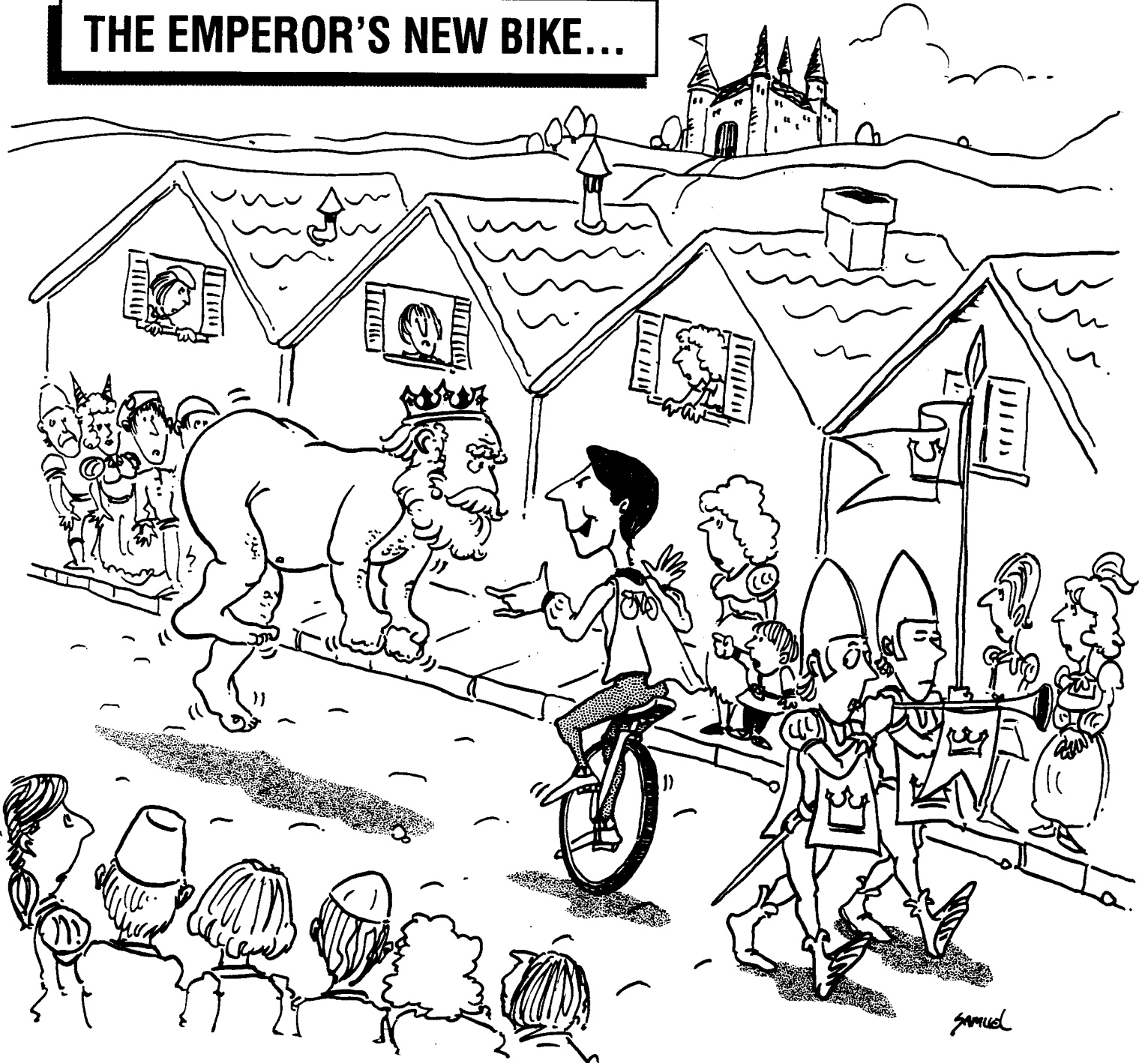


September
1993

NYCC Bulletin

THE EMPEROR'S NEW BIKE...



"This bike was custom made especially for you, your Highness. Just feel the Tiluminum® frame, the Carbron- Fibber® pedals and the Shinamo Indrex Shifters®. Why, one would have to be a fool not to appreciate a bike like this — to say nothing of the matching skinsuit."

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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 20-22 18.5-20 17-18.5	< 1:10 1:10-1:16 1:16-1:23 1:23-1:30
B	Moderate to brisk riding with more attention to scenery. Stops every hour or two.	16-17 15-16 14-15	1:30-1:38 1:38-1:48 1:48-2:00
C	Leisurely to moderate riding: destination oriented. Stops every half hour or so.	13-14 12-13 11-12	2:00-2:14 2:14-2:30 2:30>

The NYCC Bulletin is published monthly by the New York Cycle Club, a non-profit educational and recreational organization for bicycle enthusiasts in New York City. The opinions expressed in the NYCC Bulletin are those of the authors and do not necessarily reflect the official position of the NYCC.

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

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

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

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

Ride Listings. To lead a ride and have it listed in the Bulletin, call the Rides Coordinator for the class of ride you want to lead.

Display Advertising. Only bicycle related advertising is accepted. Rates are for camera-ready copy, page size is 7.5 by 10 inches. One-time rates: Full page, \$250; Half-page, \$135; Quarter-page, \$75; Eighth-page, \$45. Frequency discounts available.

Receiving the NYCC Bulletin. The NYCC Bulletin is mailed free to all NYCC members. Membership is \$17 per year for individuals, \$23 per year for couples. See inside back cover for a membership application. If you don't receive your copy by the first of the month contact the Circulation Manager. © Copyright 1993, NYCC. All rights reserved. May not be reprinted in whole or in part without written permission of the editor.

Credits: F/C art, Mike Samuel

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

Deadline for the October 1993 Bulletin is September 10th.

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

Wednesday Mornings

B "B" Training Ride 6:00am
 Leaders: Alex Bekkerman (212 213-5359); Karl Dittebrandt (212 477-1387); Shari Horowitz (212 472-5314). From the Boathouse. 1 hr. training ride with an emphasis on safety and group riding skills. And you could even get faster.

Saturday, September 4

A21 80mi South Mountain 9:00am
 Coordinator: Ellen Richard (212 505-0697). From the Boathouse. Fast, steady ride with 2 quick stops. As usual, up the Mountain and down Saddle River (Hammer time). Rain cancels.

B15 75/80mi Lunch with Brian & Steve in Northport 8:30am
 Leaders: Steve Antonian (718 651-3807); Brian McCaffrey (718 634-1742). From the Statue of Civic Virtue, Queens Blvd. & Union Tpke. Moderately hilly ride to Northport via Snake Hill Road. Picnic lunch in Northport Harbor. As usual, rain means meet leaders at Belmont Pk. Race Track.

B17-18 62.5mi Westport Metric Century
 Leaders: Karl Dittebrandt (212 477-1387); Shari Horowitz (212 472-5314). Meet us at Grand Central for bagels and coffee and take Metro-North to Westport for a Metric Century in Connecticut. Wear your Club jersey and get ready for fine pace-lining. You pull up the Hills! Call leaders for times. Pouring rain cancels!

C12 30-45mi Take the Helm 9:00am
 Leader: You. From the Boathouse. All the usual leaders have abandoned ship for the holiday weekend. So what if they have rich friends with houses in the Hamptons, or down the Shore, or in the Berkshires, or out on the Cape. . . Don't get me started. At least the roads will be relatively uncluttered for a great leaderless pick-up ride. Bring a map or a good sense of direction. Rain: you'll think of something.

Sunday, September 5

A20 165+mi Port Jervis and Beyond 5:00am
 Leader: Karl Dittebrandt (212 477-1387). From the Plaza Hotel, 59th & 5th. A moderately hilly ride up to Port Jervis on the Delaware River, then over to Goshen for return from Beacon by Metro-North.

A21 99.9mi Slightly Feverish 8:00am
 Leader: Mark Martinéz (718 726-7644). From the Boathouse. Cross River. Take some rarely travelled backroads (lots of shade) past genteel estates on the way to a picnic lunch in beautiful Ward-Pound Ridge Reservation. We'll follow the "Sheffield Route" over rolling terrain on the way up. Fairly flat return with one or two stretches to put the hammer down while keeping our paceline intact. Civilized regrouping to follow (for those with anvils). Suggested: pocket food, musette and Metro-North pass. Raindate: 9/6.

A18 60+mi Let's Do Lunch at Tallman 9:00am
 Leaders: Kevin Mulvenna (212 595-1560); Liane Montesa (212

534-5736). From the Boathouse. Schmoozy, scenic way out to Tallman St. Park; 9W back. Lunch at Tallman if it's warm enough, otherwise we'll proceed to Nyack or Piermont before heading home. Its the first ride we're leading — don't let us get lost. The usual nastiness cancels.

B15 60mi Bayville-Oyster Bay 8:30am
 Leader: Manfred Kuechler (212 628-9585). From the Statue of Civic Virtue, Queens Blvd. & Union Tpke. Nice and easy backroads to Oyster Bay via Bayville. Picnic by the beach — weather permitting. Nasty weather cancels, heat does not.

C12 30-45mi . . . The Mice Will Play 9:00am
 Leader: You. From the Boathouse. So what if everyone else has rich friends with houses in the Hamptons, or down the Shore, or in the Berkshires, or out on the Cape. . . Sorry, there I go again. I can't find my Valium, I'm on my 5th can of Jolt, I need to get out and go for a nice ride. How about you. Rain? Get some good coffee, some fresh Challah, make French Toast for someone nice.

Monday, September 6

A19 85mi Off to Bear Mountain 7:30am
 Leader: Carey Chu (718 507-7140). From the Boathouse. New City - Gate Hill - Seven Lakes Drive - Perkins - Westpoint - Storm King - Beacon/Newberg Bridge - Cold Springs. Train home, Metro North Pass required. Pocket food recommended.

A/B/C Labor Day Management Strike 9:00am
 Leader: None. From the Boathouse. Riders of the world unite, you have nothing to use but your chains. . . and cranks, and wheels. Due to a management walkout, this ride is temporarily leaderless — but do you really need someone to tell you where to go? Rain cancels.

Saturday, September 11 All Class Ride 3 - Bethpage State Park

A22+ 70+/-mi "A" Train to Bethpage 8:30am/9:10am
 Leader: Jeff Vogel (718 275-6978). From the Boathouse/Queens & Yellowstone Blvds. Fast paced ride with as few hills as possible to Bethpage. One quick deli stop. Schmoozy ride back with Margaret's group, stopping at the fabled Lemon Ice King of Corona. The usual cancels.

A19 65mi All Class - Bethpage 9:00am/9:45am
 Leader: Margaret Cipolla (718 275-6978). From the Boathouse/Queens & Yellowstone Blvds. We'll take the scenic route via Wheatley Road and Syosset to the 1:00pm picnic at Bethpage. One quick deli stop en route. Return with the other "A" riders to the fabled Lemon Ice King of Corona. The usual cancels.

B17 72+mi All Class - Bethpage 8:30am
 Leaders: Claire Wyckoff (212 249-3157); Dan McGuire (212 744-3331). From the Boathouse. Last All Class of the season. Last chance for schmoozing with others from "A" and "C" rides at lunch. Mostly flat with option for a few hills in Oyster Bay

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area. Rain cancels.

C12 48mi All Class - Bethpage 9:00am
Leader: Geo Karl Kaplan (212 989-0883). From the Statue of Civic Virtue, Queens Blvd. & Union Tpke. ("E"&"F" trains - Kew Gardens). Leave the hills of Westchester and Jersey's Palisades behind and roll to Bethpage on kinder, gentler terrain. Bring mussette or pannier to carry lunch into park. Eastward ho! Rain cancels.

Sunday, September 12

A18 80mi Dutchess Delights 8:00am
Leader: Ron Grossman (718 965-2168). From Metro North station - Patterson, NY (6:00am Harlem Line from GCT). Continuing where last month's Dutchess Deluxe ride left off, more dream-like country roads devoid of traffic; definitely a delicacy of a destination. Pace not too drastic, insuring eyeball dilation due to rural beauty distillation. Return by Metro-North from Poughkeepsie. Bring train pass, road food. Call leader to confirm.

B14 50 or 65mi Watchung Valley Roundabout 8:25am
Leader: Irv Weisman (212 567-9672). From World Trade Ctr. PATH. Meet at top of PATH escalators in the WTC for the 8:40am train to Newark. This is a partially scouted route thru the Watchung Valley to Basking Ridge, Madison and maybe Eagle Rock Reservation with its view of the NYC skyline. There are hills out there, low gears advised. Two or three food stops. Return via PATH. 60% chance of rain cancels.

B16 55mi Mamaroneck Harbor 8:30am
Leader: Abe Karron (D. 516 293-7472), (N. 516 889-5685). From the Boathouse. Basically flat, few rolling hills to harbor area. Excellent Old World Italian deli for lunch stop. Rain cancels.

C12 50mi Not Piermont Again? 9:30am
Leaders: Hindy & Irv Schacter (212 758-5738). From 1st Ave. & 64th St. (NW corner). But the ride to Piermont is a great ride. You get to stop at a Farmers Market, you get to sit on a bench at Main St. in Piermont, you get hills. What more can you want? Rain cancels.

Thursday, September 16

A21 65mi Rush-A-Homa 8:30am
Leader: Jeff Vogel (718 275-6978). From the Boathouse. Our "A" Rides Coordinator hates me for always leading rides on days that aren't on the Club calendar. If you're off from work today, join me on a ride to either Pearl River via West Saddle River Rd. OR the Celebrity Diner in Syosset. Democratic decision at the start. Either way, it's about 40 miles to lunch and 25 mi. back. Usual cancels.

Saturday, September 18

A 115+-mi Greenwood Lake 7:30am
Leader: Herb Dershowitz (212 929-0787). From the Boathouse. *The Classic Ride*. Beautiful roads. O.K., beautiful hilly roads, but

you'd feel cheated if we found a flat way. Gate Hill Rd., woodsy Harriman Park, and after all those hills that nice long downhill into Greenwood Lake. Skyline Drive on the way back. Pocket food, second water bottle and climbing gears recommended. *Raindate*: Sunday, Sept. 19.

A 60-70mi Safe Riding "A" S.I.G. 9:00am
Leaders: Jeff Vogel (718 275-6978); Carolyn White (212 260-8737); Paul Leibowitz (212 799-0161); Steve Pollack (212 777-7ELF); . From the Boathouse. Let's work on our pace line skills today. Smooth and steady: Tight and to the right. The route (still undetermined) will avoid hills and heavy traffic. Lunch outside if possible. A helmet, sense of humor and a smile are required. Don't miss it. See article elsewhere in the Bulletin. The usual cancels.

KB18 90-100mi Buzzin' Up The Drive 8:00am
Leader: Steven Britt (718 204-4970). From the Boathouse. I've altered my training ride to allow for a more relaxed (fun) time via Seven Lakes Drive. We'll still get some good climbs in. Metro-North pass required. Steady rain cancels.

B17 50+mi Kingsland Pt. Park 8:30am
Leaders: Judy & Conrad Meyer (212 535-2444). From the Boathouse. Rolling 35 miles out to Tarrytown, quick 15 miles back, ending at Van Cortland Pk. subway (#1). Join us and keep your legs warm between those Sept. centuries. Rain at start cancels.

B16 55+mi RR² = H₂O 9:00am
Leader: Jed Weaver (212 873-2390). From the Boathouse. River Road heading up to Tallman for a possible dip in the pool, picnic lunch, and to make it challenging, River Rd. back home. Rain cancels.

Sunday, September 19

A19 65mi Oyster Bayville 8:00/8:30am
Leader: Carey Chu (718 507-7140). From the Boathouse/Statue of Civic Virtue. Paceline out on LIE Service road, Syosset, Oyster Bay, Bayville. Picnic outside. EF train back to Manhattan. If joining ride from Queens, please call leader.

B17 65mi Hills and Lakes to Croton Falls 8:00am
Leader: Charlie Kormanoff (212 460-9718). From the Boathouse. Metro-North return, 5:16 train @ Croton Falls (permit required). Route skirts four big reservoirs, has 8-10 climbs, no killers. Lunch in Bedford, but bring pocket food. Joint TA ride. See Sept./Oct. *City Cyclist* for description & map. Rain cancels.

B15 55mi Park Ridge Limerick 10:00am
Leader: Wayne Wright (718 626-1002). From the Boathouse.
A man who was fit was complaining
"Such boring routine in my training"
To Park Ridge I'll bike!
Come along if you like
But we're not going to go if it's raining.

C7 19mi Jackson Heights' Red Light District 1:00pm

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

Leader: Paul Rubenfarb (212 740-9123). From front of Bklyn Museum. (Eastern Pkwy stop on #2 or #3). In America's turn-of-century belle epoche, most cities had a bawdy-house zone whose revelry inspired the gaiety of ragtime. Dour Woodrow Wilson closed down this rollicking world after WWI. The recent decades immense illegal alien deluge has kindled anew this kind of long dormant polyglot milieu — evidenced in Roosevelt Avenue's steaming Red Light strand — part of the new Jackson Heights Historic District. Rain or shine.

Saturday, September 25

A22 55mi Staten Island - The Pretty Hilly Way 9:15am

Leader: Jody Saylor (212 228-0440). From South Ferry Terminal, Manhattan — don't miss the boat: (9:30am). I don't know how many years I've been doing this ride—but I think it was B.C. (before Christy). This year will be very different; we have an invitation from Catherine Cass, the lady who lives in the Frank Lloyd Wright house. Last year we passed the house as always—but that time she came out and invited us in. She was great fun, entertained us with stories and the tour, then each of us left with a big hug. She's Greek, so this year their might even be Greek pastry with the hug! Hilly morning — lunch at conference house park. Flat fast back in the afternoon. Bring \$3.00 extra. Raindate: Sun., 9/26.

A19 60(?)mi Fun, Short and Quick 8:30am

Leader: Phil Aronoff (212 867-0987). From the Boathouse. Double paceline. 19-20 miles. Meet at 8:30, be back at 2pm sharp. Go to River Road and as far as we can ride on 9W by 11:30 and then we turn back. Going back will be a surprise. Quick lunch at a New Jersey beach. The Mysterious "Phil"...???? Rain, cold - under 40, cancels.

A 60-70mi Safe Riding "A" S.I.G. 9:00am

Leaders: Steve Pollack (212 777-7353); Paul Leibowitz (212 799-0161); Carolyn White (212 260-8737); Jeff Vogel (718 275-6978). From the Boathouse. More basic paceline work. See Sept. 18th listing. The usual cancels.

B? 52mi Last Ride. . . 9:00am

Leader: Jimmy Drazios (718 225-1842). From the Statue of Civic Virtue, Queens Blvd. & Union Tpke. Last Ride of the Season to Long Beach for a Quick Swim. Rain cancels.

C7 18mi Plainfield's Auereate Edwardian Manors 12:00 noon

Leader: Paul Rubenfarb (212 740-9123). From front of Greyhound Office at PATH Newark Terminal. New Jersey's passion for magnum mansions climaxed in Plainfield in the 1890 - 1920 period. The broad park-graced boulevards made this the idyllic place for commuters to raise families. After assembling in Newark, we'll take the NJ transit train (get permit in advance at Penn Sta. Manhattan). Rain or shine.

Sunday, September 26

A18 75mi Lazy Aces Agree: Seven Lakes 9:00am

Leaders: Kyle Skrinak (212 767-6905); Elena Burinskas (212

490-4800). He said, "Let's do hill!" She said, "Let's find a sunny park!" He said, "All right, how 'bout Seven Lakes Drive, and catch the train in Garrison?" She said, "O.K., but rain cancels." They kissed. [Awww] Bring Metro-North pass & rail fare. The usual cancels.

A20 60+-mi Cool Down from Mt. Washington 9:00am

Leaders: Don Mortalvo (212 307-7753); Alan "Triple Chaining" Cohen (718 338-7142). From Boathouse. We'll climb River Road, Ash Hill, Old Mountain Road to Tweed. A 10 min. deli stop to avoid cooling down too much, then climb back up Tweed to 9W home. If Alan beats Don up Old Mountain without using his triple, Don promises to fix Alan's flats for the rest of the year. Recom'd gearing 39X26. Rain cancels.

B14 55mi Rye Beach Ball 9:30am

Leader: Maggie Clark (212 567-8272). From the Triangle Garden, Dyckman St. & B'way ("A" train to 200th St. Manhattan). We'll take a rolling pleasant route through the manicured lawns and gardens of Westchester, and catching a piece of Greenwich, to Rye Beach. We'll tour Glen Island and use the North Bronx Bikeway on our return. Bring a Metro-North pass for emergencies. 60% chance of rain or predicted high over 95°cancels.

B16.5 70+mi "Der's Gold in Dem Der Hills" 8:30/9:30am

Leader: Reyna Franco (212 529-6717). From the Boat-house/Statue of Civic Virtue, Queens Blvd. & Union Tpke. Break the fast slowly up the hills on the North Shore of Lawn Guyland. Many new hills before lunch; flat route home. The usual cancels.

C12 40-45mi Croton Death Ride 8:45am

Leaders: Ken & Marilyn Weissman (212 222-5527). From 242nd St. (Last stop on #1 train). Ken's annual attempt to supply every "C" rider with a hernia via Sleepy Hollow Road and almost every hill between NYC & Croton. Lunch at Teatown reservation. 4:10pm Metro-North home. 8 +/- optional miles around a Croton branch for those who can get by with a truss: Canadian method available for all others. Metro-North passes, helmets and a spare tube are musts. Rain cancels.

C13-14 62+mi A Century for "C" riders 9:00am

Leader: Peter Hochstein (212 427-1041). From the Boat-house. Well, it's a metric century. Last year there were 2 takers. One found the courage to join a "B" ride next. The other became your Club President. Bring a helmet, a good attitude and low gears. Rain cancels.

Saturday, October 2

A/B/C 55mi River Road Time Trial 9:00am

Leader: Ellen Richard (212 505-0697). From the Boathouse. Repeat of July's time trial. \$1 fee for insurance. Helmets required, a few volunteers to marshall would be appreciated. Regroup afterwards for a spin up to Nyack or Rockland. Rain cancels.

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B17+ 100mi Second Annual Long Island 100 8:00am
Leader: Steven Britt (718 204-4970). From the Boathouse. 100 miles of mostly Nassau County with some quiet roads in Queens and Suffolk Counties. Lunch at Bethpage St. Pk. Rain cancels.

Sunday, October 3

B14 70mi 70 (mi.) for 70 (years) 8:30am
Leader: Irv Weisman (212 567-9672). From GWB Bus Terminal (FT. Washington & 178th St.). I can't indefinitely keep increasing my birthday ride distance to match my age, but I think that I can manage this one—through scenic, rolling hilly Bergen & Rockland counties. My secret is in not gut-busting determination, but rather, a moderate pace and properly designed wide range gears. Come enjoy the scenery, and learn how to climb hills without honking. 60% chance of rain cancels.

Ride Previews

Oct. 16-17: A19/B17 120m/120mi "Something To Ride To"
Leaders: "A" - Larry Ksiez (718 478-0644); "B" - Steve Britt (718 204-4970). From the Boathouse. That "something" is Shelter Island. We'll ride the South Fork of Long Island to North Haven and take the South Ferry, staying overnight at the Peconic Lodge (\$65 Dbl., \$45 Single). On Sunday, another ferry to Greenport and return to NYC via the North Fork. Call leaders if interested. Two wks. advanced reservation required, so don't call after Sept 24th.

Oct. 17 A18/15 45-50mi 8:30/9:00am
"A's Take the High Road, "B's Take the Low
Leaders: John Luisi (718 442-4366); Eileen Harrington (212 779-2848). From South Ferry Terminal (8:30 boat!) or 9:00 at S.I. Borough Hall. Joint with S.I.B.A. Schmooze along the shoreline (and see Alice Austen's house) or visit the only switchbacks in NYC (and learn why the Dutch named one area Death Hill). We'll meet up at the Conference House for lunch and an easy spin back to the "Love Boat." (We don't ride "in da rain.")

Oct. 17 7:00am
R*19 120mi Ridgfield Fall Foliage Century
Leader: Maxim Vickers (718 728-7179). From the Boathouse. * *Retro-Grouch*. The 13th (if my memory does not fail me) almost annual running of what used to be the closing century of the season. Full fall colors in Westchester and Connecticut. Riding the way it used to be: Fast, Scenic and Nasty.

OUT OF BOUNDS

Sept.12 25-125mi. Hudson Valley Century 7:00-9:30am
Info. and registration forms: (914 229-5618). From Ulster Co. Comm. College, Stone Ridge NY. 25/50/62/100/125 mi. options. \$10 until 9/1, then \$15 - includes map, sag, sweep, and snacks. Helmets required. Sponsored by Mid-Hudson Bicycle Club.

Sept.12 25-100mi. Great North Jersey Bike Rally 7:00-9:30am
Info.: Barbara Hultay (201 743-4855). From Pequannock Valley Pk, P.V. NJ. 25/50/63/100 mi. options. Tour scenic Morris Co. and

surrounding countryside. \$8 in adv. or \$10 on-site; includes food, sag, cue-sheets. Free water-bottle to first 250 registered. Sponsored by Bicycle Touring Club of North Jersey. Add'l info contact: B. Hultay, 40 Clark Ave., Bloomfield, NJ 07003. Rain or Shine.

Sept.19 25-125mi. 12th Annual Golden Apple 7:00am
NYCC coord.: Larry Ksiez (718 478-0644). From Yorktown Hgts., NY (F.D.R. Park). 25/50/75/100/125mi. options, flat to moderately hilly terrain. \$10 until 9/1, then \$12 - includes map, patch, sag, rte. markings and snacks. Helmet req. Sponsored by Country Cycle Cub, 1204 Hall Ave., White Plains, NY 10604. Call coord. if interested in more info or cartop.

Sept. 25 100mi. SIBA Annual Century 7:30am
NYCC coord.: Larry Ksiez (718 478-0644). From Jamesburg, NJ (Thompson Pk.). 25/62/100mi. options, flat terrain. \$10 until 9/11, then \$12 - includes map, patch, sag, rte. markings and snacks. Helmet req. Sponsored by Staten Island Bicycling Assoc., 16 Livingston Ct., S.I. NY 10310. Call coord. if interested in more info or cartop.

Oct. 3-30/60mi. Advill Bike Tour for MS
Traffic-Free circle of Manhattan; FDR, Harlem River & Henry Hudson. 60 mile option includes Lincoln Tunnel, NJ shoreline and GW Bridge. SAG, breakfast, lunch entertainment, gifts, prizes and T-shirts. Flat/few NJ hills. Info: call (212) 463-9791

ALL CLASS COLUMBUS DAY WEEKEND AT SU CASA

An encore of last year's great Columbus Day weekend is on the schedule for 1993. We'll leave NYC Friday evening October 8th, on a private party bus and head on up to Su Casa, right in the heart of the Catskills. Big hills, spectacular fall foliage, great food, dancing, parties, movies, game room, and more, all on tap for this weekend. Also, don't forget some of the most beautiful cycling in the Northeast. Rides scheduled for A, B, and C riders. We return by private bus on Monday 10/11, in time for dinner.

Cost: \$210, includes (3) breakfasts, (3) dinners, (3) nights accommodations, and round trip transportation from NYC (\$180 if you travel on your own).

Send check made out to:

Christy Guzzetta
49 West 75th Street
New York City 10023

Or call for more info: 212-595-3674

RIDES COORDINATORS:

A-Rides - Jeff Vogel	718-275-6978
B-Rides - Jim Babbitt	718-296-0027
C-Rides - Geo Kaplan	212-989-0883

RIDES CAPTAIN:

Jeff Vogel	718-275-6978
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NO TECH TIPS

Bob Moulder

Trans-position

Cyclists who own more than one high-quality road bike will tell you that even though they took great pains to set up the bikes the same, one of them seems to fit distinctly better than the other. If you were to do a blind comparison of them while riding on a completely flat, smooth road (for purposes of eliminating the factors of handling and ride quality), one of the bikes would stand out as clearly superior.

This month, let's take a look at some of the small variations that make one bike fit slightly differently than the "perfect" bike, and consider some other component-related deviations that are often overlooked.

Key measurements

When the dust settles after any debate on bike fit, the final argument is always reduced to three points—quite literally, the points where hands, butt and feet contact the bike. If you can duplicate precisely the relationship among those three points, your second bike, or your new bike, will fit like your old standard. The only differences you should notice are handling, ride quality and the feel of braking and gear shifting.

The key measurements which affect these three points are: *seat height* (the distance from the center of the bottom bracket to the top of the seat, measured parallel to the seat tube); *seat setback* (the distance behind the center of the bottom bracket); *reach* (the combined length of top tube and stem); and *stem height* (usually a bit below seat level).

Respecting the chain reaction

When setting up a new bike, or when setting up one bike to match another, it is important to remember that good fit is the result of a chain reaction; 1) seat height controls leg extension, 2) seat setback governs the knee-over-pedal relationship and 3) reach and stem height together determine the level of upper-body comfort and aerodynamic efficiency. Since any changes in seat height and setback affect the amount of upper-body bend and reach, it is essential that seat height and seat setback are ascertained *first* when trying to achieve an identical setup.

Measuring up

The *seat height* measurement is pretty straightforward, but seat setback, reach and

stem height are a little trickier.

Seat setback - Hang a weighted string over the nose of your seat, letting it dangle freely on the left side of your bike. When it stops swinging, note the point it passes the chainstay and mark that point with a grease pencil. Then, measure the distance from the center of the bottom bracket to the mark. Go through this procedure several times to get a consistent reading.

Reach - The traditional way to arrive at the reach measurement is to add together the length of top tube and stem, then make sure the two numbers add up the same on your new bike. For instance, if your present bike has a 54cm top tube and a 12cm stem, for a total of 66cm, and your new bike has a 55cm top tube, you would need an 11cm stem. However, this only works perfectly if your new bike's *seat tube angle* is exactly the same as that of your old bike.

A better way is to simply measure the distance from the nose of your saddle to the center of the handlebar tops, because it provides a consistent measurement regardless of seat tube angle or top tube length. The biggest disadvantages of this method are 1) it only works when you have both the perfect bike and the questionable bike side-by-side, which means that 2) it isn't very useful if you're buying your new bike by mail order.

Stem height - Rest the end of a long straight-edge on the middle of your seat, holding the straightedge parallel to your bike's top tube. Next, measure the distance from the straight-edge to the top of your stem. Check several times until you get a consistent number.

Special relationships

Although the term "frame size" usually refers to the length of the seat tube, the really important measurements are the seat tube angle and top tube length. Here's why:

✓ Imagine that your seat tube angle is 73° and your seat is adjusted all the way back on its rails to achieve proper setback; the bike fits perfectly, but the seatpost clamp design won't allow the seat to slide back even 1mm more. Now, imagine that the seat tube angle of the new frame you're lusting after is 74°. It's significantly steeper, which means you'll have to slide the seat back even further to get adequate setback. But alas, there's nowhere to go... You must, therefore, get a frame with a 73°, or slightly slacker, seat tube angle.

✓ Imagine that your present bike has a top tube length of 59cm, and you require a 14cm

stem. (You're apparently a lanky one who subscribes to the racers' rule: Get the smallest frame you can that still fits.) Your new object of desire is a very short-wheelbase, ultra quick-handling "criterium" bike with a 57.5cm top tube. (This bike obviously has a very short *Front-Center measurement*, i.e. the distance from the center of the bottom bracket to the center of the front hub axle, which partly explains its "lively" handling.) Basic arithmetic tells you that even if you install a 15cm stem, the longest commonly available, you'll still wind up short. If you insist on buying this model bike, you're going to have to get a larger frame with a longer top tube.

✓ If you had a devil of a time arriving at your current "perfect" position—because of atypical body proportions or small physical size—your best bet when buying a new frame is to match it as closely as possible to your old one. If you don't, you may have to go through the fit ordeal all over again, and this time you might not win.

Amazing non-specific micro-detecting devices

Our bodies are extremely sensitive to small changes in bike position or componentry, but often it is difficult to point to exactly what is different, and even harder to quantify it. When seat height, setback, reach and stem height are matched exactly, but the new bike still feels somehow wrong, it is time to look at other factors: the new bike's componentry.

✓ Make sure the crankarms on your new bike are the same length as those of your old standard. Even a 2.5mm difference can feel very awkward.

✓ There can be big variations in the thicknesses of pedal/cleat/shoe combinations—as much as 2cm!—which may require a seat height adjustment.

✓ The length of bike seats' noses, their widths and other dimensions can vary a lot, so use the same brand when figuring seat setback, or take the differences into account. (SUPER TIP: If the seat you now use fits your tush and doesn't cause any problems, *stick with it!*)

✓ Keep in mind that all handlebar and brake hood dimensions are not the same, so measure them carefully to get a perfect match with your present bike, or use the same brand. Make sure your handlebar tilt and brake hood position are the same on both bikes. *

*Out of the Saddle**Mark Martínez***Pilot Error**

Yesterday, a fender-bender occurred at Kennedy airport. No one was hurt. The news media ran it as a lead story and called it an airline collision. Three months, and thousands of dollars from now, the National Transportation Safety Board will release an accident report. It will probably say "... pilot error. ..."

The week before that I witnessed an accident on a club ride. Two people were hurt. It was not a lead story. The N.T.S.B. was not called in. It wasn't noted in the press. No one took photographs, measured skid marks or interviewed witnesses. It will probably happen again. Was it pilot error? Definitely.

But who is "the pilot" in a group of 22 riders rolling up route 9W in a double paceline at 23mph? Is it the riders at the front? Is it the ride leader? Is it the guys in the middle of the line who went down when one of them hit a pothole? How about all of the above and everyone else on the ride. That answer won't satisfy everyone but it's the only one that describes the intensely symbiotic relationship that makes spirited group rides both exhilarating and potentially dangerous.

I spoke with one of the riders who went down a week after the accident. I asked him what he thought had been the largest contributor to accident. He said "I should've known better. . . I noticed a number of riders not riding safely. . . I should have dropped off the back." It was not a direct answer to my question, but it was a telling reply. He had been noticing the behavior of riders around himself, and had considered some of the options that would reduce his risks of being in a crash. In sports parlance that's sometimes called "having your head in the game."

There were other riders I noticed who didn't. Some riders at the front, considerably stronger than their pulling mate, pulled nearly a bike length ahead of them, making the other ride at his

maximum effort just to keep close. I know from experience that that kind of effort is incompatible with the lead riders' responsibility for scanning for and avoiding road hazards that the people in back can't see. With over twenty riders to share the load of "pulling" at the front, no one should have felt they had to take a full turn while their co-pilot was getting fried. Sure the weaker rider might have gasped "let's pull off," but in some cases, the other rider would have been too far ahead to have heard. In any case, the stronger rider is in the best position to take stock of the situation, and make the call. Everyone on this particular ride looked capable of maintaining the listed pace, although some may have need to take a quick turn at the front.

What about the ride leader? While possessing considerable personal riding skills, the leader was somewhat inexperienced and had offered to co-lead the ride in order to augment her leadership skills. The other leader was forced to cancel due to illness. Could the leader have been more forceful in setting the tone of the ride? Perhaps, but, the small group of 6-10 riders that usually joined the 7am ride had swelled to almost three times that size due to a lack of "competing" rides later in the morning.

What about the other riders? I can only speak for myself. I should have suggested that the leader break the group into two sections (I eventually did, but only after the accident). I did caution some riders not to "drop" their partners at the front. I didn't tell some of the new faces that there was no minimum effort required when their turn at the front came and there was no dishonor in getting off before you were "toast." It was interesting to note that when the leader and I did announce that we were splitting the ride into two groups, everyone bolted with the leader's group including several riders who had volunteered to go with my group. Were they afraid to be thought of as slower if they stayed behind the other group?

It should be obvious that many fac-

tors combined to put two riders on the pavement on what should have been an energetic, cooperative early morning ride. Group size figures as the prime culprit in my mind. The unspoken pressure to ride beyond one's limit is greater in large groups ("no one else is taking a short pull. . ."). Individual responsibility seems unnecessary or unwanted. Minor deviations in following the lead riders wheel past hazards are multiplied with every following rider. Communicating (shouted hazard warnings) becomes more difficult in a long pacelines.

Ride participants have to stay involved, watching out for potholes, pedestrians and traffic while keeping one eye on their fellow riders. They also have to realize that unlike racing, individual effort is worthless if it does not take into account the abilities and limitations of the others involved.

Ride leaders have to make a judgment call about whether to split up a ride early on, i.e. at the starting point or G.W. Bridge. I know most people don't like to dictate to their peers; but a leader is expected to set tone of the ride at the start and if necessary, take decisive action before someone gets hurt. Most cyclists will appreciate that your actions are geared with their safety in mind.

Postscript: Both riders are recovering nicely with no fractures and one trashed helmet. A motorist stopped and offered to phone for assistance immediately after the crash. The Alpine police arrived within five minutes of being called (via cellular phone). The N.J. D.O.T. patched the pothole that caused the accident after being notified by the police. A few weeks prior to the accident, one of the "crashees" had volunteered to lead a group riding skills clinic for the Club - (I hope he will.)

P.S. See article elsewhere in this Bulletin on the Safe Riding "A" S.I.G. *

What does she call her bike? Cathe Neukum says that when she got her two gray cats "they ran around like little titanium bikes". So, what did she name them? Basso and Merlin (yes?)!

Congratulations to Judy and Dave Visoky (yes) who are expecting their first child around the end of the year. Judy's a C Rider, Dave's an A Rider. With equal genes, will that make Baby Visoky a B Rider?

The same congratulations go to Liz and Neil Schreffler (yes) who are also expecting. Liz runs, Neil bikes. Sounds like they'll have a biathlete.

And, in late breaking news, Rachel Spevak and Cliff Kranish confirmed their (yes) status by announcing their engagement. They haven't set a date yet, but as soon as I know, you'll know. Congratulations!

Best wishes for a speedy recovery go to Marcel Lipkowitz who broke his femur. The femur is the largest bone in the body and he's a big guy. Ouch. Also off the bike is Howie Turoff, who's recovering from knee surgery. Since the surgery repaired an old running injury, maybe he'll spend more time on the bike now.

As the Wheel Turns. Where has Todd been lately? We know where Trudy is. Hopefully there will be news soon.

Last month I reported the story of NYCC's crime stoppers, Rosanna Trestman and Sherri Gorelick, who have nicknamed themselves Trixie and Alice. Does this mean Bob Trestman and Don Mikkelsen are now Ed Norton and Ralph Kramden?

Quote of the Month. Rikki Furman told Herb Dershowitz "I can eat you under the table." What happened next? Read on.

Reportedly, on this year's NYRATS, the New York Ride Across The State, the only person under 30 was the mechanic. Manfred Kuechler called it a "Senior Citizens Trip". Manfred, don't worry. I won't tell Herb Dershowitz, Liane Montesa, Kevin Mulveena, Terry Brady and Chuck Wong, who also finished the ride.

Quote, continued. Herb said "No you can't!" They were sitting in the Skylark discussing who could eat the most. And Rikki, you'll lose. We all know Herb can out-eat almost anyone.

We finally found out where Beth Herman has been. She's been riding off road. She started by going to mountain bike camp and afterwards began racing. In fact she has become so proficient she was asked to join Team P.M.S. (Pedaling Mud Systems). Now she has to move up in category. Don't worry, Beth, based on the scars on your knees it will probably be easier than walking in your office!

Question of the Month: Will Carey Chu ever find New City?

Boston-Montreal-Boston Report. All three of the NYCC entrants finished the grueling 750 miles and 35,000 feet of climbing within the 90 hour time limit. Steve Britt proved you can do this ride without suffering through sleep deprivation. We managed to get five hours sleep every night. Miguel Vilario finished shortly after Steve. (Miguel was caught stopping for ice cream 20 miles from the finish.) And Biking Bill Strachan found an elite group as a three time finisher of B-M-B. Several members of the NYCC also participated in the B-M-B Twin Century, held concurrently with B-M-B. At the post-even picnic, Shari Horowitz and Tara Crowley decided that next year they would do the full 750 miles. Jane Kenyon decided she'd skip the mountains of Vermont and wait for Paris-Brest-Paris in 1995. They were joined by Tara's dad, Art Crowley, who's done both B-M-B and P-B-P, Amy Hanowitz, who was supposed to pull Steve Britt (yes) back to Boston but somehow it wound up the other way around; Manfred Kuechler, who's doing every organized century he can find, Jim Babbitt, who surprised everyone by appearing at the start, and Mitch Yarvin, who devoured his way across Massachusetts.

Nice bush, Robert Colon!

Based on the post cards from the Alpe d'Huez it looks like Katleen Eaton and Richard Rosenthal (yes) and Paul Leibowitz were all in the French Alps at the same time. Although they were on

separate tours, one day their routes did cross. Is it possible Katleen and Richard were going up one col while Paul was flying down?

On August 8th there was an interesting choice of A rides. There was Christy Guzzetta's schmoozy ride which included a swimming break at High Tor State Park. Or, you could try Jeff Vogel's "Rappelling" ride. It should have been an easy choice - swimming. However, seven people showed up for Jeff's epic journey. The final tally was 9700 feet of climbing on the 95 mile ride. The ride was so tough they were slowed by some unusual mechanical breakdowns. In addition to the usual flat tires, there were broken spokes, broken derailleur cables and disintegrating hubs. It was amazing that anyone finished but Lauren Frank, Ron Grossman, Don Montalvo and Jeff all rode every inch of the way. Congratulations to all those who chose to go swimming!

The results of the club's River Road Time Trial are in. It was hilly enough that Alan Cohen was able to edge out John Becker (by a few seconds) for the top honors, with Marjorie Kim being the fastest woman. In the "50 year olds with less than 1000 miles this year" division, Richard Rosenthal was the only finisher despite his claims that he should be "disqualified for drafting a pedestrian".

This month's *Road Bozo* award goes to two of the participants in the Time Trial. When the race ended it was discovered that two riders were missing. No one remembered passing them. Well, eventually Darlene Barbaria and Ed Allen (no) finally turned up. They finished well beyond the time limit as they managed to get lost on River Road! *

The following postcard to Lou from Ernie Yu was intercepted by the editor:

Dear Lou,
After leading my own vacation for 11 days, I made my escape by riding 112 miles to the mighty Mississippi. Tom & Sara & Erin & I (no) have left Bikecentennia; and we are running one day ahead of schedule. We will stay free.

Ernie

NEW YORK CYCLE CLUB

NYCC CONTEST #3

First prize for the NYCC Contest #3 in which readers were asked to incorporate the names of three painters (VanGough, Matisse, Lautrec) in the course of a cycling related joke goes to the anonymous Bike Poet (a.k.a. "The Rhyming Cyclist."). Although perhaps not strictly a joke, the contest editor is glad to have inspired this opus:

Vincent

Vincent VanGogh was riding so slow,
On his old Columbus frame.
He moaned to Monet, Braque's breaking away,
And I'm, getting real tired of this game.
As we stumble along for mile after mile,
Cezanne's up there seizing the day.
The guys that we ride with have no sense of style,
And as cyclists they come up real lame.

While Salvador dallies on his Cro-Moly,
Manet mainly talks up a storm.
Leonardo's lethargic, Donatello's off target,
And Rembrandt has lost all his form.
Goya's a snail, he's as slow as El Greco,
And Miro's a joke, his legs are like Jello,
Botticelli just bonks, and I always faint,
A real pretty picture is not what we paint.

So Vinny went out and bought a new bike,
And rode through the days and starry starry nights.
He swirled and he swashed, he swooped and he swished,
And in a short while he became very fit.
He latched on to a cool post-modernist troupe,
And made quite an impression on this elitist group.
They meet everyday on the gallery walls,
They warm up a bit and then start to haul.

With Picasso on his Basso and Toulouse on his Trek,
They zip by Renoir and keep his friends in check.
Seurat rules the flats, the pace is kept high,
When Matisse grits his teeth, the speedometers fly.
If Esher escapes they all chase him down,
With Rousseau in front, the canvas they pound.
Breughel does uphill like they're not even there,
And Titian's Titanium is lighter than air,
Degas digs downhill, on descents he can glide,
Through landscapes and dreamscapes they brush others aside.

This colorful bunch, they ride so surreal,
They paceline together, and each race they steal.
And Vincent's so happy he's an integral part,
'Cause the way that they ride is a fine work of art.



PRESIDENT'S MESSAGE

Geo Carl Kaplan

WOW! We had over one hundred forty members at the All-Class Ride on August 1 at Kingsland-Macy Park - and that was without a free lunch! Do we dare aim for two hundred on September 11 when we ride to Bethpage? What a great way to wind up the summer riding season with a record breaking attendance for an All-Class Ride. How about it members?

September is an important month for the Club. We begin the election procedure for 1994 - So... do you want to be on the board next year? Do you know someone who would like to be on the board next year, and may be too shy to come forth? We'll nominate that person, or if you want to run yourself, and are a little queasy about a nomination, talk to me and we'll arrange it. Don't stand on ceremony - we need you!

Just heard word from Dave Lutz that there may be as much as \$4,000,000 - yeah! four million dollars in the city budget for cycling in the coming year. Some of the money will come from the city and some from federal funds, but all will be used to further cycling in the city. If you have any ideas on how to spend this money, contact your city councilman or me and we will pass on your message.

Are you concerned about the traffic jams in Central Park caused by cyclists, roller bladers and runners all vying for the same space. Then contact our able Secretary, C.J. Obregon at 718 817 4945 (days) or 212 876 6614 (evenings) and you can join him in a committee that will work on this with the Park Department, runners and roller bladers. Pitch in with C.J. and we will make the park more palatable for cycling!

See you at Bethpage!

Also included by the contestant were the following questions: What size bike does Mr. Lautrec ride anyway?

Also, even though he'd like to ride with one, Vincent has found it very hard to find a helmet that doesn't end up sliding off his head (for obvious reasons). Can you recommend a model that would give him a proper fit?

Second Prize goes to Carlos Cardona who includes the note that "Vincent Van Cough (sic) is spelled correctly.":

"Hey Vincent Van Cough, put your ear to the ground, I hear a bicycle approaching. Can you tell what it is?"

"I can't hear it Toulouse. Hey Henri, can you see it?"

"Yes, Vincent, in spite of my astigmatism, I can see it."

"Well is it a highwheeler?"

"No, Toulouse, low Trek."

THE SAFER RIDING "A" SIG

Top Ten Reasons Why You Shouldn't Lead A Club Ride

- Mark Martínez

10. People might like you too much.
9. You don't ride fast enough.
8. Gotta Race.
7. You don't want to be thought of as self-reliant.
6. Nobody asked you.
5. You don't want to go anywhere but Nyack.
4. Fewer, larger rides are so much more exciting.
3. It's a little too "high profile" for people in a Federal witness relocation program.
2. Sheep are really more intelligent than most people give them credit for.
1. Those sign-up sheets are so darn heavy.

Do you have all the skills necessary to handle *every* possible situation on a ride? If the answer is "yes", then you don't need to read the rest of this — turn straight to *Blowouts*. For everyone else who would like to become more proficient at group riding skills, there will be series of "A" rides in September and October just for that purpose. Unlike the Spring Progressive SIG, this one is for those who are already in shape but would like to sharpen their skills.

We'll focus on and discuss road conditions, pancakes, traffic, weather, climbing, movies, descending, French toast, pacelines, communicating, donuts, rider-etiquette... So far, we have no set agenda or firm plans. We'll teach and learn as we go along. Just be open to constructive criticism. the whole series will be very low key. These are not racing-oriented [for those, join CRCA or attend Camp Walden] nor are they progressive [like the Spring SIG] so join us anytime! We promise to keep the pace comfortable.

The first two rides, September 18th and 25th, will be for very basic paceline skills. If you're not totally comfortable in tight paceline, be sure to show up for these two rides.

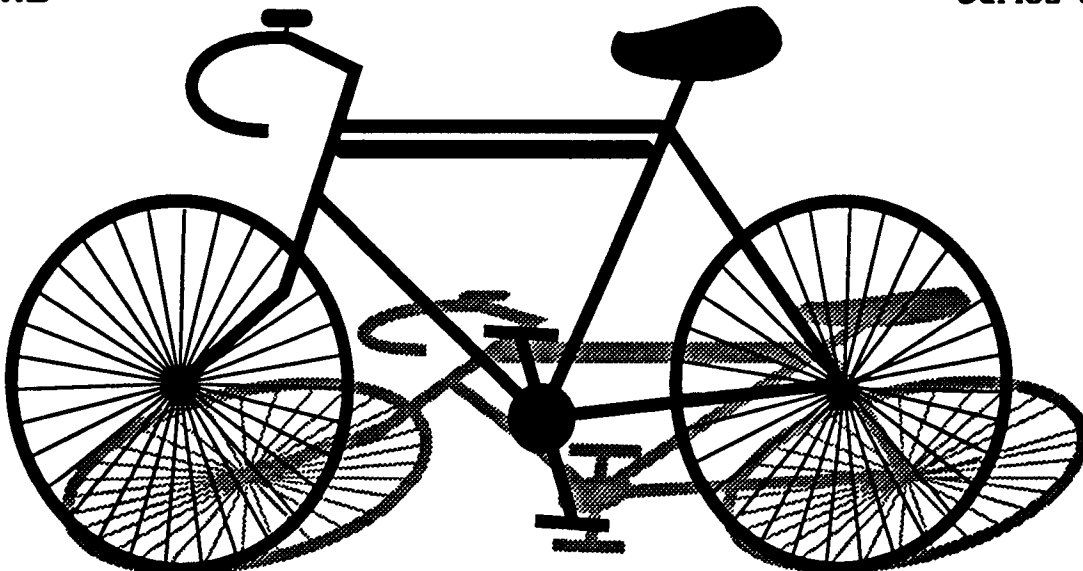
All of the rides will be 50 to 70 miles, depending on the weather and how tired the leaders are. Remember, you can show up for one ride or for all of them. Prior participation is not required. If you have something to learn or something to teach you're welcome to join us. None of the leaders are perfect either. We all have something to learn.

For more information, see the rides listings or contact one of the leaders:

Steve Pollack	212-7777ELF
Paul Leibowitz	212-799-0161
Jeff Vogel	718-275-6978
Carolyn White	212-280-8737

MY BIKE

Carlos Cardona



OFF THE SIDE

Richard Saunders Rosenthal

The Confessions of an Over-the-Hill Cyclist

En route to my first Alp pass, which was my first real mountain pass anywhere, I rode for two days on a perfectly flat stretch of road alongside the Rhone River, at the base of the southern wall of the beautiful Bernese Oberland range in the beautiful Valais region of Switzerland. That sounds pretty scenic until I report to you that at this point the Rhone runs in a concrete ditch and the road is an industrial highway much favored by diesel-spewing trucks. Stroke after stroke, for those two days, I looked up at the mountains. They were unflinching; they didn't give a damn that I intended to cross them. For my part, I became very afraid that I couldn't do it. They were too high.

I became so scared of biking over the Alps that when I turned at the town of Brig to head for my first mountain pass, which was then still thirty miles away and along a road that for twenty-three miles had no greater incline than a driveway, I chickened out.

1000 yards out of town I was so overcome with self-doubt and fear that I fled from the mountains. I turned my bike around and retreated back to Brig, put my bike on a train to Florence, bathed myself in Renaissance culture for three days, then biked out to Pisa and headed up the Ligurian coast as far as La Spezia. That's where Byron drowned in a sailing accident. At least he had the right idea, I thought: go by boat.

Just outside of La Spezia is a hill. I was, struggling up it one night and thought, hell, I could do this hill, I *could* do this hill. But why? ..So, big deal: I come back to New York and tell all my friends, "There's this hill outside of La Spezia and I climbed it. *I climbed it!*" Big friggin' deal. Who cares? So, I thought, why do it when I could just as well bike over the Alps and gain the adulation of the multitudes?

And that's just what I did. Took the train right back to Brig and biked over the Grimsel Pass. Just like that. Nothing to it. I mean, *nothing* to it. In fact, the climb was actually exhilarating. Its difficulty had been all in my mind. Right next to my fear.

The very word "Alps" seems to instill awe in people. It shouldn't. Many trans-Alp roads I've ridden (and, to be abysmally boastful, there are very few I haven't) are far less

difficult than many roads you've already ridden here. Very few roads in the Alps exceed a 7% or 8% grade. In fact, most are 6% or even less. Yes, there's a smattering of 9s and maybe a short, brief burst here and there of a 10 or so. You might, *might*, even encounter a momentary 12 or 13, but that's so rare as to be highly unlikely although I do have a picture of me standing next to a 16% sign near the bottom of Italy's truly treacherous, unpaved (and largely un-guardrailed) Gavia Pass. But that incline lasts just a moment.

According to Moulder-Vogel, our own beloved Devil's Kitchen is 13-14% in *large* part and a wrenching 20% in one small part. Devil's Kitchen: now *that's* a scary road. Having struggled up it a couple times, I will tell you, that road does truly and literally scare me. It's far, far more difficult than anything I've encountered in the Alps. In fact, to my way of thinking, it's downright irresponsible road building...as is the first fifteen yards of Tweed off 9W. Undoubtedly the Cohens and Montalvos of this world can identify many other such insults to reason in our area.

I'm a really bad, v-e-r-y slow climber and the 2000+ meter mountains take me from two to two-and-a-half hours to climb, depending, of course, not only on the incline of their road but also on their length, i.e. on their actual gain in elevation from start to finish. They take me a scant and harrowing 15-20 minutes to come down. Coming down turns out to be far scarier than going up. But the point here is this: the Alps are no more deserving of your respect than many other hills you've already climbed.

As I prepare to go to Europe this year, my twelfth in the mountains of Europe and my tenth in the Alps, I do so with reawakened fear—fear that my waning strength will put me off the bike and onto my feet. I am a man of very few principles but one of them is: Once I start to climb a mountain—and it's not so unusual to have a thirteen-mile climb—the only stops I allow myself are to fill my water bottle, repair a puncture (in twelve years of cycling in the mountains of Europe, I've had only one on the way up—in the Pyrénées), or take a picture. (I suspect this year I may find myself taking a lot of pictures I don't really want just to rationalize my stopping.)

I also go this year with a bit of sadness. I am

a collector of passes. But after this trip, insofar as I know, I won't have any over 2000 meters left to collect in Switzerland or Italy, and only one in Austria and one in France

My first Alp was accomplished—I think that's the right verb to use after using such a pussy gear—in a 32. Even as my age has gone up, I've come down to a bit more manly 28. I grant you, that's not all that manly, but, after all, I am on the cusp of my dotage (I didn't start biking in my adulthood until I was forty) and am almost aggressive about not training. I point with pride to any number of feats of lassitude, among them my having biked only four days in the forty-five preceding my leaving for the Alps this year. I leave for them with less than 600 miles in my legs for the year.

I will give you one possible epilogue to this year's trip even before I start it. It is from Boswell, Samuel Johnson's amanuensis and biographer. He wrote of Johnson's dog: The wonder wasn't that it danced well on its hind legs, but that it danced at all.

No, I don't want that to serve as the epilogue. This is a far better one: Are you impressed that I can cross the Alps in my fifties? Don't be. You can too. I'm living proof of it. The fact is, I really am quite a terrible rider and a *really* awful climber. In the best of times, I just barely manage to hump over hills. I stand and wobble and shimmy and sway and heave from side-to-side in something that looks far more like a dance than a pedal stroke. It's no wonder that I ride a St. Vitas.

That great bike gearing expert, Archimedes, is said to have said "Give me a lever long enough and I can move the world." Get a gear low enough and there is no mountain you can't climb. The only other things you need are the time and the will.

Go bike the mountains. Bike them for their beauty and for the pride and satisfaction of accomplishment that comes from crossing them. I am proof that their beauty and that satisfaction need not be left to the light, the strong, the young, or the swift. *

Richard returned from his trip having made no phony uphill "photo-stops" and having had one monster blow out on a downhill in which his clincher tire blew off the rim. He added five passes to his collection, four of which were in this year's Tour de France.

CYCLING FUEL

Caryl Baron

A perfect weekend was ending in a magnificent ride. About fifteen of us had been having a beautiful ride from West Point down 9W, taking the right turn into the icy cool tunnel of rock climbing up South Mountain Road, and spinning down Ridge and Strawtown. Piermont seemed the perfect place to stop for lunch and liquids. Half the group lined up in a deli while the rest of us pondered a bit.

"Gee, it's only noon, and the bags won't be in town until 2:30. There's plenty of time."

"I wonder what this new place is like. Let's look at the menu."

"Let's try it. Last time we ate at The Turning Point, we were the first party there and they couldn't seem to serve the food or the coffee hot. We need a new treat."

"Okay. Let's indulge. Let's do lunch."

"Hey, move another table over."

"C'mon. Just pull up a chair. There's lots of room."

The next thing we knew, we were a party of seven under the shady awning of the Sidewalk Cafe, a southwest-looking place located where the Riverside Pizza used to be. The menu is not the Tex-Mex you might expect, but an eclectic nouvelle mix of sandwiches, salads, pastas and stir-fry dishes. The food on the other tables looked tempting, so rather than snatch it right off the plates, we ordered, hoping our choices would prove wonderful. TN ordered a double portion of fried

calamari for the table, just to get us started.

TN had chosen well. The calamari were tender, succulent, delicately sweet, with a light, crispy crust and a spicy but not overpowering sauce to dip them in.

MC's garden salad was crisp, fresh, cool, with a lovely basil dressing. The same basil dressing was perfect for CB's shrimp and garden salad. KF, MY and BM had grilled chicken sandwiches, tasty and filling. It was occasionally not easy to find the waitress, but she was good about keeping us supplied with pitchers of iced water, in addition to our iced teas and coffees.

Last, but not least, TN ordered a cool dessert, and convinced E to spoon it into his mouth - and then to do the same for each of us. How decadent. How perfectly enjoyable. How we deserved every bite of it!

After which we bombed down 9W to beat our bags to NY.

SIDEWALK CAFE, PIERMONT

Food: Very good.

Prices: Moderate

Service: Friendly, sometimes a bit overextended.

Johns: One each, clean and tidy.

Bicycle notes: Bikes can be locked in front of the Town Hall next door. Will happily fill water bottles, but they do fit under the sinks in the johns.

Rating: Four bananas.

GIS Winter Training Note

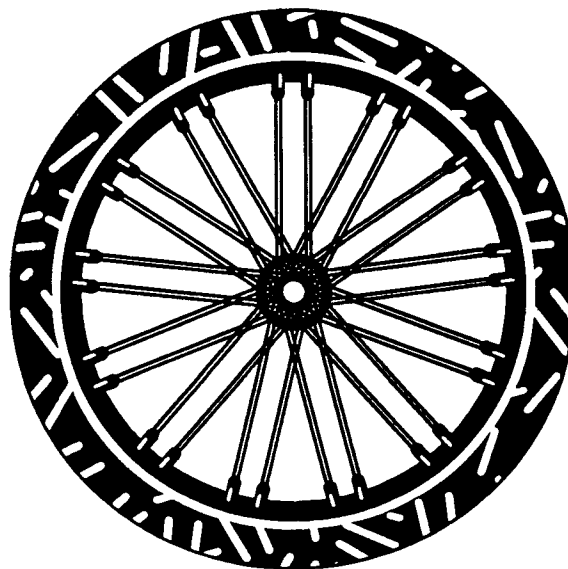
This is for those of you enrolled in the NYCC GIS. That's SIG spelled backwards, and it stands for Grossly Inadequate Syclists. This is the club for backward, wayward, and downwardly mobile riders who, with proper dedication and training, can for from "A" to "B" riders, or "B" to "C" riders in a single season.

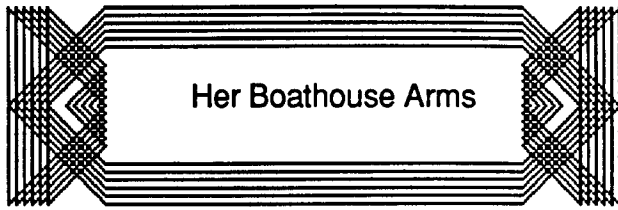
Despite the fact that there is still plenty of terrific riding weather left in the season, it's not too early to begin your mid-winter training schedule and, in fact, you should be well in it — indoors — by early October while it is still in the upper 60s outside.

Start lining up all those magazines to read while others ride. Get videos of "Breaking Away" and "American Flyer". Be sure to get them — they're fiction and, in the case of the latter, pretty bad fiction at that.

And always, always, *always* keep in mind our motto as expressed by our founder, Oscar Levant, who said, "When I feel the need to exercise, I lie down until the feeling goes away."

— R. Rosenthal
GIS Club Secretary



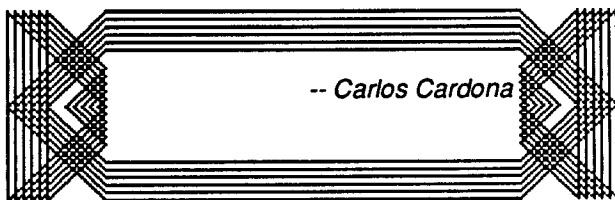


Her Boathouse Arms

They call it The Boathouse,
A place in the park where boats are borrowed,
Where rowers arrive to glide a small lake
And pretend they're in Stratford, Dark Lady in tow.

For those of us riders this Sea of Tranquillity,
This idyll, this calmness, this wet meditation holds no water (bottle),
Our Boathouse is light years away from their quiet,
It's booming, it's friendly, it's busy with mapping,
With pumping and fixing, kidding, cajoling,
But mostly it babbles a dream of adventure,
That joining of effort and friendship called "clubride",
That Yoga of self and machine that gives birth to our bliss.

And sometimes, like now, when first I see her,
Some gorgeous lycrad animal, some chamois-shorted,
Crop-topped, muscled, cleated, riding gal,
When desire but not just desire calls me out,
When the unfolding of kindness and intelligence,
Of gentleness, grace, and a desire to learn Ballroom,
Unites to put the key in that You-lock my heart,
Then I wonder if I might spin with One again,
Conjoining to put our mettle to the pedal,
To fly away into the weekend daylight,
To the Garden State of Earthly Delights,
Or the Longing Island of Love,
Back to the only home that matters,
Back to Yoga, Her Boathouse Arms.



-- Carlos Cardona

LETTER TO THE EDITOR

Is it bravery or foolishness to intercept a crime? Crossing the G.W. Bridge with Sherri Gorelick recently, we dismounted our bicycles as the gusty wind threatened to do it for us. Three young guys came towards us - we felt a shudder as they let us pass. We got back on the saddle and took off, only to be stopped by a frantic cyclist with helmet still on, but shoeless.

He asked our help in tracking down the 4 guys who knocked him off his bike, stealing it and his shoes in the process (the thieves did not come prepared with cleated get-away shoes). We accurately identified the other three, figuring that number four was in the bike and long gone.

Of course, Sherri and I agreed to help him out, but when crossing back to Manhattan, wondered what we would do if we caught the guy. We came upon the Nasty Three, who were looking suspicious and scared as several cyclists whom they had studied were now suddenly going in the opposite direction. They let us pass.

To cut to the chase — we flagged down some cops on Fort Washington. They called for back-up on both sides of the bridge and the boys had only three ways to go.

Sherri convinced me to resume our ride, though I didn't want to give these guys another chance of eyeballing us or our bikes. We figured we could slip by unnoticed, but as we approached the 'bust' scene on the bridge, the neighborhood kids jumped in excitement at our approach, the bicycleless cyclist thanked us deeply, and the cops boomed out "Thanks, ladies." The Loathsome Three glowered at the bridge to which they were handcuffed. So much for anonymity. Sherri advises that we need not enter the witness protection plan just yet, but we may dye our hair.

Were we foolish to get involved? I hope someone would do the same for me. And, we just made the effort to get the police, who responded seriously and speedily, and who did the dirty work.

— Rosanna Trestman

The NYCC should be proud of Sherri and Rosanna (our own Trixie and Alice) for helping out a fellow cyclist while putting themselves in a potentially dangerous situation. We don't know if the bicycle was ever recovered. But this letter is being printed as a warning to those who ride in the evenings: as the days get shorter, cross the bridge in groups, and come back before dark. We don't want to report any more stolen bicycles.

— Editor

Classified

• Seatpost - Amrican Classic Aluminum, 235mm X 26.8mm. Brand New, Wrong Size. \$25.00

Call Dave 212-427-8381

• Minoura MagTurbo trainer for sale. Best offer over \$50.00.

Call Holly Gruskay (212)534-1156

• 56cm Schwinn 564, w/ Shimano Exage components, new tires. Excellent condition, 1500 miles. Great starter bike. \$365, neg.

Call David (516) 829-8930

• Raleigh red 3 speed, 26x1^{3/8} tires, 21" frame, hardly used - \$90.00

• RacerMate Wind trainer, accurately simulates riding wind resistance - \$45.00

• Medai Floor pump, 0-140psi gauge, Schader thumblock hose - \$15.00

All three for \$125.00

Call Irv Weisman (212)567-9672

• 60cm 1991 Eddy Merckx Century TSX, w/ Dura Ace STI & Mavic Ceramic clincher wheels. Brand new: rear cogs, hain rings, chain and King headset. \$1,800, or best offer.

• 60cm 1989 Vitus Dural Aluminum, w/ 7-speed Dura Ace & Campy Aero clincher wheels. Great time trial bike. \$500, o.b.o.

Call Chris (212)848-4240

• Windsor track bike, 24 inch. Columbus tubing, double butted, Campy. Mavic clinchers. Almost new condition. \$500.00.

Call Bill (718)626-2859

Get Ready for Late Summer and Fall Touring ...

- Touring Bikes on Sale Now
- Call About Ergo Power or STI Upgrade Special
- The Hottest Summer Jerseys with Mesh Back in Stock



41 Sylvan Ave (Rt. 9W N.)
Englewood Cliffs, NJ 07632
Telephone: 201- 944- 8787

EuroCycle

Go Fast in Style

1.8 miles North of G.W. Bridge

Right on Route 9W North

Lots of Free Parking in Back

Mon. - Sat. 10:00 AM to 7:00 PM

Sun. - Call for hours

Membership Application

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

Name: _____ Signature: _____

Name: _____ Signature: _____

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

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

Where did you hear about NYCC? _____ Date: _____

☐ New ☐ Renewal ☐ Change of Address Check Amount: _____

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

For demographic purposes only (Optional):

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

1993 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one Bulletin. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple) until December 31st. Mail this application with a check made payable to the New York Cycle Club, P.O. Box 199, Cooper Station, New York, N.Y. 10276.

*New York Cycle Club Monthly Meeting
Tuesday, September 14th, 1993*

MIKE FRAYSSE

Mike has had an extensive career participating in the development of a number of racers, including Betsy King. He has racing in his blood: he raced, his father also. Besides, he always has fun stories to tell.

Just this year he bought an old Victorian mansion with 34 rooms on 28 acres in Glen Spey, New York, and he has renovated and converted it into the country's first cycling resort. It features meals developed by a Columbia University-trained nutritionist, training schedules developed by Mike and Eddy B., and rides on quiet country roads (am I still alive, or am I in Bikee Heaven?).

He will talk about competition training, touring, nutrition, training schedules, and his first year at the resort. Maybe we can make a deal with him for some long weekend?

Please come welcome Mike to the NYCC.

CLUB MEETING LOCATION: FLATIRON GRILL

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

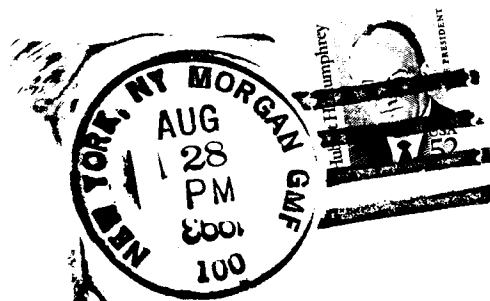
Drinks at 6pm, dinner at 7pm, program follows.

Note that the location has not been changed, as previously announced.



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

First Class



1/06

CHRIS MAILING
ARLENE BRIMER
11149 N TAMARACK DR
HIGHLAND UT 84003-9595

*Getting up
for ski season*
(H)