(s): Marc Yatkowsky (212 410-6284); Henry Joseph (212 989-8176). From the Central Park Yacht Club (Boathouse). Straight and turns to Ossining. Breakfast at the diner. Hills and thrills for afternoon entertainment. Gorgeous reservoir views. Metro-North home (bring pass) at discretion of the group. Precip., temp below 40° cancels.

**C12 25mi Frost Bite #2 10:00am**  
Leader(s): George Kaplan (212 989-0883). From City Hall. Destination: Coney Island. The usual cancels.

#### **Thursday, November 18**

**A20 50mi A Day Off 9:00am**  
Leader: Ferris Bueller (212 663-5747). From the Boathouse. You're ill today. I mean, life moves pretty fast — if you don't stop and look around, you might miss it. Call me for museum plans in case of bizarre weather.

#### **Saturday, November 20**

**MTB Winter Mountain Biking?**  
Coordinator: Beth Herman (212 689-7778). See start of listings.

**A16-17 55mi Lunch at the Flagship 10:00am**  
Leader(s): Clif Kranish (212 473-6745). From the Boathouse. Headwinds on the Grand Concourse will give this otherwise laid-back "A" ride motivation to pace-line. Then we'll take Grassy Spain (north for a change) on our way to the best French Toast in Westchester. Cold rain or snow diverts to

brunch at the Empire Diner instead.

**A16 40+/-mi Marathon Recovery to Northvale 10:00am**  
Leader(s): Kevin Mulvenna (212 595-1560); Liane Montesa (212 534-5736). From the Boathouse. He ran a marathon. Her legs feel like she did. Short, easy, late starting ride to Northvale Diner. Schmoozy pace. Early onset of Winter cancels.

**B15 55mi Yet Another Nyack Ride 9:00am**  
Leader(s): Bill Vogeli (212 213-4616). From the Boathouse. Helmets Only ride to Nyack. River Rd. and bike path up - hill evasion technique coming back. Rain cancels.

**B17 65mi Cruisin' On Long Island 9:30am**  
Leader(s): Steven Britt (718 204-4970) & Amy Hanowitz (212 288-6324). From the Boathouse. Destination and mileage will be dictated by the weather. Keep your fingers crossed. Precip. or temp at 9:00 below 40° cancels.

**C13 35mi Cruising for Curry 10:00am**  
Leader(s): Barry Leventhal (718 380-8732); Nadine Manney (212 595-6555). From the Boathouse. Ride to Jackson Heights for Indian Food. Don't forget to bring extra water bottles! The usual cancels.

#### **Sunday, November 21**

**A19 55mi Nyack 9:00am**  
Leader(s): Carey Chu (718 507-7140). From the Boathouse. River Road, then 501 to Nyack. Hammer home on 9W. Precip., very cold temps cancel.

**B17 70mi Rockland Lake - The Hard Way 9:00am**  
Leader(s): Fred Steinberg (212 787-5204). From the Boathouse. River Road, backroads looping Rockland Lake to New City for lunch. Location depends on weather. Precip., Rain cancels; drizzle, call leader. Note: helmets required.

**C12 25mi Frost Bite #3 10:00am**  
Leader(s): Phillip O'Reilly (5BBC: 212 932-2300). From City Hall. Destination: Greenpoint — for Polish food. Usual cancels.

**C? 49mi Meandering in Brookville 9:00am**  
Leader(s): Nancy Asquith; David Roederer. (5BBC: 212 932-2300). From Queens Blvd. & 108th St. ("E" or "F" to Forest Hills, use N. exit.). Ride through some lovely scenery on Long Island's North Shore. This is a variation of the 39 mi. Sea Cliff ride where we saw the foals last spring. The usual cancels.

**C7 21mi South Orange's Baronial Mansions 1:00pm**  
Leader: Paul Rubenfarb (212 740-9123). From front of Greyhound Office at PATH Newark Terminal. Audacious "Joisey" was a state insistent, in pre-war days, in creating unsurpassedly spacious and elegant urban mansions - epitomized in South Orange. Here was the "American Century" incarnate, when the plebeian mainstream of average burgers dwelt the good life midst mahogany, teak, flaming maple and stained glass. Rough, unobtrusive attire. Rain or shine.

*...Club Rides...Club Rides...***Thursday, November 25 (Thanksgiving)**

**A20 55mi Turkeys Flock to Nyack 8:15am**  
 Leader(s): Steven Britt (718 204-4970). From the Boathouse. It was nice of our forefathers to secure us a mid-week holiday. Too bad it's not during a warmer season. We'll head up to Nyack early, keep the stop short and beat the turkeys back to the City. Precip. or temp below 38° cancels.

**Saturday, November 27**

**MTB Winter Mountain Biking?**  
 Coordinator: Beth Herman (212 689-7778). See start of listings.

**A/B/C 56/28mi Bicycle Christmas Shopping in Hicksville 9:00am**

Leader(s): Marty Wolf (212 935-1460). From Tramway Plaza (2nd Ave. & 59th St.). Objective: a Christmas sale of bicycle paraphernalia — books, posters, scale models, jewelry, etc. Ride will be at an A18 pace but B & C riders welcome to join and ride at their own pace. Maps & cue sheets provided. Bring LIRR pass if you want to return by train. Ride leaves at 9:10 sharp. Precip., temp below 35° cancels.

**B15 55-60mi Post Turkey Day Ride 8:30am**  
 Leader(s): Jim Babbitt (718 296-0027). From the Statue of Civic Virtue; Queens Blvd. & Union Tpke ("E" or "F" to Union Tpke.). Burn off some of those calories you put on during Thanksgiving (some hills should do it quite nicely.) Destination is Sea Cliff or Oyster Bay. Rain cancels.

**C7 14mi Vistaed Roosevelt Island and Ward's Island 1:00pm**  
 Leader: Paul Rubenfarb (212 740-9123). From front of Roosevelt Island stop on "B" or "Q" train. Escape momentarily from the rat race of Gotham to remarkable rural serenity on this paradisiacal islet. The original manor house still stands amongst sycamores and tulip trees. We'll sit a while on it's veranda, midst the groves and hedges and philosophize — like in the country. Rain or shine.

**Sunday, November 28**

**A19+ 65mi Westchester County 9:00am**  
 Leader(s): Jeanine Hartnett (212 721-2968). From the Boat-house. Destination will probably be the Thornwood Diner (even if Jeff prefers the Flagship.) Choice of routes back to the Park. Precip., temp below 35° cancels.

**A19+ 50mi Stephen Roche Birthday Party 9:15/10:00am**  
 Leader(s): John Luisi (718 442-4366). South Ferry Terminal. Take the 9:30 boat to Staten Island or meet at 10am at S.I. Borough Hall. Joint with SIBA. Celebrate Stephen's 35th birthday by climbing the way he did when he won it all in '87. We'll visit a lighthouse & seek out Irish Coffee before leaving the Emerald Isle. If it rains, we'll read the paper instead of stuffing it in our jerseys, eat bagels and brew our own. Green attire requested.

**B15 55-60mi Nyack 10960 8:30am**  
 Leader(s): Jim Babbitt (718 296-0027). From the Boathouse. What can be better than a quick ride to Nyack. Throw in a few hills to keep warm and return to NYC early. Rain cancels.

*The Person With The Most Toys*  
Steve Baron**Losing a toy**

About two years ago my city bike was stolen. It started as a decent quality double-butted chrome molly frame, with components I then upgraded over eight years, including custom built wheels. All that time it was chained daily on 35th Street off Madison. One day I hooked my authentic Kryptonite through the wheels and around the sign-post (not including the seat tube)- for just an hour - and at the end of that hour I found a five-foot length of two-inch pipe instead of my bike.

So, the first part of this tale is about locks. Now I use a 1/4 " square chain with an American padlock to secure one wheel and the frame to a post with something on the top of the post - a no-parking sign or a parking meter. My second lock is a Korean "kryptonite" that is used to secure the front wheel to frame: if someone manages to cut the chain, they still can't ride the bike. And, with nothing to support leverage against the kryptonite, it is almost impossible break it. (Well....) This is my best anti-theft technique: two different style locks, that require two different style keys. One chain is "soft" and is secured to something "hard" and the other chain is "hard", and is secured to "soft".

The second part of the tale is about a \$400 mistake. Feeling violated, and not wanting to think much about a replacement bike, I quickly purchased a brand new Uptown Express, for about \$160 plus \$13 tax. Plus \$15 toe clips, plus straps. And plus \$60 for new locks. Plus \$4 for a small can of enamel paint and a brush to paint my name or initials on every part of the bike. And I spent \$30 for tires I liked better for city streets: I wanted something reasonably glass proof. And, of course, I wanted presta valve tubes to be consistent with my pumps (1 home and 1 in the office) so I bought new 1-1/2 x 26" tubes.

I didn't mind riding my 46 pound ten speed fat tire city monster. But I did mind that it wouldn't stop when the rims got wet. So, for \$10 more I purchased Aztec brake pads, which are big and a little gritty. But on rainy days, my steel rims still allowed the bike to slide a couple of car lengths before stopping. So, finally, for an additional \$110 plus shipping I purchased alloy-rimmed wheels. When the wheels were delivered, I learned that my old freewheel wouldn't fit any hub I'd ever seen, so I rummaged through my collection of old freewheels (stored under the box of pieces of string too short to save) and found one with few enough speeds.

Curiously, even the cotter pins holding the cranks were a unique size. By the second day of riding, a few parts began to rust. The derailleur is riveted and getting loose. The saddle cover is severely ripped, and the foam holds water for days, till my pants absorb it all. And I've replaced the pedals already; there was no way to grease the original set. But, my black bike experience isn't entirely bleak. The straight handlebar is a pleasure in the city. The foam grips are comfortable. And in 700 days of riding, I've only had one flat. And the 1-1/2" x 26" tires let me bounce safely off curbs that would smash a wheel on my racing bike. I ride comfortably in the city's potholes.

Maybe it wasn't a mistake. Maybe this bike will never be stolen. And therefore, maybe I'll never buy my idealized city bike: I've been creating it in my mind ever since buying Bargain Bleak Black Beauty! But that is an article for April 1. \*  
*Steve Baron is a long-time member of the Club who several years ago used to do a column called "The Person With The Most Toys". He's back, temporarily at least.*

### Frozen Follies

Last week I finally located the one remaining lost soul who still hadn't heard of the concept of "layering" to combat cold weather. I gave him a quick lesson over the phone, using a cycling mail-order catalog that was complete with diagrams and explanations. I think he'll be okay now.

Those educational catalogs convinced me that bike clothing manufacturers have identified the design goals for cold-weather athletic apparel and are producing some pretty good stuff. There's a new crop of "miracle" fibers, fabrics, materials, coatings and laminates out there this year, but most of them appear to be slightly modified (improved, hopefully, not degraded) versions of previous years' offerings.

Since *everybody* now understands basic layering, I'll skip that discussion and offer some suggestions for getting better performance from all this hi-tech winter wear.

### Appropriate technology

It has been my experience, and probably yours, that synthetic underwear and fleece pile do a very good job of drawing heat-robbing moisture away from the skin and maintaining dead airspace, so long as they are used with shells or panels to fend off the wind.

In the very recent past, many garment designers reflexively leaped to Gore-Tex® as the ultimate answer for "breathable" yet wind- and waterproof shells and panels. Gore-Tex® is a very thin, stretched-Teflon® membrane that is laminated to another fabric, or sandwiched between two layers of fabric. It is a good material for extreme conditions, but many of today's outdoor clothing designers realize that wind *resistance* and water *repellence* are more than adequate — maybe even preferable — for many applications, including cycling.

The reason Gore-Tex® is not always the answer is that although water vapor can pass through the membrane, it can't pass through at nearly the rate (called *vapor transfer rate*, VTR) a heavily exercising human body can produce it. Also, if either the inner or outer fabric layer becomes soaked with water the VTR drops to zero, so you might as well be wearing a plastic garbage bag. Some of the other shell alternatives, such as Versatech®, offer extremely good water repellence with a much higher VTR than Gore-Tex® and should be considered for cycling. If you decide you've just gotta have Gore-Tex®, insist on the very latest designs that use a 2-layer laminate, mesh on the inside and a highly water repellent treatment on the exterior. All shells, and even some middle layers, should have zippered vents under the arms.

### Cotton is rotten

Don't wear cotton in the winter; when it gets wet, it stays wet. 'Nuff said.

### Spreading the warmth

Unlike the elusive, mysterious G-spot, C-spots are very easy to locate. They're almost always found on the feet, hands and head because those points are further from the body core and are harder to keep warm. Some people also have C-spots at the lower back, knees and various other places. While there are specific strategies for keeping these body parts comfortable, the important "spreading the warmth" concept is often overlooked when dressing for cold-weather.

Here's an example of how it works: My favorite fictional cyclist, Chester Humdoodle, always complains of cold feet even though he wears thin polypropylene socks, plastic vapor barriers, wool socks and then thermal booties over his cycling shoes (which, by the way, is my prescription for cold feet). Chester wears a nice layered system on his top half, but he wears thin, stylish tights on his bottom half. And there's his problem—he might as well be butt-nekkid on the bottom

because those thin tights don't hold in any heat, and Chester's legs become big radiators. By the time his blood circulates to his feet all the warmth is gone.

The solution for Chester, and for many other would-be polar bears, is to pay attention to those vast expanses of under-protected skin. When most cyclists try this, they discover that adding an appropriate layer on the bottom allows them to remove one layer from the top. Besides helping to eliminate C-spots, this strategy also allows more water vapor to escape.

### Shifting your assets

It sounds a bit contradictory, but one of the most insidious cold-weather problems is overheating. Overheating leads to excessive perspiration that drenches the inner and middle layers, severely reducing their insulation value. If a soggy cyclist stops or, worse yet, encounters a long downhill section of road, he or she will notice the onset of hypothermia.

The answer is to regulate ventilation by unzipping armpit vents or chest zippers, or to remove layers *before* serious sweating begins, such as at the bottom of a long climb. Likewise, when stopping or when approaching a long descent, cyclists should zip up or put on jackets immediately, even though they might not feel cold yet.

### The Big Picture

I know these few comments don't begin to address all the cold-weather clothing dilemmas cyclists might encounter, but these are some of the key ideas to consider when looking for solutions to chronic problems. Fortunately, we have lots of fellow club members who ride their bikes year-round. They have many good winter cycling tips, too, and I'm sure they'll be glad to help. \*

# BLOWOUTS

## LOU B. POKES

Once again the NYCC ended the season with a weekend-long party at Su Casa in the Catskills. Everything was perfect. Even the weather cooperated. While the forecast was for rain on Saturday, most people were looking for a shady place to sit in Woodstock! Sunny and 75 degrees in the middle of October - only on a NYCC weekend. With over 70 of us, 60 Club members and a dozen new friends from around the country, (Cyclists are coming from as far away as Iowa - could this become the RAGBRAI East?) this is the weekend by which all other weekends will be judged.

With nary a flat road in sight everyone, from A rider to C rider, rode to their limits. And, with dancing every night, the only place to relax was the very crowded hot tub. Let's thank **Christy Guzzetta** (that's how he spelled his name on the participant list) and **Jeff Vogel** for putting the weekend together and the volunteer leaders: **Jim Bab-bitt**, **Steve Britt**, **Karl Dittebrandt**, **Tony Nappi**, **Fred Steinberg**, **Lori Vendinello**, and special thanks to **Peter Morales** who led Monday's C Ride on very short notice, in place of an under-the-weather **Geo Kaplan**. Highlights of the weekend included:

♣ **Fred Steinberg's** historical tours on each ride, and on the bus ride home.

♣ **Steve Britt** spending hours planning each route the night before and then changing it the next day as he went along. (And he never let anyone know he was lost.)

♣ **Adrian Harris**, an invited guest from the flatlands of central New Jersey, not only showed most of us how to climb, but also set a new course record in Su Casa's traditional Saturday running race.

♣ Trying to figure out how **Mike Yesko's** glasses wound up in a tree.

♣ Watching **Alex Von Braun** on the dance floor. If Alex's feet turned the cranks as fast as they moved on the floor he'd be leading A25 rides.

♣ Trying to see how many exhausted bodies we could squeeze into the hot tub. Like cannibals' dinner being boiled. And, learning that **Dick Goldberg** is the only club member who knows the proper attire for a hot tub.

♣ Saturday night, **Goofy Vogel** was sweating water bottles. Shockingly enough, this was neither from dancing or from riding his bicycle. Be sure to ask this cleatless wonder why all the women just call him "Lefty."

♣ **Tony Nappi**, who had such a great time leading a C ride that he volunteered to lead

one a month next year. (Tony, it's in print. Now you have to do it.)

♣ **Abe Karron's** five phone calls to Christy on Friday afternoon.

♣ **Manfred Kuechler** commenting that the flat sections and downhill "were boring". Manfred's not happy unless he's suffering.

♣ The only injury of the weekend came at the most opportune time. **Lori Vendinello** made it safely through all the weekend's rides, but managed to cut her heel walking down the stairs as we were leaving to go home. She had it bandaged and she seemed fine, but when she went to the hospital in New York City they put eight stitches in and put her in a cast. Could this have been a sympathy injury on behalf of **Howie Turoff** (yes)?

♣ Most of the C riders made it all the way to Woodstock. Last year the hills got to them. This year the C's won. Thank you **Paolo Torti** for your leadership.

♣ **Rebecca Swan** set a goal this year of riding her first century and climbing Mohonk Mountain. With her first century behind her, the three mile Mohonk climb on Sunday seemed easy.

♣ **Jody Saylor** and **Christy Guzzetta** walking into their room Saturday night and finding "Harold" and his iguana already in their bed. I'm sure we haven't seen the last of them.

♣ **Lauri Tulchin** and **Jim Glasgow**, our guests from Iowa, had such a great time they forgot about Saturday's ride. What started out as a 55 miler, turned into a 100 mile adventure as they got lost and returned long after dark. It didn't stop them from enjoying the weekend, as they promised to return next year.

♣ Trading roommates. This was Su Casa and trading rooms and/or roommates is expected. When **Stefani Jackenthal** and **Lisa Halle** showed up on Saturday night without a place to stay, it was time to start shuffling rooms. **Amy Hanowitz** and **Steve Britt** (yes) who had a large room, moved out and into a small one. **Margaret Cipolla** and **Jeff Vogel** (yes) moved into Amy and Steve's room. Stefani and Lisa (no) moved into the large room with Margaret and Jeff. The reason Stefani and Lisa couldn't move in with Amy and Steve was that Amy was afraid I would write about Steve sharing a room with three women. Jeff didn't mind!

So, was my whole column on Su Casa? You betcha! It was the event of the year. Sign me up now for next year! \*

## Effective Cycling Course: Plan now for January 1994

I am an L.A.W. Effective Cycling Instructor Trainee (ECIT) and am planning to offer the L.A.W. course starting in January '94. This course is intended for NYCC members who are smitten with cycle touring enthusiasm but who realize that there is more they should/would like to know about the bike, bike maintenance, roadside repairs and adjustments, proper wide-range gearing and its effective use, safe individual and group riding practices (without tight pacelines), courteous traffic behavior, and pointers on training, fitness, and nutrition. (This course will not meet the needs of racers, wannabe racers, or other high performance riders. The Club has other SIGs - Special Interest Groups - for them.)

We will study from several texts, and will meet regularly each week during January and February. Beginning in March, we'll start our ride training program which will prepare us for comfortable 50-60 miles rides, in time for Memorial Day weekend. Successful completion of the course - a final exam and a road test - will get you an L.A.W. Effective Cyclist certificate and a sense of self-assurance on road. I also expect "payback" to the Club in the form of leading or co-leading B and C level rides and/or the Newcomer's Rides.

For more information and a questionnaire - about your bike, cycling experience (which is not expected to be extensive at this stage), and cycling interests - send a self-addressed stamped envelope to:

**Irv Weisman**  
1795 Riverside Drive, # 5K  
NYC, NY 10034.



*Dead Letter Box*

Dear Unknown Photographer:

You were shooting in Central Park Saturday afternoon, September 25th and had a van parked on the roadway at the bottom of the steep hill at the north end of the park. Is it possible your truck, which couldn't be seen by those descending the hill until they neared it, obstructed people's view of the road, or dangerously constricted the road, or obscured those walking out from behind it to cross the road? Two accidents occurred by you. Did you think to move your truck after the first one?

Sincerely,

Dear Central Park Police Pct. Capt. Hollenbeck:

A cyclist was seriously injured in Central Park on Saturday afternoon. Your police officers reached the scene before the EMS. They did not administer CPR. Why? Lay people are urged to get CPR training. Are the police not trained in it? Or does the police union, which seems to have veto power over some police procedure, deem giving CPR too dangerous for its members?

Incidentally, your precinct's telephone rang without being answered in five separate phone calls on Saturday evening and night, Sunday morning and afternoon, and Monday morning. In each instance the phone rang more than five minutes, in one case twenty minutes, and, incredibly and literally, once it rang fifty-five minutes without being answered.

Sincerely,

Dear Dr. Q (a woman dentist):

You are a hero. In this AIDs-ridden era, you unhesitatingly accepted the risk of taking in vast amounts of blood and bodily fluids from an injured cyclist you happened upon as you were exercising in Central Park and to whom you administered mouth-to-mouth resuscitation. I profoundly admire and respect your courage, selflessness, and disregard for your own safety.

Sincerely,

Dear Police Officer H:

While a number of other police officers who were just standing around at the scene of a bike accident in Central Park Saturday, when they would communicate with us at all (which they most often would not), were surly, you, seemingly alone, understood the anxiety of those of us who happened upon the scene and didn't see an ambulance. You confronted our anxiety by assuring us you had called one and had, in fact, called it, as you said, ten times. For simply relating that to us, and relating to us at all, for caring enough to be frustrated and to show and share it, you have my appreciation.

Sincerely,

Dear EMS Director Diggs:

It took an ambulance twenty-five minutes from the time it was first called (and repeatedly called thereafter) before it arrived at Westside Drive near 103rd Street in Central Park. This was around 4:30 Saturday afternoon, September 25th. Traffic was very light, the roads were dry, Lenox Hill, and the two St. Luke's-Roosevelt Hospitals are very nearby (Mt. Sinai is not part of the EMS system). Why did it take an EMS ambulance twenty-five minutes to travel two miles in light traffic on a clear day?

Sincerely,

Dear Parks Commissioner Gotbaum:

A bystander went up the road from a serious accident in Central Park to direct approaching cyclists, skaters, and joggers away from the side of the road where an injured cyclist lay. Two Parks Department workers in dungarees came down the road in a van. They would not allow themselves to be diverted to the other side of the road. Instead they parked their truck directly in front of a police car and the ambulance in such a way that their van would—and did briefly—impede the police and EMS vehicles when the injured person was evacuated.

While I don't for a moment believe they really wanted to impede the evacuation, you might urge common sense, if not minimal decency, on them. Perhaps you can share with them that Russian epigram that so well characterizes a great deal of authority: Small station; big stationmaster.

Sincerely,

Dear Mr. and Mrs. G:

Because I am a cyclist, I am upset whenever a responsibly riding cyclist, such as your 23-year-old son, is hurt due to the carelessness, recklessness, or, as is sometimes the case (although not here) the deliberate maliciousness of others. When a cyclist dies as a result of these, I am more than upset; I am angry. I am angry.

It is undoubtedly cold comfort to you for me to suggest something good might come from your son's death: nevertheless, please know I will use it to give greater urgency to my plea to cyclists to wear helmets and it will make me think before riding without mine.

Sincerely,

Dear Cyclist F:

My wife, a doctor who was riding her bike in Central Park on Saturday, happened upon your injured cycling buddy and sought to help him. As she bent over your friend, giving him chest compressions, you knelt, as though in prayer, alongside her and pleaded, "Doctor, doctor, please do whatever you can to save him. He's a healthy man. He's a good man. He never hurt anybody." Unfortunately, neither she, nor the truly heroic young woman dentist, nor the medical student, both of whom happened upon the scene before her and immediately tried to, could save your friend. As you know, he died the next day.

I'm sure it won't make you feel any better to know that four days after the accident, the Parks Department Press Office didn't even know about the accident and that, according to a police report, there were no witnesses to it—not you, who was riding right next to your friend when he was struck, and not the photographer or his assistant who were right across from the accident when it happened and remained there long after the police arrived. The Police and the Parks Departments are also unaware there was a large van parked at the site of the accident so, according to them, a pedestrian couldn't have incautiously stepped out from behind the truck and suddenly and unexpectedly appeared in the middle of the road. It's interesting that in the (supposed) absence of any witness somehow the police nevertheless were able to determine the accident was your friend's fault. That's what they say. Blaming the victim is very popular in our society.

Sincerely,

\*

## To BMB . . . Or Not To BMB: Part 2

Steve Britt

*This is a continuation of last month's article on Boston-Montreal-Boston.*

There are two things in life that are so deeply personal that they should be done in no one else's presence. No one should even know. Praying to the porcelain God is an obvious, 'Go away, leave me alone.' The other is climbing Middlebury Gap. On its own it is not the mighty warrior it becomes during BMB.

I had scouted much of what Vermont offered the course in late May, preparing myself for the climbs. So I positioned the Middlebury Gap in the middle of a century, climbing either side with a lunch break in between. No mighty warrior here.

But when this 6-mile climb is done at the end of 200 miles on day 1, it takes on a new character. And the double climb on the return, in the middle of day 3, makes for a revisit to the sweat salt factory.

There is only one thing worse than watching someone grunt and groan and gasp for air as they struggle up the last mile of this climb, and that's knowing that someone is watching you struggle up something you know on any given day you could muscle up. Any day but today.

With most of the riders bedding down in Middlebury for night 1, I was pleased to run into my training partner, Miguel Vilario, in the wee hours of day 2. We rode out into the darkness at around 3:30 picking up another rider, Ken Lery from Arizona. We were in a quiet backroads area north of Middlebury. We did our collective best to feel our way through this sweeping farmland before sun-up.

This morning was much different than yesterday morning. There now were only three sets of lights illuminating a much darker countryside, far from the Boston suburbs we had been just 24 hours earlier. The silence broken only by the whirring of Ken's generator.

This was the day I found the true meaning of BMB. I found the answer I had been searching for during all of those hours of training. It was the people. The other riders and people who manned the

checkpoints. The smiles and the conversation and the real concern each had for one another. And this ride lends itself to making many riders uncomfortable in different areas of the anatomy.

You make friends everyday. You learn about things. Better ways of inventing or reinventing the wheel. Somebody else has the solution to a problem that has been bothering you since day 1.

Some people may like to ride alone, but during BMB most found riding in a group to be appealing. Just the thought of seeing another living soul is a mental plus. Riders would group and re-group over the next two days. This lent itself to meeting new people and welcomed hellos from new friends.

My mood changed over the course of the ride from, "How am I doing?" to "Is that rider okay?" Early in the ride my concern was always the clock. Stay ahead of the checkpoint closures. This is what was drilled into my head all through the brevets. As the ride progressed and the clock became less of a factor and as confidence grew, I returned to the club ride mentality of "If I can help, I will." It's interesting that that coincided with my increased enjoyment of the ride.

This randonneuring spirit was epitomized by Bill Strachan. He shepherded a group of riders who were falling off the pace at the end of day 3. He safely brought them over dark, mountainous terrain from Ludlow to Brattleboro, securing an eventual completion for each of those riders.

It would have been easier to blow off the other riders to get some more precious sleeping time. But I spoke with a rider at the finish who believed he wouldn't have completed the ride if not guided through that part of the course.

No matter how much sleep you get, with all this riding your body becomes tired. Correct that, exhausted. I remember riding that night through on and off showers, climbing towards unseen crests and descending into deep fog. Your mind perceives only the desire for sleep. With all of this attacking you, I can see how it would be easier to follow someone else's cue. To put faith in your guide and follow him to Paradise. In this case,

Brattleboro.

Day 4 was almost anti-climatic. You know you have until 10pm to finish the last 115 miles of the ride, and as long as your bike doesn't fall apart, you know you're going to finish. Even food and liquids don't matter much at this point. The previous three days of intake strategy to stay energized and hydrated lose their high priority. As the final miles click off, one-by-one all of the previous worries start to wither away making room for a new emptiness, only realized at the end of the ride.

It's over. This monster of a ride that you've toiled and worried about for so long is over. It's over. All during the ride you long for the finish, but then when it comes all the positive feelings from the ride envelope you and you realize it will take doing this again to achieve those feelings. No other ride will substitute.

To BMB or not to BMB? Really, there is no question. Once the bug hits you, you have to do it. At least once. You have to answer the nagging question. Can I do it?

In the end it really doesn't matter. Of course you *want* to finish. You want to, need to finish within 90 hours. It's an ego thing.

But the most vivid memories are not of crossing the finish line, by then the ride is over. No, the memories are of the rides within THE ride, and the other riders. They are the main element that spice up this event, that give it the character it has. Cyclists who cycle for cycling sake. Any distance, any temperature, any contour, any distance, any day. Correction, everyday.

The memories are of one of the world's truly great cycling events. Randonneuring at it's best. I was proud to be a part of it and hope that I did my share to contribute to this wonderful experience.

NOTE: A quick thank you to RR, KD, MV, BS, JV, RG, and of course, AH. \*

Club member Steve Britt completed BMB in August 1993, and plans to ride PBP in 1995. Although Steve has not decided whether he will ride BMB in 1994, you can find out more about it by contacting Event Director Jeff Vogel at (718)275-6978.

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## Candidates' Statements for the 1994 Board of Directors

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### FOR THE OFFICE OF PUBLIC RELATIONS

Good public relations attract new members. New members not only become new friends and ride leaders. Their numbers guarantee the NYCC's future as a major force in the New York cycling community. As a ten-year veteran (one year as PR Director), I know what our club is about. As a T. V. newsperson, I know how to get the NYCC the kind of attention that will keep us strong.

**Karin Fantus**

My goal as the PR Representative is to attract serious riders and inform all members about our riding programs (i.e. bike repair shops, SIGs). I'd like to get more serious riders involved in our rides and concentrate on good riding techniques and good riding skills.

Finally, what is a club without organized, published, printed rides... let's do more!

**Shari Horowitz**

### FOR THE VICE PRESIDENT OF PROGRAMS

I have enjoyed bringing programs to the Club this year. Thank you for your ideas and support. Attendance is way up; so is the atmosphere - I'm watching you have fun! I promise an exciting mix of cycling notables, touring adventures, member's activities and knowledgeable experts to bring information and enjoyment to this great sport we share.

**Jody Saylor**

Interesting, educational, entertaining meetings (& good food). Panelists form:

- racing/cycling/mountain biking worlds
- sports physiologists/trainers
- local government
- other clubs
- pro-triathletes
- manufacturers
- bike shops
- touring companies

**Most Important** - respond to *members'* interest. NYCC can have **clout** in making NY cycling a **better, safer, fun experience**. Meetings are our *forum for dialogue* towards that end.

**Lori Vendinello**

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### Cycling Fuel: Brett's

**Caryl Baron**

The scenic route to Greenwich goes through some rather pricey real estate. Somehow, in addition to building up a huge appetite, it also calls for a civilized place to assuage one's hunger. BRETT'S on Field Point Road just south of East Putnam (US 1) fills both needs. There's a wheelchair ramp for your bike, but it would be kind to make sure you keep the freshly painted white porch clean. Large groups use the parking lot. On warm sunny days, choose a table on the front porch. In winter there's a cozy fireplace inside.

Saturdays, dig into a basket of grissini (Tuscan bread sticks) and rustic peasant bread, and roasted peppers. Sprinkle a little olive oil and salt on the bread and scan the menu. On Sundays the basket holds a variety of muffins. There's also a bar with good brews on tap to smooth the psyche after a frustrating flat.

Salads are huge and well flavored. NS's pasta salad had rotelli, grilled chicken, arugula, radicchio, basil. Salad Oriso is full of seafood and avocado. Caesar salad can be had straight or with filet mignon, chicken, or goat cheese.

MW chose, as usual, the grilled chicken breast sandwich

with sun-dried tomatoes, provolone, red onion and bacon. The real treat here is the hot, freshly made potato chips. They're really special.

The grilled pizzas are excellent, and come with basil, goat cheese, seafood or white. There's a wait while they're made. That's OK if you can restrain yourself on that great bread. There's also a variety of hot pastas and entrees, and spa specials that are low in fat. Having indulged in the rich seafood pizza, MV and I contemplated a dessert of cappuccino chocolate chip frozen yogurt, but the bread had won.

The tab comes with chocolate mints to ease the shock, and the bar will cheerfully fill your water bottle.

BRETT'S, Field Point Road, Greenwich 800-287-1331. Opens 11:30 am.

Parking lot, wheelchair ramp.

Appetizers \$4.95-\$6.95

Salads \$6.50-\$8.95

Sandwiches and burgers \$6.25-\$7.95, most \$6.95

Pizzas \$7.95-\$8.95

Pastas and entrees more.

# BYLAWS AMENDMENTS

The Board of Directors proposes the following amendments to the NYCC bylaws.

**First Amendment:** The first amendment offered would change Articles II, IV and V to provide for junior members of the Club. A person under the age of 18 could become a junior member if a parent or legal guardian was a member of the Club, and the person's parent or guardian countersigned their membership application. Junior members would pay dues of \$6.00 per year, could not vote, and could not become officers, but could serve on committees. The junior member could lead or participate in rides and attend meetings only if the member's parent or guardian was present.

☐ For ☐ Against

**Second Amendment:** The second amendment offered would change Article II of the bylaws to change the date by which members must renew from April 15 to March 15. It is anticipated that this would result in substantial savings to the Club by eliminating one mailing of bulletins to individuals who do not renew their membership.

☐ For ☐ Against

**Third Amendment:** The third amendment offered would change Article III by deleting the position of Circulation Manager and adding the position of Special Events Coordinator. The Circulation Manager was responsible for maintaining the mailing list, which would now be maintained by a mailing service. The special events coordinator would be responsible for special events like the all-class rides.

☐ For ☐ Against

## BALLOT FOR 1994 BOARD OF DIRECTORS

### President

☐ Geo Carl Kaplan

☐ \_\_\_\_\_

### V.P. Programs

☐ Jody Sayler

☐ Lori Vendinello

☐ \_\_\_\_\_

### V.P. Rides

☐ Larry Ksiez

☐ \_\_\_\_\_

### Secretary

☐ C.J. Obregon

☐ \_\_\_\_\_

### Treasurer

☐ Rayna Franco

☐ \_\_\_\_\_

### Public Relations

☐ Karin Fantus

☐ Shari Horowitz

☐ \_\_\_\_\_

### Membership

☐ Herb Dershowitz

☐ \_\_\_\_\_

### Special Events/Circulation

☐ Jane Kenyon

☐ \_\_\_\_\_

### Bulletin Editor

☐ Caryl Baron

☐ \_\_\_\_\_

### A-Rides Coordinator

☐ Steve Britt

☐ \_\_\_\_\_

### B-Rides Coordinator

☐ Mitch Yarvin

☐ \_\_\_\_\_

### C-Rides Coordinator

☐ Peter Hochstein

☐ \_\_\_\_\_

## INSTRUCTIONS

1. Every member (including both members of a couple) is eligible to vote.
2. Tear out or photocopy this ballot. Couples should photocopy the ballot so that each submits an individual ballot. One ballot equals one vote. Two people MAY NOT vote on the same ballot.
3. PRINT your name and address on the reverse side. This is for validation purposes and will be removed before the ballot is opened and the votes counted. Ballots will be validated against the roster.
4. Indicate your choice - one only - for each office on the ballot.
5. Cut out, fold and staple the ballot as indicated on the reverse, or put into an envelope, and mail to:  
Larry Nelson  
336 West End Avenue, # 4A  
New York, NY 10023  
in sufficient time to be received by **Monday November 8th, 1993** or deliver the sealed ballots to that person at the club meeting on **Tuesday November 9th, 1993** by 8:00PM.
6. Ballots will be counted at the November club meeting and the results announced at that meeting and published in the December 1993 Bulletin.

CUT HERE

CUT HERE

CUT HERE

FOLD HERE

FOLD HERE

From: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please  
Place  
Stamp  
Here

CUT HERE

Larry Nelson  
336 West End Avenue Apt 4A  
New York NY 10023

STAPLE HERE

## Getting Dropped

Karin Fantus

Getting dropped CAN be one of the most humiliating experiences on two wheels. If humiliation is what you're after, read no further...get dropped and be well. If, however, you'd like to rid yourself of that nagging fear of being left behind...if you really want to stop beating yourself up when you can't keep up...read on.

Getting dropped boils down to three basic scenarios: 1) You're having a really bad day; 2) Everyone else is having a really good day; or 3) You're riding with people who move faster than you do. Scenarios 1) and 2) are little jokes of nature and bad planning. The third option is no joke.

You see, getting dropped can be a measure of progress. Let's say you're ready to jump from C-12 rides to something in the neighborhood of a B-15. Or how about an A-21 instead of your usual B-18? You can almost bet you'll be dropped, and soon. But try, try, again, and in a matter of weeks, you'll likely be able to stick with your chosen pack all the way to the snack stop, then to lunch, and someday soon, all the way back to the Boathouse.

Note that some rides adhere to a 'no-drop' policy, and others - mostly 'A' rides - request or require that riders be able to fend for themselves. (Don't hesitate to call your Ride Leader ahead of time to find out what the deal is.) Sometimes, even on a 'no-drop' ride, it may be appropriate to volunteer to drop. For example, if you're consistently way off the back, and the rest of the group waits for you more than a few minutes at every turn. Or, is you have a pesky mechanical problem that defied road repair.

Another misunderstanding, second only to the 'humiliation' thing, is that getting dropped is strictly a solitary pursuit. Not on a NYCC ride. Not unless you verbalize your intention to drop - or even a suspicion that you might. Think how frustrating it would be to have everyone waiting or combing the route for you, while you're mindlessly indulging in an early lunch-for-one. (Tip: Flag down a friendly motorist to be your messenger.)

If you are a drop-o-phobic, get over it. Here's how: Always carry a map. Even if your Ride Leader supplies one, it may not be extensive or detailed enough to help you if you're off course. Then, get familiar with the names of towns with MetroNorth and LIRR train stations, and ALWAYS carry your bike permits. Finally, don't be afraid to ask for directions.

Cycling in NYCC territory will probably always be fraught with concerns - potholes, traffic, deli's that don't stock Snapple, etc. Getting dropped needn't be one of them. \*

*Karin Fantus is a Cycle Club member who may hold the record for getting dropped on Club rides, and has come up with many new routes by continuing her rides as explorations.*

## MOUNTAINEERING FOR CYCLISTS by John Waffenschmidt

Once again I'm offering my mountaineering for cyclists program this winter. The hiking/climbing works the same muscles as does cycling and uses a lot of cardiovascular activity. As in previous years, the program will be progressive, though this year I was going to plan some longer trips in the latter part of the program. My plan is to have one day hikes in November and December, two of our old favorites; January, February, and March will be 3-4 day outings. The first two after the New Year will use huts in the White Mountains of New Hampshire, March will be a camping trip in the Adirondacks. The approach I use is to focus on safety, use of proper techniques, and a team approach. For those of you have been with me in the past, I hope to see you once again; for those of you who would like to join us this year, you have to come to the first two outings so that I (and you) can evaluate your performance in less technical conditions prior to the three longer trips. Besides being good exercise, the trips are challenging, very beautiful, a lot of fun, and we always try to have a good meal after the days activities. Whether you're an old friend or a new recruit, if you're interested, please feel free to give me a call at (H)718-321-7012 or (w)516-683-5400 and I'll go over the details with you.

### PRESIDENT'S MESSAGE

GeoCarl Kaplan

It's November, and the trees have become bare, and we are into a different season of riding. It is "Winter" Riding time, and we wear more clothes and ride shorter distances. For the Cs we have instituted the Frostbite Series, and to go along with that we suggest that the Cs use a wind trainer, to replace the three times a week spins through the park early in the morning or early in the evening. Cold and darkness preclude these "training spins," so the wind trainer is the obvious substitute. A half-hour to an hour on the wind trainer three times a week will more than keep you in shape, and by the time arch rolls around you may be up to a B Ride. Speak to anyone who has followed this regimen, and then you may become a believer.

One of our most valuable possessions as American citizens is the franchise - the right to vote - and so it is with membership in the New York Cycle Club. Ballots for the election of officers for 1994, as well as three amendments to the by-laws are included in this issue of the Bulletin. Right now, take the time to vote and return the ballot to Larry Nelson, the teller, or bring it to the meeting next week. VOTE!

Special thanks to Christy Guzzetta for his excellent organization of the Columbus Day Weekend trip to Su Casa. Also, thanks to Jeff Vogel, Ride Captain, for route planning, and to the ride leaders including Laurie Vendinello, Steve Britt, Jim Babbitt, Fred Steinberg, Pete Morales, Karl Dittebrand, Tony Nappi, Irv Weisman, and Paolo Torti (Country Cycle Club.)

## FROM TOGA BIKE SHOP

To the members of the NYCC,

I hope everyone has enjoyed their cycling season this year and achieved their cycling goals, whether they were to ride farther or faster, to titaniumize or to find your life partner on two wheels. We at TOGA have had a very exciting year. This was our first year under new ownership. If you haven't met Richard Newman, the new owner of the shop, stop in and say hello. He's a NYCC member so you may even see him out on a ride.

This has been an exciting year for me as well. I have had a great view of the new TOGA vs. the old TOGA. I really enjoy being a part of a shop that is knowledgeable, professional, and cares about its customers.

I want to thank those of you who have shopped at TOGA in the past year and invite all of you to come in and see what we've done to make this a shop that better serves your needs.

I hope to see you soon



Richard Bothwell  
Manager

P.S. We are having a sale now!

**TOGA BIKE SHOP** 110 West End (64th) 799-9625

## Minutes of the NYCC Board Meeting Tuesday, September 7th, 1993

Present: Geo Kaplan, Mark Martinez, Conrad Obregon, Cliff Kranish, Ellen Richard, Jim Babbitt, Jane Kenyon, Hannah Holland, Herb Dershowitz, Karin Fantus and Richard Rosenthal. Absent: Jody Saylor and Nadine Manney.

The meeting began at 6:45 P.M. The summer (July 25th) Board meeting was cancelled due to a lack of quorum.

C.J. reported that 7 people had volunteered for the Central Park Traffic Committee.

Geo discussed a proposed amendment to the bylaws that would allow Junior members in the Club provided that a parent or legal guardian was a member. He clarified that no other adult could satisfy the requirements of the proposed amendment.

Next there was a discussion of the holiday party, and the amount, if any, of subsidy that the club would provide. It was felt that their should be a cheaper price for pre-registration than at the door. Ellen suggested that the party be held upstairs at the Roundabout, noting that liquor could not be sold there, but could be included in the price of admission. It was felt that the requirements for a house manager and security guards would involve a minimal cost of a few hundred dollars. The Board voted that the admission price should be between \$20 and \$25 and include beer, wine and soda.

It was agreed that the ride leaders' awards should consist of Power Bars and patch kits, with gifts valued at between \$20 and \$25 for the top three leaders.

Next a proposed bylaws amendment that would change Section 3, Article 2 to change April to March was approved to be presented to the membership.

Geo voiced praise for Transportation Alternatives efforts which have increased bicycle accessibility throughout the region.

The meeting adjourned at 8:25 PM.

## 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.**

## Classified

Klein Rascal 18" purple/pink fade w/ full Deore and SPD pedals, 1992. \$1200, o.b.o.

Call Angel (212)663-7531

Equinox Touring Bicycle Trailer. Cap.: 150 lbs; Vol.: 8 cub ft; Dim.: 35"LX32"WX30"H; rain cover uinclud; great for shopping or camping; easy folding and assembly. Value \$325, asking \$225, negotiable.

Call Barbara (212)541-5358

3T Comp. Handlebars - 46cm (like Cinelli 44cm). Used one season, just too wide for me. \$10.00, o.b.o.

Call Rich (212)874-1348

58 cm 1991 Trek 1400, Look pedals, 105 groupo, ridden 1000 miles, wrong size. \$400, o.b.o.

Also: Pedastyle 2 bike pole hanger, still in box, \$75.00.

Call Richard (212)864-3665

Speedplay OffRoad pedals. 200grams, barely used (1 week old), just not right for me. Work with SPD-compatible shoes. \$110, o.b.o.

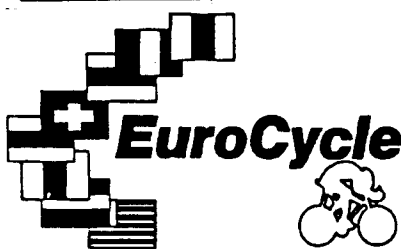
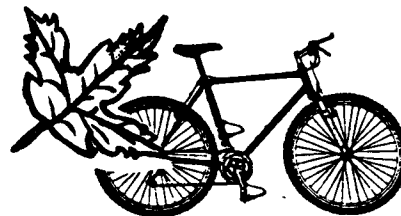
Also, wanted: TTT 100mm stem

Call Don (212)307-7753

## Fall '93 Specials You Can Leave With

**Hot & Sexy  
Road/ Touring  
Bikes From  
Bianchi  
Mongoose**

Perfect For Fall Touring. All At  
Autumn Price Specials



(201) 944-8787

41 Sylvan Avenue (Rt 9W N)  
Englewood Cliffs, NJ  
1.8 miles north of G.W. Bridge  
lots of free parking

*ANNOUNCING: THE social event of the season - Don't miss the  
**NYCC HOLIDAY PARTY**  
Bring your spouses, friends, all guests are welcome!!*

**DATE:** Monday, December 13th, 1993 (NOTE NEW DATE, not a Tuesday) **TIME:** 6:00pm until ...  
**LOCATION:** The Roundabout Theater, 150 Broadway, at 45th Street

### EVENTS:

- Traditional NYCC AWARDS for As,Bs,Cs, PLUS surprises
- Club Business
- Introductions of the new Board
- Food catered by Carmine's
- Soft drinks, beer and wine included!!
- DANCING, DANCING, DANCING!



### DON'T GET CLOSED OUT - SIGN UP EARLY!!

Tickets in advance (received before Dec. 3rd): \$20.00

Tickets for non-members and purchased at the door: \$25.00

Send checks to NYCC, P.O. Box 199, Cooper Station, NYC 10276,  
Or bring checks only (no cash, please) to the November 9th Club Meeting

Questions?? Call Jody Sayler, VP Programs, at (212)799-8293



**NYCC NYCC NYCC NYCC NYCC NYCC**

*New York Cycle Club Monthly Meeting  
Tuesday, November 9th 1993*

**Dr. George J. Zambetti**

**comes to tell us about the inner workings of the Cyclist's Knee**

Dr. Z. is a surgeon who works on athletes PLUS he's a cyclist with the Country Cycling Club of Westchester. He played basketball for Fordham University, and has been their team physician for 15 years.

Dr. Z was introduced to the Club by accident - mine! Seven years ago yours truly (Jody Saylor) smashed up her knee and he did a great job of putting it back together again. Since then several members have seekd out his gifted healing.

He understands the things that can go wrong witht he knee; in his talk and with slides, he will explain this complex mechanism we are all so dependant on.

**CLUB MEETING LOCATION: FLATIRON GRILL**

**937 Broadway (betw. 21st and 22nd Streets)**

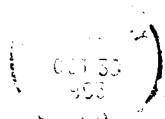
Drinks at 6pm, dinner at 7pm, program follows.

**NYCC NYCC NYCC NYCC NYCC NYCC**

**NYCC**

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

**First Class**



1/06

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