December
1993
"Tell Mrs. Claus I’ll be back in an hour!"
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 tubes, 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.

<table>
<thead>
<tr>
<th>Ride Class</th>
<th>Ride Description</th>
<th>Cruising Speed (flat terrain)</th>
<th>Central Park Self-Class Times (4 laps = 24.5 ml)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so.</td>
<td>22+ mph 20-22 18.5-20 17-18.5</td>
<td>&lt; 1:10 1:10-1:16 1:16-1:23 1:23-1:30</td>
</tr>
<tr>
<td>B</td>
<td>Moderate to brisk riding with more attention to scenery. Stops every hour or two.</td>
<td>16-17 15-16 14-15</td>
<td>1:30-1:38 1:38-1:48 1:48-2:00</td>
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<tr>
<td>C</td>
<td>Leisurely to moderate riding: destination oriented. Stops every half hour or so.</td>
<td>13-14 12-13 11-12</td>
<td>2:00-2:14 2:14-2:30 2:30&gt;</td>
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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: Caryl Baron, 165 West End Avenue, Apt. 29K, NY NY 10023.

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

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

Deadline for the January 1994 Bulletin is December 13th.
The Bike Before Christmas

'Twas the month before Christmas at St. Claus's house,
And Santa was being a bit of a grouse.
"If Christmas is magic, which is as it should be,
How come everyone gets to enjoy it but me?"
While visions of sugarplums dance in their heads
I spend Christmas Eve in that cold, bumpy sled.
With the wind screaming by as my frozen ears harden,
Behind eight sweating reindeer, which ain't no rose garden.
Driving through snowstorms most of the night,
I don't make it home until dawn's early light.
And while others awaken to greet Christmas day,
I'm massaging my cramps and applying Ben Gay.
Though the deer pull their hearts out for dear, old St. Nick,
Let's face it, that sleigh, it just isn't too quick.
I need something different, that's easy to see,
And I think I know just what that something might be."
So he went to his workshop and banished the elves,
Then he cleared all the toys off the tables and shelves.
Put boards on the windows and a sign on the door,
That read, 'DO NOT DISTURB 'TILL DECEMBER TWO-FOUR!'
And a clatter was heard 'round the clock for a month,
'Till Santa emerged with a look of triumph.
His smile was infectious, his eyes were agleam,
As he wheeled out his custom-built Christmas machine.
And he said with a smirk to his elves and his deer,
"Now let me describe what your lookin' at here.
Its a seventeen-pound techno-marvel delight,
Which I'm going to ride on my Christmas Eve flight.
It's got cadence computing to quicken my pace,
And the Zipper front faring keeps the cold off my face.
With titanium cranks and a Boralon™ frame,
It's got every weight-saving device you could name.
A Trispoke in front and a disk-wheel in back,
And twenty four gears, of which I'll keep track,
With a Suntour electronic shifting derailleur.
I can transport the gifts in this ultra-lite trailer.
For landing and take-off emergency lift,
It's got solid-fuel jet-rocket booster assist.
I've got Thinsulate tights so my legs don't get shivery,
And a seat-cable lock for my New York deliveries.
This Allsop composite will cushion my seat,
There are skis on my wheels if the snow gets too deep.
And just to be certain this baby will fly,
I've trimmed 40 lbs. off my buttocks and thighs.
I'll be hyper-sonic once I get aloft,
So all of you reindeer can take the night off."
With that he hunched forward and spun the cranks 'round,
And the cart and the bicycle sprang from the ground.
As he swivelled the jets and switched on the power,
He said, "Tell Mrs. Claus I'll be back in an hour!"

Michael Samuel '93
**NEW YORK CYCLE CLUB**

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

**Saturdays throughout December...**

**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, December 4**

**A20 100mi Croton Harmon**
7:30am
Leader(s): Karl Dittebrandt (212 477-1387). From the Boathouse. This will be my last century of the year. A simple, uncomplicated route to the train at Croton-Harmon. Bring train pass. Temp below 32°, precip. cancels.

**B16 60ish mi Pre-Xmas Work Out**
9:00am
Leader(s): Mike Brennan (718 458-1762). From the Statue of Civic Virtue; Queens Blvd. & Union Tpke. Moderately hilly, casual pace, indoor breakfast, etc. Temps below 40°; precip. cancels.

**C7 16mi Harrison NJ: Historic Architecture 1:00pm**
Leader: Paul Rubenfarb (212 740-9123). From front of Greyhound Office at PATH Newark Terminal. Harrison was built on the rich, fertile plains between the Hackensack and Passaic Rivers. Though small beside the Newark Behemoth across the river, Harrison's architecture had a proud individualistic imprint. Alas, it exemplifies those all-too-frequent American burgs that will probably never receive historic district protect, thus undergoing gradual attrition of historicness. Rain or shine.

**C12 25mi B-Day- BBQ**
10:30am
Leader: Brian J. Wassenhove (718 599-3889). From City Hall. It's cold outside! I just celebrated you know what. So it must be time for Texas style barbeque. If you're in the mood, then join me for a 25 miler with extra sauce.

**Sunday, December 5**

**A20 56mi Saddle River**
9:00am
Leader(s): Christy Guzzetta (212 595-3674). From the Boathouse. Cool ride to the Ramada Inn Coffee Shop via Saddle River Road. Kind of casual ride. Maybe we'll pick it up to A22/A23 for a moment or two (I doubt it); basically relaxed. Very serious Winter Weather cancels.

**B2 55+/mi Nyack, The French Way**
9:00am

**C12 37mi Eighth Annual Sea Cliff Ramble**
9:30am
Leader(s): John Kalish (5BBC: 212 932-2300). From Cunningham Park. One of the last hurrars of the fall cycling season. A brisk ride through an attractive suburban countryside, including beautiful views from the town of Sea Cliff and lunch indoors in Roslyn. Bring a positive outlook.

**C12 25mi Frost Bite #4**
10:00am
Leader(s): Nadine Manney (212 561-4141 ext. 8484). From City Hall. The usual cancels.

**Saturday, December 11**

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

**A19 60mi Nyack for the "Out of Shape"**
9:30am
Leader(s): Greg Worley (212 781-6702). From the Boathouse. Quick trip to Nyack and back. Extreme cold (under 40°), rain or snow cancel.

**B16 55mi Park Ridge**
9:00am

**C7 11mi Bay Ridge - Native NYers' NYC**
1:00pm
Leader: Paul Rubenfarb (212 740-9123). From front of Bklyn Museum. (Eastern Pkwy stop on #2 or #3). With the purest undiluted Brooklyn dialect of any neighborhood, the dese and dose speakers of Bay Ridge incarnate pure NYer genealogical strains spanning generations. Shore road is noted for panoramic vistas of the Verrazano Bridge and NY Harbor. Rain or shine.

**C12 35mi Manhattan Treasures**
9:00am
Leader(s): Katie Marion (5BBC: 212 932-2300). From City Hall. Sight-see Manhattan the real way, by bicycle. Come with us on some of the Big Apple's more lightly trafficked streets. We'll see an 18th century tavern, The Secret Garden, climb a bell tower and more. Bring a lock, money for lunch, and $6.00 admission to museums. A few steep hills. The usual cancels.

**Sunday, December 12**

**A22 50mi Unemployment Pace Line**
9:00am
Leader(s): Ernie Yu (212 663-5747). From the Boathouse. To come on this ride, you're either a freak of nature, a sick puppy, or unemployed. Proof of unemployment required — bring your pink slip. Precip., temp below 32° or job offer cancels.
DECEMBER 1993

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

A19 50mi Option #2 9:00am
Leader(s): Steven Britt (718 204-4970). From the Boat- house. A more mellow ride for those who are either gainfully employed or know that it is winter!. Precip. or temp at 8:30 below 38° cancels.

B16 55mi Hell On Wheels 9:00am/9:45am
Leader(s): Larry Ksiez (718 478-0644). From the Boathouse/ Queens & Yellowstone Blvd. That’s exactly what this ride is going to be if the temperature drops. 30% chance of rain cancels.

C12 25mi Frost Bite #5 10:00am
Leader(s): Brian J. Wassenhove (718 599-3889). Joint:5BBC. From City Hall. The usual cancels.

Monday December 13
All Class Holiday Party 6:00-11:00
This is the BEST party deal of the holiday season - drinks, food and dancing too - all included for $20. (Be sure to sign up in advance.) See back cover for details.

Friday, December 17

A/B/C 30mi ’Twas Eight Days Before Christmas 6:30pm
Leader(s): Marty Wolf (212 935-1460). From the parking lot in front of City Hall. Enjoy the Christmas season with a friendly paced ride to the Flatbush section of Brooklyn to pedal past some of the most outrageous Christmas displays in the entire NYC area. Although this is a short ride in distance, don’t plan to be home much before 11pm, since we’ll stop to warm up and have dinner before returning.

Saturday, December 18

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

A19 55mi Nyack 9:00am
Leader(s): Steven Britt (718 204-4970). From the Boat- house. Easy up and easy back. Precip. or temp at 8:30 below 38° cancels.

KB17 60mi The Final Swarm 9:00am
Leader(s): Sting & Buzz (1-800-K-BEES). From Queens Blvd. & Union Tpke. (‘E’ or ‘F’ train to Union Tpke.) This is the last Killer Bee ride of the year. Destination is Oyster Bay. Indoor lunch. (After this ride the Killer Bees are dormant until springtime.) Snow, temp below 28° cancels.

Sunday, December 19

A 40-60mi Hedgehog Halloween Do Over 10:30am
Leader(s): Jeff Vogel and Margaret Cippolla (718 275-6978); Stefani Jackenthal (212 769-8718); Dan Schwartzman (212 769-8718); and Sonic the Hedgehog (1-800-SEGA). From the Boathouse. The clever hedgehog would never ride in the rain. This ride, originally scheduled for Halloween, was canceled due to the “Bergen.” Hopefully it won’t snow today on our way to White Plains. We’ll regroup at the Flagship for a very civilized brunch (a Bloody Mary or a Mimosa?) Next we’ll climb a few hills before stopping for Margaritas, Coronas and Mexican food at Santa Fe on Main Street in Tarrytown. Then it’s your choice: either a 20 mile ride back on 9 or a quick trip on Metro-Norsk Unhedgehoglike weather cancels again. And remember as with all hedgehog events, riding skills appreciated, social skills mandatory.

B? 55+/mi Mach I 9:00am

C12 35mi On A Winter’s Night 9:30am

C12 25mi Frost Bite #6 10:00am
Leader(s): Nadine Manney (212 561-4141 ext. 8484). From City Hall. The usual cancels.

Saturday, December 25

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

A 50+/mi Not For Jews Only 9:00am
Leader(s): Jeff Vogel (718 275-6978), Grinch & Scrooge. From the Boathouse. We’ll try again. With a special invitation to Rudolph and other red-nosed hedgehogs, maybe this ride will finally happen. Lots of schmoozing promised. Bring your Christmas cheer. And don’t forget to show off all those new Christmas and Chanukah toys. Ride is canceled if we have a White Christmas or if two out of the three leaders show up. Precip., temp below 35° cancels.

Sunday, December 26

A21 60mi Boxing Day 9:00am
Leader(s): Jane Kenyon (212 662-1935). From the Boat- house. Somewhere in Rockland County, not too far. Bring presents! Precip. cancels.

B all ?mi “I’m Outta Here” 9:00am
Leader(s): Jim Babbit (718 296-0027). From the Boathouse. Join me on my last ride as “B” coordinator. Short ride to Park Ridge or Piemont — maybe Nyack. As hill-less as possible
NEW YORK CYCLE CLUB

...Club Rides...Club Rides...
both ways. Back before dark. P.S. - Happy New Year!! to all.
Snow, rain temps under 40°cancels.

C12 30+/-mi A Medieval Christmas 9:30am
Leader(s): Geo Carl Kaplan (212)989-0883; Angelica Merck.
From Grand Army Plaza (opp. Plaza Hotel). A leisurely ride
to the Cloisters for a great celebration of medieval Xmas.
Lunch in New Jersey? Precip., temp below 32°cancels.

Tuesday, December 28th

All Class Skating in Central Park 6:30pm
Leader: Jane Kenyon (212)662-1935. There's no better
place for skating in the world (in my humble opinion) than the
Wollman Skating Rink at night!! Come and see how beautiful
Central Park can be. Call me for info or if you want to meet
me to walk in together.

Saturday, January 1

A18-20 55mi New Year's Day Annual Ride to White Plains
10:00am
Leader(s): Marty Wolf (212)935-1460. From the Boathouse.
Start the New Year out right, with an entry on your brand new
1994 mileage chart. We'll ride as in years past to the Flagship
in White Plains for brunch. (No chart? The leader will give one
to all who ride today!)

I am planning on organizing a weekend or weekend
day trip for cross-country skiing. I have heard of some
interest during the last two months, so let me know if
you'd like to participate, which timeframe is most
convenient, and if you need or have transportation.
Steven Britt (718)204-4970

MINUTES OF THE NYCC BOARD MEETING
OF TUESDAY, OCTOBER 5, 1993
Present: Geo Kaplan, Mark Martinez, Jody Sayler, Conrad Obregon, Clll Kransh,
Jim Babbitt, Nadine Manney, Jane Kenyon, Herb Denshowitz, Karin Fants and

Herb reported that the club had 875 members, down from a peak of 1100.
Jody thanked Richard Rosenthal for helping her to contact Samuel Abt who
has agreed to speak at a future meeting. She also presented a budget for the
Christmas meeting.

Geo notified the Board that Larry Nelson had agreed to count the votes for the
annual election.

It was agreed that the club would purchase ten jewelry pins from Mendel to
be used for awards at a cost of $50.00. Jody proposed that Irv Weisman, who
would soon be 70, be awarded a free life membership, which the Board
unanimously approved.

The Board then discussed a membership campaign. It was suggested we
should seek greater diversity in location, ethnic background, bicycling skill,
etc. Jane suggested that we had to let more cyclists know of the club's
existence. Geo suggested that we wanted members who would participate
in all activities. It was agreed that Herb would chair a committee to develop
a plan to expand membership.

Herb raised the question of sending new members Bulletins, since he would
not undertake to address labels. Jody and Clll suggested using the mailing
service for complimentary bulletins, which Jane agreed to research.

Presenting the fabulous NYCC December
Club Meeting and Holiday Party
Monday, December 13th
From 6:00 to ???at the

ROUNDABOUT THEATER

1530 Broadway at 45th Street

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.
NO TECH TIPS

Bob Moulder

Next to Nothing

A few years ago in a musty bike shop in Europe, somebody found one of the many bikes used by Jacques Anquetil during his career. The race number bolted to the frame strongly suggested Anquetil rode that particular machine on the way to his first Tour de France victory in 1957. (Anquetil later won four more Tours in a row, from 1961-64. Unfortunately, he died of stomach cancer just a few years ago at the age of 53.) The '57 machine had all the latest, trickiest, state-of-the-art stuff and weighed about 30 lbs. Lucky for him, the other riders also had all the latest stuff, and their bikes each weighed about 30 lbs., too.

If you haven’t guessed it by now, the topic is bike weight—or nowadays, the ever increasing lack thereof (oxymoron intended)—and what it really means. Gazing through the glass counters at bike shops at the latest titanium trinkets or flipping through the pages of any bike mail-order catalog would leave the average non-cycling citizen with the impression that lighter is better and that very light is much better. There’s no denying it’s expensive!

From what I’ve seen, lots of club riders and racers have literally and figuratively bought into that line of thinking, believing that lightness is the paramount issue when choosing a bike and components. Up to a point, lightness is a factor in the cycling performance equation, but it isn’t nearly as important as many cyclists assume.

So who needs a very light bike?
Let’s use a little logic and figure it out.

The lite brigade

A little arithmetic reveals that for a 120-lb. cyclist riding a 21-lb. bike, the bike’s weight represents a substantial 15% of the combined bike-rider weight. For a 170-lb. rider, the same 21-lb. bike figures to be about 11% of the total package. (One might argue that it would be more accurate to compute the percentage of the difference between bike weights vs. body weight, but I think the total package method is better; the last time I rode up State Line Hill, I had to haul my pugdy rump and the bike up it.)

To get even—almost, anyway—a physically small rider could ride a 17-lb. bike, which would represent a more reasonable 12.6% of the combined weight. It used to be that such a bike would be rare, astronomically expensive and way too fragile. But the recently introduced OCLV carbon fiber Trekks, some of the Kestrel carbon fiber bikes, and just about any of the aluminum bikes, aren’t all that expensive, and some careful selection of stock components would yield a reliable 17-lb. steed that wouldn’t cost a year’s worth of discretionary income.

Problems arise when big mashers pummel and whomp these gossamer machines on busted-up city streets. Their additional weight puts considerably more stress on a bike, and the 2-3 additional pounds that go into beefier frames and wheels will pay off with greater stiffness, reliability and longevity.

The elite brigade

Professional and top-level amateur cyclists who have survived the ruthless winnowing-out process of Darwinian natural selection, and whose very livelihoods depend on their cycling performance, sometimes need a very light bike. Better nutrition, training and modern teamwork philosophies have created a very close physical parity among top riders, such that the difference between the physical capabilities of the brightest stars and the lowliest domestiques may be only about 2 percent. For these guys, even the tiniest actual or psychological advantage might determine their fortunes. And since their sponsors and teams are paying for all this exotic stuff, why not?

A limited asset

We know a 17-lb. bike is slightly better for climbing, very slightly better for accelerating, and a little easier to load onto a car roof rack than a 21-lb. “clunker,” but when else is a very light bike an advantage?

Never. If you think back (maybe way back) to your basic physics class, you’ll remember that the lighter bike will accelerate slightly easier, but that once both bikes are up to speed the heavier bike actually will have a teensy weensy edge, owing to the surface area-to-mass ratio thing. (This assumes, of course, equal bike/rider aerodynamics and equal rider body weights.) When descending, the heavier bike is clearly superior; in fact, a fat guy in a good aerodynamic suit who’s riding a heavy bike will dust the bantamweight every time, if he can just shake him off his wheel. If you don’t believe this, consider that Tour riders used to (and probably still do) receive water bottles filled with lead shot when they passed through feed zones in high Alpine cols.

Priorities

What’s more important than a super light bike? Here’s my list:

Fitness; aerodynamics; motivation; inspiration; nutrition; training; bike fit; experience; psychology; tactics; bike handling; mechanical reliability; or confidence. But not necessarily in that order. Let’s see... that puts bike lightness way down on the list.

The Moral: Unless you’re a real bantamweight, your 21-lb. machine probably isn’t holding you back one bit.

A Little More Trivia . . .

In the October Bulletin Cary Baron asked the trivia question, Why do the railroad tracks cross the road at Piemont? Clif Kranish supplies the following history lesson:

In the 1840s Piemont was the eastern terminus of the Erie Railroad. The line, which extended to Dunkirk, NY on the shores of Lake Erie was one of the country’s first long-distance railroad routes. Passengers who wanted to continue to New York City had to change for a streamer down the Hudson. Once they could also change at Suffern, NY for a train to Jersey City passenger service to Piemont was abandoned. Freight service continued and the trains used to turn around there, giving the name to the restaurant “The Turning Point.”

Up the hill from Piemont are the remains of another Erie line. The North Branch provided commuter service from Sparkill and Nyack through Bergen County to Jersey City until the 1960’s. The trackbed runs parallel to River Road (Piemont Avenue) and 9W. It’s now a park called the Erie Path. If you walk along the path from Ash to Station Lane you’ll see an old station, now a private house, and a small trestle overlooking a ravine. There’s another stretch, more suitable for cycling, that starts where South Broadway splits off from 9W and continues north to Nyack.
With last month’s column devoted to the fabulous Su Casa weekend, I’ve got lots of catching up to do. This story I’ve been trying to tell for months, but I didn’t know Margaret’s last name. I finally found out she’s Margaret Watson but it doesn’t matter anymore because by the time you read this she’ll be Mrs. Clay Heydorn. Congratulations!

Also, congratulations to Steve Connell for winning our River Road Time Trial. Unfortunately for us, Steve has only been riding since May and will only get faster. By the way, has anyone heard from the two CRiders who started the time trial but never made it to the finish?

And, congratulations to Amy and Bart Slavin who are expecting their first child soon. Amy, just because you’ve disappeared for the past year doesn’t mean we’ve forgotten about you. Sharing those congratulations are Molly and Dave Regan who are expecting their first in May. I’ve heard that Dave wanted it to appear here before he told anyone. Well Dave, it’s a secret because at least three people came to me with this gossip!

Best wishes for a speedy recovery to Catherine Woods. Catherine joined the list of club members with cross training injuries as she broke her ankle running. Get well soon.

“Rolling in the Dough.” Noel Comess, that sounds like one of your puns.

So where is the best place in the metro area to get a flat? Probably Catrock Road, just outside of Greenwich, Connecticut. On Steve Brit’s recent Connecticut Connection ride, Margaret Cipolla and David Whitfield (no) both flatted at the same time in this ritzy neighborhood. Lo and behold, two guys come out of one of the million dollar homes and offered tools, tubes, a workbench and, best of all, a floor pump to use instead of the mini pumps Margaret and Dave were carrying. The only thing they didn’t do was offer to change their flats for them.

Jay Rosen, Jay Rosen.

And where was the most dangerous place to ride on Saturday November 6? Anywhere! The riders returning from Dave Regan’s ride to White Plains were buzzing about having passed what appeared to be a drug bust on the Grand Concourse at Tremont Avenue. The undercover cops still had their guns drawn as the cyclists passed. Not to be outdone, Herb Dershowitz’ mountain bike ride had to dodge bullets as they watched a shoot-out at 111th Street and Manhattan Avenue that same day. It’s time to take the kevlar out of the tires and put it in our jerseys!

New York may be dangerous but it’s still a great place to ride. Just ask Chris Mailing who flew in from beautiful Utah just to lead the Safe Riding SIG. Not only did Chris give out some valuable pointers, but he remembered all the turns on the way back from Park Ridge.


And while you didn’t read about it here at all, if you’re a member of BikeCentennial, that was our Peter Hochstein who wrote about his exploits during Bike Across Massachusetts for the Bike Report. Here’s the summary: 4 days, 221 miles and more food than anyone could count!

And once again, congratulations to the CRCA/Open Road Team. Not only did they have a great season of racing, but my sources report that they were spotted on River Road having their pictures taken for an upcoming article in Bicycle Guide. Remember where they got their start - the NYCC’s SIG!

Marathon results. While most of us took a leisurely spin to Nyack or Scarsdale, several Club members worked a little harder on November 14th. Phil Aronoff and Alex Bekkerman were the fastest NYCC’ers in this year’s New York City Marathon. For Phil, who sprinted through Central Park, it was a personal record. Alex, running his first marathon, of course ran methodically, according to plan. Other marathon finishers were Debbie Bell, Terry Brady, Susan Lipkowitz, Kevin Mullvena and Dave Oselkevish. (Nick Pisculli passed up the NYC Marathon to run the Marine Corps Marathon two weeks earlier.) The times don’t matter. Running 26.2 miles in record heat does. Congratulations to all of you.

Jay Rosen, Jay Rosen.

Thank you Caryl Baron for the trivia question in last month’s Bulletin. The history behind the question is in this month’s Bulletin. We now know more about those 20 feet of railroad track that goes nowhere than we know about any other railroad line in the country. Thanks for the history, Cliff Kranish.

Bozos, Bozos and more Bozos. I had lots to choose from this month. First there was Catherine Chatham. She went mountain biking one day while at the Olympic Training Center in Colorado, tried to jump a log, missed and wound up landing with her butt in a cactus plant. She rode back standing up and went straight to the hospital where the doctor put a lamp on her butt. His reaction was “Whoa! I gotta show this to someone!” Joe, come here. Look at this!” Catherine, you must have been some sight! An Off Road Bozo? Maybe.

Then there was James Rosar. He was racing Riftat Asa down the hills of Harriman State Park on Jerry Ross’ All Class Ride. It seems that James was going way too fast for the tight turns and got an incredibly close-up view of the foliage. In fact, he became part of the foliage. Fortunately he wasn’t hurt. An Off-The-Road Bozo? Maybe.

Of course there’s Rikki Furman’s story. It can never again be said that she always stands up Jeff Vogel (no). It seems Rikki flew back from warm, sunny St. Thomas just to co-lead a ride with Jeff on a cold, windy November day. Is Rikki our Beach Bozo? Maybe.

There was also Phillip Chateau. When he showed up with his mountain bike for a recent off road ride, someone asked him if he knew how to “Pop a Wheelie.” Of course Phillip said “Sure”. He then proceeded to show us how NOT to pop a wheelie as he got his front wheel so high it went over the stop. He went down, both wheels were in the air. Kids, don’t try this trick at home! A Road Bozo? Maybe.

And finally there was Beth Herman. As Beth was competing in a recent mountain bike race at Hunter Mountain she noticed Franziska Rauch amongst the spectators. Beth waved when she saw Franziska. What she didn’t see were the moguls at the bottom of the downhill. You know the rest of the story - Beth added several more scabs to her knees. An Off Road Bozo? Maybe.

So, who is our Road Bozo this month? It’s you, Franziska, for causing Beth to crash! (Beth, you know I would never call you a bozo.)
OFF THE SIDE

ROAD, RODE, WROTE, ROTE, RED, AND READ DEBRIS FROM 1993

The Highlight of My Cycling Season
The highlight of my cycling season was beating two men in the club time trial.

The Lowlight of My Cycling Season
The lowlight of my cycling season was not beating any man between the ages of 13 and 59 in the club time trial.

...Now, This Just In From The New York Times

_The New York Times_, the so-called "paper of record" whose motto is "All the News That's Fit to Print," didn't see fit to print the victory of Rebecca Twigg in the women's pursuit in the 1993 World Championships in Oslo but did bestir itself to report the results of the fourth stage (and, even more bizarre, only the fourth stage) of the Tour of Catalunya (Salou to Barcelona) in which no rider from the Western Hemisphere was listed among the top ten finishers in the stage or in the overall standings.

There must be a Spaniard in the works. In 1990 _The Times_ didn't see fit to print any results from the Giro d'Italia, which is arguably the world's second most important race, but, during the Giro, did report on a stage of the Tour de Aragon in northern Spain in which no America figured prominently.

Go figure.

For the Ultimate in Weight-Saving Titanium....

In its unceasing effort to report the pulse of the tonier parts of the city, the August 19th _The New York Times_ featured a picture of titanium eyeglass frames. They weigh 2.8 grams and cost $495. Without lenses. If you extend that to the approximate weight of a titanium bicycle frame you come up with a frame that costs $300,000.76.82. Without the fork.

The frames are available at H.L. Purdy Opticians on Madison Ave. (match.) They're not sold by Nashbar. Yet.

GIS Announces Its Name Change

Not that you need reminding, but the NYCC-GIS (which is SIG spelled backwards) is the club for downwardly mobile riders (sic) who, with the proper training and dedication, can go from "A" to "B" riders, or "B" to "C" riders in a single season.

At its 1993 meeting, which is regularly held indoors every six and a half to ten years, weather permitting, the NYCC-GIS voted to change its name from Grossly Inept Cyclists to Generally Indolent Cyclists to better communicate what the club is.

The turnout for the meeting was a thrilling indication of the members' enthusiastic commitment to the club's principles.

A tie vote on the proposed name change resulted in further debate on the question and a second vote was taken to break the deadlock. Everyone present voted and the final tally was 1-0. There were no abstentions.

GIS Announces Another Name Change.

At the urging of non-GIS member Michael Yesko, the NYCC-GIS voted in a mail poll of its entire membership to incorporate the words Regressive Training Series into its name to better communicate what the club is. The vote was unanimous (1-0).

The name REGIS was rejected because no one would want to be that inferior in anything.

Effective immediately, the Regressive Training Series Club is to be known as Club REGETS. The club logo remains a picture of a sloth hanging upside down (as sloths do) from a top tube. The club motto remains the hallowed words of our spiritual founder, the late Oscar Levant: "When I feel the need to exercise, I lie down until the feeling goes away." The club colors remain black and blue and the club jersey continues to feature a wide yellow streak down the back.

Consistent with the principles of the club, those interested in joining in 1994 should do nothing.

December 13th: Party Time

Mary Mary!!

The Really Good News in the Election Results

The election's over and even Dinkins supporters can find something to rejoice about in his defeat. The city will get a new Parks Commissioner. With only the slightest hyperbole, it could be suggested the outgoing one was derelict in her duty almost to the point of gross negligence for not having separated Central Park into discrete lanes for runners, skaters, and cyclists when the park was closed to motor vehicles.

"Dead Letter Box": The Conclusion

Due to the limitation of space, there wasn't room in last month's column, "Dead Letter Box," for the last two letters in the article. Here is one of the two missing letters from that piece.

Dear Unknown Pedestrian:

The cyclist you walked into died. Someone at a nearby photo shoot told me you appeared to have been surveying it with an eye to stealing something from it and you looked stoned. Of course, that's all just mere, worthless speculation. Less speculative is his saying you acted as though you were stoned out of your head as you walked across the road, completely ignoring the cyclist bearing down on you and his screamed warning to you.

When I briefly spoke to you at the site of the accident forty minutes after it, you expressed no regret for the cyclist's injury and you didn't appear to feel any.

A friend lost a friend, parents lost their child, and you lost a tooth. But I guess that's just life—and death—in The Big City, huh?

Sincerely *
President’s Message - From the Boathouse

December 1, 1993

Geo Carl Kaplan

Thanks for the memories
Of Tooney’s shirt design,
Richard’s cranks,
Jim Babbit’s pranks
Ernie’s pacing line
We thank you so much!

Thanks for the memories
Of Jeffrey Vogel’s maps
Despite our frights
We climbed the heights
And made it to the tops!
We thank you so much!

Thanks for the memories...
I’ve exhausted my doggerel talents but don’t forget our VP Rides Mark Martinez and ride coordinator Nadine Manney. Great job by Herb Dershowitz as Membership and for his organization of the Montauk return bus. Treasurer Cliff Kranish gets our thanks, as does Jody Sayler for her wonderful Programs. How about C.J. - not only doing a fine job as Secretary, but he also took the time to organize the Central Park Committee. Thank you! Don’t forget Hannah Holland who insured that the Post Office delivered our bulletins, and Karin Fantus our P.R. person who produced the club brochures. Thanks to all who led rides this past year for you are the most important in the club. After all this club exists to ride our bicycles, and you leaders pave (sic) the way. We thank you so much! And to anyone and everyone who helped and who inadvertently left out - THANK YOU!

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The NYCC Central Park Committee held its first meeting on October 27th at the Metropolitan Cafe. Those present were C.J. Obregon, Chair, Richard Borow, Steven Britt, Stuart Dessor, Scott Grosfeld, Amy Hanowitz, Geo Carl Kaplan, Dannell Maguire, Susan Mark, Gerald Ross, Lynn Saberski and Marc Yatkowsky. The committee’s purpose is to improve relations with roller bladers, runners and joggers, and others who use the park, so that there will be less conflict and friction on the use of the roadway.

The Committee established as its goals:

1. Education and Enforcement of the Existing Rules and Regulations.

2. Segregated use of the roadway lanes.

3. Increase and Improve safety and security in the park.

Strategy to be followed:

1. Contact Roller Blader and Runner Organizations.

2. Contact other Cities and LAW.

3. Formulate policy and resolutions and meet with Park officials.

The next meeting will be 6 p.m on December 1st at the Metropolitan Cafe. If you are interested in attending please contact C.J. Obregon.
In September, Steve and I joined ex NYCC movers and shakers Art Guterding and Julie Seyaert, and four other members of the Braward County Wheelmen, toride in Rocky Mountain National Park and around Boulder, Colorado.

Saturday. Estes Park. Eager to test our “mountain legs” at 7589 feet, Steve and I ride from The American Wilderness Lodge to the Fall River entrance of Rocky Mountain National Park (RMNP). Weird. The grade is gentle, we’re feeling great. Our legs are bouncy, but our lungs just don’t seem to pump enough air to keep up with them. From here, Trail Ridge Road climbs for 17 miles up to 12,000 feet—the highest paved pass in the US. We do a U-turn at the entrance and coast at 35 mph to breakfast. It’s the first time I’ve ever seen Steve look unsteady on a descent.

Surreal. The Mountain Goat Restaurant is overflowing with men and women sporting Michael Jackson jackets, tartan kilts, sporrans, bagpipes, swords and huge silver buckles (solid!). Estes is hosting the Western Highland Festival and the kickoff parade is assembling in the parking lot (the first bonus of our trip). One goal during our stay is to ride to the top of Trail Ridge. Art thinks he has a “flat” place for the group to acclimate, but the road from the homestead site of Enos Mills, founder of RMNP leads up around a curve, then descends toward Allenspark, offering the predictable uphill return. There is a reason it’s called Rocky Mountain National Park.

Sunday morning. I suggest to an unsympathetic audience that we try Trail Ridge because rough weather is predicted for Monday. Instead, we ride in the direction we went Saturday. I turn up a side road.

“Long’s Peak?,” Art asks.

“Art, you’ve been in Florida too long. If we’re going to do Trail Ridge, we need to climb a bit.”

With that, he attacks the hill. The craggy 14,255’ pyramid looms formidable above us against the intense blue sky.

“How far do you think Art will go?” I ask Steve.

“I don’t know about Art, but I’m headed for tree line.”

At 9500 feet the road ends. This is the Long’s Peak trailhead. Treeline is another 1200 feet up. We kick it with the Sierra Club hikers and buy T-shirts from the Rocky Mountain Nature Society. Later, we hike in shorts in the warm sun as the dark afternoon thunderclouds roll over the peaks and sprinkle us with scattered clouds of rain. Stellar Jays and Clark’s Nutcrackers dive bomb the snacks of the unwary. Ground squirrels and pine martens scurry across our path. Catalogs of bright yellow aspen flutter their leaves against the deep evergreen slopes. We’ve caught the change in seasons. Trail Ridge tomorrow? Stars sparkle in the sky in the chill night air as we enjoy the fine Austrian ambiance of the Red inn in Allenspark.

Monday morning. 27 degrees and snowing. So much for Trail Ridge. Steve and I drive to the park, hoping the 8:00 a.m. ranger-led bird walk is still on. We find the elk herd feeding in the snowy meadow, down from the mountains for the rutting season. We watch a nine-pointed male chase a younger, six-pointed male from his harem.

The Ranger is waiting. “I wasn’t going to miss taking a walk this morning.” No one else shows up. We have Ranger Rick all to ourselves for two hours in a winter wonderland. Richard Friedman knows this glacial moraine well and loves nothing more than to share his joy in nature. Our tracks disappear in 5 minutes. The branches, weighted down with snow, curve low over the trail slowing our progress like jungle overgrowth and occasionally dumping snow down our necks. Our second bonus: two seasons for the price of one.

Tuesday. We head for Boulder. The afternoon’s cycling takes us on wide, Shouldered roads into a limitless brown landscape that rolls from here at the foot of the Rockies clear to the Mississippi. The quiet streams we cross here are the canyon-carving torrents that originate in snowfields on the peaks. The restaurant (an old clapboard shack with no sign) in Hygiene is closed. We consume yogurt and Gatorade on the grass next to the grocery. The easy ride out is a tough uphill back towards the foothills, against the wind to boot.

Wednesday. After visiting Lennard Zinn, a frame builder, in the morning, we tackle the “Margul-Bismarck”, a course used in the Coors Classic bicycle race, with a notorious hill known as “The Wall”. The route takes us on busy, fast, noisy highways, some with a dangerous dip at the shoulder. From the top of one hill there’s a numbing view of acres of treeless housing subdivisions. Once, there were buffalo. The worst hill is long, not particularly steep, but there is no relief from the bright sun anywhere on the route. Coming down one hill, I flat on a pebble. Looking down, I see Art and Steve stopped next to a rider. Susan? No, it’s a local rider, tough and fast, but unable to fix a flat. She tells us our route is incomplete, that there is another ten miles and “THE WALL” ahead. But on the next downhill, it’s obvious that Steve’s bike is shimmying and we opt out. I’d had the ride: the noise, the speeding traffic, the unrelenting sun, the bare hills and the unconquerable vastness.

Thursday. We revisit Trail Ridge, but due to the Grandis’ shimmy, we wimp it in the car. The road had been closed until late Wednesday afternoon. Halfway up, we talk with Neil Murray, a New Zealander who purchased a bike in Denver, loaded it up, and was riding to Los Angeles. I can’t lift the rear end of his bike. The road climbs above treeline to what seems like the top of the world at 12,000 feet. The wind howls, and dark clouds move rapidly, alternating sunshine with snow flurries. At the Continental Divide, Steve and I turn around to return to Boulder. All of the cyclists we see climbing are zipped up tight and watching their front wheel. Maybe it’s better from the car. At Zinn’s, we discover that Steve’s new head set is pitted after less than 100 miles (bad installation by the NY bike shop?) and that his fork is one millimeter out of alignment (can this happen in an airline carton with the wheel on?).

Later, dressing for dinner, we suddenly hear a loud hammering sound outside. On opening the door, mothball sized hail rolls into the room. As they say in Colorado, if you don’t like the weather, wait 15 minutes.

Friday morning. Breakfast and a short hike at Chataqua, a summer resort at the base of the Flatirons, Boulder’s distinctive landmark. We ride a fast, fairly flat route with Dave Walls that takes us to Loveland and farmland. This is more like it! Riding in Colorado is different than around New York. The distance between towns is greater. There’s no Nyack, Piermont or White Plains. You can’t count on finding food or water. And you should be prepared for weather. Rides tend to be faster and shorter. There’s less visual variety and the roads are straighter, so the impulse is to do a workout. And, of course, if you work at Velo News, there’s a shower available. It’s our last day in Boulder, and I’m just getting into it. *
Letters to the Editor

To the Editor:

In the November NYCC Bulletin, Richard Rosenthal described a tragic accident which concluded the life of a 23-year-old cyclist. To a bystander who administered CPR, Rosenthal imagined saying, “You are a hero. In this AIDs-ridden era, you unhesitatingly accepted the risk of taking in vast amounts of blood and bodily fluids… I profoundly admire and respect your courage, selflessness, and disregard for your own safety.”

Reading Rosenthal's sentiments, I am bothered by his apparent advocacy of thoughtless heroism. Were Rosenthal’s hero to have contracted AIDS — not impossible in that bloody scenario — two would die instead of one.

Of course we should help when we come upon someone in need, and there may well be times we should take calculated risks — as it seems the rescuer above did — but generally, helping can be distinct from being reckless. If you really care, take a CPR course, or first aid or EMT class. And tuck latex gloves and a folding pocket mask into a baggie under your saddle. The seconds it takes to protect yourself are not likely to cost the life of a patient, but they might save your own.

Stuart Desser

Richard Rosenthal answers:

The letter writer mistakenly and critically speaks of my “advocacy of thoughtless heroism.” First of all, I didn’t advocate anything; I simply remarked on someone’s heroism. Second of all, heroism is thoughtless, all heroism is. It is instinctive. Spontaneous. And senseless. And, by definition, it entails risk to oneself. In fact, there is a large body of thought that suggests heroism is a psychological abnormality. But the fact of the matter is, if you were trapped in a burning building, or a foxhole with a live grenade you didn’t see, or on the ground, bleeding from your face, with your heart stopped, wouldn’t you want someone to “thoughtlessly” help you?

Dear NYCC,

As a work associate of “Gear Guru” Irv Weisman, I’ve been listening to his stories regarding the club’s rides and purposes for many years. I finally had the opportunity and privilege of joining one of your B17 rides (Alstein’s Law of Gravity). And…

It was great. It was fun, difficult, yes, but fun nonetheless. So I would just like to say thank you to Alan Stein for his friendliness and leadership, particularly since I expressed my concern that not only would this be my first ride, but also my longest, 60 miles (which actually turned out to be closer to 70). During a good week, I average only 72 miles. Suffice it to say, I survived the 5-6 hills that we did and made it back home in good but sore shape.

I would also like to thank Jim Babbit for his guidance and leadership, and last but not least, Irv Weisman, for his wisdom and drilling into me the words “lower gears”. He was right.

Sincerely, Steven Yuen

As seen in the New York Times on October 6th, 1993:

To the Editor,

Elizabeth Barlow Rogers, administrator of Manhattan’s Central Park, speaks of the importance of seeing the way the park is used (news article, Sept. 30). I invite her to join me any weekday for my early-morning ride through the park where, at 6:00 AM, a group of cyclists meet for three laps around the six-mile Park Drive.

Each day, another row of street lights lining the park entrance or some section of the Park Drive has been mysteriously darkened. While I would never even consider riding or jogging in the park alone, even in a group I feel threatened in the dark. I wonder how safe and inviting Ms. Rogers or her potential donors would feel while climbing the hill at the north end in total darkness, with the nearest police patrol sitting in a booth in the middle of the 102nd street transverse half a mile away.

Ms. Rogers proclaims that the park ought to be treated like any other cultural institution, museum, botanical garden or zoo. Yet each day in Central Park, hundreds of runners, cyclists, Rollerbladers and pedestrians risk their lives by being confined to an inadequate recreational lane, inches from speeding and often openly hostile traffic, consisting mainly of taxis, which have the run of the road. What other cultural institutions would cave in to the political pressure of a commercial industry to allow this abuse of its facilities to take place?

With a $10 million annual budget, perhaps Ms. Rogers and her Central Park Conservancy may have the clout to turn on the lights, increase security patrols and close the Drive to traffic for a truly safe and inviting Central Park.

Lori Vendinello
New York, Sept. 30, 1993

Harriman Park All Class Ride: Review

On a beautiful Autumn Sunday, 14 riders led by James Ross, took the 7:50 AM train to Garrison and rode into Harriman State Park, to rendezvous with Steve Britt’s A-ride, which began at the Boathouse. Steve’s ride to Harriman turned out to be the “Hillclimber Special”: Little Tor, Gate Hill Road, and while climbing up a very congested Perkins Drive, both Steve and Amy Hanowitz were called by name by a passing motorcyclist. (The identity became more mysterious as the day wore on. A phone call the next day revealed that Larry Ubell was enjoying the day on his “bike” rather than on his bike.)

All riders regrouped at Tiorati Circle and small groups of riders took between one and 3 laps around the 14 mile triangle composed of Seven Lakes Drive, Lake Welch Drive and Tiorati Brook Road. After the climb to the park, Seven Lakes Drive seemed absolutely flat (it’s not) and the payback for screaming down Lake Welch Drive at 40 mph was the 3+ mile climb back up Tiorati Brook Road.

We ended the ride at the station in time to have pizza delivered and take the 4:49 back to the City. The conductor capped the perfect riding day. He was friendly, helpful and not pushy. But then this seems to be the norm at Metro North. He complemented the day so well that he was rewarded with a bag of pretzels at the end of the ride. Thanks, Jeff Vogel, for making the train arrangements, and thank you Metro North!

At the end of the day, two riders commented that they had never ridden in Harriman Park and accomplished something that they never thought they were able to do. There weren’t any flats, no injuries and only two people got lost. And they found their way to the station in time to meet the train.
I have thoroughly enjoyed my time as Editor of the Bulletin over the past year and a half, and I am somewhat sad at having to pass on the responsibility. However, I have set some very aggressive cycling (and personal) goals for the next two years, and have decided that there are only so many hours in the day!

I have tried to make the Bulletin your newsletter, a forum for all members to express opinions, exchange ideas, be entertained, and be informed. Of course, the most important part of the Bulletin is the Rides Listing, but I hope you have also enjoyed the articles, photos, news bits, letters and even the jokes!

I have felt very fortunate in this job because of the support and contributions of a variety of people who all need to be thanked: Mark Martinéz, for his great Out of the Saddle columns, and for his cooperation on getting me the rides on time as VP of Rides; Bob Moulder, Richard Rosenthal, Alex Bekkerman and Russell Cohen for their regular contributions, as well as all those who submitted articles at any time; the Rhyming Cyclist, whose identity I still have to discover and whose poems will hopefully appear again in 1994; Mike Samuel for his covers, his poems, his ideas and his friendship; Ernie Yu for his help with last-minute proofreading; Lou S. Pokes for the most read and most talked-about article of each publication, and his secretary for her diligence and patience; and last but not least, Jeff Vogel for putting up with my questions and for his sometimes asked-for (and sometimes not) opinions. Finally, thanks to all the members who expressed their appreciation of the Bulletin, and encouraged me to keep publishing more and more pages each month! We all have something to say or to give back to the Club, so please continue your support and contributions with the new editor, Caryl Baron. And if you’re not a great writer, poet or artist, you can always lead adrift!

Because I get so much enjoyment out of the NYCC and want to see it continue to grow in size and improve in quality, I will continue on the Board as Special Events Coordinator. My goal is to organize a variety of cycling and non-cycling events that will bring members of the Club together, that will expand our horizons beyond road riding, and, most of all, that will encourage all to have more fun. I welcome your suggestions, and especially your offers to host or lead these activities. I’m looking forward to hearing from you. Don’t hesitate to call!

* * * * * * * * * * * * * * * *

This is what it’s all about!!
A couple of years ago, in this column, I quoted the famous: "If it ain't broke, don't fix it." Sometimes it is hard to follow my own good advice.

Professionally, I've been playing world traveler for a couple of years, which doesn't leave a lot of time for running and cycling - I like to do both - and even less time for bike maintenance - which I don't enjoy so much. I'm one of those self/teach-raught mechanics, with a drawer full of tools, a truing stand and a work-bench bike clamp. I've built a couple of pretty good wheels from scratch, and have, at one time or another, managed to take apart and reassemble everything I've tackled, since my failure with coaster brakes when I was twelve. But, I have some insecurities about my skills, and a belief that a pro can do better work, and sometimes they can. But not always.

Two weeks before a Colorado Cycling Vacation, I was on my way out of the country again, and my Grandis had a ticking pedal, and a dead computer cadence.

So, I took my bike to a neighborhood shop, and asked for the computer wires to be replaced, and to have the pedals checked out and fixed: there was a tick, and I was pretty sure it was the right pedal, which even I could tell had crud in it. The shop said leave the bike, and call in three days, they'd check it all out, and give me an estimate.

Well, the estimate took about six days, and was faxed to me overseas, and with some very considerable reluctance I approved a quote of something over $200. A few days later I got a call from my wife, Caryl, saying that the shop had found a couple of additional problems, and the cost would be about $320 total, and would include a new bottom bracket and headset. We were leaving for Colorado just two days after my return from overseas, so what was I to do? I said OK.

The day before Colorado, at the appointed time, I went to retrieve my bike. I stood around for over an hour, while the work was "completed". My Record headset (part of my Anniversary Gruppo) had been replaced with a functional but ugly Chorus, the cadence still wasn't working, and, somehow, my pedal had been omitted from the quote and work, and was still sticking and ticking.

Off we went on Delta to Denver, with bikes in boxes big enough to live in - take off the pedals and turn the handlebars, and duffle the tires a bit. The next day we did a nifty 4 mile climb. But upon turning and beginning that beautiful downhill - guess what - my bike, for the first time ever, began a terrifying Shimmy.

A couple of days later I found myself spending the afternoon at Zinn Cycles in Boulder, getting fitted for — well, I don't want to say it. And getting my brand new, but already pitted Chorus headset adjusted, and the fork adjusted. Whatever Zinn's mechanic had been doing, he stopped to help us. We can't know for sure what happened to the fork; but somehow I don't think it was damaged in the box. And, it isn't possible to know if the Shimmy was the result of previous damage to the fork, or because the headset was badly installed, or simply because the headset was a slightly different size.

I paid Zinn $35 for a full hour of his mechanics time, who threw in for free, a half-hour of road test; he managed 44 mph without his hands on the handlebar (my half-working computer confirmed the speed) with no Shimmy.

A few days following the above-mentioned fitting, I sent a deposit check to Zinn, and a few days later, in Italy, I confirmed specs for derailleur, paint, rims, and some twenty little details. From Hong Kong I approved the gears.

Still, I don't look forward to visiting my neighborhood shop, reminding them that the two things I specifically wanted fixed weren't fixed, asking for a new headset, commenting on the $35 I had to spend on top of the $320 they got. Maybe we'll move to Boulder instead!
Classified

• 52cm c-c Eddy Merckx Corsa Extra frame. Columbus SLX, red/green/chrome fork, Stronglight headset, new Dura Ace BB. Good condition, perfect alignment. $525, o.b.o.
• 53 cm c-c Cannondale 2.8 frame/fork, red. Used 5 mos., 1993. Includes Dura-Ace headset & BB. Frame is super light & agile. Excellent condition. $400, o.b.o.
   Call Bill (212)243-1780 day, (212)260-8737 evens.

• 62cm red Colnago Super, from 1980. Sitting in closet over 10 years. Too big for me. Campy Nuovo Record, tubulars. $400
   Call Peter (212)222-2935

• Moser road time trial, 53cm-equivalent size, Kevlar disk, Super record derailleur. $1,500, o.b.o. New condition.
• Vetta team bike, 57cm, Columbus Ellitica tubing (like max). Candy apple finish, new condition, extra Clement silks. Nuovo Record group, $1,400, o.b.o.
• Bob Jackson track bike 22½ red/yellow trim. New condition, Campy group, $300, o.b.o.
• Stimsman racing tandem, 22½/22½ red/yellow trim, 2 Phil Wood brakes, 2 Peterson SE cantilevers, 2 stoker brakes (6 brakes total), Campy & Phil Wood group. New condition, $3,000.
• Bob Jackson time trial track tandem, 22½/22½ Mathouser scissors brakes, red/yellow trim. New condition, $1,500 o.b.o.
   Call Bill (212)988-7818

• Classic Road Bike, 53cm Alpine custom frame, Reynolds 531. Nearly all Campy Nuovo Record parts. Fine condition, $500.
• Trek 700 mountain bike, 18 inch. Many upgrades: Shimano Deore XT derailleur & shifters; Girvin suspension Flexstem, more. $550 o.b.o.
   Call Dave (718)499-4467

Don't get dropped... it's time to renew your membership!!

All NYCC memberships expire on January 1st, no matter when you joined. So don't put it off. Renew before you miss a single NYCC Bulletin. Fill out and mail the application below, or see Membership Director, Herb Dershowitz at the next Club Meeting.

1994 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 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 in 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?____

1994 dues are STILL $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, PO Box 199, Cooper Station, NY, NY 10276.
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 THE DATE, not a Tuesday) TIME: 6:00pm until ...
LOCATION: The Roundabout Theater, 1530 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!!
• and 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,

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

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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Renew Now – see page 15 for details